

We  
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That

# Transformative Projects for Bodmin Town Centre

Final Report  
26.03.2024



**Working with**

**Stockdale**

**Revisions tracker**

<b>Revision</b>	<b>Date</b>	<b>Description</b>
-	19-12-2023	Initial draft
01	08-03-2024	Final report
02	26-03-2024	Final report - Minor amendments

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# Introduction

- Purpose
- Work Done so Far
- Funding Opportunities

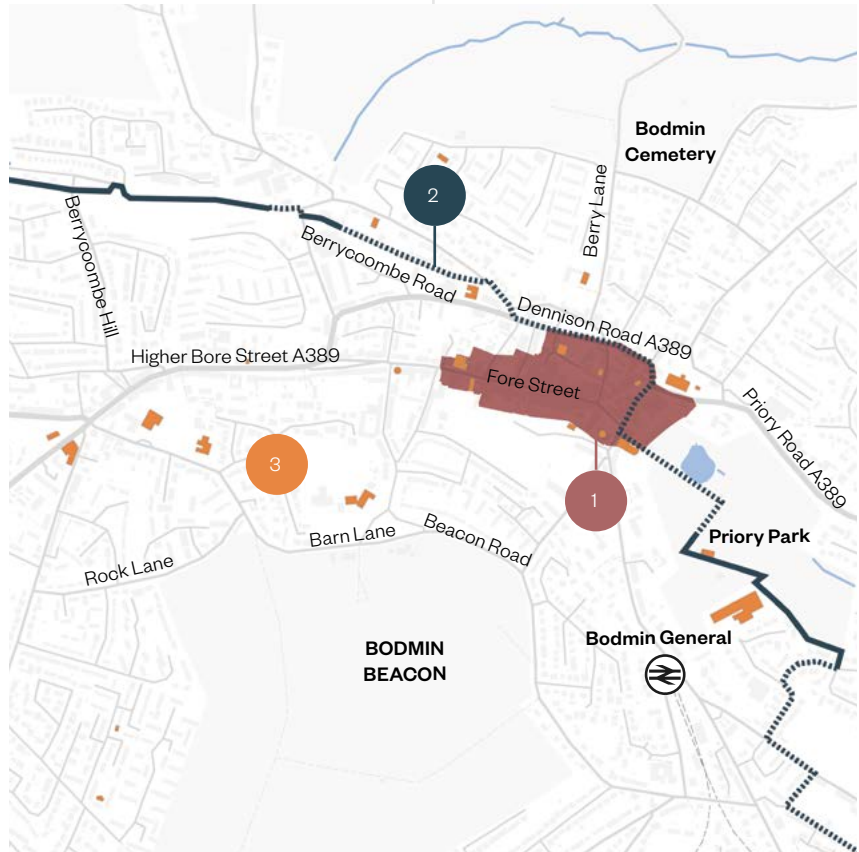


# Purpose

## Priority Projects

The principal objective of this report is to position Bodmin Town Centre in the best position possible to respond positively to funding opportunities which can support its future success.

Three projects were identified through preceding work as priorities for the town centre, and these represent the focus of the study, as below. Projects have been subject to design development and are accompanied by high-level costs and delivery strategies identifying next steps for their implementation.



Priority projects

### 1. Town Centre Renaissance

With a focus on Fore Street, the Dennison Road car park and the immediate surroundings, the stated objective for this priority area is to create a more attractive streetscape which puts people first.

### 2. Increasing the Value of the Camel Trail

The creation of a safe and attractive route from the current end of the trail into the centre of town, possibly to the Dennison Road Car Park, utilising improved wayfinding and landscaping to reinforce the route and to increase footfall by attracting more users of the trail to the town centre.

### 3. Community Spaces and Places

With a focus on supporting those that are most vulnerable, the objective is to deliver new, improved, appropriate community facilities, with due consideration being given to meeting local needs.



# Work Done so Far

## Steps to the Current Commission

Extensive work has been progressed prior to this commission to identify the vision and priorities for the regeneration of Bodmin.

### Bodmin 2030 and Beyond

The Vision for Bodmin seeks to build on the current strengths of the town and present a distinctive image of the place that Bodmin should become in the next 10 to 20 years. Top priority areas for action were identified:

- Theme 1 - Building a Stronger Community
- Theme 2 - Destination Bodmin
- Theme 3 - Accelerating Economic Growth

With some key proposals involving major capital investment including:

- The expansion and relocation of GP services
- Implementing already approved transport improvements
- Reshaping the town centre
- A high quality, redevelopment scheme for the current car parking and adjoining land at Dennison Road
- Developing Bodmin as a Services Centre
- Growing Business Clusters.

### Bodmin Neighbourhood Plan

The Neighbourhood Plan, currently in draft, identifies key strategic opportunities to

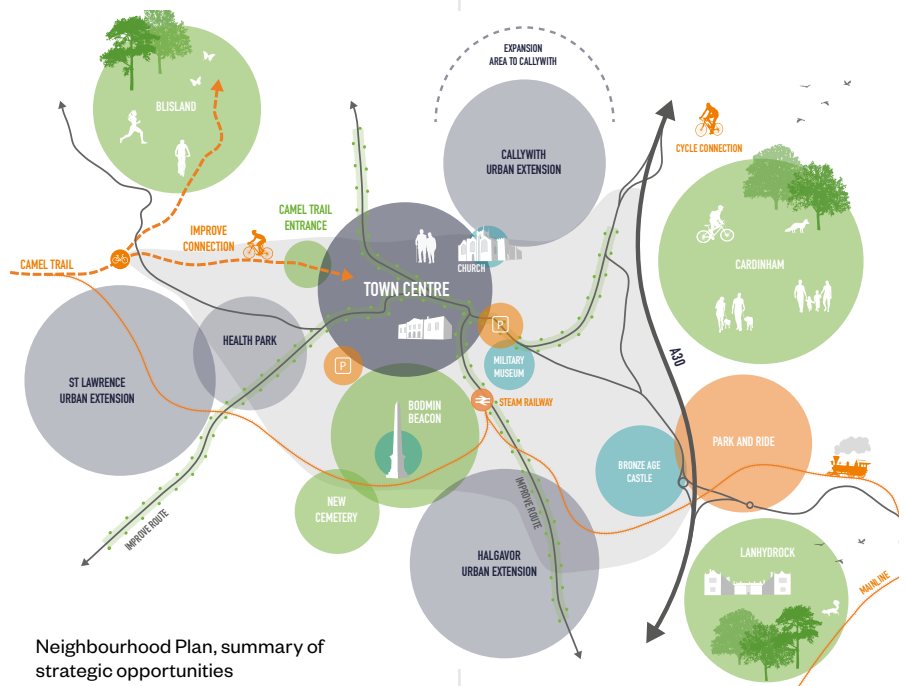
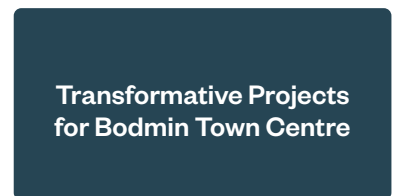
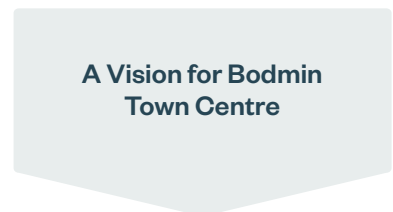
support Bodmin's and the town centre's growth.

### A Vision for Bodmin Town Centre

A Charrette workshop with the public was held in 2022 to develop a vision specifically for the town centre, supported by the local community. This resulted in an illustrative masterplan identifying further projects to be explored.

Key themes emerging from the charrette were:

- Celebrating Bodmin's unique Cornish heritage & culture
- Focus on the Bodmin community
- Look and feel
- Restore the network of streets and spaces
- Fore Street Renaissance
- Burgage Plots
- Greening the town centre
- Getting around
- Continuing community participation.



Neighbourhood Plan, summary of strategic opportunities

# Funding Opportunities

Funding opportunities for regeneration projects are typically structured around recurring themes.

For the purpose of this study, these have been grouped as follows: active travel, high street regeneration, community, culture and heritage, climate and environment.

These themes have been used as a thread through the study, to help structure the project interventions so that they can easily respond to the funding opportunities as they arise.

## Active Travel

- Promotion of walking, cycling, wheeling and support of healthy travel

## High Street Regeneration

- Refurbishing and repurposing buildings
- Activation of vacant or underused premises
- Public space improvements
- Shopfront improvements
- Improving priority access for pedestrians

## Culture and Heritage

- Activities for economic, social, cultural revitalisation
- Management and conservation of the historic environment.
- Enhancement of conservation areas

## Community

- New or improved to community infrastructure and public space
- Projects delivering economic regeneration
- Community engagement schemes
- Grants to organisations that help improving their communities

## Climate and Environment

- Environmental projects that support sustainability and biodiversity
- Planting and establishment of trees



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# Key Findings from Appraisal

- Active Travel
- High Street Regeneration
- Community
- Culture and Heritage
- Climate and Environment
- Summary of Key Findings



# Active Travel

## Walking and Cycling

Bodmin is in a favourable location at the centre of Cornwall, on the crossroads of major cycling routes and in the direct vicinity of attractive destinations.

These include Lanhydrock and Bodmin Moor AONB, also a designated International Dark Sky Landscape. This means Bodmin can attract and cater







for a wide range of visitors and tourists, including those using the Camel Trail.

Two strategic active travel routes go through Bodmin: the Camel Trail and the National Cycle Network Route 3 / Coast and Clay Trail.


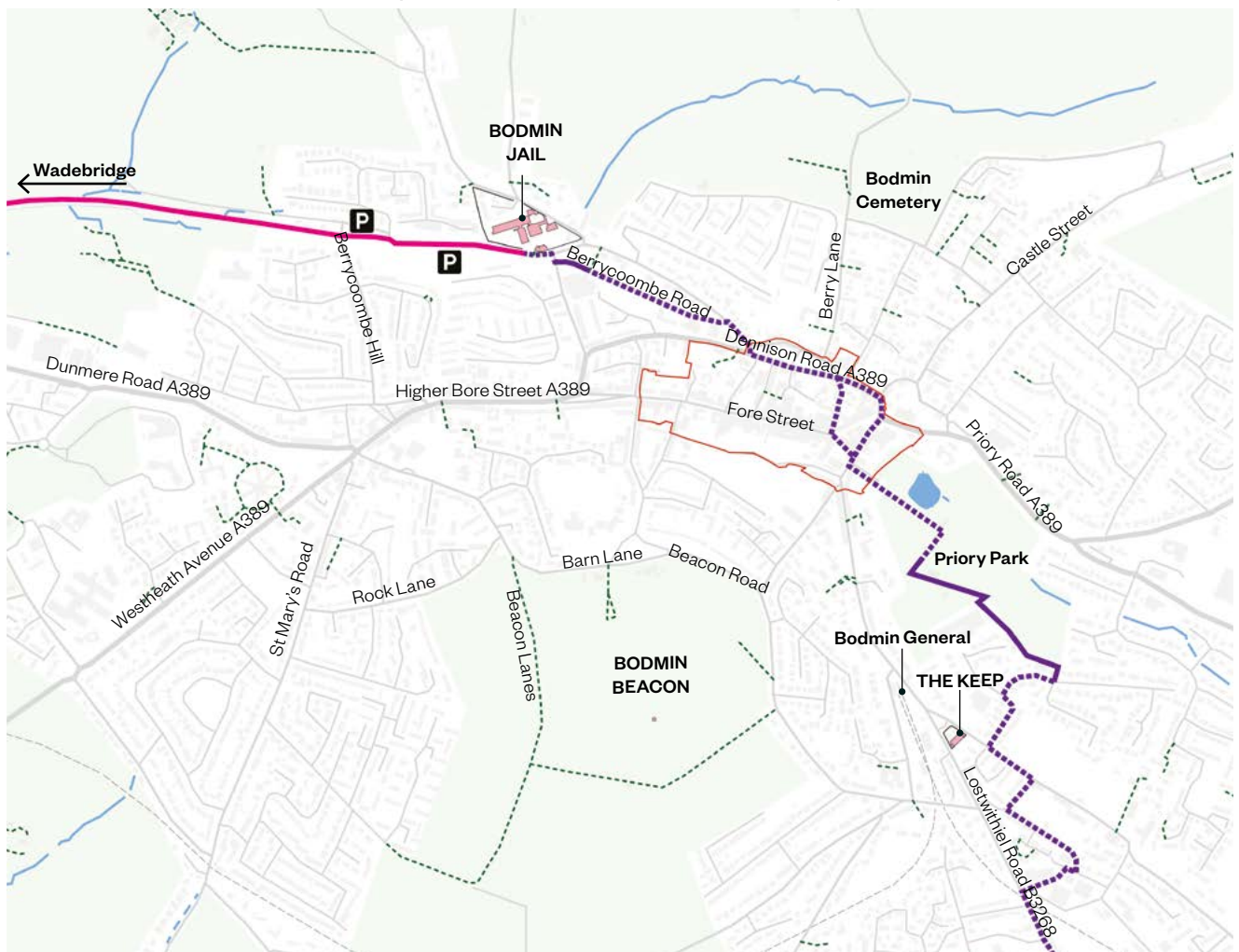
The Camel Trail attracts an estimated 400,000 users each year generating an income of approximately £3 million a year. A cycle link to connect Bodmin to the Camel Trail, Lanhydrock and Cardinham Woods was created to encourage footfall to the town as part of Building a Better Bodmin.

**In 2016 Bodmin was named Cornwall's First Cycling Town.**

**Key**

-  Car parking
-  Camel Trail
-  National Cycle Network Route 3 / Coast and Clay Trail - off road
-  National Cycle Network Route 3 / Coast and Clay Trail - on road
-  Walking trail
-  Town centre boundary

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# Active Travel

## Public Transport and Road Network

### Public Transport

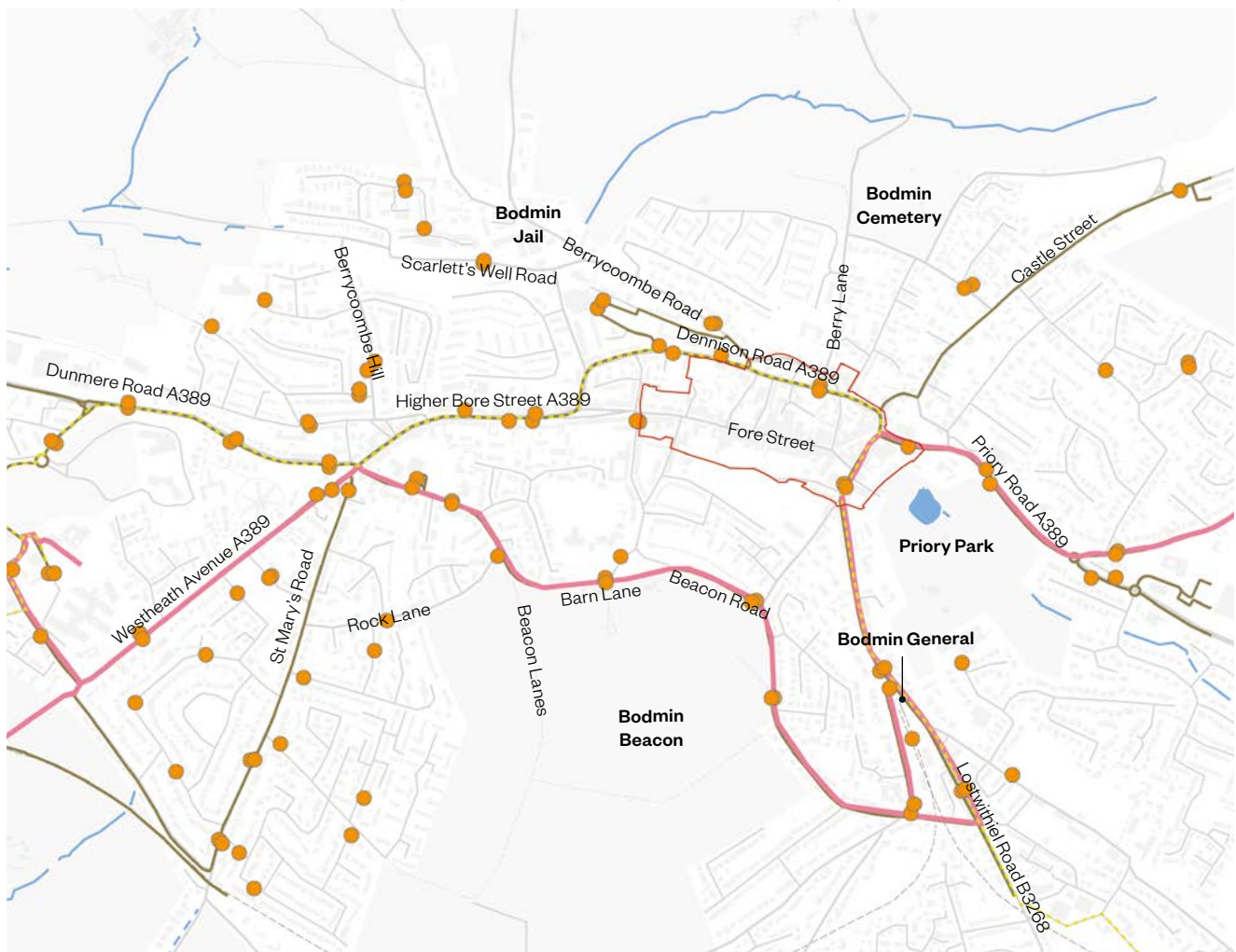
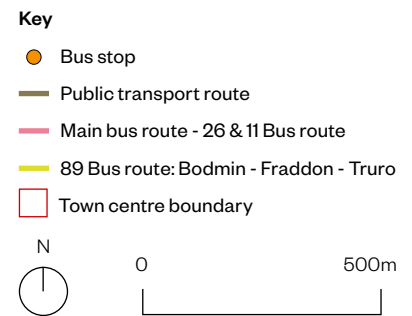
A number of bus routes, shown in the map below, serve the town centre, connecting it to the surrounding areas and towns.

Key to access the town centre is Bodmin Parkway station, located on the mainline and sitting on a 10 minute car / 20 minute bus journey from the town centre.

### Roads

In Bodmin, Dennison Road acts as a 'mini ring road' and is often congested with vehicular traffic. An Air Quality Management Area (AQMA) was declared in

2008 with a level of exceedance of 61.39. In 2022 this level was almost halved to 32.4, as a result of highways and public realm works implemented in 2016. Although reportedly unpopular amongst some road users, the works appear to have delivered the desired improvement in terms of air quality.



# High Street Regeneration

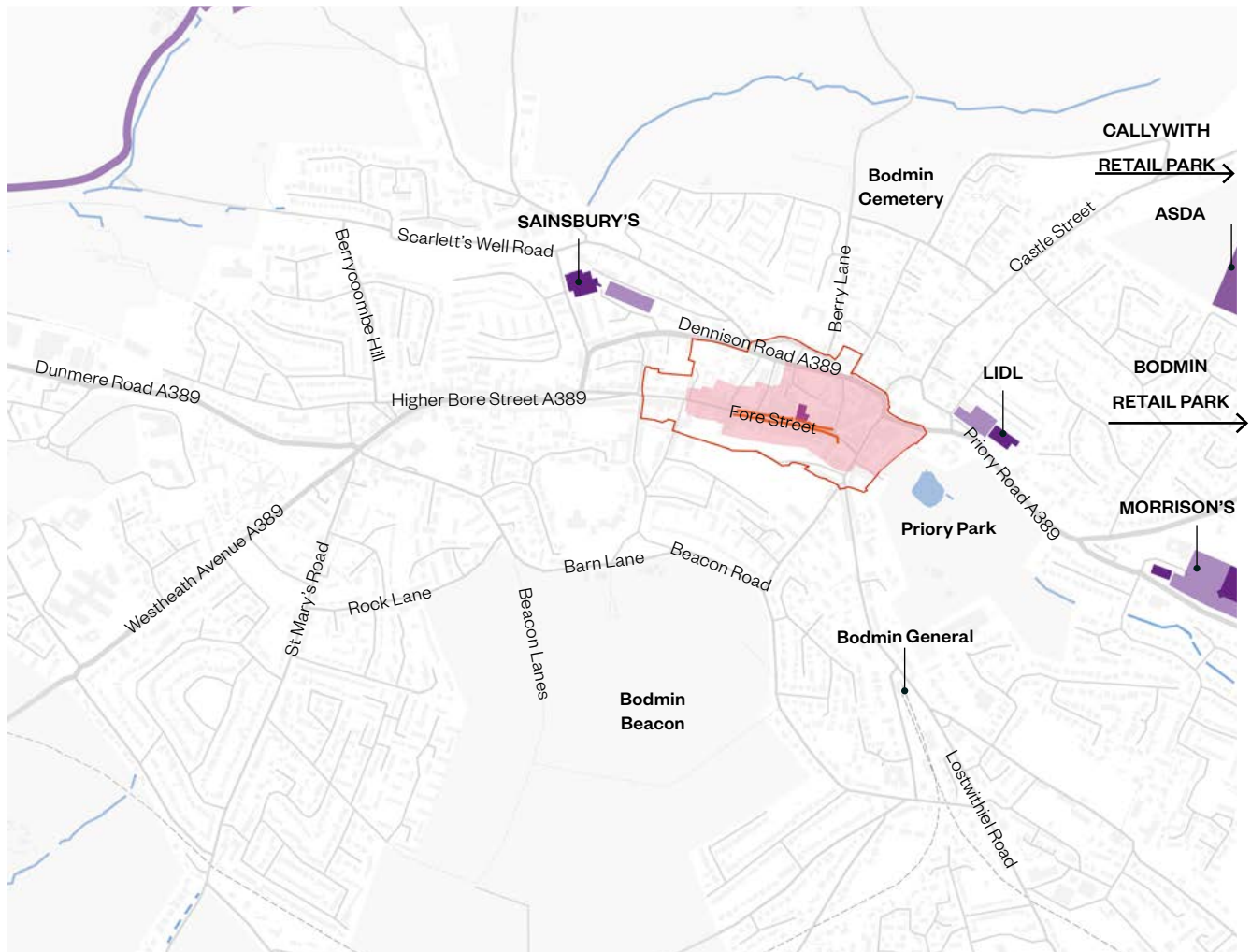
## Retail and Convenience

The Local Plan defines the area centred around Fore Street as the Town Centre.

Fore Street is the focus of town centre shopping and as such it sits within the Primary Shopping Area as defined in the Local Plan.

The majority of large convenience stores are located at the edge of the town centre or out of town.

With the addition of new and planned large footprint convenience stores, Bodmin now has provided for more than enough convenience floorspace for the duration of the plan period, in relation to the Local Plan targets for Bodmin.



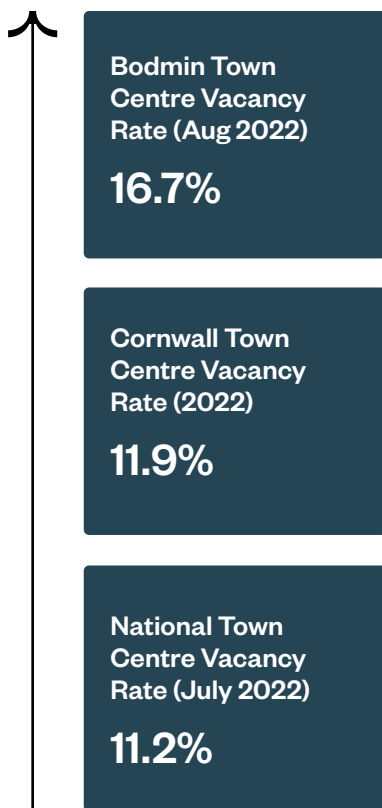
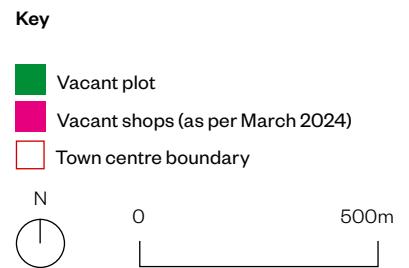


# High Street Regeneration Vacancy

There are 30 vacant units out of a total of 174 retail units within Bodmin Town Centre. Bodmin is one of five Cornwall towns slow to experience any sustained post-pandemic recovery.

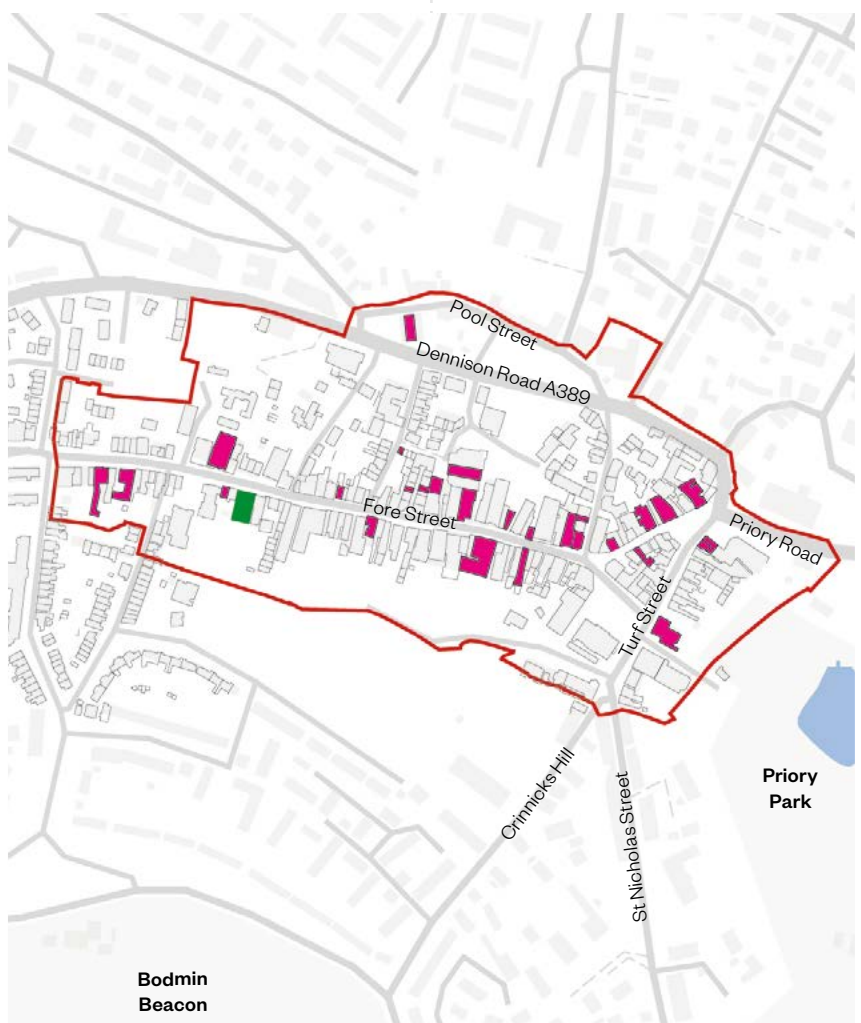
Historically, the majority of reductions of town centre retail units are attributed to units being converted to residential use with such conversions amounting to 13 since 2014.

Many of these vacancies affect heritage assets, including Listed buildings.



Bodmin's vacancy rate is higher than both the Cornwall and national average.

Source: Cornwall Monitoring Report, Bodmin Town Report, 2022



# Community

Like other towns in the UK, Bodmin suffers from the broad effects of deprivation.

Low-income levels, low employment, poor higher education opportunities, low levels of skills and training, elevated levels of poor health, disability, and homelessness are some of the challenges faced by Bodmin, which continues to be within the top seventeen of the 10% most deprived areas in Cornwall (Bodmin Economic Profile 2021).

Despite these challenges, Bodmin's population is set to grow, and the Local Plan is planning for 3,100 new homes to be allocated for by 2030 (with strong local objection to the Halgavor Urban Extension development) which will require services and infrastructure the town centre could accommodate:

1. Halgavor Urban Extension - 740 dwellings
2. St Lawrence's Urban Extension - 750 dwellings
3. Callywith Urban Village - 650 dwellings
4. Castle St - 150 dwellings

For further detail on the current community space provision, refer to chapter 7 - "Community Spaces and Places".

**High dependency ratio**  
 Bodmin - 0.67  
 Cornwall - 0.73  
 England - 0.60

**High levels of youth unemployment**  
 Bodmin - 7.2%  
 England - 5.1%

**Very low levels of ethnic diversity / % 'White British'**  
 Bodmin - 93.7%  
 England - 79.8%

**Access to health related services is poor, as for Cornwall more generally**

**Issue linked to unhealthy lifestyles** - low numbers eating healthily and high numbers of smokers

**High levels of crime** - higher rates of all crimes in Bodmin compared to the rest of the Camel Valley and Cornwall average



# Culture and Heritage

The Bodmin Town Conservation Area covers Bodmin's historic street pattern and includes most of its listed buildings.

