

Hayle Area Plan Partnership
TRAFFIC & TRANSPORT DELIVERY GROUP
Held at Passmore Edwards Institute on 10 September 2008

Present:

Don McGeorge (Chair) (Hayle Area Forum), Cllr John Pollard (HTC), Jim Wright (HAPP), Bob Mims (Hayle Chamber of Commerce), Colin Philp (Streetscape), Owen Philp (Hayle Harbour Support), Cllr John Bennett (HTC & PDC), Georgina Schofield (Hayle Chamber of Commerce), Cllr Jayne Nennes (HTC), Rosemary Wickremasinghe (Phillack Church), Vaughan Temby (Disability Cornwall), Chris Quick (West Cornwall Community Wheels), Mick Hanley (St Erth Parish Council), Roger Martin (Hayle Rotary Club), Jeremy Content (PDC) and Jane Sharp (HAPP Manager).

Local residents: John Browne, Veronica Chandler, Mary Hayes, Nick Hayes, Sue Maxfield, AJ Miller, Lyn Reffold, Mike Reffold, Raymond Yarwood, Penny Williams.

Guest speakers: Gerry Prodohl (Buro Happold) & Frazer Osment (LDA Design).

1. Apologies

Joe Colliver and Harry Blakeley.

2. Chairman's welcome

DM welcomed everyone and introduced the guest speakers. He then read out a letter that had been received from Mr & Mrs Yarwood of Phillack raising a number of issues in relation to the traffic impact of ING's proposals on Phillack.

3a. Hayle Harbour – Outline Planning Application (OPA)

GP outlined how ING's proposals regarding the North Quay – access via the (new) bridge and the impact on Phillack and the Towans. Key points raised:

- **Access** – for safety reasons the industry standard is to have 2 means of access. The two in this scheme are (a) the improved road bridge and, (b) a new priority junction onto Churchtown, Phillack.
- **Traffic Impact Assessment** – currently excludes on-site movements.
- **Environmental Impact Assessment** – deals with noise, air quality, etc.
- **Phillack traffic** – the residential development is near Phillack. We'd expect traffic through Phillack to come from this residential development and for typical peak flows to be morning and evening.
- **Statutory consultees** – Cornwall County Council Highways and the Highways Agency won't support the secondary access via Phillack unless there are reduced traffic volumes. It is likely there will be some sort of restriction or limit placed.
- **Scheme design** - the scheme purposefully includes on-site roads being designed to discourage through-site traffic, including industrial traffic.

3b. Question & Answer Session:

Q1: *Hayle Streetscape would have liked a new roundabout at the end of Lethlean Lane. Is this a consideration?*

A1: Irony is by improving roads, traffic increases. Traffic flows and whether it's freeflowing or queuing influence choice. Clearly, the B3301 needs to be kept moving. Traffic controls and a pedestrian crossing could be added.

Comment: At the last meeting, you said Travel to Work patterns mainly took people east, which means using Lethlean Lane as a main route. This is also ideal for shoppers, etc. Madison Mews housing is not yet onstream. Understand that Black Bridge is closed to heavy traffic due to age and fragility. Black Road belongs to ING, so can we have a new access to Co-Op via Lethlean Lane?

Action: ING to consider new access to the Co-Op (GP)

Q2: *Having seen the model in John Harvey House, I don't see an alternative route for Riviere Fields down to Lethlean Lane.*

A2: There is one shown on the model. As you leave Phillack there's a right-hand bend, it's the track going off to the left from here.

Q3: *There isn't a Phillack bypass! What's suggested is inadequate. Phillack is already congested. As well as 300 chalets, there are 300 caravans and local residents. King George V Memorial Walk will become a ratrun. It needs resolving, we'll have to live with the result of what's done.*

A3: As an engineer, this is my solution. I have to resolve impacts if there is a safety/noise issue. More traffic is a function of development. We don't believe it will be excessive. The highways authorities will represent your interests.

Comment: Hayle Town Council are consulting about restricting traffic along King George V Memorial Walk. See their website for details.

Q4: *If there are 300 new houses at Riviere Fields, this will generate 150-250 vehicles if half go through Phillack to work. A footpath would only narrow the road for vehicles. Isn't the only solution a road through the fields?*

A4: We're here to do a good design, not a bad solution. Cost is a factor and there isn't money in the scheme to do major road building. It's for the highway authorities to decide. In addition, there are a range of ecological, heritage and other factors to consider, which make new roads difficult to achieve.

Q5: *What consideration is there for pedestrians? There's no footpath after Phillack to Riviere Towns. With more traffic it'll be worse.*

A5: Noted.

