

Hayle Area Plan Partnership
TRAFFIC & TRANSPORT DELIVERY GROUP
Held at Passmore Edwards Institute on 13 August 2008

Present:

Don McGeorge (Chair) (Hayle Area Forum); Jane Sharp (Hayle Area Plan Partnership Manager), Jim Wright (HAPP), Harry Blakeley (HTC and Hayle Residents Assc), Colin Philp (Streetscape), Owen Philp (Hayle Harbour Support), Cllr John Bennett (HAPP), Bob Mims (Hayle Chamber of Commerce), Robert Jones (Hayle Chamber of Commerce), Cllr Jayne Ninnes (HTC) and Chris Quick (West Cornwall Community Wheels).

Local residents: John Browne, Rex O'Dell, Patrick Thornton, SM Turk, Michael Webb, Penny Williams, Ray Wyse, Raymond Yarwood and Sylvia Yarwood.

Guest speakers: Gerry Prodohl (Buro Happold) and Paul Connelly (LDA Design).

1. Apologies

Joe Colliver.

2. Chairman's welcome

JS welcomed everyone and explained that Joe Colliver was not able to attend as he is in hospital. It was agreed that Don McGeorge chair these meetings until Joe returns.

DM then introduced the guest speakers.

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

GP outlined how ING's proposals will encourage the use of other modes of transport to reduce the impact of increased traffic in Hayle. Key points raised:

- **PPG13** - requires developments to minimise the need for travel whilst providing alternative choices to the car. Part of this approach is getting the right mix of uses, access and layout – putting things in the right places.
- **Buses** – by maximising links in the design and layout of the harbour scheme and we hope this will make improvements to bus services more viable.
- **Trains** – this is an opportunity to improve Hayle station in terms of providing information, parking, lighting and displays. There are 3 train operators, ING can help generate increased demand and we hope this will make future improvements to train services a commercial proposition. Another aspect is the in-town route to the train station. ING own the land between the B3301 and the train station which has been fenced off by the rail company for safety reasons. A possible solution is a new footbridge providing safe pedestrian access to platforms.
- **Park & Ride** – the new P&R is for St Ives. If viable, there could also be a bus link into Hayle. CCC are prepared to reassess demand for the Hayle link in light of ING's development going ahead.
- **Car parking**. The multi-story car park now isn't within existing proposals. Overall there has to be the right balance of car parking provision to improve the vitality of the town. One way of limiting the opportunity for people not living on-site to access via car is to provide good choices of public transport.
- **Walking & cycling** – there is scope for increasing in-town journeys. Once the Local Authority and the Highways Authority are happy to support the Transport Assessment, they can put on conditions. For example, they could force

the phasing of the development in a way that links to access improvements. It could be there is a financial arrangement between ING and CCC, with CCC delivering the access improvements. Any such arrangement can be fairly 'open' to allow flexibility. However and whoever delivers the improvements, there will be a legal agreement to ensure that actions happen.

- **Sustainability package** - yesterday ING met with the Highways Agency and CCC to discuss the this package. The overall aim is to increase accessibility and reduce the volume of traffic generated. We think we can reduce the forecast amount of traffic generated by 14%, however this won't make a huge change and won't stop the A30 being congested. Currently, we are reviewing the range of benefit scenarios between 0% (what if no effect?) and 14% (is this realistic?). Improving accessibility will have a generally positive effect on the town.
- **Overall** – a mix of soft measures (travel planning, etc) and hard measures (infrastructure improvements). The outcome will still show an increase in traffic generation, though overall the package of measures will reduce traffic volumes.

3b. Question & Answer Session:

Q1: *Isn't an important part of reducing traffic having a new A30 roundabout at Tolroy?*

A1: The Highways Agency don't see a new roundabout as a solution to development. If a new roundabout at Tolroy was part of a balanced strategy for the town, then they would consider it in this context. Yes, you're right an early version of the Transport Assessment for Hayle Harbour quoted a new junction would reduce traffic flow by 10% in Hayle.