The smaller Berry Tower Conservation Area is situated to the north. The Bodmin Town Conservation Area is divided into several sub areas:

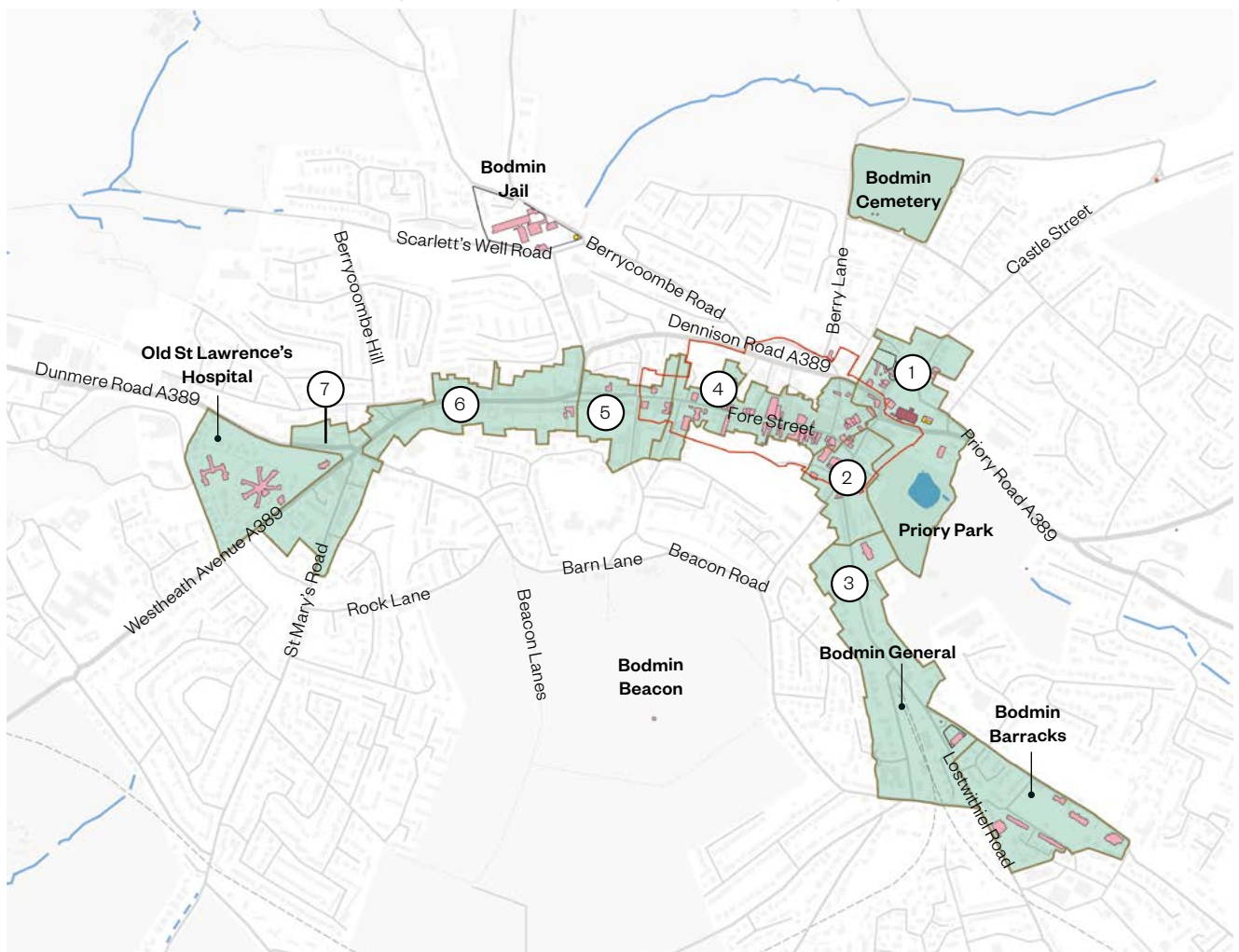
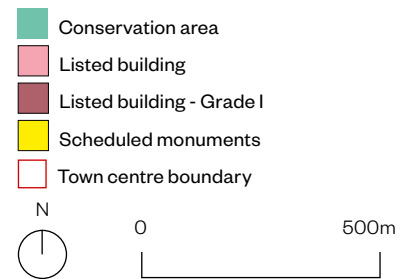
1. The Priory, Church Square and Castle Street

2. Turf Street and Mount Folly Square
3. St Nicholas and Bodmin Barracks
4. Honey Street and Fore Street
5. Lower Bore Street
6. Higher Bore Street and St Leonards
7. Town End and Westheath

Honey Street, a key street within the town centre and particularly significant in terms of heritage, was originally the main route into the town centre from Church Square and its name may reflect a former function as the site of a honey market. Fore Street is Bodmin's main street, typically medieval with narrow frontages

to the street and long narrow burgage plots extending behind.

Other key heritage and culture attractions and organisations are of great significance and could play a key part in the regeneration of the town. Further detail on these has been provided as part of the Appendix.



# Climate and Environment

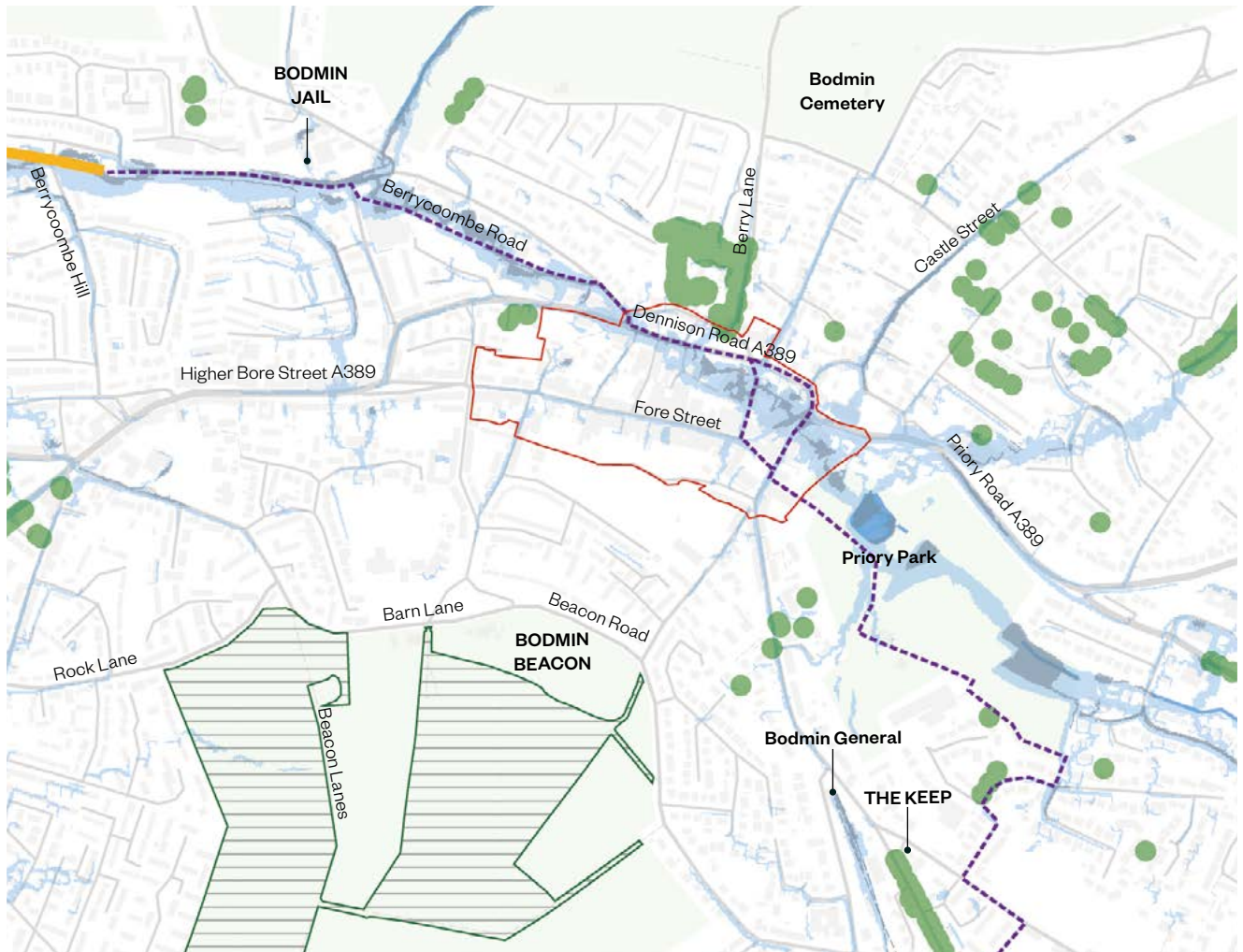
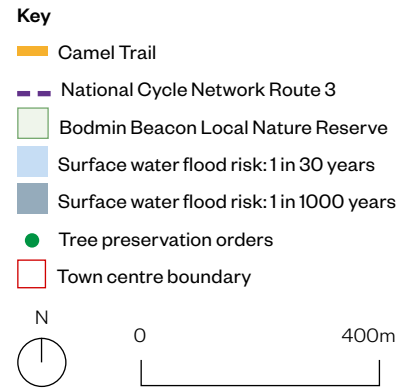
Access to green space in Bodmin is good.

Total green space coverage at 2.2% is significantly higher than the Cornwall equivalent, at 1.0%, but in line with the England equivalent figure.

Priory Park is a key green space and community facility easily accessible from the town centre. The Camel Trail also represents a key amenity that could be enhanced and improved to enable better accessibility and usage of green space.

### Flooding

Flooding is a major issue in Bodmin. A leat runs underneath the town centre area, and the stretch from Prior's Barn to Bodmin Skate Park has several flood alerts and warnings. The opening up of portions of the leat could be explored to mitigate impact of flooding.





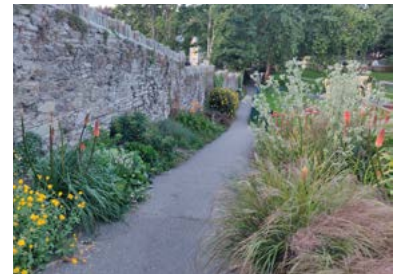
Turret Clock Tower



Access to the Camel Trail



Mount Folly Square



Priory Park



Honey Street



One of Bodmin's holy wells

## Summary of Key Findings

Key findings from the appraisal which can guide the proposals for Bodmin town centre.

### Active Travel

Bodmin's cycling and walking environment can be improved and its status as a cycling town and tourist destination significantly strengthened.

### High Street Regeneration

The town centre struggles with vacant units but it is already diversifying through cultural and residential re-use.

The town's historic fabric could be repaired and strengthened by concentrating a greater diversity of uses within it.

## **Community**

There are opportunities for existing and future residents' needs to be met to a high standard with new and improved community facilities.

## **Culture and Heritage**

The historic urban fabric and buildings should be celebrated and connections to surrounding landmarks such as The Keep and Bodmin Jail improved.

## **Climate and Environment**

Bodmin should improve its relationship to its natural context to promote health and wellbeing thus building its resilience to climate change.

- Key Principles
- Priority Projects





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ALL ALES

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# Key Principles For Bodmin's Priority Projects

In order to best position the Priority Projects in relation to potential funding opportunities, the following Key Principles have been developed:

## Active Travel

1. Increase pedestrian priority and enhance the pedestrian experience of the town centre



2. Make Bodmin an unmissable destination on Cornwall's cycling map - make it easy, safe and convenient to cycle into and around Bodmin



3. Connect the Camel Trail with the town centre

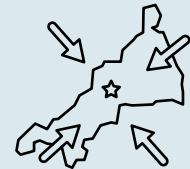


4. Enhance leisure and active routes that encourage connections between wider attractions and green spaces



## High Street Regeneration

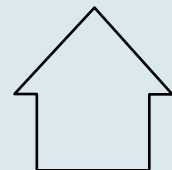
1. Become a diverse town centre that is desirable to visit from within Cornwall and beyond



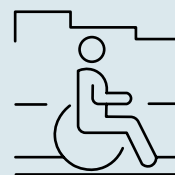
2. Define and enhance key town centre thresholds at either end of Fore Street



3. Create a strategy for vacant units and buildings, their desired use and character



4. Ensure the town centre is safe, accessible and inclusive to everyone



## Community

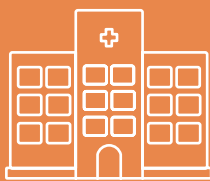
1. Support the community by providing necessary everyday services and amenities in the town centre



2. Nurture community through growing food, sports and outdoor activities and events



3. Ensure a high quality town centre health and wellbeing facility



4. Facilitate employment space and opportunities in the town centre, supported by necessary infrastructure and services



## Culture and Heritage

1. Revitalise the town centre's listed buildings



2. Support and make visible Bodmin's vibrant leisure, community and art groups



3. Celebrate and highlight heritage in the town centre - that of Bodmin and Cornwall



4. Ensure high quality connections between key attractions



## Climate and Environment

1. Transform streets and spaces to ensure a healthy and enjoyable environment in a warming climate



2. Bring the leat and the wells onto the town centre's surface and celebrate them



3. Pull in the green character of the surrounding countryside and green spaces into the town centre



4. Prioritise improving local biodiversity when considering landscape design and maintenance



# Priority Projects Interventions and Appraisal

The three Priority Projects have been broken down into specific Interventions. These have been assessed throughout the document on a scale from one to five, as defined below and according to the following criteria:

## Complexity to deliver

- 1 - Relatively easy route to delivery, with minimum engagement required and low complexity in terms of design and consents.
- 5 - Complex intervention requiring multiple design stages including planning consents, and extensive community and stakeholder engagement.

**Cost** (refers to the total cost of the element, excluding main contractor preliminaries, contingency, professional fees, surveys, VAT, inflation)

- 1 - Less than £100,000
- 2 - Between £100,000 and £300,000
- 3 - Between £300,000 and £500,000
- 4 - Between £500,000 and £1,500,000
- 5 - More than £1,500,000

## Overall impact

- 1 - Minor or localised change partially delivering against the Key Principles
- 5 - Key intervention to significantly impact the liveability and attractiveness of Bodmin, strongly delivering against the Key Principles.

## Longevity

- 1 - Short term intervention which requires further development.
- 2 - Intervention bringing long term change.

Priority Projects and Interventions:

## 1. Town Centre Renaissance

- 1.1 Fore Street
- 1.2 Honey Street
- 1.3 Dennison Road Car Park
- 1.4 The Alleys
- 1.5 Residential Development Opportunities

## 2. Increasing the Value of the Camel Trail

- 2.1 Arrival in Bodmin
- 2.2 Journey to the Town Centre
- 2.3 Reaching Fore Street from Dennison Road
- 2.4 Continuing the Journey

## 3. Community Spaces and Places

Recommendations to strengthen the community spaces provision in Bodmin.

# Priority Projects

## Areas of Intervention

### Priority Projects and Areas of Intervention

#### 1. Town Centre Renaissance

— Fore Street and Honey Street

→ The Alleys

□ Town Centre Renaissance boundary

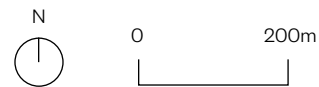
#### 2. Increasing the Value of the Camel Trail

— Camel Trail

▣ National Cycle Network Route 3

#### 3. Community Spaces and Places

■ Community spaces



- Introduction
- 1.1 Fore Street
- 1.2 Honey Street
- 1.3 Dennison Road Car Park
- 1.4 The Alleys
- 1.5 Residential Development Opportunities



# Introduction

## Purpose

**Purpose of the Town Centre Renaissance is to enliven commerce and make the town centre more desirable to spend time in.**

With a focus on Fore Street, the Dennison Road car park and the immediate surroundings, the stated objective for this priority area is to create a more attractive streetscape which puts people first.

The way to achieve this is by:

- Making more space for pedestrians on Fore Street by increasing pedestrian priority and rebalancing space to their advantage
- Introduction of more trees and greening into the town centre
- Activation and creative adaptation of vacant units
- Improvements to and renovation of building frontages
- Maximising opportunities of redeveloping the Dennison Road car park with a strong health and wellbeing character and use
- Investigating opportunities to deculvert the leat at Dennison Road car park
- Enhancing the historic pattern of the alleys.

## Summary of Interventions

### 1.1 Fore Street

- 1.1.1 Highway and public realm improvements
- 1.1.2 Repurposing vacant units
- 1.1.3 Building frontage and shopfront improvements
- 1.1.4 Flank wall improvements
- 1.1.5 Heritage highlighting

### 1.2 Honey Street

- 1.2.1 Public realm improvements
- 1.2.2 Repurposing vacant units
- 1.2.3 Building frontage and shopfront improvements
- 1.2.4 Flank wall improvements
- 1.2.5 Heritage highlighting

### 1.3 Dennison Road Car Park

### 1.4 The Alleys

- 1.4.1 New connections
- 1.4.2 Key connections to be improved
- 1.4.3 Light touch improvements
- 1.4.4 Passage improvements
- 1.4.5 Art in the alleys

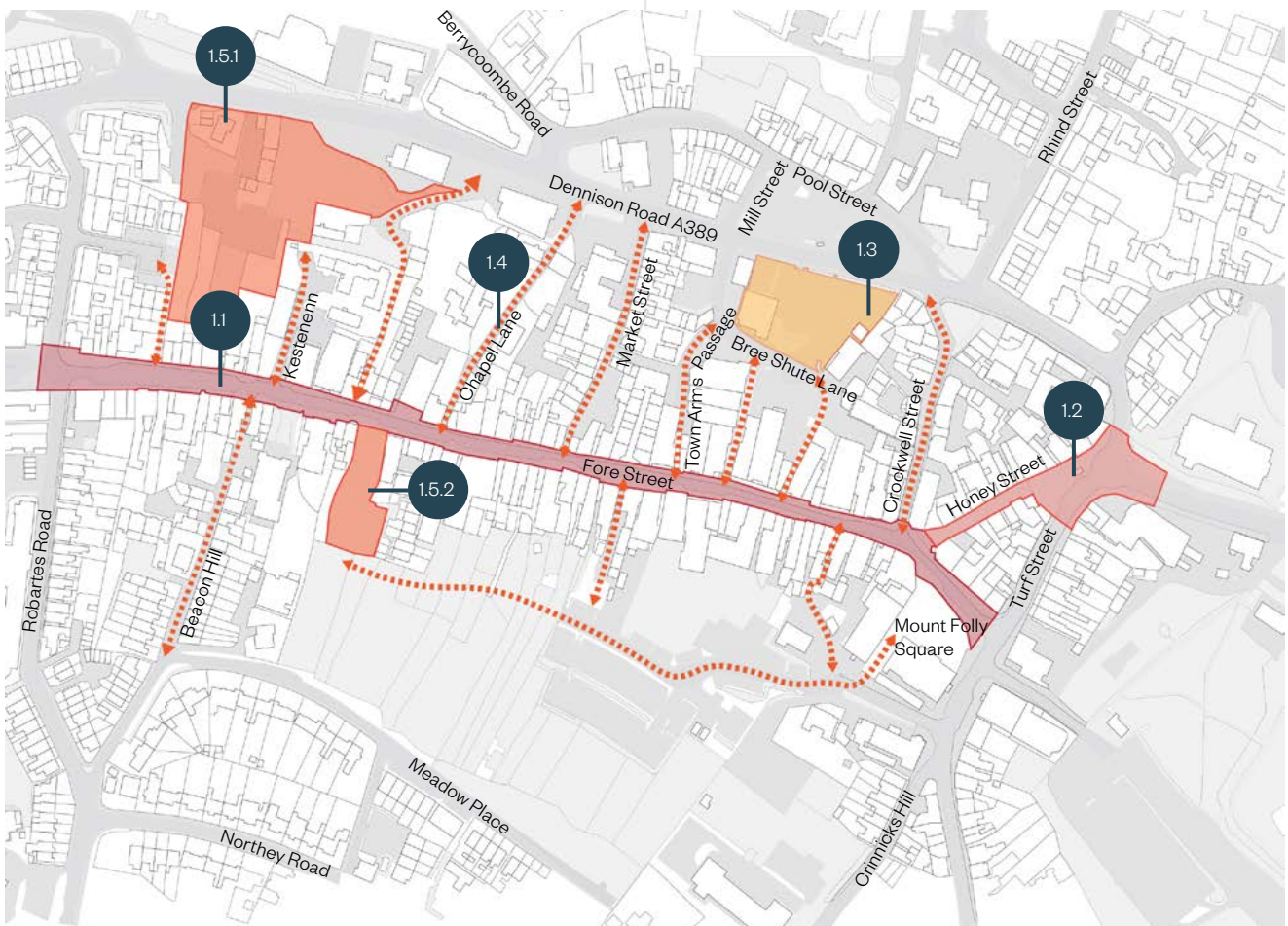
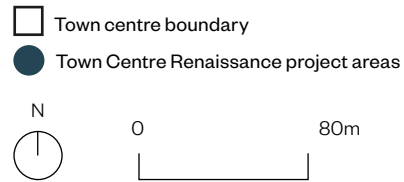
### 1.5 Residential Development Opportunities

- 1.5.1 Burnard's Lane
- 1.5.2 Fore Street
- Note: proposals for these sites are high level and have not been costed.



There are four key project areas for the Town Centre Renaissance: Fore Street, Honey Street, Dennison Road Car Park and The Alleys. Two additional sites at Burnard's Lane and Fore Street offer additional opportunity for residential development.

Key



Town Centre Renaissance project areas

# 1.1 Fore Street

## Existing Condition

Fore Street is the heart of the town centre. It currently suffers from high vacancy rates and high volumes of traffic and car parking, but it has the potential to become an attractive and lively street offering enhanced public realm for businesses and the community.

Fore Street is the key street for shopping within the town centre, featuring shops and active frontages for its almost full extension. The north side of Fore Street enjoys a south facing aspect, which currently has a narrow pavement with no opportunity for spill out for businesses. There are opportunities to offer improved seating and dwelling spaces for sunny, warm days.

### Car parking

Car parking currently dominates Fore Street's streetscape. There is intermittent car parking along the whole extent of the street, predominantly organised along the south side. This includes:

- 5 loading bays
- 8 Blue Badge parking spaces
- 36 car parking spaces + private car parking spaces in driveways.

### Vacant units

There are around 30 vacant units in the town centre (out of 174), around half of which are on Fore Street. There is also a vacant plot next to the Methodist Church. Some of these vacant units are deemed 'significant' - due to their location, size or heritage significance of the building.

### Heritage

There are numerous listed buildings along Fore Street - the plan identifies some that are deemed significant, due to their existing or historic use, or architectural value. A key heritage hotspot is at Mount Folly Square, which features Shire Hall and Shire House.



01. Eastern end of Fore Street, view of Mount Folly Square



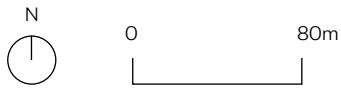
02. Eastern end of Fore Street



03. Central section of Fore Street

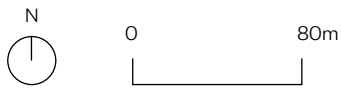
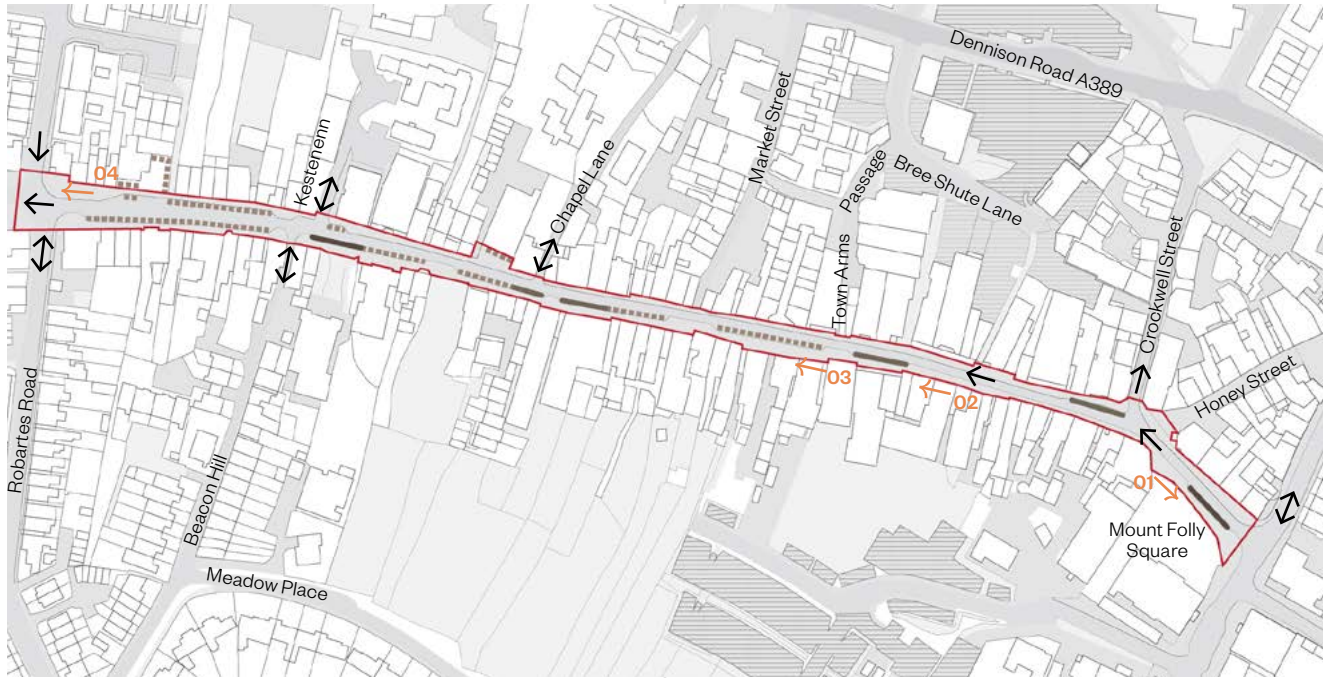


04. View from the western end of Fore Street



**Existing parking spaces and direction of travel**

- Fore Street boundary
- Direction of travel
- Car parking
- Taxi rank
- DDA parking / loading bay
- Picture view point



**Significant buildings and vacant units**

- Fore Street boundary
- Vacant unit
- Vacant plot
- Significant vacant unit
- Significant retail/food and beverage building
- Community building
- Significant listed building
- Flank wall
- Trees



# 1.1 Fore Street

## Summary of Interventions

### 1.1.1 Highway and Public Realm Improvements

#### 1.1.1 a - Phase 1 - 'Quick win' Parklet Instalment

- Partial removal of existing car park bays (loading and disabled bays remain untouched) and instalment of 'pop up parklets' including seating, planters, cycle parking. Recommended to test the scheme with 3 parklets as a minimum, and no more than 10.

#### 1.1.1 b1 - Phase 2, Option 1 (minimum intervention) - Maintain parklets and existing road alignment

- Repaving carriageway to a level surface with pavement to enhance pedestrian priority
- Resurfacing existing pavements and provision of more seating and planters
- Highlight key thresholds, including wayfinding, seating and planters

#### 1.1.1 b2 - Phase 2, Option 2 (maximum intervention - preferred) maximise south facing pavement width and amend road alignment, add more greening

- Extend south-facing pavement to allow for spill-out for businesses
- Remove parklets and resurface existing south (north-facing) pavement and provision of seating and planters
- Re-align carriageway and pave to a level surface with pavements to enhance pedestrian priority
- Highlight key thresholds, including wayfinding, seating and planters
- Introduction of more street trees and planting
- Raised planters and sustainable urban drainage solutions e.g. rain gardens

### 1.1.2 Repurposing Vacant Units

- Occupying a vacant unit with meanwhile use or pop up if not permanent

### 1.1.3 Building Frontage and Shopfront Improvements

- Improved lower frontage e.g. new awnings and graphic signage
- Opening improvements eg greater transparency, larger doors
- Window displays eg information, community notice board, seasonal dressing
- Restoration/improved upper frontage
- Building illumination






### 1.1.4 Flank Wall Improvements

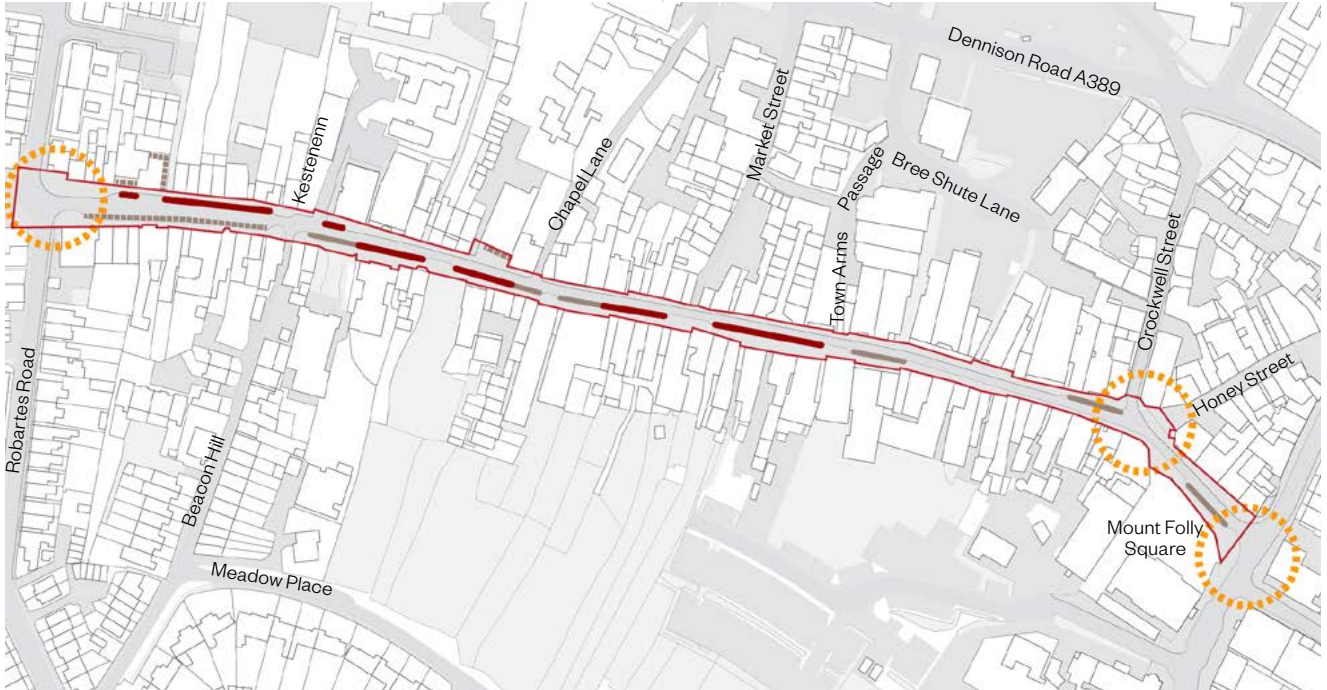
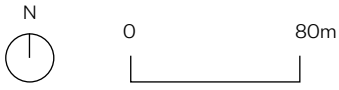
- Repaint and potential for mural art

### 1.1.5 Heritage Highlighting





- Improvements to building facade and lighting
- Display boards to relevant buildings
- Seasonal events

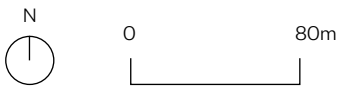
**Highway and public realm interventions**

-  1.1.1 a - Potential locations for parklet instalment (areas where parking could be sacrificed)
-  1.1.1 a - Car parking bays to be retained (next to residential area)
-  1.1.1 a - Car parking bays to be retained (DDA parking / loading bay / taxi rank)
-  1.1.1 b1/b2 - Area of long term improvements to Fore Street
-  1.1.1 b1/b2 - Thresholds to be highlighted



**Interventions on shopfronts, building frontages and vacant units**

-  1.1.2 - Repurposing vacant units
-  1.1.3 - Building frontage and shopfront improvements
-  1.1.4 - Flank wall improvements
-  1.1.5 - Heritage highlighting



# 1.1 Fore Street

## 1.1.1 Highway and Public Realm Improvements

Rebalancing space to pedestrian advantage can significantly increase the footfall across Fore Street and into the town centre, making public space more enjoyable and benefiting traders and businesses.