Action: ING to consider new footpath (GP)

Q6: *The point of our letter (as read out) is there are already safety problems in Phillack. We have to live with this every day. There are also problems at the end of Lethlean Lane. ING's scheme will only add to this.*

A6: If additional traffic increases safety hazards, then we've an issue to resolve. We have looked at the accident statistics and there's no evidence of a major problem - we look at what type and whether the development will worsen the situation. We've looked at noise and air quality too, they are not issues. The status of our discussions with highways authorities is that they're concerned about Phillack, we don't know if they'll object or impose restrictions.

Comment: CCC have consulted on yellow lines in Phillack. Results not yet out.

Comment: With 2 accesses you can't limit large vehicles coming in/out.

Q7: *Access for the 34 houses on Clifton Terrace is difficult now. What's to stop people using our road for access from the new development? If they come in from the cricket pitch side too, then they'll be able to access from both ends. When they run sand lorries up and down it's bad enough, your scheme is bigger.*

A7: There will be a new bridge next to the old bridge and where it joins the main road will be a new junction with traffic controls to replace the substandard junction that's there - we're preparing detailed designs for this junction. It will be up to CCC Highways to say whether the design acceptable or not.

Q8: *At what point does it become a "no go"? You say housing sales will help finance the project. You can't build houses if people can't access the site. People will continue to use their cars. What can be done?*

A8: By getting the OPA approved, we establish the principle of development. You have to remember that the viability of the scheme is spread across its 10-year plan and that overtime market conditions will change. The Traffic Impact Assessment is an estimate of traffic impact. Much of the housing will be in separate cul-de-sacs. Factored in is the need to decrease the need to drive and to increase walking and cycling (pedestrian bridges, etc). It would be easy not to include this in the plan, but we have. Hayle has the potential to be a more self-contained place where more retail spend is retained within the town. There will be a legal agreement for ING to put money into the Park & Ride scheme, the buses, pedestrian & cycle networks and train station improvements. There will be a significant amount of new business space. Wouldn't be better if employees coming into Hayle used the Park & Ride. This is part of the vision.

Comment: Penpol Terrace and Foundry will also suffer from increased traffic impact. There's such a lot of housing in the scheme, especially on South Quay.

Q9: *It's a difficult site to develop. There seems to be no alternatives. We've asked about the road over the Pool, but no alternative. Likewise for Phillack. If the OPA is turned down, you'll have to find an alternative.*

A9: It's a constrained site with limited access. This is just the start of the harbour regeneration process. The reality is making the development pay. Many of the things mentioned are not in ING's remit, such as traffic management, public realm improvements, etc. Hayle (and much of Cornwall) already has significant

traffic problems. ING won't be able to solve them all for Hayle.

Comment: We'd like to see examples of what's been done elsewhere and examples of best practice. Action: See other examples & best practice (FO)

A10: The 1,039 dwellings will be a major driver for traffic. An alternative could be a 50-year programme focussed on job creation (industrial, historic uses, etc).

Comment: North & South Quays had about 1,000 jobs, we can't go back as these jobs have now gone. We need jobs and homes for local people. There's been a lot of negativity tonight. We've been wanting a development here for 20+ years and the majority of people back this development. It's the duty of the local community to help overcome problems. Traffic generally is a problem. If we don't solve noise, pollution, etc then there will be opposition.

A10: Maybe we haven't been explicit enough about what we've done to resolve these problems. For example: masterplanning to decrease car usage; public transport improvements; design issues; phased development to solve issues. How it happens is key. This project is complex. The extra dwellings will generate traffic. We can't build enough road capacity to take away all the traffic issues.

Q11: Where does CCC/ING responsibility begin/end?

A11: CCC are responsible for the safe operation of the public highway. Ultimately, local authority councillors will decide on the planning application.

Q9: We hoped the statutory consultees would be at these meetings.

A9: The statutory consultees are reluctant to come until they have formulated their position. Their responses will go to PDC. Once received they can be fed back to these meetings. The dialogue won't stop then, rather there will be an opportunity for a 2-way debate. On a broader level, there will be a Transport Study for Hayle to support the AAP work. We can put it to CCC Highways and the Highways Agency that they need to come and speak to this group.

Action: Future involvement statutory consultees (Jeremy Content)

Q12: What's the purpose of the minutes of this meeting?

A12: They inform the district and town councillors. The minutes will all be drawn together for everyone. Traffic is a key issue presenting difficult problems.

Comment: We all appreciate the straight talking from GP and FO (applause).

4. Date and time of next meeting

TBC

Meeting closed 9pm.