Key to creating a more attractive, vibrant and pedestrian friendly environment within the town centre is the reduction of traffic volumes along Fore Street, reducing vehicular access in set hours of the day and giving back part of the existing car park space to dwelling and active travel. It is evident from UK case studies such as Altrincham, how rebalancing space to pedestrian advantage is benefitting shops and businesses along high streets, significantly contributing to the health of town centres.

In Fore Street, a phased approach to highway and public realm interventions, incrementally increasing the pedestrian priority, should be pursued, in order to bring 'quick win' improvements in the immediate future which would also enable testing of the scheme before progressing with long term, more significant interventions. Loading and disabled bays should be retained within any future improvement schemes to guarantee accessibility and servicing of businesses.

Interventions could be phased as follows, and greater detail on each phase is provided in the following pages:

### Phase 1: 'Quick win' parklet instalment - 1.1.1 a

Phase 1 could implement an Experimental Traffic Regulation Order (ETRO) to test the parklet scheme, This involves the installation of 'pop up parklets' in key locations in replacement of some car parking bays (with exclusion of loading bays and disabled bays). The ETRO would also test the reduction of speed limit and the restriction of access to vehicles in set times of the day. The ETRO would be a key opportunity to monitor the scheme and test its appetite between local community and businesses for a set period of time, before delivering further enhancements (phase 2). Consideration should be given to cleaning and maintenance of the parklets after their installation.

### Phase 2, Option 1: Minimum intervention - 1.1.1 b1

In this first option, the second phase of enhancements would see the repavement of the carriageway to a level surface with the pavement to enhance pedestrian priority and encourage lowering of speed. Parklets could be maintained along with further provision of seating and street greening. Speed lowering measures and restricted access would still be in place.






### Phase 2, Option 2: Maximum intervention, preferred - 1.1.1 b2

In this option (preferred), the second phase of interventions would see a more radical proposition involving the realignment of the carriageway. This would enable to widen the south-facing pavement of Fore Street and unlock significant spill out space for businesses and seating and greening. This would be particularly beneficial for businesses during the warmer months, when visitors and residents could enjoy seating and dwell space enjoying the south-facing side of the street. Speed lowering measures and restricted access would still be in place.

## Key opportunity

Parklets can bring a quick win at a relatively low cost and could be a priority for funding applications. Parklets in key areas can provide space for all for seat, have a coffee, and dwell, encouraging young people, visitors and residents to spend more time on Fore Street.

## Funding Themes

-  Active travel
-  High street regeneration
-  Community
-  Culture and heritage
-  Climate and environment



Example of parklets including seating, planters and cycle parking



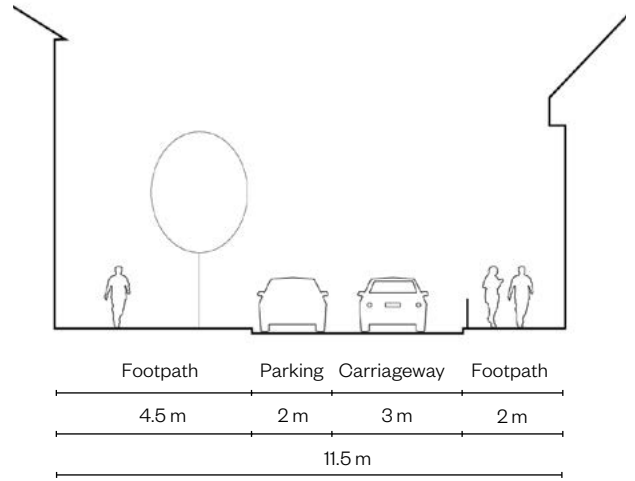
Example of parklets including seating, planters and cycle parking



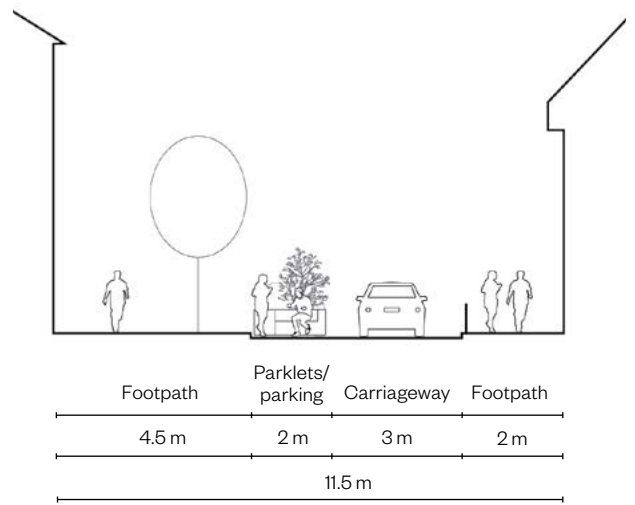
Fishergate, Preston: pedestrian priority street with narrow carriageway at level with pavement, spillout space for businesses



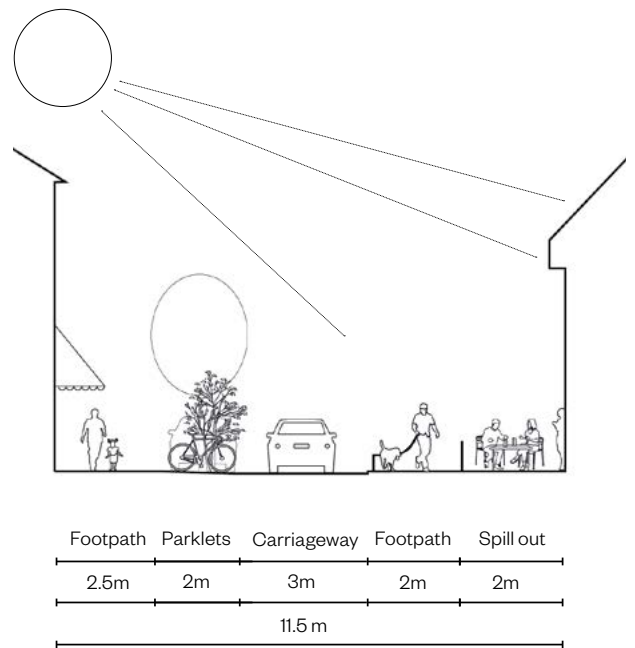
Stamford New Road, Altrincham: pedestrian priority street with narrow carriageway at level with pavement and street trees



Existing condition



1.1.1 a - Phase 1: 'Quick win' parklet instalment



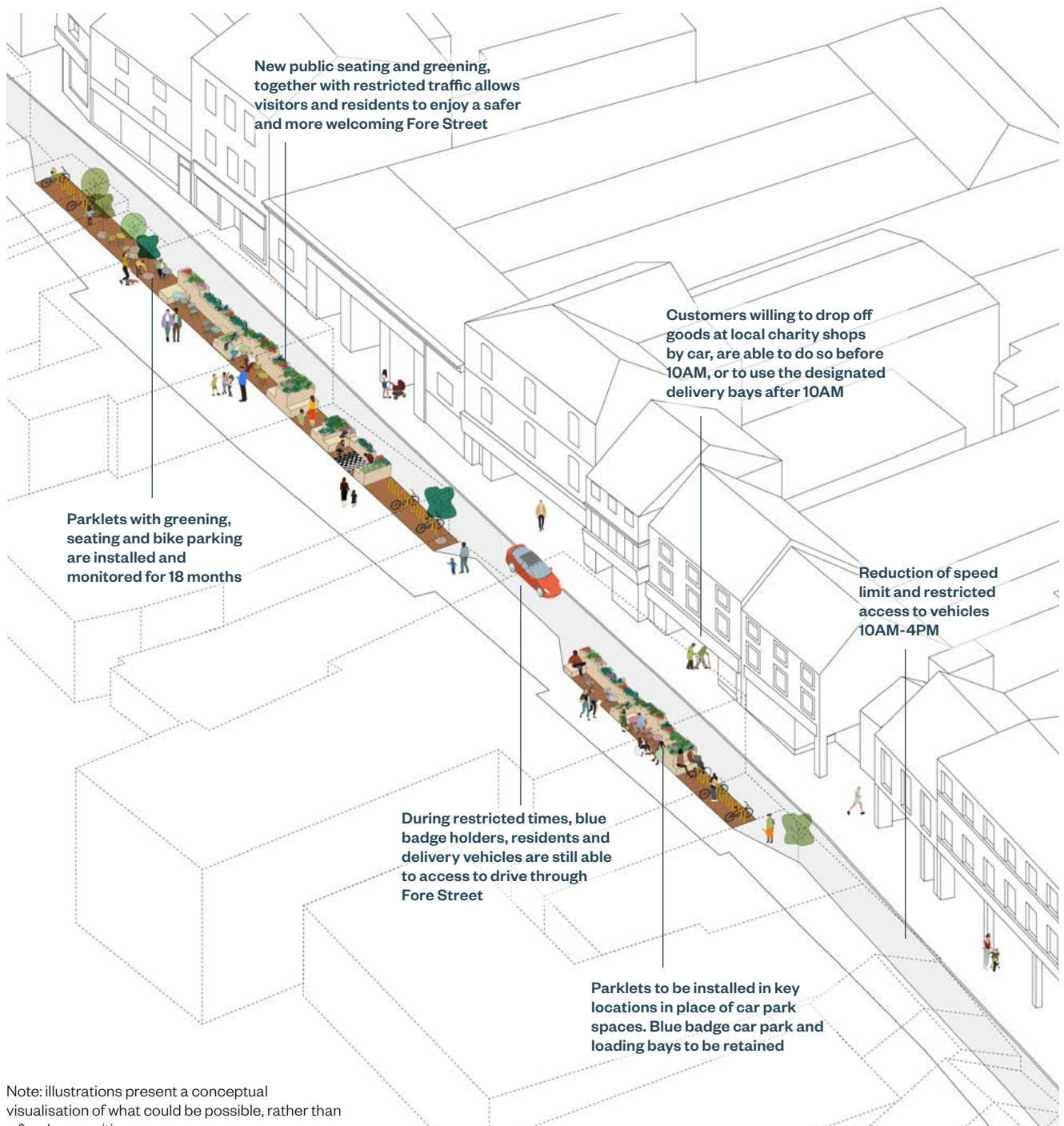
1.1.1 b2 - Phase 2, Option 2 (maximum intervention, preferred) - Maximise south facing pavement width and amend road alignment

# 1.1 Fore Street

## 1.1.1 Highway and Public Realm Improvements

### Fore Street, short term interventions

- Enforcement of an Experimental Traffic Regulation Order for 18 months
- Partial removal of existing car park bays (loading and disabled bays remain untouched) and instalment of parklets including seating, planters, cycle parking
- Speed lowering measures
- Restricted access 10am - 4pm to all vehicles except for loading/unloading, access to properties (residents) and blue badge holders

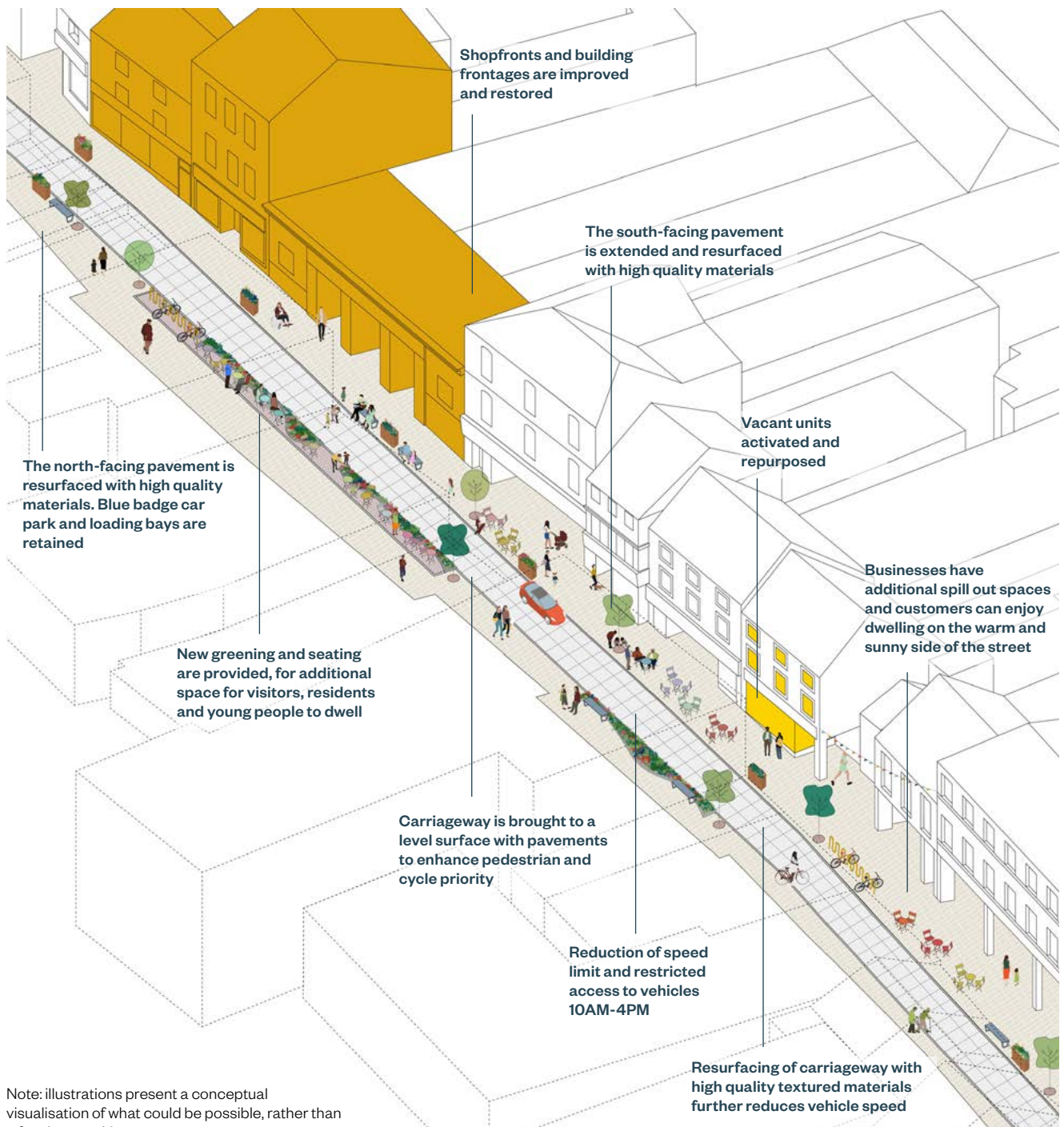


Note: illustrations present a conceptual visualisation of what could be possible, rather than a fixed proposition



## Fore Street, long term potential

- Resurfacing of pavement with high quality public realm
- Extension of south-facing pavement to allow for spill-out
- Activation of vacant units
- Resurfacing carriageway to a level surface with pavement
- Provision of seating areas, cycle parking, rain gardens and street trees
- Improvements to building frontages and shopfronts



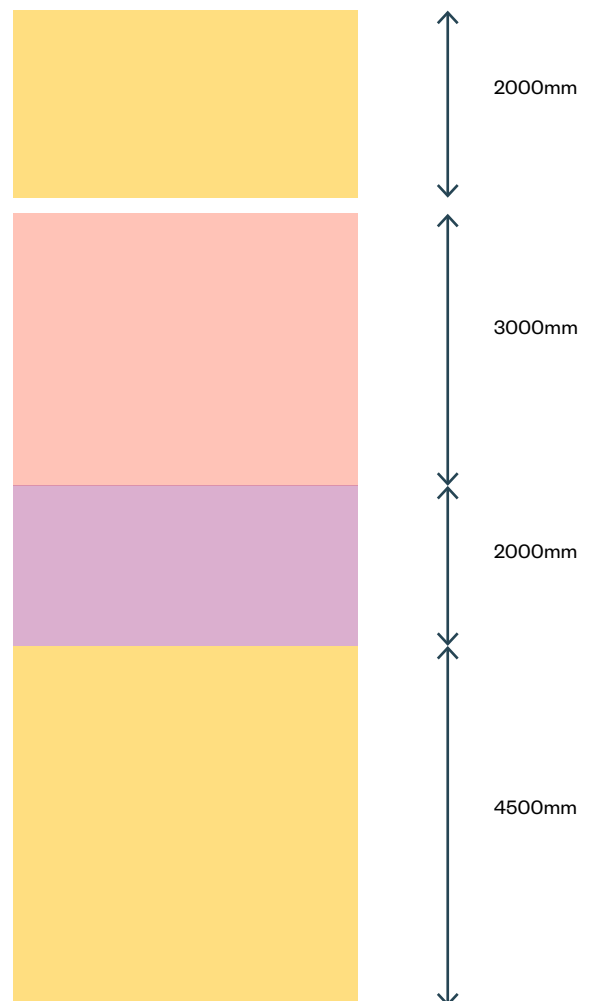
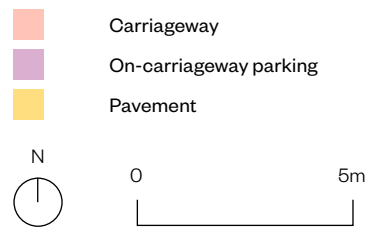
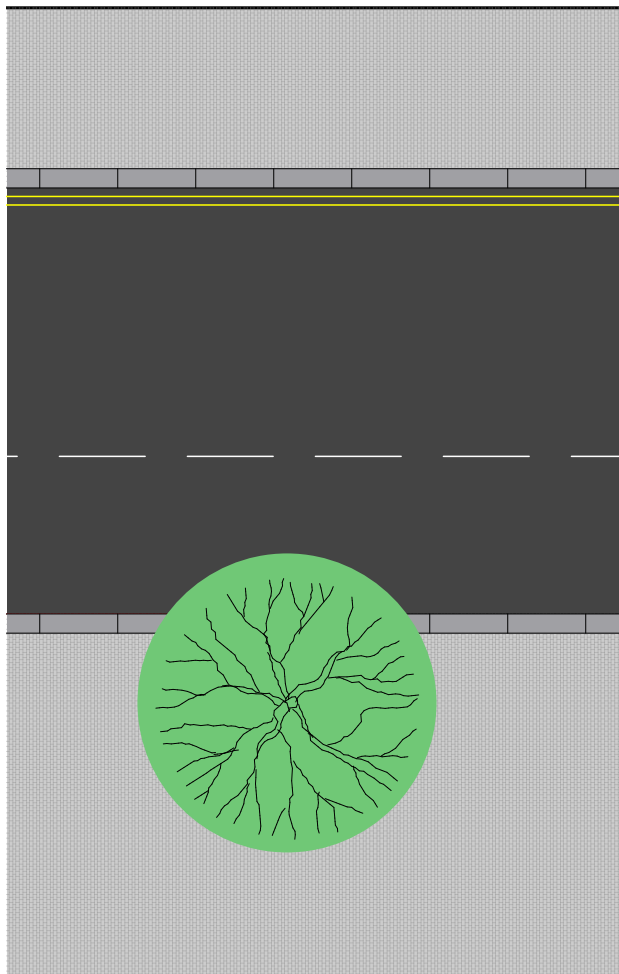
Note: illustrations present a conceptual visualisation of what could be possible, rather than a fixed proposition

# 1.1 Fore Street

## 1.1.1 Highway and Public Realm Improvements

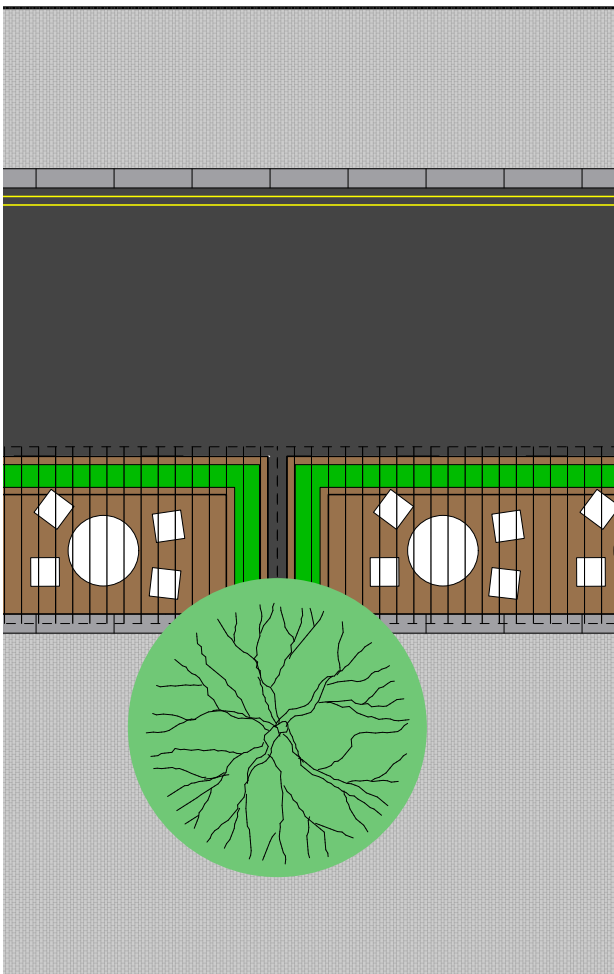
### Existing Condition

- Wide carriageway with on-carriageway car parking to both sides of the street (primarily south side).
- Parking bays and high volumes of traffic make the environment unfriendly for people walking, cycling or wheeling.
- Pavement to the south-facing side of the street is very narrow and does not allow for any spill-out space for businesses.



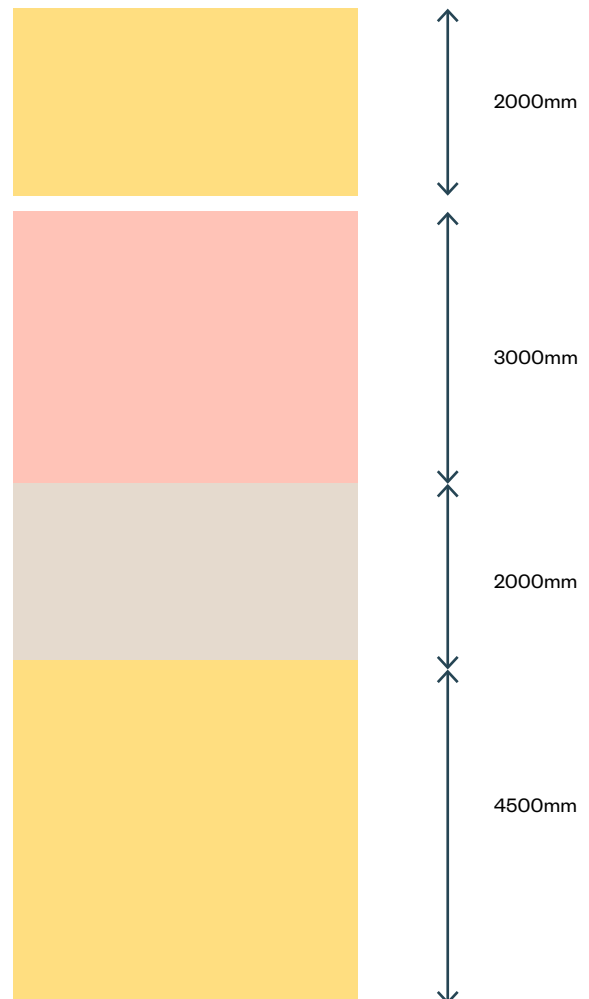
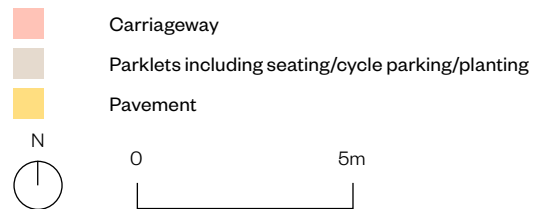
**Phase 1: 'Quick win' parklet instalment - 1.1.1 a**

- Enforcement of an Experimental Traffic Regulation Order (ETRO) for 18 months to test the scheme
- Partial removal of existing car park bays (loading and disabled bays remain untouched) and instalment of parklets including seating, planters, cycle parking. Recommended to test the scheme with 3 parklets.
- Speed lowering measures: Bodmin will see roll out of 20 mph speed limit scheme in 2026. Possibility to anticipate this with the ETRO could be explored
- Restricted access 10am - 4pm to all vehicles except for loading/unloading, access to properties (residents) and blue badge holders. After 10am deliveries can use the designated loading bays.



## Intervention Appraisal

Complexity to deliver	● ● ○ ○ ○
Cost	● ○ ○ ○ ○
Overall impact	● ● ● ○ ○
Longevity	● ● ○ ○ ○

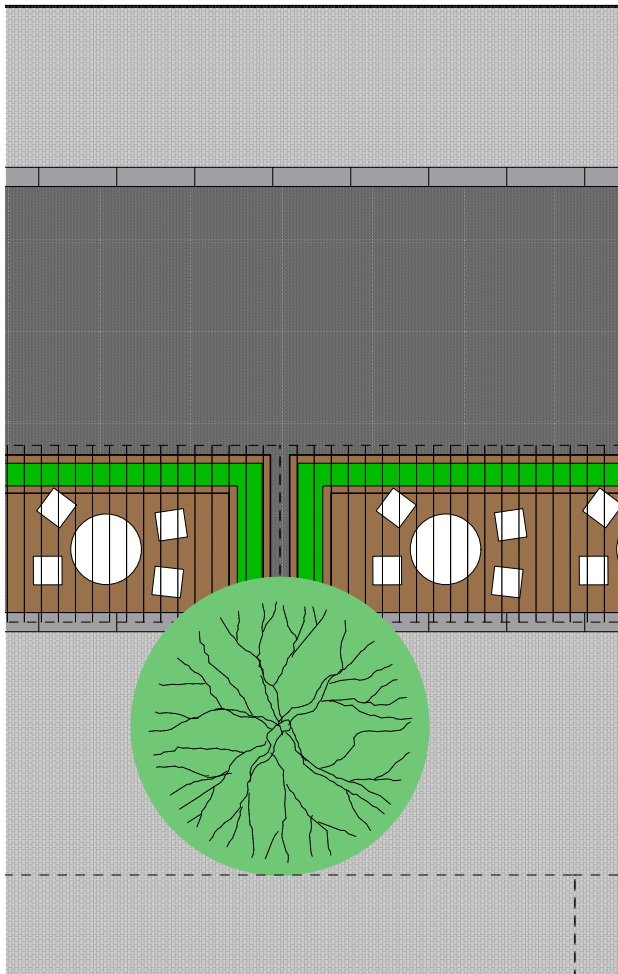


# 1.1 Fore Street

## 1.1.1 Highway and Public Realm Improvements

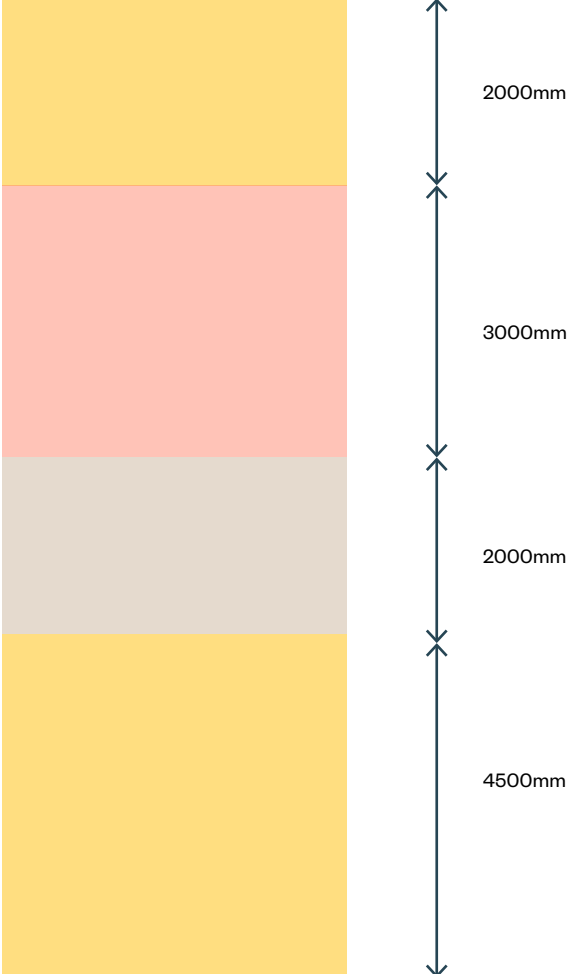
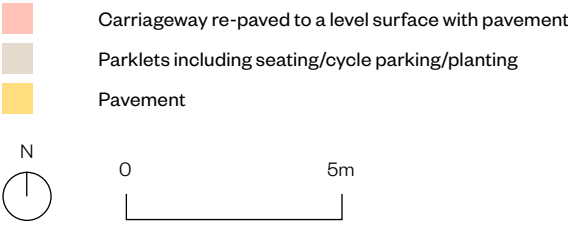
### Phase 2, Option 1: Minimum intervention - 1.1.1 b1

- Maintain parklets and existing road alignment
- Repaving carriageway to a level surface with pavement to enhance pedestrian priority
- Improving and resurfacing existing pavements and provision of more seating and planters
- Highlight key thresholds, including wayfinding, seating and planters
- Speed lowering measures: 20 mph speed limit, textured surfacing materials, courtesy crossings. Additional measures could involve the relocation of parklets on the south-facing side of the road, encouraging vehicles to slow down
- Restricted access 10am - 4pm to all vehicles except for loading/unloading, access to properties (residents) and blue badge holders. After 10am deliveries can use the designated loading bays.



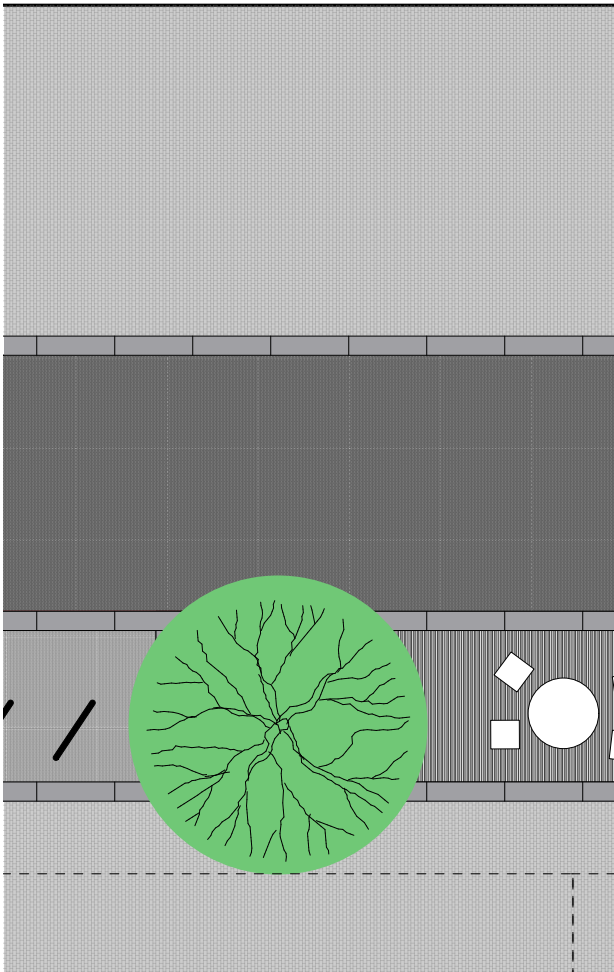
### Intervention Appraisal

Complexity to deliver	● ● ● ○ ○
Cost	● ● ● ● ○
Overall impact	● ● ● ● ○
Longevity	● ● ● ● ●



**Phase 2, Option 2: Maximum intervention, preferred - 1.1.1 b2**

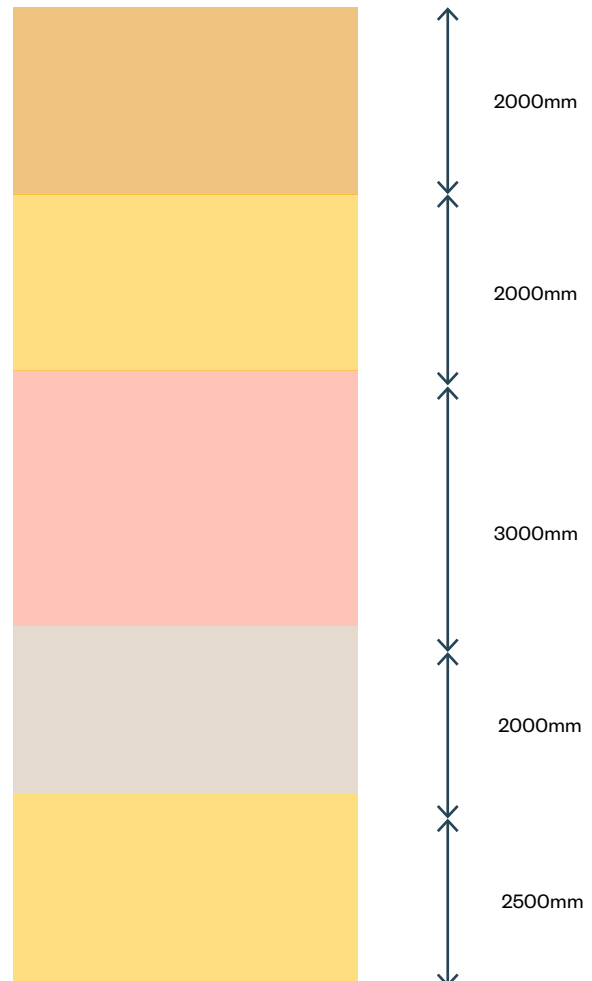
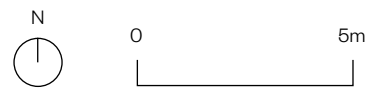
- Remove parklets, extend and resurface south-facing pavement to allow for spill-out for businesses
- Provision of seating and planters
- Re-align carriageway and pave to a level surface with pavements to enhance pedestrian priority
- Highlight key thresholds, including wayfinding, seating and planters
- Speed lowering measures: 20 mph speed limit, textured surfacing materials, courtesy crossings.
- Restricted access 10am - 4pm to all vehicles except for loading/unloading, access to properties (residents) and blue badge holders. After 10am deliveries can use the designated loading bays
- This option incurs in higher upfront costs but offers increased scheme longevity, with permanent improvements to public realm.



## Intervention Appraisal

Complexity to deliver	● ● ● ● ●
Cost	● ● ● ● ●
Overall impact	● ● ● ● ●
Longevity	● ● ● ● ●

- Carriageway re-paved to a level surface with pavement
- Parklets including seating/cycle parking/planting
- Pavement
- 'Spill-out' space from businesses



# 1.1 Fore Street

## Key Figures: Public Realm Improvements and High Street Vitality

The pedestrianisation of town centres is seen as a key factor in regenerating local economies.

Evidence shows how high streets with safe pedestrian environments where people can shop, walk and spend time together are likely to be more attractive and more economically vibrant. Broader benefits are improved socialisation, health and wellbeing of communities and reduced shop vacancy.

'The Pedestrian Pound', a report launched by Living Streets in 2018 collects and presents extensive evidence that investment in better streets and places delivers quantifiable commercial returns, benefitting shops, visitors and residents. Case studies and key findings are presented in the report:

### **A good-quality public environment improves trading by attracting more people into an area**

- In Piccadilly, Stoke-on-Trent, a £10 million investment to make the area more pedestrian-friendly led to 30% more footfall
- A range of improvements to Coventry City Centre (new pedestrian areas, a new civic square, clearer signs and better placement of street furniture) were credited with a 25% rise in footfall in the town centre on Saturdays
- In Altrincham, Greater Manchester, £15 million of investment in the public realm, a new market and increasing food and drink premises has been credited with reducing shop vacancy rates from over 30% in 2010 to 7.9% in December 2017.

### **Small scale improvements to the pedestrian environment also offer evidence of increased spending**

- In June 2017, a temporary 'parklet' in Shoreditch (London) – which turned a space normally occupied by two cars into seating for 14 people and 8 cycle parking spaces – increased the adjacent shops takings by 20% (Hackney Council, 2017)
- In Kelso (The Scottish Borders) public realm improvements and better placement of street furniture brought to a 28% increase in footfall

Research suggests that improvements to public spaces can boost footfall and trading by up to 40%

The Pedestrian Pound, 2018

- Again in Altrincham, smaller scale improvements such as better streets, pavements and crossing points are also credited with increasing footfall by 25% between 2010 and 2017.

### **Case study evidence suggests that restricting traffic does not reduce the number of customers**

Case study evidence shows that, if more space is given for walking and cycling and less to cars, the absence of customers arriving by car is more than compensated by people arriving on foot or by bike.

- A 2015 survey of local businesses in Waltham Forest (London) found that business believed 63% of their customers arrived by car and only 49% walked. A survey of visitors to the street revealed that only 20% had arrived by car and 64% had walked (London Borough of Waltham Forest)
- In Waltham Forest, the implemented 'Mini Holland' scheme dramatically lowered traffic and created more space for people to walk and cycle to and through the area. The final scheme demonstrates how streets laid out before the era of the car can be re-balanced to create a safer environment which benefits both residents and businesses.

# 1.1 Fore Street

## Highway and Public Realm Improvements Precedents

### Molesworth Street, Wadebridge

**Pedestrians** ●●●●●● **Vehicles**

- Pedestrian zone at any time, with exemption of loading/unloading
- No car park is allowed
- High quality surface materials and spill out space support a network of thriving businesses and independent shops.



Molesworth Street, Wadebridge

### Fore Street, St Ives

**Pedestrians** ●●●●●● **Vehicles**

- Pedestrian zone at any time, except for people accessing the property
- No loading/unloading
- High quality surface materials sympathetic with the historic character of the street.



Fore Street, St Ives

### Market Jew Street, Penzance

**Pedestrians** ●●●○○○ **Vehicles**

- A 18 months Experimental Traffic Regulation Order (ETRO) was introduced in Market Jew Street in September 2020 as part of the Healthy Streets Penzance scheme, to help reduce traffic and pollution levels in the town centre and create a better environment for all
- ETRO restricts car access between 11AM-4PM, with deliveries being mainly made outside these hours
- After the introduction of the ETRO, an 80% reduction in motorised vehicles was recorded
- The traffic monitoring also showed a sharp rise in the number of pedestrians using Market Jew Street between 11 am and 4pm
- Traffic restrictions made permanent following the 18 months trial.

With the ETRO, an average of 35 vehicles an hour are entering Market Jew Street in Penzance, compared with over 270 pedestrians an hour during weekdays, making it safer and pleasant for pedestrians, including parents with young children and cyclists, to move around the town centre

Cornwall Council, 2021

# 1.1 Fore Street

## Highway and Public Realm Improvements Precedents



Shaw's Road, Altrincham, 2009



Stamford New Road, Altrincham, 2009



Shaw's Road, Altrincham, 2023



Stamford New Road, Altrincham, 2023

### Shaw's Road, Altrincham

**Pedestrians** ●●●●●○ **Vehicles**

- Restricted access to private vehicles - pedestrian zone
- Designated access times for loading, servicing and refuse: no loading between 10AM-4PM
- Removal of car parking, except for blue badge holders in key areas
- Continuous single surface for pedestrians only
- Re-allocation of space for pedestrians
- Consideration of cycling
- De-cluttering of street furniture and signage
- Use of high quality materials that otherwise wouldn't withstand continuous use by vehicles - change of material and texture marks out change in use
- Significant streetscape improvements support businesses with an upgraded, high quality surface treatment.

### Stamford New Road, Altrincham

**Pedestrians** ●●●○○○ **Vehicles**

- Speed lowering measures: narrowed carriageways, courtesy crossings, addition of textured surfacing materials
- De-cluttering of street furniture and signage
- Use of high quality materials
- Re-allocation of space for pedestrians and spill-out for businesses
- Introduction of trees and planting
- Gateway signage at key thresholds.



# 1.1 Fore Street

## Case Study Comparison

The table below shows how the suggested interventions in Bodmin would be positioned against comparator precedents. The proposed measures are indicative only and would need further testing and exploration, but they provide an indication on what level of pedestrianisation would be desirable.

Location	Measures	Exemptions	Loading	Waiting	Car Park
Molesworth Street, Wadebridge	Pedestrian zone at any time	Loading	Allowed at any time	Prohibited at any time	No parking
Fore Street, St Ives	Pedestrian zone at any time	Access property	Not allowed	Prohibited at any time	No parking
Shaw's Road, Altrincham	Pedestrian zone at any time	Loading, blue badge holders	Between 10AM-4PM in key areas	Prohibited at any time	Only blue badge on designated bays
Exmouth Market, London	Restricted access: pedestrian zone from 7AM-Midnight	Loading, blue badge holders	Between 12PM-2.30PM and Sundays on designated bays	Prohibited when pedestrian zone is in operation	Only blue badge on designated bays
<b>Fore Street, Bodmin</b> (potential measures to be explored further)	Restricted access: pedestrian zone from 10AM-4PM	Loading, blue badge holders, access property	Allowed at any time	Prohibited when pedestrian zone is in operation	Only blue badge and residents on designated bays
Stamford New Road, Altrincham	Speed lowering measures	-	On designated bays	-	On designated bays
Fishergate, Preston	Speed lowering measures	-	On designated bays	-	On designated bays

Fully pedestrianised

Pedestrian priority

Equal balance

# 1.1 Fore Street

## 1.1.2 Repurposing Vacant Units

The activation and creative adaptation of vacant units is key to enliven Fore Street. It can bring more footfall to the town centre, making it more desirable for spending time in, dwelling and shopping.

High vacancy rates are affecting the town centre including Fore Street and Honey Street. Whilst empty shopfronts negatively impact on the attractiveness the streets, their creative readaptation and activation can enliven the urban environment and bring to the town centre opportunities for new businesses, creative and cultural spaces such as micro manufacture or artisans, spaces for education, food and beverage and leisure facilities to promote health and wellbeing and enliven the town centre.

Creative adaptation could be explored via promotion of pop up and meanwhile uses, via partnering up with strategic stakeholders who could benefit from taking over empty units.

For example, a key opportunity is currently given by Cornwall Education Learning Trust (CELT), who are working in partnership with Falmouth University to explore the development of a degree offer in the town centre of Bodmin, in vacant units and spaces that are currently underused. Consideration of this opportunity could enable a strategic stakeholder to activate multiple units at the same time, offering interesting and innovative thinking and bringing culture into the town centre by creating a university 'town centre campus'.

A key next step would be to explore potential partnership arrangements between the Council, interested organisations and shop owners, to understand conditions and timeline of reuse.

Consideration could be given also to building a programme of 'activation events' which could gauge interest in the vacant units and bring footfall to the town centre with a series of temporary events (festivals, cultural events, seasonal events).

### Intervention Appraisal

Complexity to deliver	● ● ● ● ○
Cost	● ● ● ○ ○
Overall impact	● ● ● ● ○
Longevity	● ● ○ ○ ○

### Funding Themes

- Active travel
- High street regeneration
- Community
- Culture and heritage
- Climate and environment

### Key opportunity

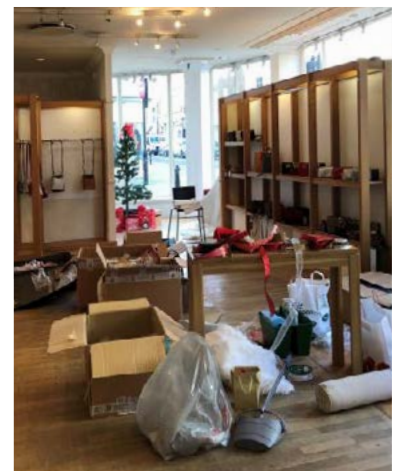
Cornwall Education Learning Trust (CELT) are currently working in partnership with Falmouth University to develop their degree offer in Bodmin, in vacant units and spaces that are currently underused, with the aim of bringing a vibrant student-led community to the town centre.



Bath and North East Somerset Council redirected funds from events unable to go ahead due to COVID-19 and used grant funding to pay for 12 installations by local artists in the shop windows of vacant commercial units in the town centre of Bath



Peckham and Nunhead free film festival, London - Activation events



Isle of Wight Council set up pop-up shops in Newport High Street in council owned and privately owned empty properties. This was part of a wider regeneration strategy for the Island



Sheffield City Council received funds from the Department of Culture, Media and Sport in 2015 to develop a tech hub in Castle House, a former department store that had been vacant for over five years



Off Campus San Siro, Milan - Empty shop unit used as university space to support field research

# 1.1 Fore Street

## Repurposing Vacant Units

### Precedents

In order to tackle vacancy and its impact on the liveability of the town centres, councils can pursue different methods and routes which depend specifically on the local context and resources available.

These pages presents three notable case studies of councils in the UK which were able to enable a positive process of regeneration of vacant commercial units on their high streets, following different routes:

- Meanwhile uses and pop up shops with support of local agent
- Direct council delivery of meanwhile activation schemes
- Use of external business / grant funding.

Information on these case studies has been sourced from the guidance 'Dealing with empty shops' developed by We Made That for the Local Government Association in 2021.



Telford & Wrekin Council. As part of their 'Pride in our High Street' project, the council ran a Young High Street Challenge where prizes were awarded to school teams for designs and ideas to help high streets improve. One notable prize was given to an idea for a retro clothes shop; the students were able to select a vacant unit and were given a £20,000 grant for fit out and initial operating costs.

## Meanwhile Use / Pop-up

Meanwhile and pop-up uses can temporarily fill vacant property until it is permanently brought back into commercial use. Such activities have potential to provide space for occupiers who may have been squeezed out of high-value areas. This method to fill otherwise vacant property is highly impactful in creating diversity, fostering an environment for testing ideas and ensuring high streets don't decline in interim periods of development or changing tenancies. It also reinvigorates the town centre increasing footfall to other venues

### Case study: Isle of Wight Council

Without any external funding, the Isle of Wight Council set up pop-up shops in Newport High Street in council owned and privately owned empty properties. This was part of a wider regeneration strategy for the Island, 'Shaping Newport'.

The council collected statistics around empty shops in Newport and contacted a local agent that had shown interest in helping to support the scheme. The agent then contacted a number of landlords of empty shops to enquire as to their interest in short-term projects.

The local agent managed the process of drawing up the terms of agreement, and a contract and notice period were negotiated by the council for a number of shops owned by the same person. This contract included terms that should a potential tenant with long term interest come forward then the council would vacate the property.

In looking for traders to occupy the pop-up shops, the council relied heavily on existing local relationships with traders built through previous events and were able to find traders for the pop-up shops through this channel. The council also relied heavily on existing partnerships for promotion, to ensure they got the required footfall to make the project a success. Partner organisations were able to promote the pop-up shops for no cost through their own social media channels with collateral provided by the council.

Without the link into the network of market traders, the Isle of Wight Council felt that the process would have been more complicated and time consuming. Existing relationships and partnerships were key for this scheme.

## Direct Council Delivery

Delivery of interventions directly by councils can be targeted at council-owned assets, or may involve privately-owned properties. Clear project management and delivery experience are required in either case, and works may involve commissioning external expertise on, for example, design, architecture or business support. Direct delivery can be an asset in cases where landlords and businesses are reluctant to comply or lack capacity to deliver or support proposals.

### **Case study: Bath and North East Somerset Council**

Bath and North East Somerset Council redirected funds from events unable to go ahead due to COVID-19 and used grant funding to pay for 12 installations by local artists in the shop windows of vacant commercial units in the town centre of Bath. The total budget for this scheme was £12,000.

Milsom Street was chosen to pilot the project, which was funded from allocations initially earmarked for other projects that could no longer fully go ahead. The council were also able to unlock capital money initially identified for other areas of the city, but that could be repurposed for Milsom Street because of the wider commitment to future regeneration in that area. The council made a strong case that by investing in shop fronts and more units then being let, the money invested will be returned. Notably, the council were unable to receive commercial funding, sponsorship or brand any shopfronts.

All shopfront projects delivered were collaborations with local artists, and focused initially on units owned by the council, third-party owned window animations were also delivered. The funding was used for artist commissions only, so the council needed to rely on the Bath Business Improvement District for tasks such as the cleaning of the external shop fronts.

This scheme has resulted in a number of new lets in Milsom Street and has set the precedent for further improvement work in the area.

The council has subsequently successfully been awarded for a further £35,000 West of England Recovery Fund grant to continue to shop window animation project for the next two years.

## Business / Grant Funding

Given the typically high levels of private ownership and numerous business stakeholders in town centres, grant and loan funding activities to address vacancy is a method that many Local Authorities deploy in order to bring vacant property back into use. In this way, the impact of any individual scheme can be maximised by reaching across multiple sites and ownerships. The funds may come directly from council budgets, or from awarded funding that the council has received externally. Funding may be used to support, for example, external building works, internal fit-out costs or general operational costs (particularly for start-up businesses).

### **Case study: Telford & Wrekin Council**

Telford & Wrekin Council have funded a 'Pride in our High Street' grant scheme for small businesses on their high streets. These include a façade scheme to improve the look and feel of the high street, diversification grants to help existing businesses diversify to aid survival, start-up trial grants for market or pop-up shops and empty unit grants for people looking to take on a vacant unit. The scheme is driven by constantly updated research, and this has led to innovative new projects including engaging young people in a High Street Challenge initiative. The funding has come from Telford & Wrekin Council and the total grant money spent through the Pride scheme so far is more than £2 million.

The key actions in setting up this scheme were outreach to build local relationships and having a strong marketing strategy in place (including a web page, social media strategy and press releases). Once a database of commercial vacant properties had been established, the council was able to advertise small grants to enable businesses to take on a lease, which the council stipulated had a minimum term of three years. Many businesses contacted the council directly to enquire about vacant property and were then matched with owners through a council-managed dialogue. Many owners of properties also contacted the council directly to let their properties through the scheme, in order to connect directly with a potential tenant.

# 1.1 Fore Street

## 1.1.3 Building Frontage and Shopfront Improvements

Restoring and improving shopfronts and building frontages can enhance the character of the town centre and celebrate the town’s history.

Shopfronts and building frontage appearance is key to the attractiveness of the town centre and should reflect the town’s character and identity. Improving frontages is key to create a more attractive streetscape. Improvements should consider the Cornwall Shopfront Design Guide (2017). Development of a Bodmin-specific town centre branding and shop guide could be a next step to add detail and local character to the existing county-level guidance. Key interventions include:

- Improve and declutter lower frontages e.g. new awnings, improved fascia and graphic signage, re-spray and potentially decorate existing shutters
- Opening improvements (greater transparency, larger doors)
- Window displays (information, community notice board, seasonal dressing)
- Restoration and decluttering of upper frontages
- Building illumination
- Town centre branding and shop guide



Poor street scene, with over-large shop front and a combined shop front across two buildings



Good example of shop frontage, with each building having its own frontage

### Intervention Appraisal

<b>Complexity to deliver</b>	● ● ● ● ○
<b>Cost</b>	● ● ○ ○ ○
<b>Overall impact</b>	● ● ● ● ○
<b>Longevity</b>	● ● ● ○ ○

### Funding Themes

- Active travel
- High street regeneration
- Community
- Culture and heritage
- Climate and environment



Shopfront improvements by adding new hand-painted signage, or distinctive improvements



Good example of street scene, with each shop having its own frontage respecting the historic character of the buildings



Wood Street, London Borough of Waltham Forest. A shopfront improvements programme to support the borough's High Street Life strategy and promote Wood Street as a retail-led centre, delivered by the Local Authority



Clondalkin, Dublin, example of shopfront complementing the existing building structure and enhancing the visual appeal of the business



Leyton, London Borough of Waltham Forest. Refurbishment and improvements to shopfront uppers on the high street



Traditional shopfront reflecting the historic character of the facade of the building

# 1.1 Fore Street

## 1.1.4 Flank Wall Improvements

Flank wall signage or art work could form a distinctive marker off the high street, repurposing what would have otherwise been a sterile wall into a landmark for the town centre.

There are several flank walls onto Fore Street which have the potential to be re-imagined to bring interest to the streetscape.

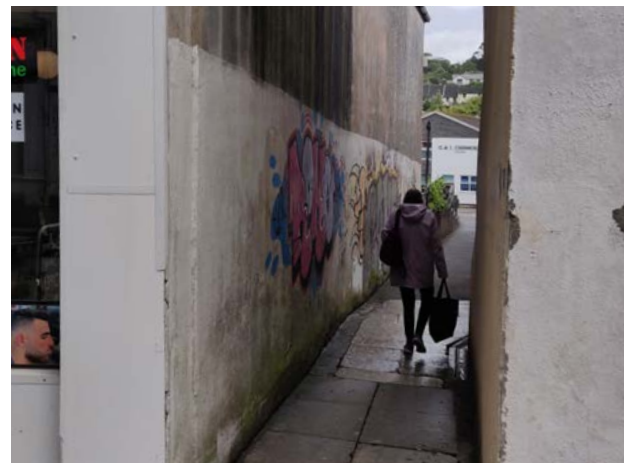
Flank walls could be used for enhanced signage, town centre branding and identity, they could function as a welcoming gateway if located on a key threshold, or could be a canvas for mural art, bringing colour to the alleys and making them more attractive. Mural art could be particularly interesting as it could involve the participation of local schools and community in the development of the art pieces. Involvement of Bodmin based artists could also be considered to contribute in the development of proposals.

Further opportunities (with higher impact on cost and maintenance) could be to transform flank walls into green walls bringing enhanced biodiversity in the town centre.

In order to producing mural art or other interventions on the flank walls, a priority action would be to clean up the green algae that cover many of the flank walls. Cornwall suffers from this type of algae due to its damp mild climate and lack of circulation in tight town centre plots, and they can easily be removed with pressure washing and appropriate treatment. For flank walls, this could be consider as a priority action which could improve greatly the appearance of the street setting.



Flank walls within allyway leading to Dennison Road car park, currently covered in green algae



Flank wall on Bree Shute Lane, leading to Dennison Road car park

### Intervention Appraisal

<b>Complexity to deliver</b>	● ○ ○ ○ ○
<b>Cost</b>	● ● ○ ○ ○
<b>Overall impact</b>	● ● ○ ○ ○
<b>Longevity</b>	● ● ○ ○ ○

### Funding Themes

- Active travel
- High street regeneration
- Community
- Culture and heritage
- Climate and environment





Locally specific art work in South Croydon



Wood Street, London Borough of Waltham Forest. The Wood Street survey of Retail Trade formed part of a programme of projects enhancing the character of Wood Street



Navigational flank wall signage in Walworth, London



Art work on flank wall illustrating history of the town



'Barbican Mural', mural art work by Robert Lenkiewicz illustrating aspects of English culture England between 1580-1620



Key flank wall opportunity at the northern entrance to Honey Street

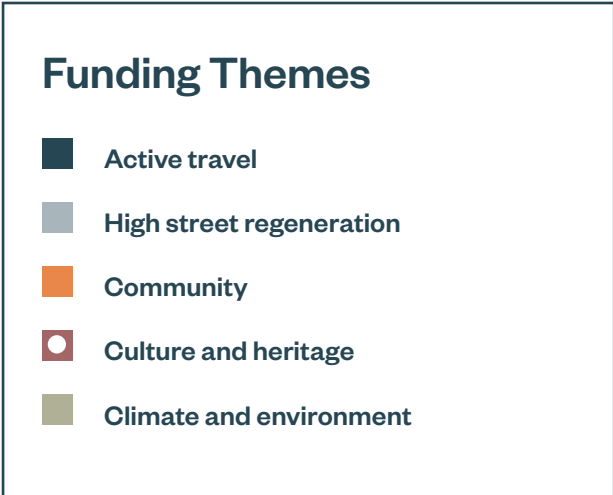
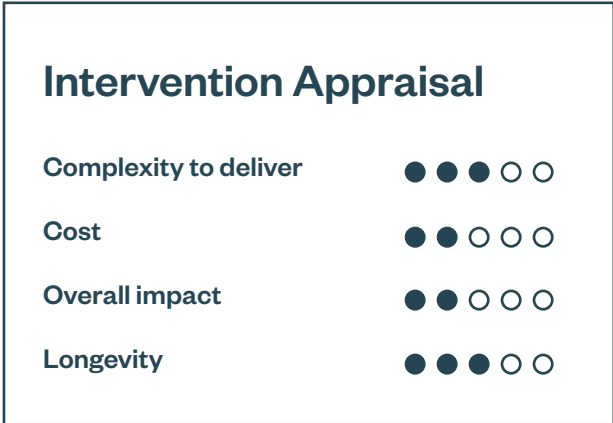
# 1.1 Fore Street

## 1.1.5 Heritage Highlighting

Fore Street sits within the Bodmin Town Conservation Area and features several listed buildings and buildings with historic significance. The historic urban fabric and buildings should be celebrated to improve the quality of the streetscape and celebrate Bodmin’s character and identity.

Interventions could include:

- Improvements to building exteriors, for example cleaning from green algae and restoration of stone and render façades, improving building illumination
- ‘Light touch’ enhancements such as display boards with information on historic buildings, or for celebration of notable Bodmin Alumni such as Silvanus Trevail (architect), Henry Dennis (terracotta manufacturer), William Hamley (founder of Hamleys Toy Shop and born in Bodmin)
- Events and festivals to celebrate Bodmin’s history and culture, such as a ‘Feast of Bodmin’.





Lighting to highlight specific heritage features



High Street 2012, London Borough of Tower Hamlets. Many historic buildings along the High Street 2012 route had fallen into a state of disrepair and had undergone unsympathetic modernisations. The Whitechapel phase of this initiative saw 61 properties restored to their former glory



Display boards to promote local culture and history, Calne, Wiltshire



Green Lanes, London Borough of Haringey. A Christmas tree was projected onto the front of an historic building as part of the Green Lanes Winter Festival in 2011, celebrating the historic character of the building



Lighting to enhance historic building features and detail



London Borough of Enfield, London, lantern parade celebrating the heritage of eastern Enfield

## 1.2 Honey Street Existing Condition

Honey Street is a key route to access the town centre. Its historic buildings, pedestrianised setting and accessibility from Dennison Road make it a key gateway to Fore Street and the town centre.

Honey Street is of particular interest for the town centre. It features several historic buildings of interest, active frontages and shops on both sides and a pedestrianised setting.

In recent years the public space at the northern entrance of the street has been refurbished and it significantly improved the attractiveness of the street. A number of interesting and ambitious businesses have been attracted to locate in Honey Street, and this strategy seeks to build on their success.

Honey Street has the potential of becoming an exemplar street for the town centre and a key attracting point for the local community and visitors as well.

There are aspects Honey Street that could still be improved: there are several vacant shops which should be activated, and a significant flank wall at the southern threshold which has potential to become a welcoming gateway to the town centre. Furthermore, heritage could be highlighted and celebrated as a key feature of the street, and high quality public space could extend up to the southern gateway with Fore Street, and provide improved setting and spill out space for local businesses.



01. South threshold to Honey Street













02. Historic pub on Honey Street



03. Northern threshold to Honey Street

**Key**

-  Vacant unit
-  Significant vacant unit
-  Significant Listed building
-  Listed building
-  Significant retail / food and beverage building
-  Community building
-  Town square
-  Flank wall
-  Picture view point
-  Project area boundary



Honey Street, existing condition

## 1.2 Honey Street Interventions

### 1.2.1 Public Realm Improvements

- De-cluttering of street furniture
- Introduction of hanging baskets on existing poles
- Prohibit car parking
- Prescribe and encourage spill-out for existing units
- Extension of high quality public realm and greening for the whole extent of the street

### 1.2.2 Repurposing Vacant Units

- Occupying a vacant unit with meanwhile use or pop up if not permanent

### 1.2.3 Building Frontage and Shopfront Improvements

- Improved lower frontage e.g. new awnings and graphic signage
- Opening improvements eg greater transparency, larger doors
- Window displays eg information, community notice board, seasonal dressing
- Restoration/improved upper frontage
- Building illumination

### 1.2.4 Flank wall improvements

- Repaint and mural art (wall 01)
- Green wall (wall 02)

### 1.2.5 Heritage Highlighting

- Improvements to building facade and lighting
- Display boards to relevant buildings
- Seasonal events

Further detail on '1.2.1 Public Realm Improvements' is provided in the following pages.

For detail on the interventions listed below, refer to 1.1 Fore Street:






- 1.2.2 Repurposing Vacant Units
- 1.2.3 Building Frontage and Shopfront Improvements
- 1.2.4 Flank Wall Improvements
- 1.2.4 Heritage Highlighting

### Key opportunity

Restoring the shopfronts and building frontages of Honey Street could further enhance the setting of the street and make vacant units more attractive for businesses.

This could be a priority intervention to build on the success of Honey Street and make it an exemplar street for the town centre.

**Key**

-  1.2.1 Public realm improvements
-  1.2.2 Repurposing vacant units
-  1.2.3 Building frontage and shopfront improvements
-  1.2.4 Flank wall improvements
-  1.2.5 Heritage highlighting



Honey Street, interventions: public realm, shopfront and building frontage improvements, repurposing vacant units, highlighting of local heritage

# 1.2 Honey Street

## 1.2.1 Public Realm Improvements

Public realm improvements at Honey Street have the potential to deliver significant impact with small interventions.

Honey Street can work harder to deliver exemplar streetscape and public realm and become a key gateway to the town centre.

High quality public realm could extend up to Fore Street and include more greening with planters and street trees, other than enhanced seating and space to dwell.

Key interventions include:

- De-cluttering of street furniture
- Introduction of hanging baskets on existing poles
- Prohibit car parking
- Prescribe and encourage spill-out for existing units
- Extension of high quality public realm and greening for the extent of the street.



High quality public realm and spill out space for businesses in historic setting



Pedestrianised street with spill out space and street trees

### Intervention Appraisal

Complexity to deliver	● ● ● ● ○
Cost	● ● ○ ○ ○
Overall impact	● ● ● ● ○
Longevity	● ● ● ● ●

### Funding Themes

- Active travel
- High street regeneration
- Community
- Culture and heritage
- Climate and environment





# 1.3 Dennison Road Car Park

## Existing Condition

The Dennison Road site has the potential to become a key destination within the town centre, offering a mix of residential and health and wellbeing uses.

At present, the site is home to a Cornwall Council-owned car park hosting approximately 70 spaces. An opportunity to redevelop the site has been identified, with the objective of bringing activity and footfall to the town centre and Fore Street, and to offer health and wellbeing uses creating a key attractor for the local community. Key opportunities for the redevelopment of the site are:

**Supporting wellbeing uses and the Camel Trail.**

The Camel Trail currently ends at Berrycoombe car park and continues as a National Cycle Route into the town centre. As a key arrival point to the town centre, the site could offer enhanced cycle parking, a cycle hub and related uses which could support visitors and cyclists (cafe, bike shop and hire service, toilets etc). In addition, further active uses focused on wellbeing (such as gym, yoga space, etc) could be provided.

**Reuse existing building (Stillmore House Surgery).**

The building currently hosts a GP surgery which is going to relocate in the short term, leaving an opportunity for reuse and re-adaptation of the current structure. This could support the bike hub and wellbeing function described above, as well as provide further facilities for visitors such as an interactive discovery kiosk to provide information on Bodmin's attractions. The timing of the site's redevelopment would be linked to the relocation of the surgery.

**Deculvert leat.** A leat currently runs underneath the car park site. There is an opportunity to deculvert the leat and provide enhanced flooding mitigation measures, as well as embedding water into open green space.

**Provide green space.** Provision of a green space to support wellbeing and offer high quality open space to residents and visitors.

**Enhance existing active frontages.** Some businesses are currently facing the car park site, with

a poor setting that affects the attractiveness of their service. The redevelopment of the car park can create a proper setting for these uses, with enhanced public realm and green amenity.

**Residential-led development.** The scale and location of the site offer a good opportunity for residential development. This would benefit from car parking at ground floor, to respond to flood risk, and should have a strong frontage on Dennison Road to protect the public green space. Development should offer small units rather than large family accommodation - this would limit the need of car parking and would encourage residents to take advantage of public transport links, making it ideal for young people.

**Retain a portion of existing car park for short stay.** A provision of car park for short stay should be retained to facilitate those who need to access the town centre via car.



01. View of the car park area














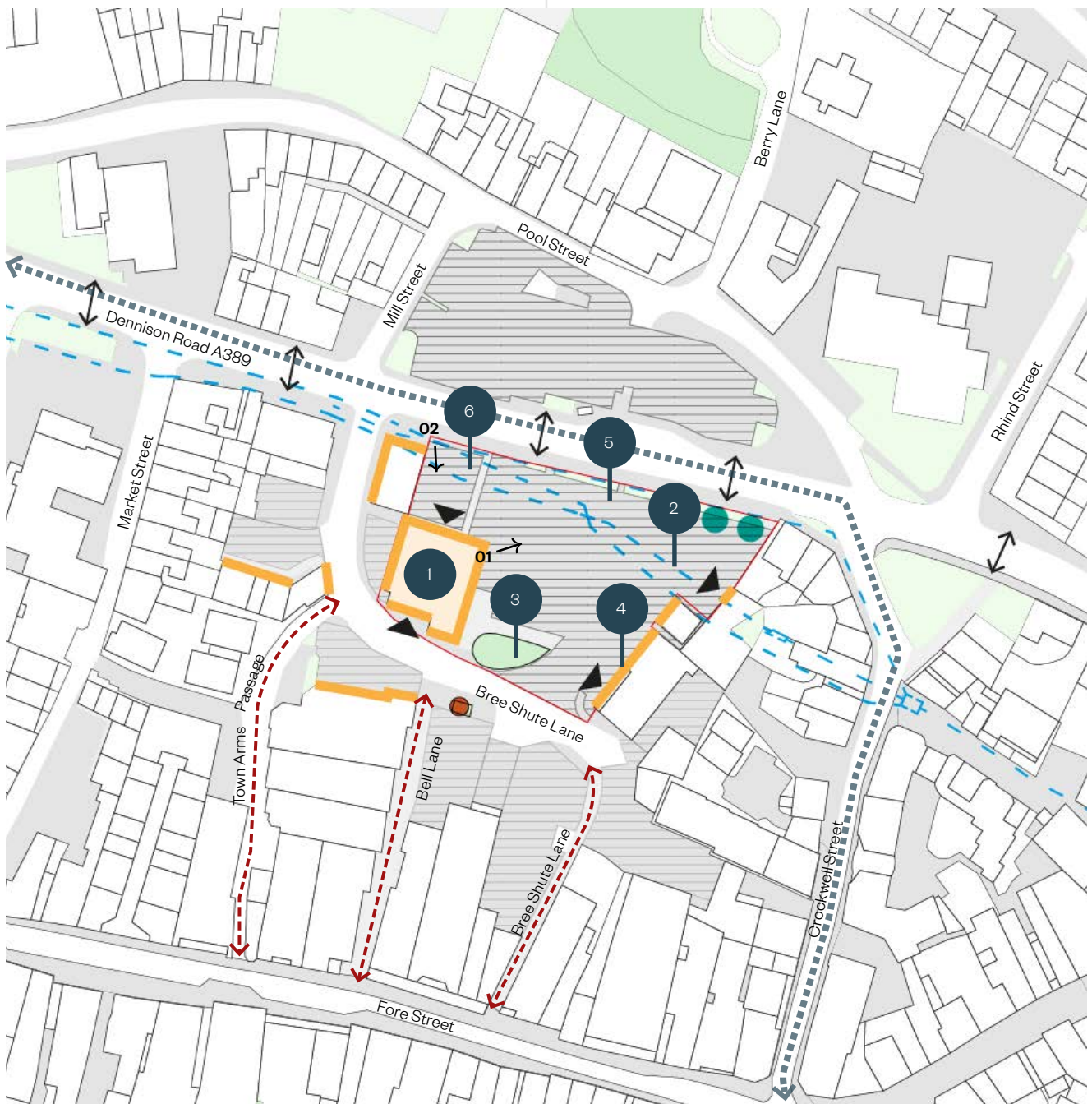
02. Stillmore House Surgery

## Key Opportunities

1. Reuse existing building (Stillmore House Surgery) to support wellbeing uses and the Camel Trail (bike hub and visitors hub)
2. Deculvert leat
3. Enhance / provide green space
4. Enhance existing active frontages
5. Opportunity for residential-led development with strong frontage to Dennison Road to protect open space
6. Retain a provision of existing car park for short stay.

## Key

-  Existing car parking
-  Existing building to be retained
-  Existing green space
-  Entrance
-  Existing listed well
-  Existing active frontage
-  Leat
-  Existing tree
-  Existing pedestrian crossing
-  Key links to Fore Street
-  National Cycle Route (on street)
-  Picture view point
-  Site boundary



# 1.3 Dennison Road Car Park

## The Leat and Flooding

The leat currently acts as a flooding mitigation measure in Bodmin. However, flooding is still a major issue for the town.

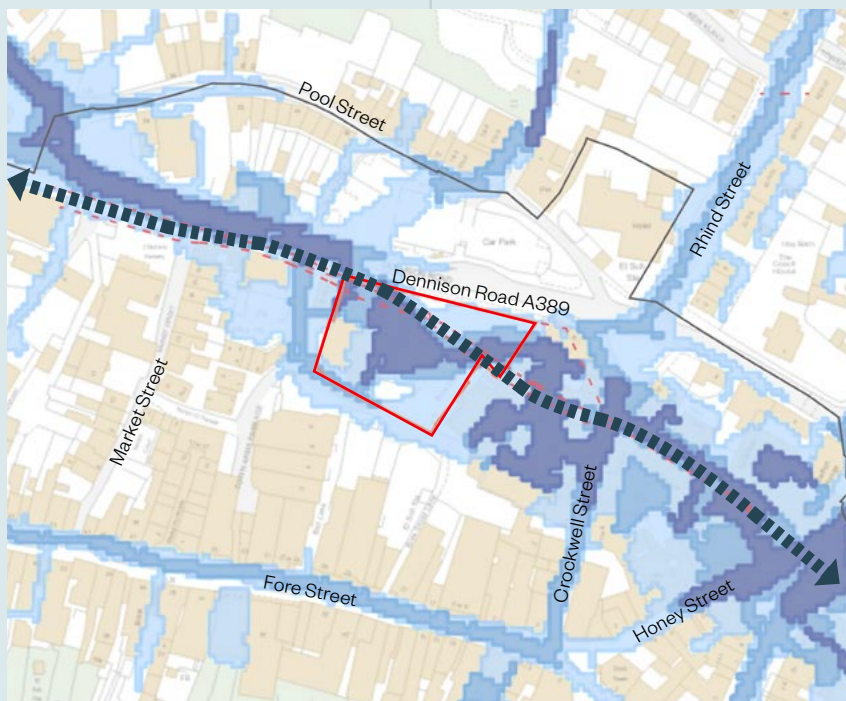
Following some recent UK examples, the opportunity to uncover parts of the leat at Dennison Road car park could be explored and tested. The uncovering of the leat could bring more resilience in terms of flood mitigation, and could be integrated within a green open space, making the public space more attractive to the local community and bringing additional benefits in terms of biodiversity and environment.



Flooding in June 2023



The leat beneath Crockwell Street

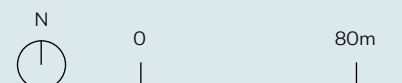


**Key**

Surface water flood risk

- 1 in 30 year
- 1 in 100 year
- 1 in 1000 year

- Approximate alignment of main leat
- Town centre boundary
- Dennison Road car park site boundary





### **Wandle Park, Croydon**

River Wandle, a tributary of the River Thames, runs through the park but it was culverted in the 1960s as a result of poor water quality and low flows and the original channel was in-filled predominantly with building waste.

This project was a key opportunity to create river and wetland habitat in an urban context and re-establish the park as an area of high-quality green space for public enjoyment, whilst contributing to wider reduction of flood risk.



### **River Marden, Calne**

Following the demolition of a town centre factory, the River Marden through Calne flowed in a straight concrete channel and two small weirs barred the passage of fish. Urban regeneration, and the resultant redevelopment of the site, meant that the river had to be diverted south of its existing course and the opportunity was taken to improve the character of the river and create a public amenity.

The diversion was undertaken in the form of a double meander so that natural geomorphological features such as shoals, riffles and pools could be incorporated, along with public access to the river and the creation of a variety of sustainable, attractive habitats for flora and fauna.

The scheme has been a success and the river is now a focal point of the town and the centrepiece for the towns annual duck race.

# 1.3 Dennison Road Car Park Options

- Retained and refurbished car park for short stay
- High quality public realm
- High quality green space
- Refurbishment of existing building and reuse into visitor centre and bike hub, including café and shop, bike shop and repair service, tourist info point and discovery kiosk, public toilets)
- Residential development with podium car park
- Residential development with secure public bike parking and bike hire service at ground floor
- 🚲 Bike hub
- 🚲 Bike parking
- Entrance
- Existing listed well
- Uncovered leat
- Existing tree
- Existing pedestrian crossing
- Key links to Fore Street
- National Cycle Route (on street)
- Site boundary

## Intervention Appraisal

Complexity to deliver	● ● ● ● ●
Cost	● ● ● ● ●
Overall impact	● ● ● ● ●
Longevity	● ● ● ● ●

## Funding Themes

- Active travel
- High street regeneration
- Community
- Culture and heritage
- Climate and environment

## Option 1 (preferred)

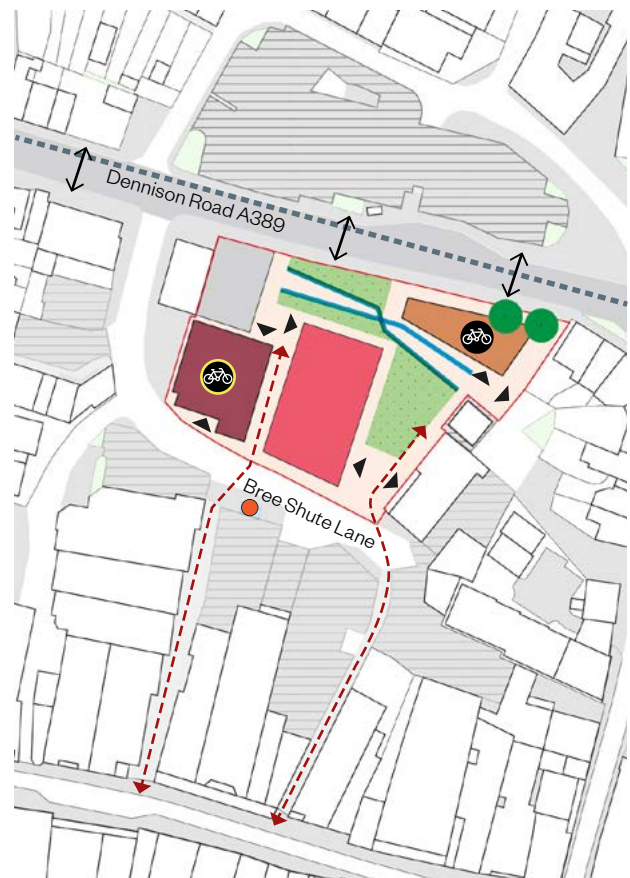
A pocket green space and square provides access to the residential blocks and the existing buildings to the east of the car park, and features the uncovered leat. This is connected to a second green space, also hosting the leat acting as buffer with Dennison Road.

### Pro's

- Bike parking (within smaller residential block) well visible from Dennison Road
- Larger green space area protected from Dennison Road
- One major green space connected with leat
- Easy car access to residential block from Bree Shute Lane

### Con's

-



## Option 2

The larger residential block defines two clearly separated green spaces, the first acts as a buffer to Dennison Road and features the uncovered leat, the latter and larger one is a well-screened green space facing Bree Shute Lane.

### Pro's

- Bike parking (within smaller residential block) well visible from Dennison Road
- Larger green space area protected from Dennison Road

### Con's

- Leat separated from main green space
- Central residential block difficult to service (interface between cars and pedestrians to be carefully managed)

## Option 3

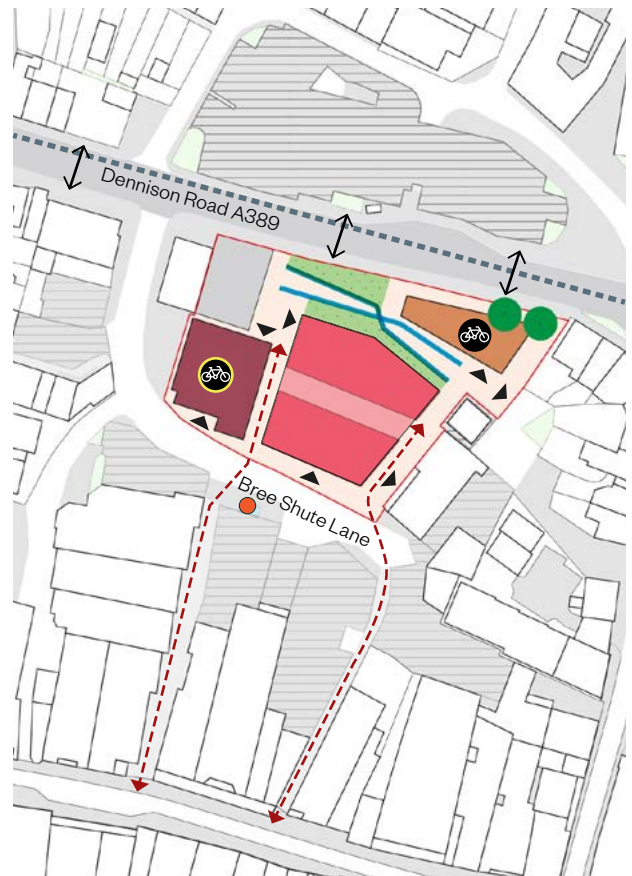
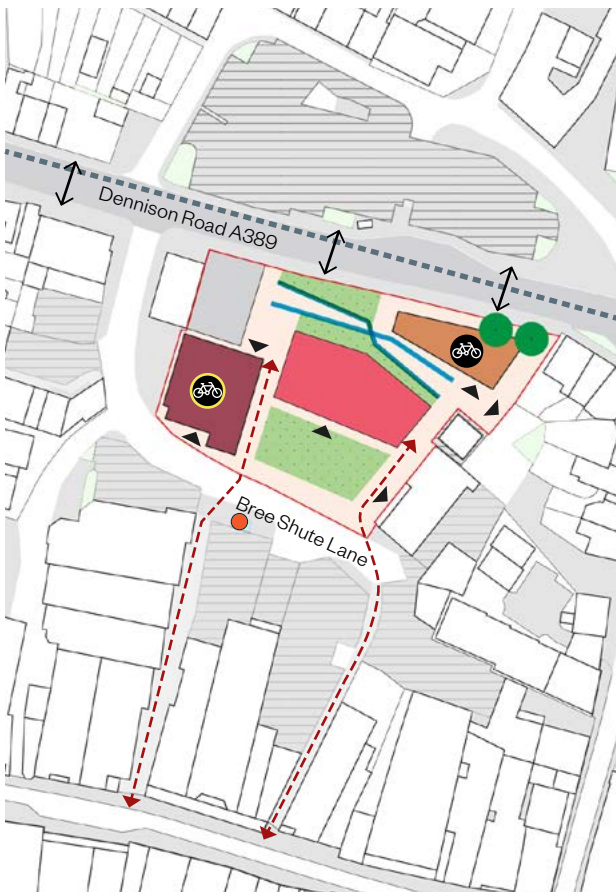
This option features maximised development footprint, however it sacrifices a major portion of public green space.

### Pro's

- Bike parking well visible from Dennison Road
- Maximised development footprint
- Easy car access to residential block from Bree Shute Lane

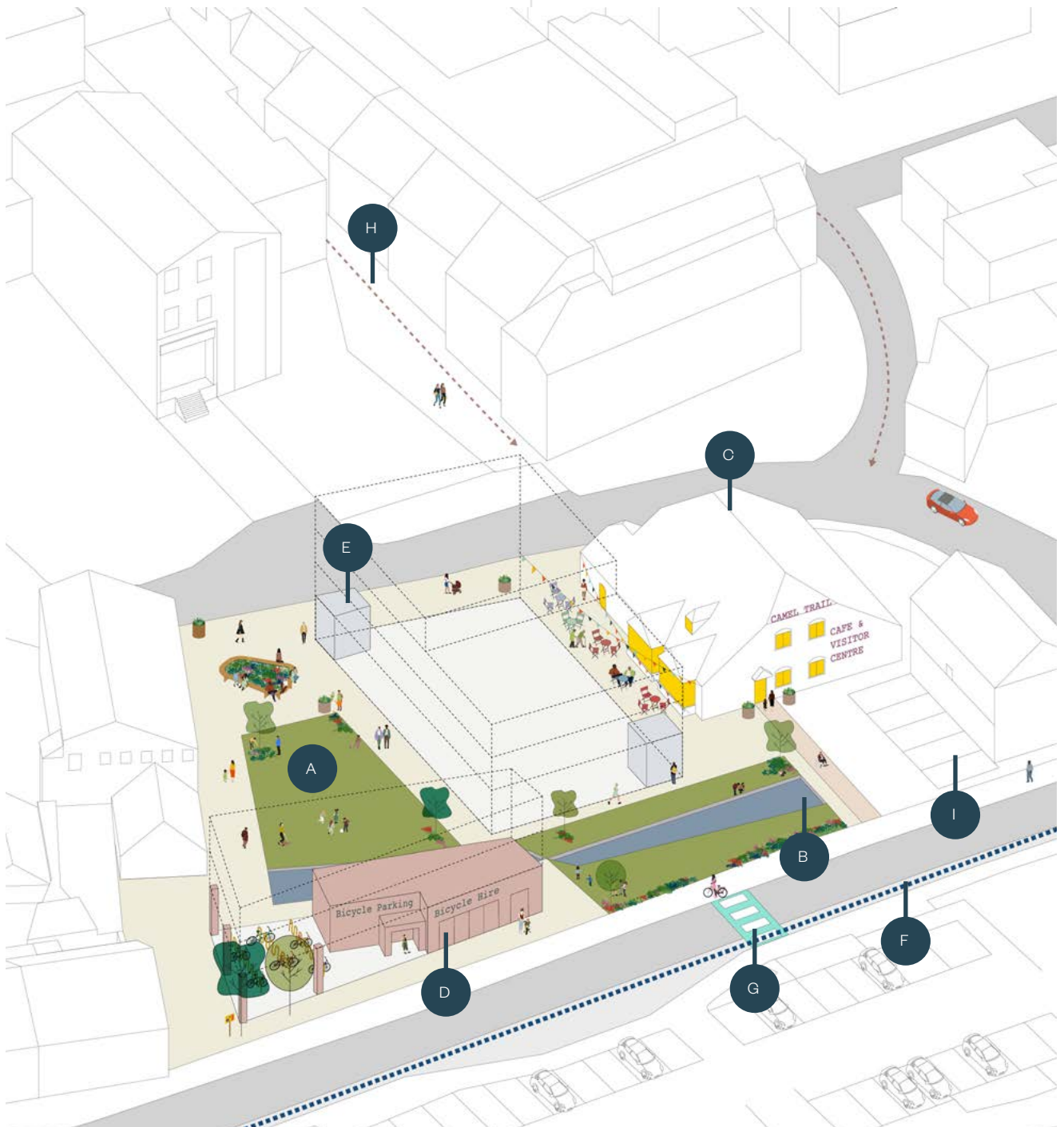
### Con's

- No major green space
- Large floorplate could result in inefficiencies in dwelling distribution



# 1.3 Dennison Road Car Park Option 1

- A. High quality green space
- B. Uncovering of the leat
- C. Cycle and visitor hub, cafe
- D. Bike parking and hire service
- E. Residential entrances
- F. National Cycle Route
- G. Improved crossing
- H. Links to Fore Street
- I. Short stay car park







Blokhus, Denmark, leaf integrated within green space



Tibby's Triangle, Southwold, residential development



Tibby's Triangle, Southwold, residential development and view on public square



Visitors' cafe, Lanhydrock



Bike Hub, Newcastle Upon Tyne

# 1.4 The Alleys

## Existing Condition

The alleys, or ‘opes’, significantly contribute to the character and identity of the town centre, being a key legacy of the historic fabric of the town.

The alleys are a series of narrow routes which connect Fore Street with Dennison Road to the north, and bring access to some residential properties to the south. They are a key part of the historic fabric of the town: the 1840-1890 OS map shown below reveals that the majority of north-south routes still exists, while the urban fabric between Dennison Road and Pool Street has been all but lost.

The alleys bring a specific character to the town centre, with flank walls which have the potential of being upgraded and views towards the landscape framed by the narrow passages, particularly towards the west end of Fore Street. Here the level difference between Fore Street and Dennison Road increases significantly, offering beautiful views towards the surroundings.

Interventions should focus on making the existing alleys more accessible, but also on creating new connections where a higher degree of permeability could be created to improve pedestrian flows in and out of the town centre.

Interventions should complement the Town Team project for ‘Art in the Alleys’, a project to bring art and installations in the alleys with involvement of college students.



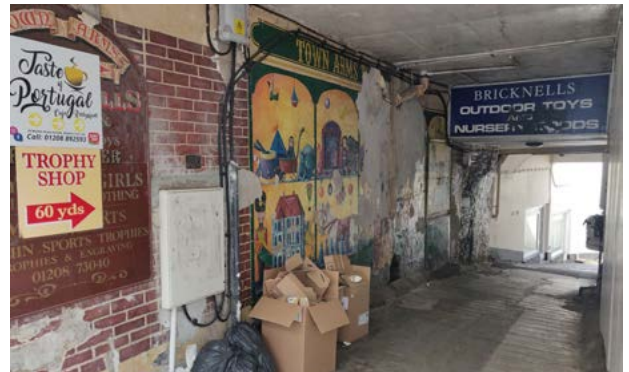
Bodmin, 1840-1890 OS map



01. Passage to Fore Street car park



02. Alley to Fore Street car park



03. Town Arms Passage



04. Passage to Dennison Road







05. Chapel Lane



06. Alley to Dennison Road car park

**Key**

-  Alleys
-  Flank walls
-  Passages
-  Picture view point



Existing alleys and passages

# 1.4 The Alleys Interventions

## 1.4.1 New Connections

Improving accessibility of Fore Street and permeability of the town centre.

- Opening up of new links through existing green space
- Highlight thresholds

## 1.4.2 Key Connections to be Improved

Improving safety, legibility and accessibility of key links to/from Dennison Road car park and Fore Street.

- De-cluttering of signage and enhancement of granite signs where applicable
- Highlight thresholds and wayfinding in key locations
- Lighting improvements
- Repaving where needed

## 1.4.3 Light Touch Improvements

Improving safety and accessibility of existing routes where needed.

- De-cluttering of signage, enhancement of granite signs and improvement to pavement where applicable

## 1.4.4 Passage Improvements

Enhancing visibility of passages and improving safety and lighting.

- Lighting and repainting

### Intervention Appraisal

Complexity to deliver	● ● ● ○ ○
Cost	● ● ● ● ○
Overall impact	● ● ○ ○ ○
Longevity	● ● ● ● ●







### Funding Themes

- Active travel
- High street regeneration
- Community
- Culture and heritage
- Climate and environment

### Key opportunity

‘Art in the Alleys’ is a programme currently driven by Bodmin Town Team in collaboration with intoBodmin and Bodmin College. The project, for which funding has not yet been applied for, aims at bringing art and activation in the alleys with involvement of the local college students.

**Key**

-  New connection
-  Key connection to be improved
-  Light touch improvements
-  Flank wall improvements
-  Passage improvements
-  Thresholds



The Alleys, proposed interventions: improvements to key connections, opening up of new links and highlighting of thresholds and passages

# 1.4 The Alleys

## Precedents



The Lanes, Brighton. Uniform pavement and colour make the streetscape more attractive



Newcastle. Lighting and decoration enliven up the streets



Dover Yard, London. Lighting to improve visibility through passages



Catherine Wheel Alley, London. Flank wall colouring make the alley look tidy and inviting.



Artist's Lane, Windsor, Australia. An alley dedicated to mural art



Princetown, Massachusetts. Alley as display of work of art



Cat Alley, Manchester. Thematic works of mural art enliven the streetscape



Cat Alley, Manchester. Wayfinding and signage mark the entrance to the street



Art in the Alleys, Bodmin. Illustration of potential interventions developed by Jtp for Bodmin

# 1.5 Residential Development Opportunities

## Burnard's Lane and Fore Street

Additional sites within the town centre offer the opportunity to provide further residential space and public green amenity, supporting health and wellbeing within the town centre.

Recommendations for these sites are high level only and, despite not representing a priority for funding applications, they could be considered for inclusion in the Local Plan. The sites are privately owned and initial engagement has been carried out with the current landowners on the opportunity to redevelop them. Proposals for these sites have not been costed and would need further design work to test feasibility.

### 1.5.1 - Burnard's Lane

Local landowners have identified an opportunity to jointly redevelop adjoining parcels of land. The plan to the opposite page shows the potential site extent if the multiple ownerships were considered jointly. Opportunities for this site include the provision of further residential space, in response to Bodmin's growing population, and significant public green space within the town centre. The green space would be easily accessible from Fore Street via Burnard's Lane and connect via a new pedestrian route to Dennison Road.

Key challenge for the site is the level difference between Dennison Road and Fore Street. Locating the residential blocks along Dennison Road, these would benefit from better car access, and the public green space, located to the upper portion of the site, would benefit from proximity to Fore Street and views towards the surrounding landscape to the north.

### 1.5.2 - Fore Street

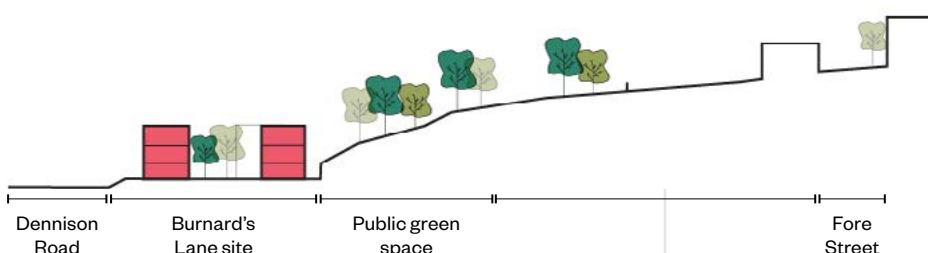
This vacant plot offers an opportunity to provide residential space and complete the street frontage onto Fore Street. A new public route and linear green space could be provided to create a green connection between Fore Street and the burgage plots to the south and provide access to further green space.



01. View of the Burnard's Lane site looking north



02. Vacant plot on Fore Street



Section AA'  
Section from Dennison Road to Fore Street. Levels shown are indicative



- A. Potential for active corner with non-residential use
- B. Public green space
- C. New public route through the site
- D. Ground floor of building to leave public passage
- E. Public route to burgage plots
- F. Texaco (existing)

**Key**

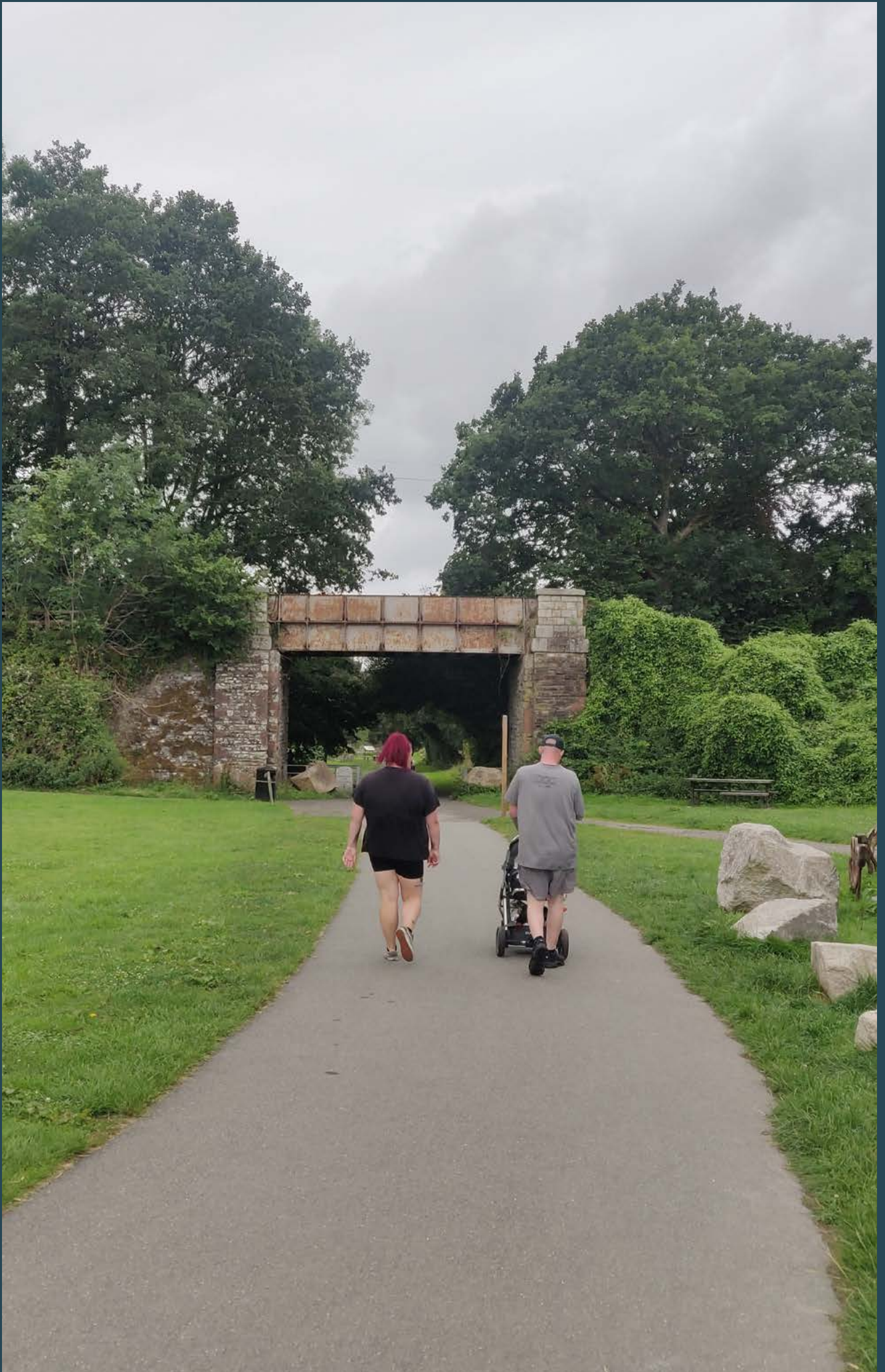
- Residential development
- Vehicular access and car park
- High quality green space
- Residential entrance
- Active use on ground floor
- Vehicular access point
- Proposed pedestrian links
- Existing links
- Picture view point
- Site boundary



# 04

## Increasing the Value of the Camel Trail

- Introduction
- 2.1 Arrival in Bodmin
- 2.2 Journey to the Town Centre
- 2.3 Reaching Fore Street from Dennison Road
- 2.4 Continuing the Journey



# Introduction

## Purpose

Objective of this priority project is the creation of a safe and attractive route from the current end of the Camel Trail into the centre of town, utilising improved wayfinding and landscaping to reinforce the route and to increase footfall.

The way to achieve this is by:

- Offering facilities to cyclists at the end/beginning of the Camel Trail such as cafe, bike hire services, visitor centre
- Attracting cyclists into the town centre from the end of the Camel Trail, pulling economic opportunities and spend into Bodmin
- Connecting the Camel Trail to the town centre with an attractive, safe, direct route and wayfinding, with an emphasis on safety
- Defining a clear town centre point of arrival, supported by high quality cycling facilities
- Ensuring secure cycle parking so people can continue into the town centre on foot, with potential of including e-bike charging points.

## Summary of Interventions

### 2.1 Arrival in Bodmin

- 2.1.1 Scarlett's Well Car Park

### 2.2 Journey to the Town Centre

- 2.2.1 Public Realm Improvements Along Old Station Yard / Berrycoombe Road
- 2.2.2 Enhanced Cycling Infrastructure













### 2.3 Reaching Fore Street from Dennison Road

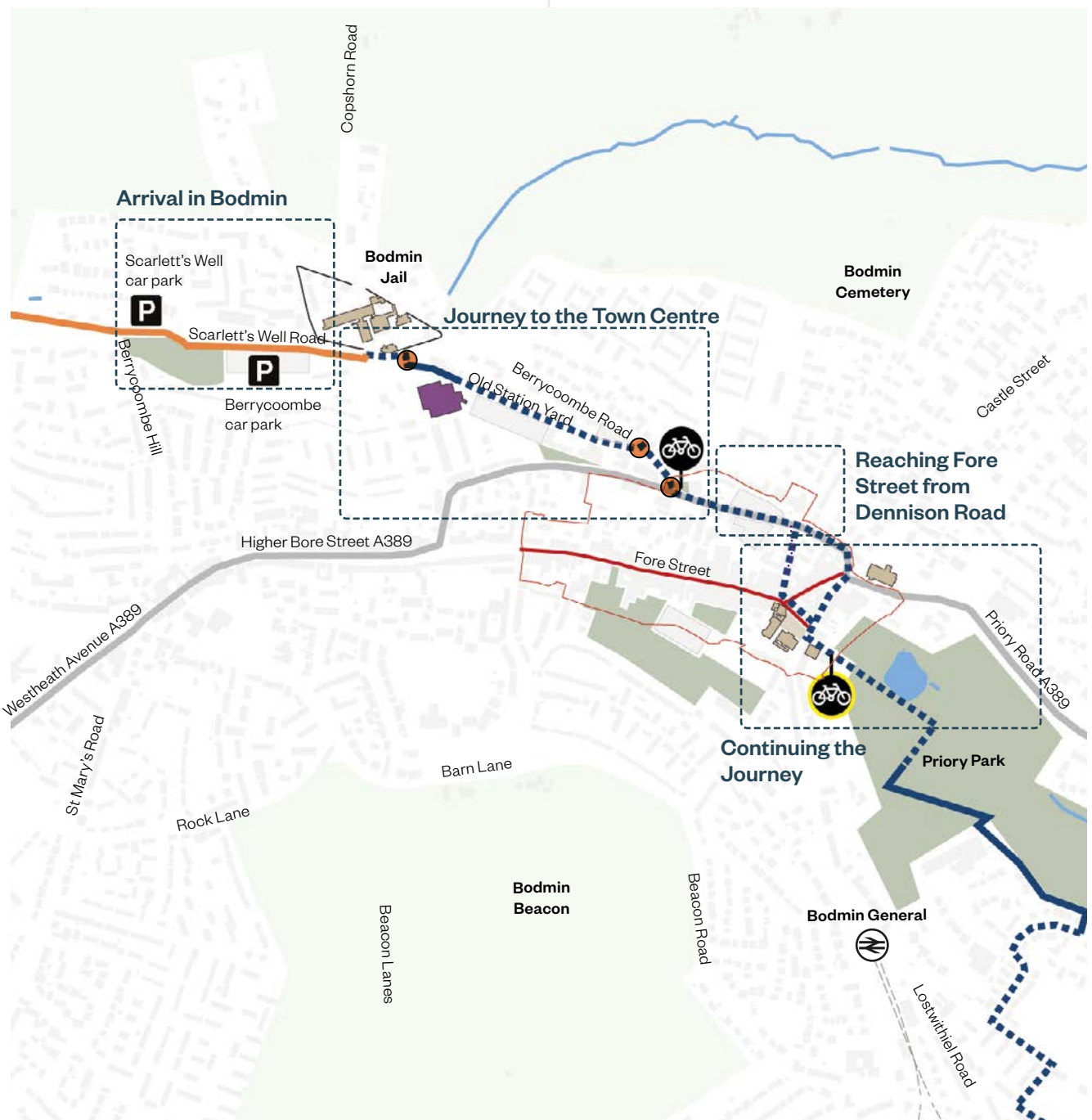
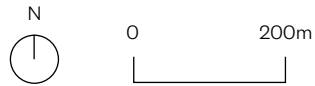
- 2.3.1 Enhanced Crossing at Dennison Road Car Park  
(Note: cycle hub is included and costed within '1.3 Dennison Road')

### 2.4 Continuing the Journey

- 2.4.1 Improvements to Crockwell Street

**Key**

-  Significant / listed building
-  Sainsbury's
-  Green space
-  Existing car parking
-  Existing cycle parking
-  Existing cycle hub
-  Focused improvements to public realm
-  Camel Trail
-  National Cycle Network Route 3 / Coast and Clay Trail - off road
-  National Cycle Network Route 3 / Coast and Clay Trail - on road
-  Fore Street and Honey Street
-  Town centre boundary



Four key areas of intervention: Arrival in Bodmin, Journey to the Town Centre, Reaching Fore Street from Dennison Road, Continuing the Journey

# Introduction

## Existing Condition

The Camel Trail is an 18 mile largely traffic-free, surfaced and multi-use trail. It provides access to the beautiful Cornish countryside along a disused railway line between Wenfordbridge, Bodmin, Wadebridge and Padstow.

In Bodmin, the trail ends a little over a mile from the town centre and arrives into two car parks: Scarlett's Well Car Park and Berrycoombe Car Park. The first is a small parking area surrounded by green space which has the potential to be enhanced to provide a welcoming arriving point into Bodmin. The latter is currently closed as there are legal issues preventing its use, with no short term prospect of resolution.

Connections from the end of the trail to the town centre are poor. Despite being officially marked as a National Cycle Route, there is no easy, safe or attractive route for either pedestrians or cyclists between the two locations. As a consequence, most users of the trail who start and/or end their use of the trail in Bodmin arrive and leave by car, and in the vast majority of cases they do not visit Bodmin town centre.

However, some quick win interventions not involving highway rearrangement or major changes could significantly enhance the experience of the Camel Trail into Bodmin. These could work on key gateway points and crossings and on wayfinding, to increase visibility and attractiveness of the route into the town centre.



Berrycoombe car park



Scarlett's Well car park















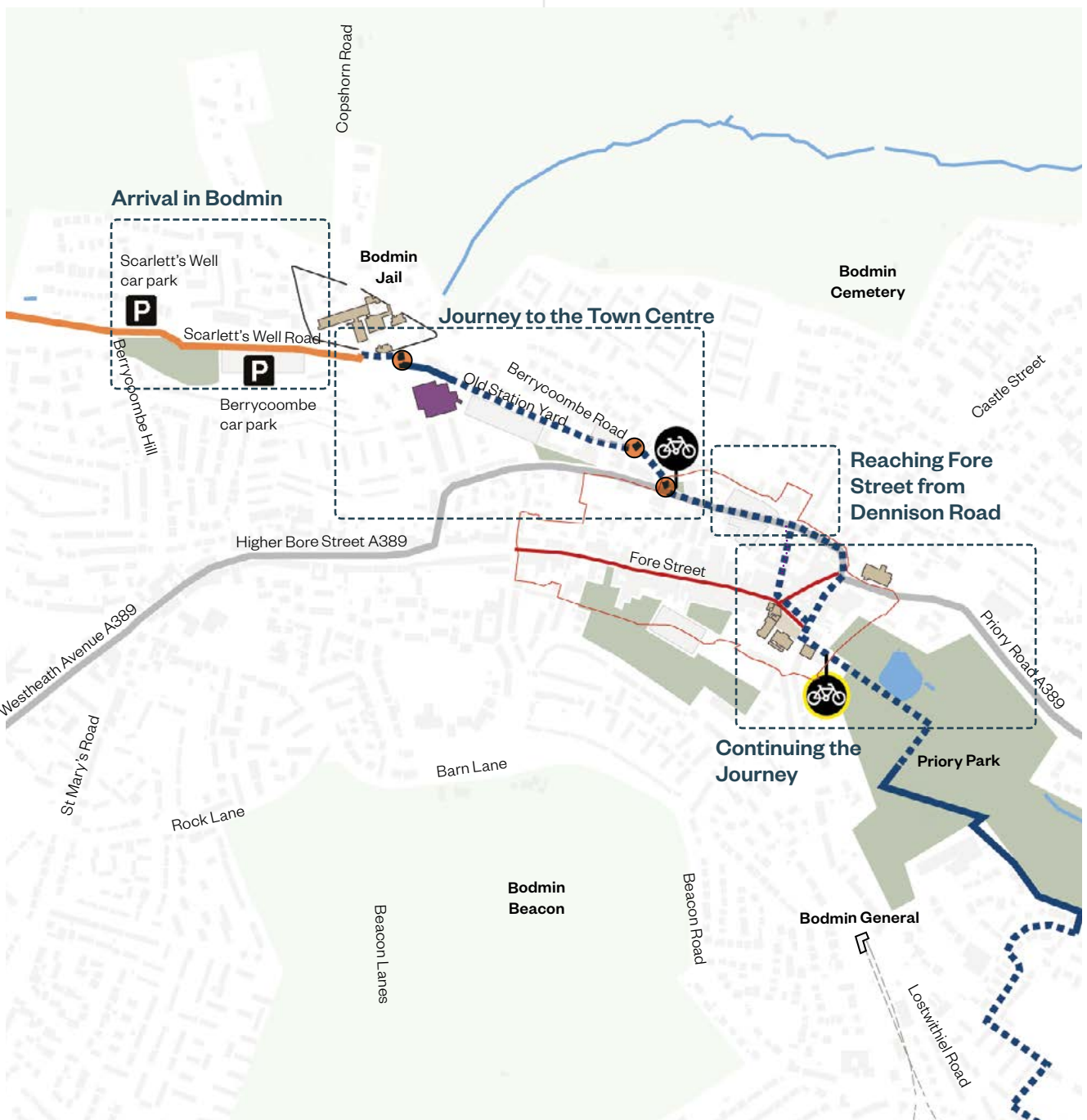
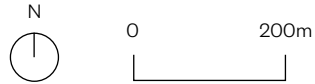
Camel Trail continuing from Scarlett's Well car park into Berrycoombe car park



Arrival of the Camel Trail at Scarlett's Well car park

**Key**

-  Significant / listed building
-  Sainsbury's
-  Green space
-  Existing car parking
-  Existing cycle parking
-  Existing cycle hub
-  Focused improvements to public realm
-  Camel Trail
-  National Cycle Network Route 3 / Coast and Clay Trail - off road
-  National Cycle Network Route 3 / Coast and Clay Trail - on road
-  Fore Street and Honey Street
-  Town centre boundary



Four key areas of intervention: Arrival in Bodmin, Journey to the Town Centre, Reaching Fore Street from Dennison Road, Continuing the Journey

# 2.1 Arrival in Bodmin Interventions

Scarlett's Well is the key arrival point of the Camel Trail in Bodmin, and as such the area could improve its facilities and accessibility to support cyclists and visitors.

## 2.1.1 Scarlett's Well Car Park

There is an opportunity for this area to become an enhanced green space to support wellbeing and health activities for the local communities. Activating the green space can include the introduction of cycling facilities such as cycle racks and bike pumps, an improved seating area and cafe, enhanced wayfinding to the Camel Trail and the town centre. The green space could offer additional wellbeing facilities such as an outdoor gym and areas for natural play and could be enhanced as a space for occasional events. Until the Berrycoombe Car Park is reopened, no car parking spaces should be removed by the Scarlett's Well Car Park.



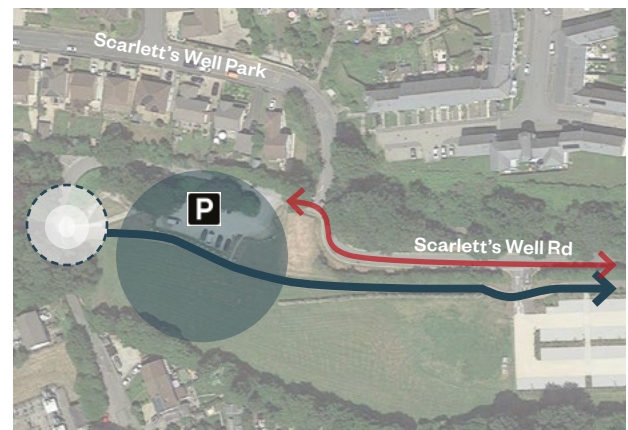
Arrival into Scarlett's Way Car Park



Start of the Camel Trail from Scarlett's Way Car Park

**Key**

- 2.1.1 Scarlett's Well car park
- Vehicular route to/from town centre
- National Cycle Network Route 3 / Coast and Clay Trail
- Arrival of the Camel Trail into Scarlett's Well car park
- Approximate area of intervention



Aerial view of the site

## Intervention Appraisal

Complexity to deliver	● ● ● ● ○
Cost	● ● ● ● ○
Overall impact	● ● ● ● ●
Longevity	● ● ● ● ●

## Funding Themes

- Active travel
- High street regeneration
- Community
- Culture and heritage
- Climate and environment





Natural play



Atlantic Coast Express on the Camel Trail



Camel Trail cafe and cycle facilities at Wadebridge



Outdoor gym



Wayfinding posts



Colchester Eco Festival on public green space

## 2.2 Journey to the Town Centre Interventions

Key points along the journey to and from the town centre could be enhanced to improve the experience of cyclists and visitors.

### 2.2.1 Public realm Improvements Along Berrycoombe Road / Old Station Yard

The access of the National Cycle Route into Old Station Yard is not clearly legible and the space could benefit from improvements to the greenery, from more visible access to the cycle lane and boosted wayfinding.

### 2.2.2 Enhanced Cycling Infrastructure and Public Realm Improvements Towards the Town Centre

Where Berrycoombe Road meets Old Station Yard (2.2.2 a), there is an opportunity to enhance the current cycle parking area with provision of improved racks and public realm setting, improved wayfinding.

Where Berrycoombe Road meets Dennison Road (2.2.2 b), there is a significant opportunity to improve public realm to enhance close access to the town centre. Here better cycling parking including pumps could be provided, along with improved wayfinding and green space, and seating.



**Key**

- Sainsbury's car park
- Existing cycle parking to be enhanced
- National Cycle Network Route 3 / Coast and Clay Trail
- Approximate areas of intervention



Aerial view of the site

### Intervention Appraisal

<b>Complexity to deliver</b>	● ● ○ ○ ○
<b>Cost</b>	● ○ ○ ○ ○
<b>Overall impact</b>	● ● ● ○ ○
<b>Longevity</b>	● ● ● ● ○

### Funding Themes

- Active travel
- High street regeneration
- Community
- Culture and heritage
- Climate and environment



Berrycoombe Road / Old Station Yard (2.2.1)



Berrycoombe Road / Dennison Road (2.2.2b)



Well visible and maintained cycle parking in Zurich



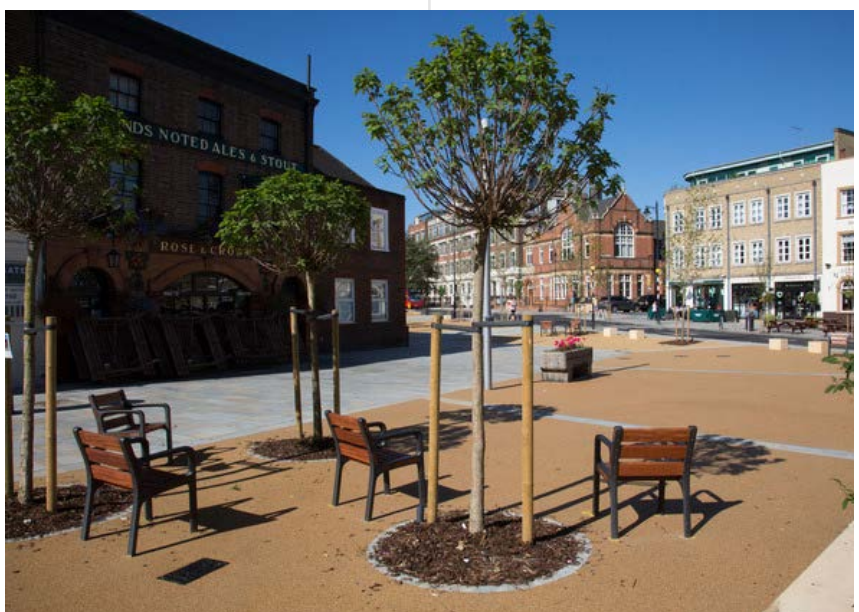
Pavement enhancements at key crossings, Portland



Public bike pumps



Outdoor seating area



Outdoor seating, Clapham Old Town, London

## 2.3 Reaching Fore Street from Dennison Road Interventions

Improving the accessibility and visibility of the Dennison Road Car Park site, to drive cyclists into the new bike hub and parking facilities.

### 2.3.1 Enhanced Crossing at Dennison Road Car Park

Currently, access to the Dennison Road Car Park for cyclists riding on Dennison Road may feel unsafe and not legible.

Improvements to the visibility and safety of the key crossing point to the Dennison Road Car Park is key. This intervention should be read in conjunction with the interventions '1.3 Dennison Road Car Park'.








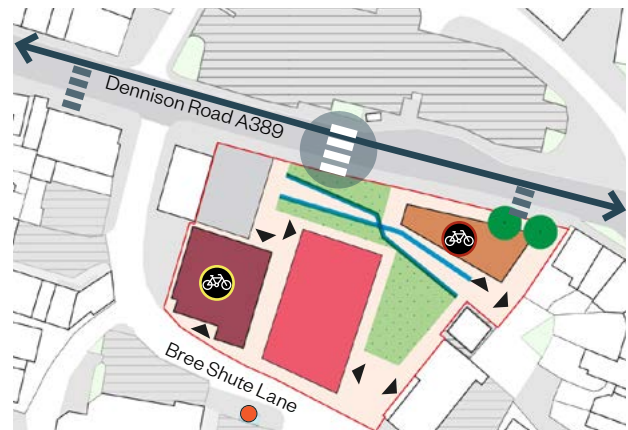
High traffic volumes on Dennison Road at Dennison Road Car Park



Existing crossing at Dennison Road

#### Key

-  Proposed cycle parking and hire service
-  Proposed cycle and visitor hub in former Stillmore Surgery
-  National Cycle Network Route 3 / Coast and Clay Trail
-  Existing crossing
-  Enhanced crossing for cyclists heading to bike hub and parking








Intervention to be read in conjunction with 1.3 Dennison Road Car Park

### Intervention Appraisal

Complexity to deliver	● ○ ○ ○ ○
Cost	● ○ ○ ○ ○
Overall impact	● ○ ○ ○ ○
Longevity	● ● ○ ○ ○

### Funding Themes

-  Active travel
-  High street regeneration
-  Community
-  Culture and heritage
-  Climate and environment



Enhanced cycle and pedestrian crossing, Copenhagen



Indoor cycle parking



Cycle waiting area prior to crossing a major road, Atlanta



Cycle hub, Portland

## 2.4 Continuing the Journey Interventions

For cyclists, Crockwell Street is a key access route leading from Dennison Road to Fore Street.

### 2.4.1 Improvements to Crockwell Street

For cyclists heading to the town centre, enhancing the journey via Crockwell Street make the journey safer and quieter as opposed to continuing on Dennison Road and Turf Street.

To improve Crockwell Street as a cycle route, this could be brought on a continuous level surface with pedestrian pavement, so that the street is wider and safer for cyclists to ride, and walking and cycling priority over cars is enhanced.





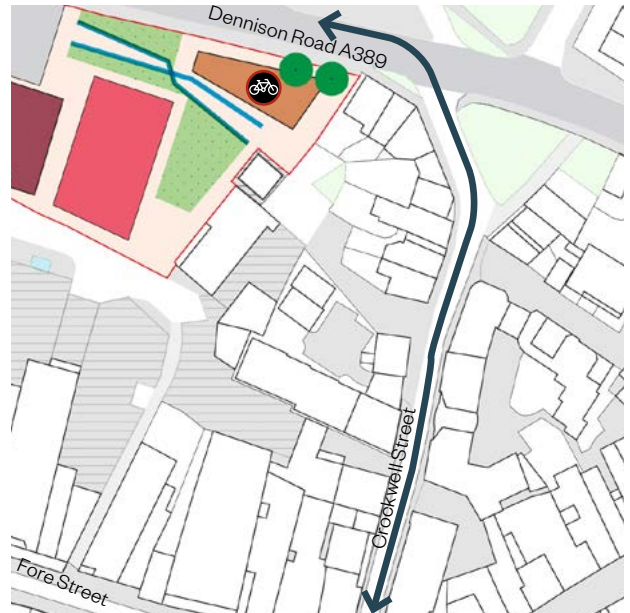
View of Crockwell Street from Fore Street



View of Crockwell Street from Dennison Road

**Key**

-  Proposed cycle parking and hire service
-  National Cycle Network Route 3 / Coast and Clay Trail








Bringing Crockwell St to a level surface to prioritize cycling and walking

### Intervention Appraisal

Complexity to deliver	● ● ● ○ ○
Cost	● ● ○ ○ ○
Overall impact	● ● ○ ○ ○
Longevity	● ● ● ● ●

### Funding Themes

-  Active travel
-  High street regeneration
-  Community
-  Culture and heritage
-  Climate and environment

# Precedents

## Monsal Trail

The Monsal Trail is a traffic-free route for walkers, runners, cyclists, horse riders and wheelchair users through the Peak District.

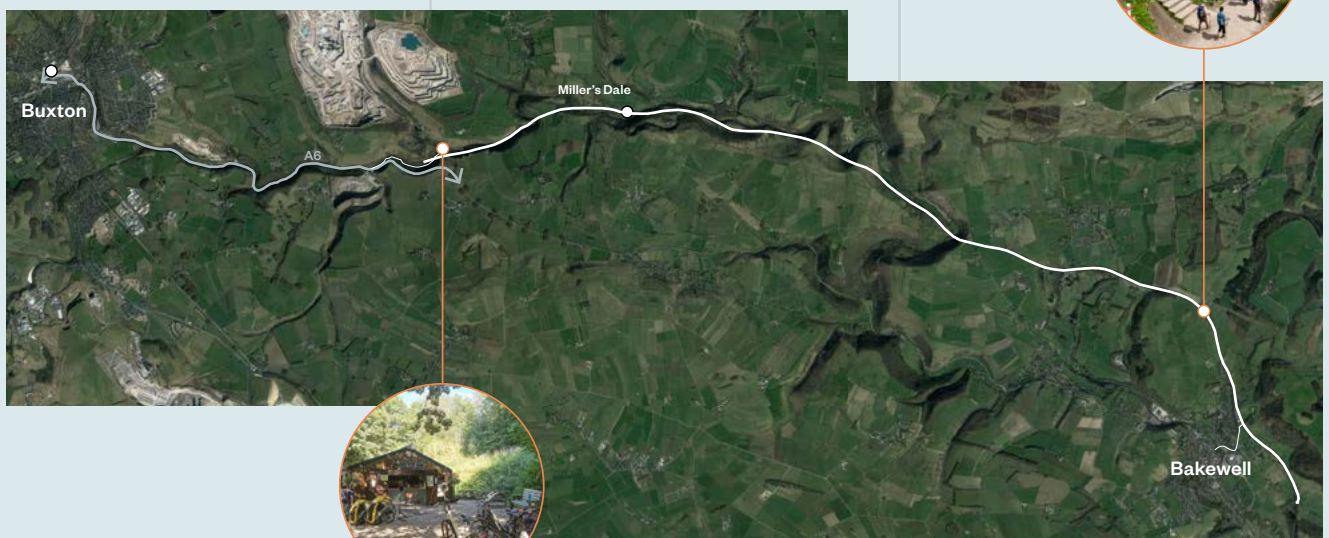
The trail is 8.5 miles long, stretching at its furthest points between Blackwell Mill in Chee Dale and Coombs Road in Bakewell, with lots of access points connecting to additional footpaths and bridleways.

Facilities include:

- Cafe (with food from local suppliers)
- Terrace and canopied seating area
- Function room
- Children's play area
- Cycle hire (bicycles and electric bikes)
- Gift shop
- Accommodation



Hassop Station Cafe and Monsal Trail Cycle Hire



Monsal Trail, Derbyshire

Blackwell Mill Cycle Hire

05

# Community Spaces and Places

- Overview
- Benchmarking
- Community Preferences
- Key Findings
- Recommendations





# Overview

## Methodology

With a focus on supporting those that are most vulnerable, the objective of this study is to identify need for new, improved, appropriate community facilities, with due consideration being given to meeting local needs.

Proposals emerging from this priority area are informed by a community resource audit, to ensure that evidence is gathered to support the case for future investment, especially given the significant population growth forecast for the town. Particular areas of consideration are:

- Creative workspace
- Facilities for training and education
- Welcoming and safe spaces for a broad range of community based, recreational, creative and cultural activity, including dance
- Facilities which promote health and wellbeing
- Facilities for scientific exploration
- Facilities specifically for young people.

This chapter summarises the key tasks undertaken to develop the Community Spaces and Places study which include:

- Mapping of existing facilities
- Understanding future growth of Bodmin
- Socio-economic analysis
- Benchmarking with comparator towns to understand current provision
- Analysis of engagement results
- Key conclusions and recommendations.

A detailed description of the key culture and community spaces and organizations in Bodmin is provided within the Appendix.

Data sources across the chapter: Bodmin Data Profiles and Analysis, Bodmin Town Council, 2022

# Overview

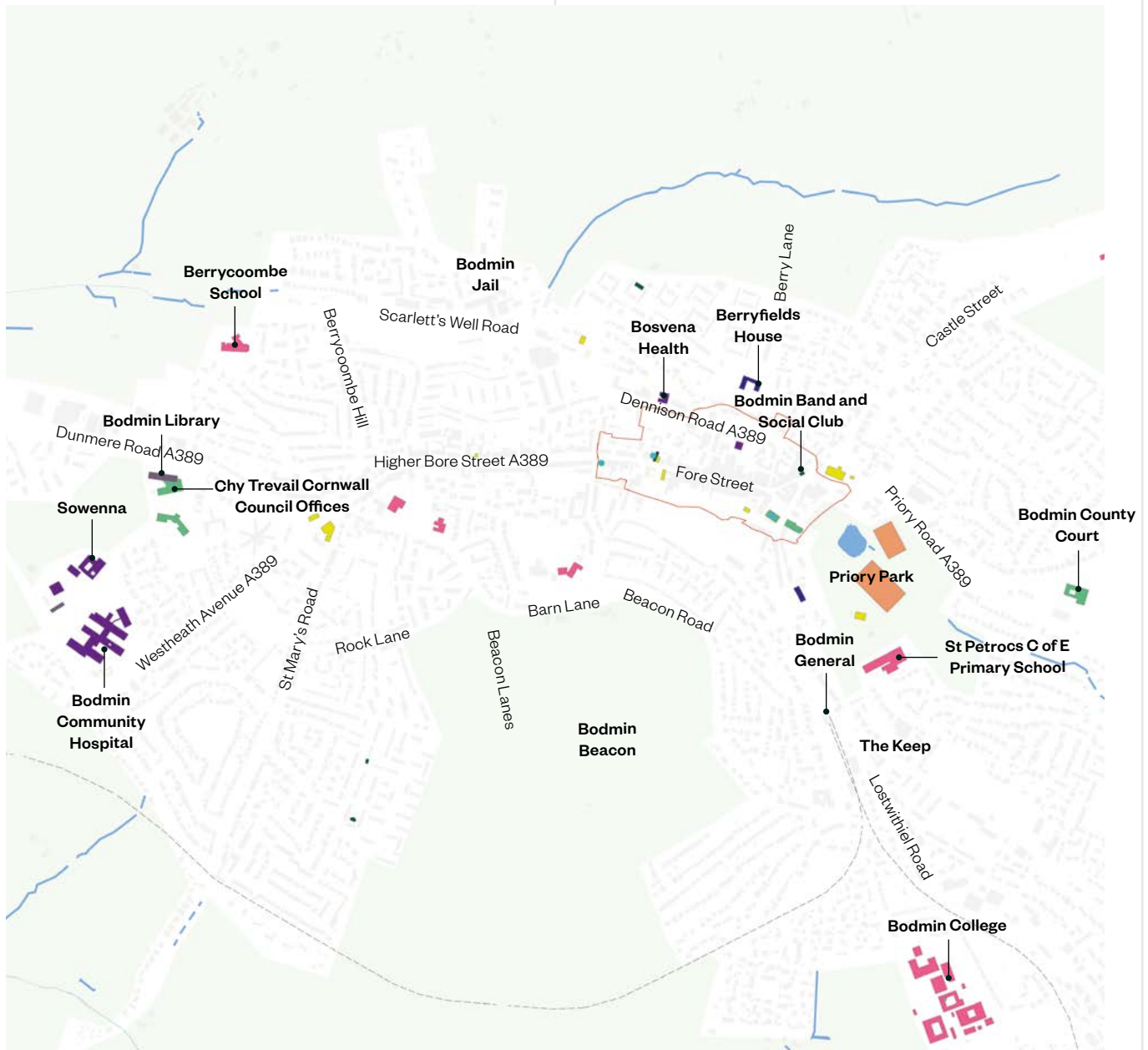
## Community Spaces and Places Now

The assessment of Bodmin's current community space provision outlines the particular needs of the town for specific facilities such as creative workspaces, training and education facilities, 'safe spaces' for health and wellbeing facilities, scientific exploration facilities and spaces for young people.

Many community services have moved from the town centre and are now concentrated around the Chy Trevail and hospital area, with the Stillmore House Surgery to follow shortly.

**Key**

- Community centre
- Library
- Place of worship
- Medical facility
- School
- Civic
- Care home
- Sport
- Community groups
- Town centre boundary



# Overview

## Socio-economic Profile and Population Growth

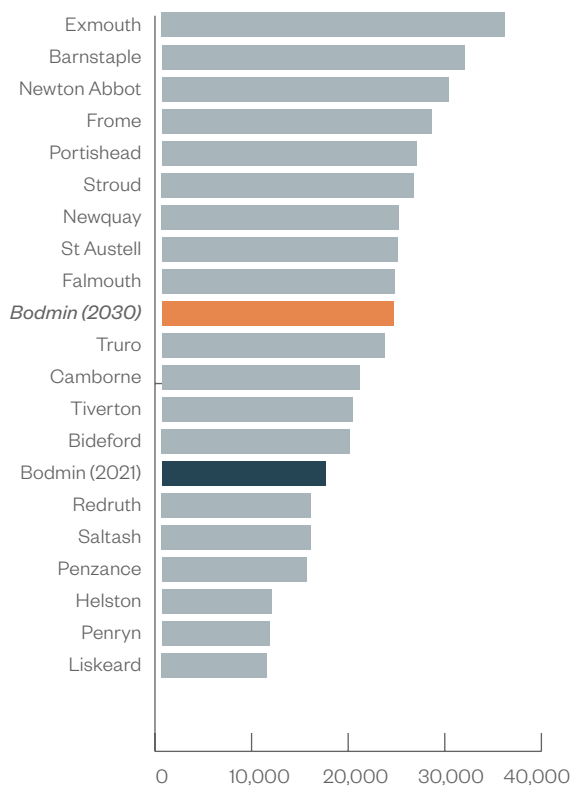
Bodmin had a high population growth between 2011 and 2021, when the last census took place. This trend is expected to continue, with a 40% projected increase by 2030.

Based on the Office for National Statistics' classification, Bodmin will thus go from a small-sized town to a medium-sized town, which needs to be accounted for when thinking of the town's community infrastructure.

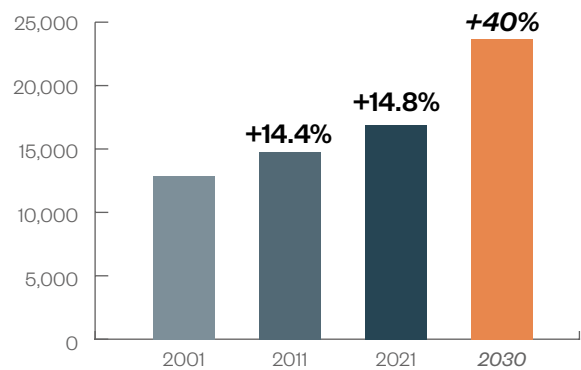
We have therefore undertaken analysis to understand how Bodmin's community infrastructure provision compares with towns of a range of scales, in order to better understand potential future demand.

Bodmin's population is expected to jump by **40%** from **16,922** in 2021 to around **24,000** in 2030, a size comparable to Newquay (24,547), Falmouth (24,071) or Truro (23,047).

### Population, Bodmin and other settlements in the South West



### Bodmin's population growth



**16,922 residents**

Bodmin is the 8th largest settlement in Cornwall

**0.67 dependency ratio**

Higher than England (0.60) but lower than Cornwall (0.73)

**40% population growth by 2030**

A high increase is expected in the next few years

**63% deprived in one or more dimensions**

More than for both Cornwall (60%) and England (58%)

**20.4% of residents 15 and under**

A higher proportion than in both Cornwall and England

**78 (male) and 81 (female) life expectancy**

2 to 3 years lower than England figures for both

**65% of residents being physically active**

Broadly in line with regional and national figures

**9.7% PIP recipients**

A higher proportion than in both Cornwall and England

**25.8% of residents with no qualifications**

A higher rate than in Cornwall and England

# Benchmarking Comparator Towns

Comparing Bodmin to other towns in the South West reveals what an appropriate level of facilities provision would be.

The comparator towns selected have a broad range of population sizes. This allows to compare Bodmin in relation to its current population (a small town similar in size to Okehampton and Tavistock) and its future population (a larger town comparable to the size of Newquay and Truro today).

Bodmin is currently set to contain a large number of community facilities. On the basis of its

population growth, this number seems appropriate to respond to the needs of the town's residents.

Bodmin has a reasonably good provision of cultural amenities with a noteworthy range of museums and a large amount of listed buildings, a testimony to the town's long history. In comparison with larger settlements, it has fewer cinemas and theatres.

Functioning as a local health and wellbeing hub for both the town and its surroundings, Bodmin is witnessing an expanding population, underscoring the demand for adequate health and wellbeing facilities.



**Bodmin**  
population  
16,922 (2030  
projection  
24,000)

**Truro**  
Population  
23,047

**Newquay**  
Population  
23,613

**Tavistock**  
Population  
12,675

**Okehampton**  
Population 7,313

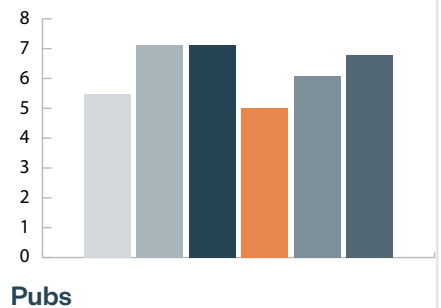
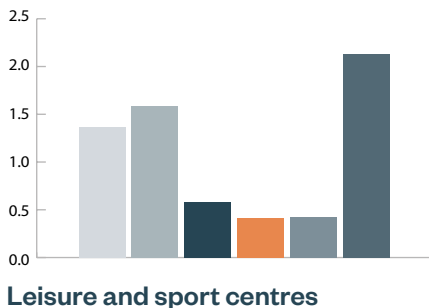
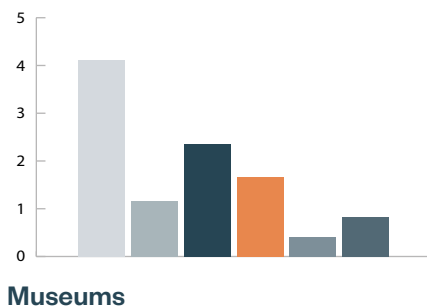
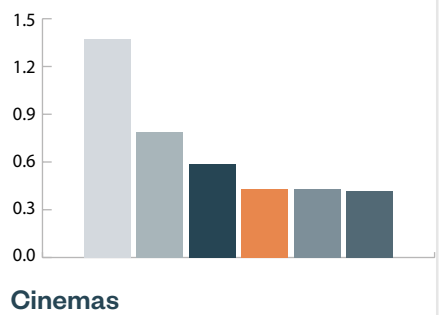
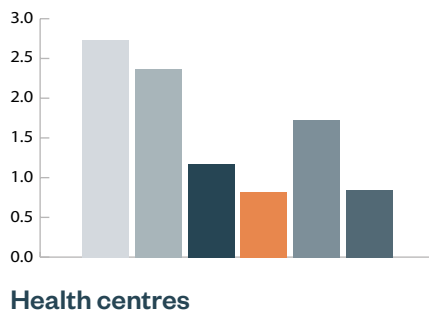
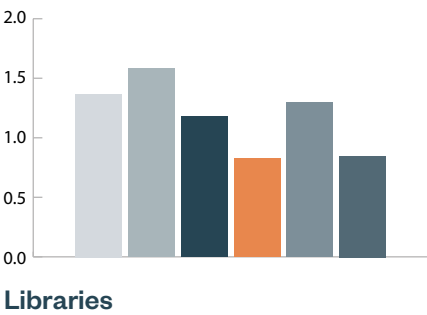
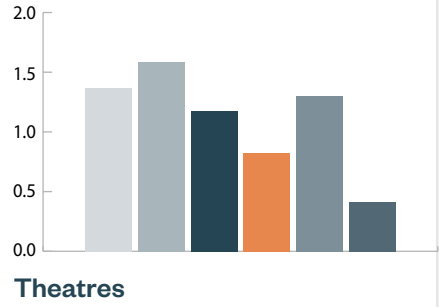
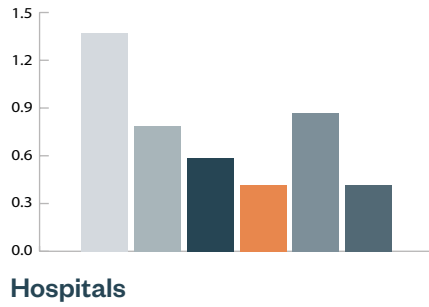
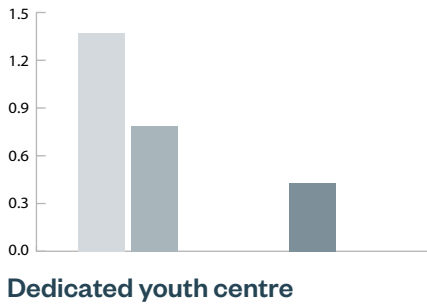
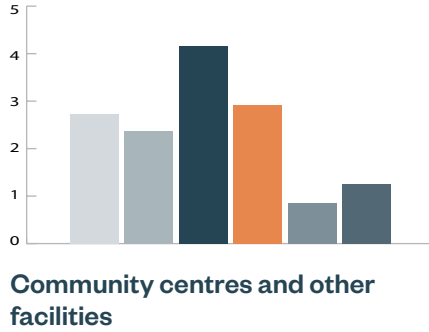
# Benchmarking

## Per Capita Overview

Bodmin's present and future community infrastructure per capita compared to other towns.

**Key**

- Okehampton
- Tavistock
- Bodmin (2021 population)
- Bodmin (2030 population projection)
- Truro
- Newquay



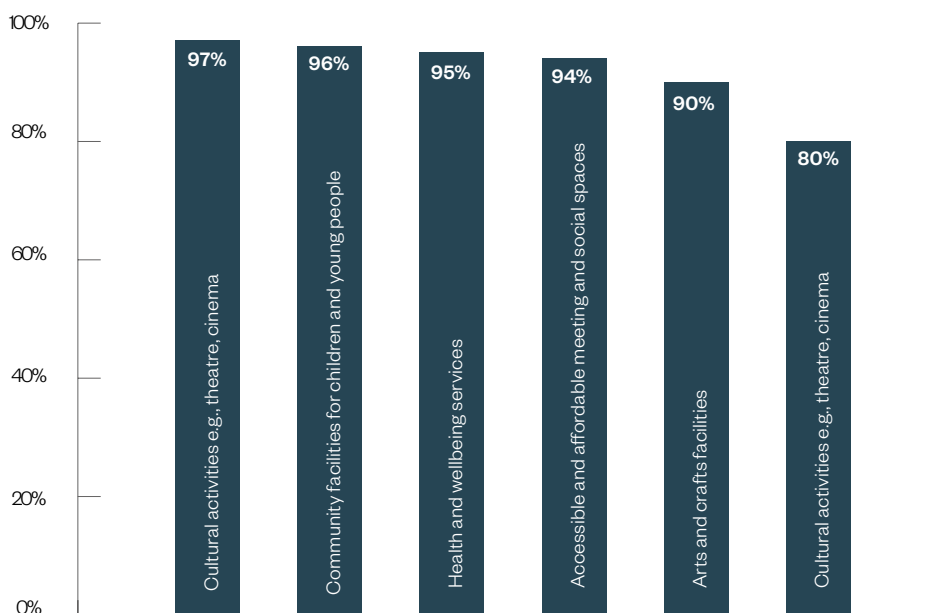
# Community Preferences

## Cultural Infrastructure

A survey from the Neighbourhood Plan Steering Group was carried out in 2021 to better understand the wishes of Bodmin residents in relation to cultural infrastructure.<sup>1</sup>

It reveals a strong support to cultural, community and health and wellbeing assets in the town centre.

Respondents in favour and strongly in favour of various assets being in the town centre in the future



<sup>1</sup> Bodmin Community Association, July 2023



## Key Findings

### **Creative Workspace**

The town currently has a limited provision of dedicated creative workspace. Some creative activities take place in other spaces such as community centres or education facilities.

### **Training and Education**

The schools and two colleges of Bodmin are crucial for the town's growing population. With its high rate of people with no qualifications, continuing education facilities could support the town's resilience.

### **Scientific Exploration**

Bodmin is the home of the award-winning Discovering 42, a science museum opened in 2021 to address the lack of scientific education centres for young people in Cornwall.

### **Health and Wellbeing**

Bodmin has a hospital and other NHS facilities, making it an important health facilities hub for the town and beyond.

### **Community Safe Spaces**

Bodmin has several community spaces, however, there is a lack of facilities with adequate accessibility provision.

### **Facilities for Young People**

Bodmin is home to the Curious School of the Wild and has sport facilities mainly aimed at young people such as a skate park, a football ground, a martial art school and other facilities. As a relatively young town with increasing population, these are important to ensure the needs of the local community are met.

# Key Findings

## Unmet Needs

Despite the overall positive and dynamic picture of community space in Bodmin, there are still unmet needs that affect the ability of community groups to provide the type and/or level of activities and support that the community needs.

The ideal space for the majority of small to medium sized groups, who hold meetings, is a private affordable space with parking nearby. They want good disabled facilities to allow them to be fully inclusive and not make access difficult and uncomfortable for people with disabilities and mobility issues.

Groups want a pleasant 'lounge' environment in a place that is warm, comfortable, clean and well maintained. Flexible furniture options to accommodate relaxed seating and tables for more formal seating give more opportunities for varied formats for meetings.

Most groups want to be able to make teas and coffees with crockery and cutlery provided that is in good clean usable condition. Groups that deal with sensitive issues would also like venues to allow them access to a private room for confidential conversations.

None of the existing venues

currently offer this ideal space but some could come close to it if given funds for an upgrade of their facilities.

There are some other specific unmet needs:

### **Shortage of venues with good disabled facilities.**

This results in the exclusion of individuals with mobility issues and restricts the choice of venue. Although several of the Bodmin venues do have disabled facilities sufficient to 'tick the box' some are very basic and outdated and there are very few that can claim to have excellent disabled facilities.

### **Shortage of venues with parking, and especially free parking.**

Most of the venues, particularly those in the town centre have no, or limited, parking and those that do, only have availability to paid parking. The lack of available affordable and accessible transport is also an issue for many people, especially the elderly and disabled.

### **Almost no 'drop in' spaces and no 'free' space.**

There are no affordable and accessible community spaces in Bodmin where people can just drop in at any time and have an affordable cup of tea and a chat with someone. The Old Library Café, when it is open, is the only thing close to it but people may feel an obligation to buy some food.

The Warm Spaces in the 2022/2023 winter period did provide this option but it was

only temporary. The ideal would be for a Community Hub where people could drop in to pass time and meet people and that also offered some free space where people could hold simple meetings.

Currently, all the venues available must be paid for. This is reasonable as venues have overheads and need to survive but it does present an obstacle to small startup groups and those with no external funding.

One solution might be a modest fund that could provide some upfront funds, upon application, to people wanting to start a community group or service to help with venue costs. The U3A has a similar model for people wanting to start new groups.

Another solution might be a building that offered both revenue-generating services, e.g., shared serviced office or creative spaces, and a community area with one subsidising the other. The building known as the Stillmore Surgery will be vacant following the Bosvena Health move to a new building at Chy Trevail. Located in the Dennison Road Car Park it is central and offers parking and, with renovation and repurposing, it could fulfil this role.

### **No washing or laundry facilities.**

There is nowhere in Bodmin that provides washing and laundry facilities to those who are either homeless or are living in accommodation that does not have these facilities. Bodmin has extremely limited provision of public toilets and none offer additional services. Frequent

vandalism of the existing public toilets suggests that these facilities would be best housed where they could be supervised.

### **Shortage of funds for venue upgrades.**

The majority of Bodmin's venues would benefit from funds to make improvements or upgrades to their facilities. This would enable them to reach the standard that they would like to be able to offer and for which there is significant demand.

Applying for funds to help with venue improvements or even for essential repairs is difficult.

Firstly, all funding options face a lot of competition. Charitable donations have decreased as more people struggle with cost-of-living increases and government cutbacks have also taken their toll.

Most funding application processes are complex, and time consuming, and smaller groups can struggle to complete the application forms. The Cornwall Council Shared Prosperity Funds (good Growth Funds) use inflexible criteria that favour large organisations that can afford to fund cash flows and upfront planning.

Projects are more likely to receive funding if they already have fully worked architect plans, compared to those that are starting from scratch, irrespective of the value to the community.

This is a consequence of the need for the funding authority to be certain that projects will deliver within a given timescale.

This, although understandable, means that group and organisations without the resources to prepare a 'shovel-ready' plan will be unlikely to be successful irrespective of the potential value to the community.

# Recommendations

## Key Priorities

### Community facilities

While the benchmarking shows Bodmin will have a relatively high concentration of community centres in the near future, the town is expecting a drastic increase in population and faces a range of issues around deprivation, confirming the importance of a strong network of community facilities.

#### Key priorities

- Maximise the use of existing facilities, ensuring efficient and creative use of spaces across the day
- Ensure continued engagement with local communities to assess current and future needs

#### Opportunities

- Adaptive reuse of vacant shops and spaces could provide cultural facilities within the town centre
- Partnership opportunities with Cornwall Education Learning Trust should be explored for the provision of educational spaces within vacant spaces in the town centre.

### Cultural amenities

Bodmin's residents have expressed a strong desire for cultural amenities in the town centre, with 97% of respondents to the 2021 Neighbourhood Plan Steering Group survey in favour of having establishments such as a cinema or theatre located in the centre.

#### Key priorities

- Focus on upgrading existing facilities in particular with regards to accessibility standards before envisioning new facilities
- Assess opportunities for cultural consumption spaces in the city centre

#### Opportunities

- Adaptive reuse of vacant shops and spaces could provide further space for facilities within the town centre
- Chapel An Gansblydhen is an underused historic building which could bring additional/enhanced cultural services in town if accessibility improvements are made.

### Health and wellbeing

Existing venues should be supported in making necessary upgrades to meet adequate accessibility standards and ensuring they are inclusive and well maintained. This will increase the provision of 'safe spaces' for the town's different community and support groups.

#### Key priorities

- Focus on upgrading existing facilities in particular with regards to accessibility standards before envisioning new facilities
- Implement an integrated booking and payment system for community facilities

#### Opportunities

- The relocation of Stillmore Surgery brings the opportunity of rethinking this facility, with innovative approaches to community-focused health facilities
- The Burnard's Lane site is an opportunity to offer further space for health and wellbeing
- Enhancing the Camel Trail is key to maximise its usage and impact on wellbeing.

# Recommendations

## Cultural and Community Spaces

### Suggested Interventions

	Current uses	Facilities	Suggested investments
<b>Bodmin Family Hub (Chestnuts)</b>	Support, guidance and advice for families and children	Consulting and clinical rooms, play space and community space	
<b>Bodmin Methodist Church</b>	Church and community space	Church space, café and room for hire	Improved accessibility
<b>Old Library (intoBodmin)</b>	Venue for music and theatre and cultural activities	Café, room for hire, coworking spaces, music venue	Currently under refurbishment for improved accessibility
<b>The BEAT (Bosvena Events Arts Theatre)</b>	Performance / events space	Performance space, rehearsal space, venue hire for events	Recently fully renovated
<b>Old Drill Hall</b>	Occasional music venue and rehearsal space for the Bodmin Town Band	Performance space, bar	Enhanced availability as a community space
<b>Shire Hall</b>	Visitor information centre and community space	Community space (occasionally for hire)	Improved wayfinding
<b>Shire House Suite</b>	Event and community space	Large meeting space with bar, small kitchen	Ongoing refurbishment plans
<b>St Petroc's Church</b>	Church and occasional venue	Church space doubling as event space	Proposals for new and expanded centre under preparation, requiring funding. Planned investment in expanding cultural and events facilities, essential repairs.
<b>St Petroc's Parish Centre</b>	Community space	Church, meeting rooms	
<b>Chapel An Gansblydhen</b>	Pub (currently closed)	Café, bar, music venue	Enhanced availability as culture/leisure space and improved accessibility
<b>KBSK Youth Club</b>	Support to youth, promoting dance and arts, but also broader support on mental health and wellbeing	Dance space, fitness spaces and spaces for meetings and gatherings	New facility which has secured funding

## Precedents

### Bromley-by-Bow Health Centre

The Bromley by Bow Centre was born from its community's desire to create a space that fosters connections and enriches daily lives, promoting health and well-being.

Founded in 1984, the community centre has grown to encompass a GP surgery, church, nursery, children's centre, community facilities and a café. It is the site of the UK's first Healthy Living Centre.

The Centre became an exemplar model for a 'communities in business' approach, using enterprise as a tool for economic development in deprived communities.

When relocating current GP and health services, Bodmin could have an opportunity to bring innovative thinking into the new facilities and understand how they can better support other aspects of community life.



Bromley-By-Bow Health Centre, London



06

# Delivery and Funding Strategy

- Introduction
- Delivery Strategy
- Funding Strategy



THE

Est. 1975

Traditional  
booksellers

New and  
second-hand  
department

Browsers  
welcome

13

PARCELS  
Knock on Door  
&  
Ring Bell  
Give me time to  
get down the stairs.



# Introduction

## Leading the Delivery of Projects for Bodmin

The Bodmin Town Team, comprising representatives of the democratic, business and community sectors of the town has developed this report to prepare a vision and to establish a robust plan, with key deliverable projects that can drive the regeneration of Bodmin.

This process began with a charrette style public consultation in March 2022. Based on a recommendation from Cornwall Council, the charrette output formed the basis of entries made into the Place Shaping Community Toolkit Template and this process clearly identified a lack of local capacity to lead on a number of the identified proposals.

The past and current budget reductions, and the prospect of future cutbacks in central government settlements to local authorities, will limit the contribution that Cornwall Council can make. Pressure on budgets caused by higher costs and increased demand for services, such as adult social care, are also going to impact on the capacity of both Cornwall Council and Bodmin Town

Council to play a significant role in driving this work. Cornwall Council will need to be at the heart of the delivery process for the Dennison Road Car Park redevelopment and any other large redevelopment because their legal powers, expertise and/or land ownership will be critical to achieving implementation.

There are other organisations in the town, like the Bodmin Chamber of Commerce and Industry, intoBodmin and Bodmin Way that will contribute to the delivery of these projects, but they are also under pressure on resources created by the current economic climate. The Town Team is not currently a legal entity and therefore there are limitations to the role that this committed group can play in obtaining funding and the delivery of these projects.

The Town Team believes that there is a need to create more local capacity to drive forward the implementation of projects and that this could be achieved by the creation of a new, locally controlled organisation to fulfil this role.

The organisation would be designed for involvement in a wide range of economic, social, or environmental projects, with an initial focus on the town centre, but with potential to expand the geography to take on any project which would benefit the town. The key purpose would be to invest in people and places to drive the regeneration of Bodmin. It would need to have the powers, and resources to own, develop and manage land and buildings, to employ staff and to enter into contracts for the benefit of the local

community. This organisation would work closely with the Town Team, other key partners and stakeholders, and the community to utilise a co-creation approach and create an infrastructure for ongoing community engagement, participation, and co-delivery in the long term.

Bodmin Town Team has reviewed the work of Redruth Revival CIC and Rame Peninsula Community Benefit Society, both of which are examples of purposely created community organisations which have successfully driven local regeneration. It is planned to obtain funding to set up a suitable organisation, create a Board and develop a business plan. Funding will be required for startup of a small staff and essential operating costs. However, it will be necessary for the organisation to be self-sustaining, so it will need the capacity to generate revenue to cover core operational costs over time, and not be dependent on grant support.

It is feared that without an organisation to fulfil this critical role for Bodmin, the delivery of these important projects will be compromised. Failure to provide this leadership and maintaining momentum could damage morale and seriously negatively impact on the economic future of Bodmin, community aspirations and pride of place.

# Introduction

## Priority Interventions

This chapter provides recommendations on potential funding and delivery routes for each of the interventions identified.

An order of cost for all the proposed interventions is provided as part of the Appendices of this document. In addition to the cost for delivering the projects and the initial capital funding required, consideration should be given to onwards revenue funding and overall viability of projects over their lifetime, taking into account maintenance and additional costs that could incur.

Greater detail on delivery recommendations is provided for the following three key projects which could be prioritised for delivery and funding applications:

### Fore Street: parklets instalment (phase 1)

Key benefit:  
'quick win'  
intervention with  
high impact on  
the liveability  
and activation of  
the street

- \*Net cost: £10,000 per parklet
- \*Construction cost - £12,000 per parklet
- \*Project cost - £17,280 per parklet

### Honey Street: shopfront and frontages improvements

Key benefit:  
working on an  
already strong  
asset (Honey  
Street) to make  
it exemplar and  
more attractive

- \*Net cost - £315,000
- \*Construction cost - £378,000
- \*Project cost - £544,320

### Dennison Road Car Park redevelopment scheme

Key benefit:  
opportunity for  
a major change  
with direct  
delivery route  
due to Council's  
ownership

- \*Net cost - £7,681,670
- \*Construction cost) - £9,218,000
- \*Project cost - £13,274,000

**\*Net cost:** the bare amount of an element

**\*Construction cost:** the net cost plus preliminaries and overheads and profit

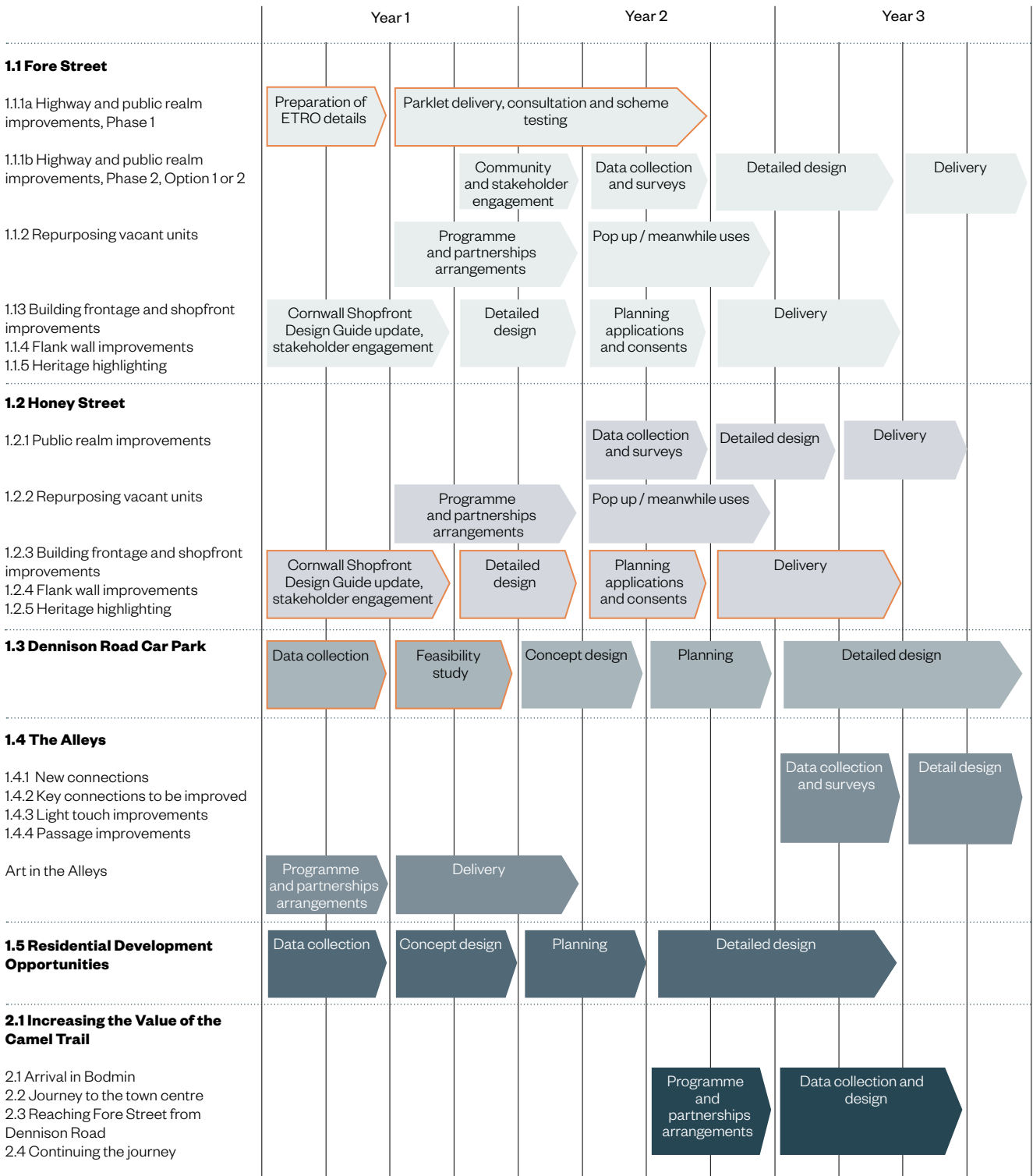
**\*Project cost:** the construction cost plus contingency, professional fees and surveys, inflation, VAT

# Delivery Strategy

## Indicative Timeline of Interventions

**Key**

Interventions to be prioritised



# Delivery Strategy

## Priority Interventions

There are key ‘quick wins’ and priority interventions which can deliver high impact and instigate a process of regeneration for the town centre.

This section of the document outlines a potential process to deliver and prioritise interventions. In particular, three projects are seen as key instigators for the regeneration of the town centre and should be prioritized in the short term:

### Fore Street: parklet instalment (1.1.1a, Phase 1)

This intervention is a ‘quick win’ that is easy to deliver and design, and would ensure high impact in terms of liveability and attractiveness of Fore Street and its public space. First steps towards the delivery of this intervention would be:

- Consult with community and traders to test the appetite of reducing car parking spaces
- Determine the car parking bays that could be replaced by parklets
- Enforce an Experimental Traffic Regulation Order (ETRO)
- Design and deliver parklets scheme
- Test and monitor the scheme for 18 months before delivering further public space enhancements (1.1.1b, Phase 2).

### Honey Street shopfront and frontages improvements (1.2.3)

Honey Street is a key gateway to the town centre and has the potential to be improved with a series of light touch and effective interventions on the existing buildings that could significantly improve the streetscape. First steps would be:

- Review and update of the Cornwall Shopfront Design Guide to add local character and detail
- Support and incentives to businesses and engagement with stakeholders
- Securing funding for the interventions

- Detailed design of required interventions on shopfronts, flank walls and building fronts, and applications for planning and Listed Building consents where appropriate.

### Dennison Road Car Park (1.3)

The site is a major opportunity for Bodmin to deliver impactful and long term change with a potentially direct route to delivery due to Council’s ownership. Next steps for the delivery of the project should be the development of a design and planning brief for the site to include proposed layouts for delivery. The brief should seek to incorporate the following elements:

- Development of plans for enhancement and reuse of the Stillmore Surgery health facilities
- Development of proposals for improved linkage from Scarletts Well entrance to the Camel Trail and Dennison Road Car Park
- Proposals to include mix of buildings, active open space, exposed leat if feasible
- Phasing of development opportunities
- Development of schematic plans to support understanding of feasibility/funding sources
- Undertake initial technical assessments to test if the proposed opening of the leat can be incorporated and designed into future active spaces in the site
- Development of the proposals for improved links from the Camel Trail at Scarletts Road to Dennison Road Car Park identifying phasing and deliverability of these improvements
- Development of design proposals for linkage improvements from Dennison Road Car Park to Fore street via the alleys to reinforce linkages and test opportunity for more active spaces, retail and commercial frontage
- Test the deliverability of options for development and linkages, identifying funding sources
- A tool for engagement with local community to confirm support and adjoining landowners and users to see how the scheme and phasing can support wider initiatives
- Understanding and testing impact of removing car parking to the Dennison Road site
- A practical commercial strategy to create a manageable and affordable first phase focussed around repurposing of existing buildings on the site with community partners, and any existing relevant businesses who could contribute to the delivery of the vision.

# Delivery Strategy

## Other Interventions

More detail regarding the next steps to deliver the other interventions is provided below.

### Fore Street

#### 1.1.1a Phase 1, Parklet instalment

- Refer to detail at page 108

#### 1.1.1b Phase 2, Option 1 or 2, Highways and Public Realm Improvements

- Community and stakeholder engagement to test appetite for further change after implementation of the ETRO
- Collection of data and surveys: traffic surveys after enforcement of the ETRO, utilities
- Detailed design and delivery of scheme

#### 1.1.2 Repurposing Vacant Units

- Identify key partners for engagement, considering that one major partner interested in occupying more units (such as CELT with Falmouth University) could make a stronger case for funding
- Define partnership arrangements
- Develop a programme of events to activate the spaces and gauge interest
- Refurbish units and deliver meanwhile / pop up uses

#### 1.1.3, 1.1.4, 1.1.4 Building and Frontage Improvements, Flank Wall Improvements, Heritage Highlighting

- Refer to Honey Street detail at page 108

### Honey Street

#### 1.2.1 Public Realm Improvements

- Collection of data (utility surveys)
- Detailed design of interventions
- Delivery

#### 1.2.2 Repurposing Vacant Units

- Refer to 1.1.2 (Fore Street), recommended to develop these in combination

#### 1.2.3, 1.2.4, 1.2.4 Building and Frontage Improvements, Flank Wall Improvements, Heritage Highlighting

- Refer to Honey Street detail at page 108

### The Alleys

#### 1.4.1, 1.4.2, 1.4.3, 1.4.4 New Connections, Key Connections to be Improved, Light Touch Improvements, Passage Improvements

- Prioritise Art in the Alleys scheme to build on opportunities already in progress
- Data collection and surveys
- Detailed design of interventions and delivery

### Residential Development Opportunities

- Delivery route through current landowners. Further engagement with landowners to establish programme and brief
- Data collection and surveys
- Concept design development
- Planning applications and consents
- Detailed design and delivery



# Funding Strategy

## Funding Themes

Funding opportunities for regeneration projects are typically structured around recurring themes.

For the purpose of this study, these have been grouped as follows: active travel, high street regeneration, community, culture and heritage, climate and environment.

This chapter provides an overview of the possible funding streams that could be of interest for Bodmin to deliver its priority interventions, highlighting which are the key funding streams that could be prioritized.

### Active Travel

**Potential funding streams:**

- Active Travel England
- Biffa Award
- Sport England
- Spacehive

**Areas of application:**

- Promotion of walking, cycling, wheeling and support of healthy travel.

### High Street Regeneration

**Potential funding streams:**

- Community Levelling Up Programme (CLUP)
- Town Delivery Fund (TDF)
- Town Accelerator Fund (TAF) if matched with TDF
- Spacehive

**Areas of application:**

- Refurbishing, repurposing and renovating buildings on high streets
- Activation of vacant or underused premises
- Improvements to public spaces
- Shopfront improvement schemes.



### Potential application:

- 1.4 The Alleys
- 2. Increasing the Value of the Camel Trail
- 1.3 Dennison Road Car Park (cycle hub)



### Potential application:

- 1.1 Fore Street
- 1.4 The Alleys
- 2.1 Honey Street



## Community

### Potential funding streams:

- Community Levelling Up Programme (CLUP)
- Town Delivery Fund (TDF)
- Biffa Award
- Veola
- The National Lottery Community Fund
- Spacehive

### Areas of application:

- New, or improvements to existing, community and neighbourhood infrastructure
- Projects that deliver improved public spaces and economic regeneration
- Engagement schemes to support community
- Grants to organisations to help improve their communities.

### Potential application:

- 1.1.2 (Fore Street) and 1.2.2 (Honey Street) - Repurposing Vacant Units
- 1.3 Dennison Road car park
- Art in the Alleys

## Culture and Heritage

### Potential funding streams:

- Regional Capacity Building Programme
- Partnership Schemes in Conservation Areas (Historic England)
- Town Delivery Fund (TDF)
- Biffa Award
- Arts Council England
- National Lottery Grants for Heritage
- The National Heritage Memorial Fund
- Spacehive

### Areas of application:

- Activities for economic, social, cultural revitalisation
- Understanding, management and conservation of the historic environment.
- Enhancement of conservation areas

### Potential application:

- 1.1.4 (Fore Street) and 1.2.4 (Honey Street) - Shopfront Improvements and Heritage highlighting

## Climate and Environment

### Potential funding streams:

- Urban Tree Challenge Fund
- Biffa Award
- Veola
- Spacehive

### Areas of application:

- Environmental projects
- Planting and establishment of trees

### Potential application:

- 2. Increasing the Value of the Camel Trail

# Funding Strategy

## Key Funding Opportunities

Some key funding opportunities have been identified and preparing applications for these funds should be prioritised.

### **Town Centre Revitalisation Fund (TCRS) and Town Vitality Fund (TVF), Cornwall Council**

The Town Centre Revitalisation Fund (TCRF) was established by Cornwall Council in 2020 and has already supported a range of development and investment proposals that have the potential to deliver place shaping objectives within towns across Cornwall.

To date, TCRF has supported 20 towns with Town Vitality Funding (TVF) which assisted 'Town Teams' in each town to establish their short, medium and long-term priorities in order to increase their readiness for future opportunities for funding.

Having reviewed the delivery of the TCRF to date, Cornwall Council will now focus the remainder of the TCRF on creating opportunities for visible interventions and helping towns to deliver on their priorities established during their Town Vitality work.

### **Town Accelerator Fund (TAF), Cornwall Council**

The Town Accelerator Fund (TAF) makes available up to an additional 25% of a town's original Town Vitality Fund award. For Bodmin, this would result in a £20,000 potential award. The funds will address the capacity constraints that many towns have identified as a barrier to progressing projects identified through their work to date.

The award will only become available to eligible towns once all the agreed Town Vitality Fund work has been completed and submitted to Cornwall Council, or where evidence of significant progress can be supplied.

Town Teams will discuss with Cornwall Council officers (Policy and Intelligence Team and the Head of Inclusive Growth) how best to use the TAF as capacity funding to progress a town's priorities as outlined during their Town Vitality work.

Examples of activities funded by this award might include (not exhaustive):

- Professional fees that help to bring front-runner projects closer to completion. This could include project managers, bid writers to help secure grant funding, etc.
- Architects' and/or quantity surveyor fees to progress any building projects to a fully costed proposal.
- To contribute to the cost of additional staff time (e.g., hiring a 'Town Regeneration Officer') on a fixed-term basis to help manage delivery.
- Planning fees.

## **Town Accelerator Fund**

Potential award: £20,000

Potential application: Development of detailed proposals for Experimental Road Traffic Order (ETRO) on Fore Street

Recommendation: match with TDF

### **Town Delivery Fund (TDF), Cornwall Council**

The Town Delivery Fund (£527,487) has been established to deliver a range of visible activities that will help to deliver the regeneration of Cornwall's town centres. Cornwall Council is particularly interested in receiving TDF applications for projects that use cultural/creative activities as a means to deliver innovative solutions to town vitality.

The Council therefore welcomes applications to the TDF for the activities outlined below (this list should not be seen as an exhaustive list):

- The utilisation of vacant and underused premises for alternative activity and entrepreneurship, such as pop-up shops and mixed use/meanwhile uses
- Initiatives that help to promote community/mixed uses and create additional footfall
- Establishing regular markets
- Public realm improvements e.g., signage and wayfinding interventions
- Shopfront improvement schemes: the proposed scheme would need to include a number of shops/properties on the high street rather than an individual property. The Council seeks applications from an organisation that will work with numerous properties in the town rather than individual applications from single business/property owners.

- Supporting cultural activity/events including temporary eateries, performing arts, regular markets and other cultural/creative activities.

The Town Delivery Fund application process is now live and will remain open until funds have been depleted or the end of June 2024.

The minimum grant award is £5,000 and the maximum is £100,000. However, it is anticipated that the average grant award will be around £30,000 to spread the benefit across Cornwall. Larger grants must be justified, may need to cover more than one town, clearly demonstrate their potential to deliver economic benefit through increased footfall and clearly identify how this will be monitored and evaluated.

## Town Delivery Fund

Potential award: +£30,000

Potential application: Fore Street - delivery of part of parklet scheme as part of ETRO.

Recommendation: match with TAF

## Community Levelling Up Programme (CLUP)

The Community Levelling Up Programme (CLUP) supports community-level investment plans for Good Growth across Cornwall and the Isles of Scilly.

The primary goals of the programme are to put communities at the heart of delivery, to tackle deprivation and level up communities.

- Year 1 (2022): total amount available £1.7m (allocated)
- Years 2 and 3 (2023-25): total amount available £7.6m (open for applications)

CLUP is now open to applications and will remain open until December 2024, or when the funding is fully committed - whichever comes first.

At present, CLUP is especially interested in small revenue proposals and projects with outputs creating

or improving public realm:

- 'Public realm' means the spaces between and around buildings that are publicly accessible, including squares, courtyards and streets.
- 'Created' means new public realm, 'improved' means adding, renovating or repairing facilities with the aim of creating better public space. It does not include maintenance of existing facilities.
- This indicator should not include parks and green/blue space, for which there is a distinct and separate indicator.

What CLUP can fund:

- Refurbishing, re-purposing, renovating or creating new buildings on high streets and within neighbourhoods to increase economic activity and pride in place
- New, or improvements to existing community and neighbourhood infrastructure
- Projects that deliver improved public spaces and economic regeneration
- Engagement schemes to support community involvement in decision making in local regeneration
- Capital investment (equipment / infrastructure) and revenue investment (salaries / contracting)
- Projects that make places more accessible and/or more resilient to natural hazards.

Projects should achieve at least one of the following outputs:

- Amount of public realm created (m2)
- Improved perception of facilities / amenities
- Number of neighbourhood improvements undertaken
- Improved perception of facility / infrastructure project
- Improved engagement numbers.

## Community Levelling Up Programme







Potential award: £200,000

Potential application: Honey Street building frontages and activation












# Funding Strategy

## Funding Streams Available

### Funding themes

	Active travel
	High street regeneration
	Community
	Culture and heritage
	Climate and environment
	Capacity support (professional staff, planning fees, etc)







	Name of Fund	Type of Funding	Indicative Award Available	Apply by	Theme
Government Bodies	Active Travel England	New fund to help local authorities make improvements that enable more people to choose active travel.	Min £ 10,000	n/a	
	Urban Tree Challenge Fund (Forestry Commission)	The fund provides 80% of published standard costs for the planting and establishment of trees in urban and peri-urban areas.	Min £ 10,000	n/a	
	Regional Capacity Building Programme	Offers funding under this programme for activities and projects which are local or regional in coverage and which promote the understanding, management and conservation of the historic environment.	Up to £100,000	n/a	
	Partnership Schemes in Conservation Areas (Historic England)	Local authorities can apply for funding under the Partnership Schemes in Conservation Areas (PSICA) scheme, designed to target funding for the preservation and enhancement of conservation areas.	Min £ 100,000 - Max £ 300,000	n/a	
	National Heritage Memorial Fund (NHMF)	NHMF is an executive non-departmental public body. It provides funds towards the acquisition, preservation and maintenance of major UK's heritage assets. NHMF operates as a fund of last resort, therefore applicants must prove that they have explored all other possible sources of funding.	No limit to the fund that can be applied for	n/a	







	Name of Fund	Type of Funding	Indicative Award Available	Apply by	Theme
Cornwall Council (CC)	* Community Levelling Up Programme (CLUP) - Year 3	<p>Funding to enable locally based projects to tackle deprivation and to level up communities. Everything funded must be delivered by March 2025.</p> <p>At present, CLUP is especially interested in small revenue proposals and projects with outputs creating or improving public realm.</p>	Min £ 5,000 - Max £ 200,000	Process is live until the funds have been depleted or by end of 2024.	  
	* Town Accelerator Fund (TAF)	The TAF addresses capacity constraints and it is an uplift of 25% of the TVF award. The award will become available once all the agreed TVF work has been completed and submitted to CC, or where evidence of significant progress can be supplied.	£ 20,000	n/a	
Cornwall Council (CC)	* Town Delivery Fund (TDF)	The TDF funds both capital and/or revenue activities. Available to support innovative and/or creative activities that will lead to the economic, social, cultural and environmental revitalisation of town centres. Applicants should demonstrate how the outcome(s) of the project supports the town's vision for the future or complements their TVF work. Can be used as match funding for other grants.	Min £ 5,000, Max £ 100,000.  It is expected that the average grant award will be approx. £ 30,000	Process is live until the funds have been depleted or by June 2024.	  
Organisations	Biffa Award (Recreation, Rebuilding Biodiversity, Cultural Facilities, Community Buildings)	Biffa Awards is part of the Landfill Communities Fund, giving grants to projects that seek to improve their local communities.	n/a	n/a	   

# Funding Strategy

## Funding Streams Available

### Funding themes

-  Active travel
-  High street regeneration
-  Community
-  Culture and heritage
-  Climate and environment
-  Capacity support (professional staff, planning fees, etc)

	Name of Fund	Type of Funding	Indicative Award Available	Apply by	Theme
Organisations	Sport England - Small Grants Programme	Investment of more than £250 million of National Lottery and public money each year to help people play sport and take part in physical activity.  Small Grants Programme is currently Active and seeks to develop opportunities for communities to get more people physically active	Min £ 300 - Max £ 15,000	March 2024	
	Veolia Environmental Trust	Veolia supports a wide range of community and environmental projects throughout England. The money we use for grants is made available through the Fund under the Landfill Communities Fund.	n/a	Different rounds through each year	 
	Arts Council England	Various available	Various	n/a	
	National Lottery Grants for Heritage		Min £ 10,000	Funds reopen January 2024	
	Spacehive	Spacehive is a platform which helped crowdfund over 2,000 ideas and raised nearly £30 million to support local projects. Support covers everything from spruced up playgrounds and new street markets, to city farms and learning hubs.	n/a	n/a	All
	The National Lottery Community Fund	Gives grants to organisations in the UK to help improve their communities - Various funds available	Min £ 10,000	n/a	

	<b>Name of Fund</b>	<b>Type of Funding</b>	<b>Indicative Award Available</b>	<b>Apply by</b>	<b>Theme</b>
<b>Local</b>	Development (S106 and CIL)	Developer contributions	n/a	n/a	n/a

\* Priority funds to be looked at

- Culture and Heritage
- Community Spaces and Organisations
- Order of Cost





# Culture and Heritage

## Key Attractions and Organisations in Bodmin

### **Bodmin Jail Attraction**

Bodmin Jail Attraction brings over 100,000 visitors into Bodmin each year with its showcase Dark Walk immersive experience of Cornwall's past. Their Heritage Tours have won Visit England's Storyteller of the Year award three years in a row and in 2023 the Paranormal Tours were also awarded this accolade. Over 5,000 school children from Cornwall and Devon visit each year for educational, curriculum-based tours from KS2 through to higher educational offerings. 2024 will also see the launch of the new Scare Attraction, the South West's only experience of this kind.

In addition, the Jail hosts events throughout the year from live music in the courtyard area, the Beast of Bodmin Carnival, silent discos and paranormal conventions. The events have a key focus on giving back to Bodmin with local's, 50% off and kids go free promotions available. There are also free activities, including the spectacular fireworks in summer and reindeer visits at Christmas.

For 2024 the Jail is working with the Bodmin Carnival Committee on a weeklong programme of events culminating in the Beast Carnival 2024. In 2023, over 4,000 people attended, and in 2024 the carnival will involve local schools and business and process through the town from Mount Folly to Bodmin Jail.

The Jail fully supports the importance of regenerating Bodmin and showcasing its cultural and historical importance in an engaging and energising way. It is employer to over 100 local people and consistently pays above minimum wage to employees.

### **Bodmin Keep - Cornwall's Army Museum**

Bodmin Keep is home to an accredited museum, run by an independent charitable trust, whose purpose is to preserve army heritage and the 150-year-old Keep, and to share it with as wide an audience as possible, through exhibitions, events, community outreach and educational workshops for schools and colleges. The museum collection explores 300 years of Cornwall's military heritage, including the history of the Cornish Militia, and the campaigns of the Duke of Cornwall's Light Infantry, its successor Light Infantry regiments and The Rifles.

The exhibits, education programme and events attract people of all ages from across Cornwall and

Devon, and as far afield as Scotland. In 2023, the Keep welcomed 8,186 visitors, including 120 from Bodmin, and 55 attendees from the wider North Cornwall area, including Wadebridge, Padstow, and Launceston. 312 people took advantage of the annual pass, with repeat visits.

The Keep's Learning team delivered workshops for approximately 1000 students across primary, secondary and college education, and bespoke sessions for those in Additional Resources Provision (ARP), SEND, and home education. It also hosted monthly Saturday morning sessions for young people with additional needs, such as autism.

There are five 'free days' per year and events and activities, such as reenactment days, weapons handling workshops and arts and crafts sessions, to encourage visitors and the local community to engage with history and heritage.

### **Bodmin Railway**

Bodmin Railway attracts 65,000 visitors/customers each year. A lot of the customers live in surrounding local areas, such as Bodmin, Liskeard and Truro. During peak season customers come from all over the world, to enjoy the heritage experience and the Railway's significance in the Cornish mining industry. The station also acts as a venue for various TV shows and dramas. Being featured in shows about Rosamunde Pilcher, it attracts large tour groups and visitors from all over Europe, helping to put Bodmin on the map.

Bodmin Railway offers a range of events with 'Mums/Dads/Kids go free', 'Locals Days' run 3-4 times a year as a direct thank you to the community for their support. The station is open and free to enter on operational days and is manned by friendly volunteers happy to talk about the history of the railway. The railway could not survive without its 250 volunteers, many of whom are local people who come to make friends, gain valuable skills, use their skills or just do something different.

### **Discovering 42**

This innovative science-based attraction started out in 2020 and grown to welcome 16,518 visitors in 2022 and 2023. Many of the visitors from outside Bodmin say they would not usually think of coming to Bodmin. They have been surprised by the fantastic park, which

they didn't know existed but would draw them back to Bodmin.

Discovering 42 provides regular science workshops for 108 participants a month, including schools visiting and taking part in workshops. It offers low-income tickets and has run 86 free science workshops, for about 800 participants in total.

It hosted a nature journaling workshop supported by Natural England and have many plans for the future including:

- Hosting a Wellbeing Course for Mind in February,
- A project for people with physical disabilities to make two inclusive and interactive exhibits,
- Hosting the Cornwall Inventors Competition in Bodmin, building on the Bude Inventors Competition it ran in 2022,
- A range of inventor workshops and an event to showcase the inventions that have come out of Cornwall,
- Improve disabled access and create more seating for workshops and a space for events on Narisa Lawn.
- Create a makerspace with tools for the community to access and engage in inventive projects.
- Install interactive installations around the park and town.

Discovering42 has been recognised in the international Best in Heritage Awards 23 and Museum and Heritage Awards 22. It also received a gold business award from Surfers Against Sewage for your sustainability practices.

### **The Old Library**

The Old Library, recently purchased from Cornwall Council by intoBodmin, has just undergone massive refurbishment and has been purchased from Cornwall Council by intoBodmin, a leading cultural Community Interest Company (CIC) in the town. The refurbishment consisted of essential repairs and maintenance but also upgraded the building with a lift and other major improvements. These will improve disabled access and allow use by groups for extended hours.

### **Bodmin Town Museum**

Bodmin Town Museum is situated on Mount Folly in the centre of Bodmin. On the site of a former friary

and later the public rooms, the museum is housed in the basement of the new cinema complex. A free, family friendly accredited museum, it is run entirely by volunteers determined to keep the town's long, amazing history alive. Income is through donations, sale of publications and books, souvenirs and money raised locally by volunteers.

Although small, it houses many interesting displays on the town's social history. There are permanent displays including those on Law and Order; Rocks and Minerals; St Lawrence's Hospital (once the County Lunatic Asylum), World Wars I and II and a Cornish Kitchen. There are also temporary displays which are updated or changed each year. These include the display and leaflet about the JSSL "The Joint Services School for Linguists" which was in Bodmin from 1951 – 1956. There are many books, leaflets and souvenirs for sale in the shop. For children, there is an exciting quiz and they can now enjoy 'Where's Ollie?' on a new interactive screen to find a friendly owl on his 'flyabout' in Bodmin.

### **The BEAT, Bosvena Events Arts & Theatre**

The BEAT (Bosvena Events, Arts & Theatre) is a multi-use events hall in the heart of Bodmin renovated from a derelict state in 2023. The converted Chapel dating back from 1851 holds a variety of events in house and promotes the hire of the venue by the general public.

It has a fully licensed bar, coffee shop, and kitchen. It is a unique contemporary space available to promote the arts, theatrical performances, music and any type of celebration or function.

### **St Petroc's Church**

St. Petroc's Church sits amidst the ancient lands of Bodmin Priory as the most recent and lasting place of worship that originated in the 6th century through the arrival of Petroc and his monks. Built in 1472 by the tradespeople of the town, the church continues to provide a key focus for civic, cultural and heritage life within Bodmin. As one of the 300 'major churches' of England, its Grade 1 status occupies national recognition. Its presentation of memorials and historic treasures witness to the life of the town through the centuries, especially that of its military and religious significance. In its grounds lies a registered ancient monument, the 14th Century St. Thomas' Chapel; a further reminder of the significance of the Priory in the town's history.

# Community Spaces and Organisations

The picture of community spaces and support activity in Bodmin is very dynamic with a lot of developments taking place that will enhance the provision of space and new community groups.

## intoBodmin

In the last 5 years intoBodmin, a local Community Interest Company (CIC), has hosted 269 ticketed events in The Old Library and St Petroc's Church, with 10770 sales. In the quarter (16 weeks) before The Old Library closed for renovation in June 2023, the footfall in the building to our café, activities, events, co-working etc was 2006 people.

intoBodmin raised over £800k for the renovation and refurbishment of The Old Library, a listed historic building, which re-opened in February 2024 to run monthly open stage events with weekly theatre, music and comedy events with a scaled ticket structure making it more affordable. Also, at least one free-to-participate club or activity will take place in the space with regular low-cost creative activities, such as Clay Club, Belt it Out Bodmin (choir).

In the town centre, intoBodmin runs the annual Halloween Parade (Nos Calan Gwaf), Spring Trail, Fun on the Folly. Combined attendance of these events is around 1000 people annually. A key organiser of Bodmin intoBodmin helped attract an estimated 3000 people into the town centre in 2023.

intoBodmin is also hosting events in the new performance space, the BEAT, a newly renovated historic building in the town centre that offers the town a new and exciting performance space.

## The BEAT, Bosvena Events Arts & Theatre

The BEAT is a not-for-profit organisation. The dedicated team of volunteers works closely with intoBodmin, Bodmin Musical Theatre Company, KSBK and the Masons Arms to bring a variety of events including theatre, comedy, folk, jazz and classical music, dance, films, talks, workshops and exhibitions.

The team undertaking this project have set up a CIC and are keen for this to be a significant community asset offering a variety of uses. It certainly promises to offer another good size performance space.

## KBSK Youth Hub

As evidenced in the Neighbourhood Plan survey responses, Bodmin has been demanding a Youth Hub of some kind.

KBSK, a local CIC has succeeded in obtaining significant funding to provide a long-awaited place for young people to enjoy their own activities. KBSK was founded in 2012 later becoming a CIC in 2018. KBSK now reaches hundreds of young people and children a week, some struggling with mental health and many complex and additional needs including children with Autism, ADHD and children who are deaf and partially sighted. Starting as a dance and performing arts group KBSK now works with families that are coming from financial and social deprivation.

It offers a range of support including food parcels and essential supplies, making referrals to drug and alcohol services, helping with emergency housing applications, mental health support and domestic violence, rape and sexual assault support.

The KBSK Youth Hub will offer a safe and accessible space where KBSK can continue its pioneering work with Bodmin's young people. This modular build next to the Skate Park is due to be ready by the end of 2024. It will provide a studio building to accommodate dance and other fitness activities and a quiet social space for meetings and getting together informally. This promises to make an enormous difference to Bodmin's young people. It will create a positive focus and the only opportunity for young people to have a place to call their own.

The key objectives for the building are:

- Sense of belonging for young people
- Build a cohesive community.
- Combat Anti-Social Behaviour (ASB)
- Support families and refer to agencies and help.

## St Petroc's Church and the St Petroc's Parish Centre

There are plans underway for substantial renovation and improvement work to be done at St Petroc's

Church and the St Petroc's Parish Centre, with funding being a critical issue for both. The work in the Church would enhance it as a community space with enhanced performance capabilities, improved catering and toilet facilities and heritage spaces.

The church formed a social enterprise in 2018, Bodmin Way. There is thus growing capacity for a sustainable programme of events, offering the largest and most spectacular performance space in the area. Concerts of up to 400 ticket holders are common, particularly those promoted by intoBodmin. Local groups such as KBSK, Bodmin Town Band and Loveny Male Voice Choir also find the church to be their natural performing home.

The Parish Centre renovation would result in a fully modernised and attractive setting together with some practical improvements including a lift, larger kitchen and washing and laundry facilities.

The Parish Centre also has given a home to the Community Larder, which now has more than 400 members and is a vital resource for many families.

### **The Shed**

The development work at this historic building on the Walker Lines Estate promises to be a substantial building offering a wide range of uses with high-quality, modern facilities once the work is completed. Although not in the town centre this is intended to offer access to the community for sporting and other activities and events.

### **Bosvena Health**

Bosvena Health is piloting an ambitious Health and Wellness initiative that will provide many meetings within the community offering advice and support on key health and wellness topics. The first of these to be introduced will be the Pain Café which will help people living with persistent pain to learn how to live well when suffering from chronic pain.

### **Warm Spaces**

The 2022 winter saw the creation of Warm Spaces in various venues. Some were more popular than others. The St Petrocs Parish Centre Warm Space was very successful and is now continuing as the Community Space. The wonderful team of volunteers headed by the Rev Elaine Munday provides a warm, friendly

and non-judgemental welcome on a Friday morning, providing free food and a place to meet other people and socialise. Plans are being considered to run an additional meeting at another venue.

### **Other organisations**

The Methodist Church and Bodmin College are keen to expand their lettings activity.

Two new wellness support groups, the Cancer Café and That'll be the Menopause have just started up and have initially struggled to find suitable spaces to hold meetings.

# **Order of Cost**

## For the Identified Projects

Please refer to separate  
document attached.



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