Q2: *One of the main reasons for the Hayle bypass 25 years ago was the continuous flow of traffic and you just couldn't cross the road. Now traffic is getting back to what it was then. If we can take out as much traffic as possible out of the town that doesn't need to be there, then doesn't this improve the chances of ING getting planning permission?*

A2: We would benefit in the sense that if we take out this traffic, then the ING's development would fill the volumes up again. We're aware that a brief has been produced for a Hayle Transport Strategy, this will support PDC's Hayle AAP work – this is where this issue should be addressed.

Q3: *Isn't another option to relocate the packing shed at Leedstown? This is where much of the heaviest traffic is going.*

A3: Quite possibly.

Q4: *Is ING prepared to support a new roundabout at Tolroy?*

A4: There are 2 routes to go, either via the Hayle AAP or the Highways Agency.

Post-meeting, PC checked whether or not ING has commented on this through the Hayle AAP 'Issues & Options' paper and if their response specifically addressed the question of need for a new Tolroy junction. PC confirmed that it did not.. This is a matter that should be considered further through the AAP process because it is likely to be inextricably linked with potential town expansion to the southeast.

Q5: *In section 8 of your assessment, you say it's difficult to quantify green travel. This is peripheral. Wouldn't it be better to address the core problem of putting in a new roundabout at Tolroy. This would get community support. Mitigating factors must be considered and agreed for Hayle as a whole, not just for ING's development. Besides*

safety, I can see nothing about how you're actually going to deal with traffic noise, vibration and disturbance to the public. For example, the Highways Agency use porous asphalt to reduce the noise of traffic in residential areas.

A5: Things such as surfacing materials will be part of the detailed planning application stage. The transport assessment has dealt with the noise of construction traffic, I can only assume the other items you mentioned have not been highlighted as particular issues. In seeking planning permission we have been limited to dealing with planning issues.

Q6: Who's going to fund the P&R bus link into Hayle and where are people going to park?

A6: We understand that the local authority has the option to extend the car parking area at St Erth. The role of the developer is about helping improve the viability of a bus link. In the end, the P&R link into Hayle is an economics/viability issue.

Q7: How do you convince people to use the P&R?

A7: You have to make the idea as attractive as possible to them. For example, having bus stops ideally placed, competitive fares and clear information about how it works.

Q8: What will keep visitors in Hayle? If we can keep them in-town, rather than people using Hayle as a touring base, then we won't be blocking the roads.

A8: This is also true for residents, if there is more on offer here then they can shop, etc in Hayle rather than go elsewhere.

Q9: Is the 14% figure you quoted just for the ING proposal? There are also about 3,000 houses to be built in Hayle and this will increase traffic too.

A9: The 14% figure only relates to the ING scheme. In our modelling, we have also looked at the wider picture in terms of traffic generation and it also allows for 'normal' traffic growth of 1-1.5% per annum. Our proposed package of measures seeks alternatives to using the car and this will also benefit Hayle residents.

Q10: You've used the word 'hope' a lot. If half the residents of the South Quay development drive to work, then this will generate 261 cars at rush hour. The likelihood is that their jobs are to the east of Hayle, not the west. Add into this the volume of holiday traffic and people driving onto South Quay to work (how many will work on South Quay?). The B3301 is at/near capacity now. People will drive whatever. Has all this been taken into account?

A10: This comes back to layout and accessibility. People will want to move to/from the site. Some people will choose not to use their cars. Our plans follow Government guidance. The estimated number of people working on South Quay is 800 FTE jobs.

Q11: Could accommodation on the South Quay be for people working on South Quay?

A11: In an ideal world this would be a good balance, but is an unrealistic assumption.

Q12: It seems that traffic impact is the Achilles Heel of these proposals. Do you think this will make it fail?

A12: We're trying to limit the effects of traffic, there is no magic solution. We need to demonstrate that we've followed Government guidance and done enough to ensure this isn't a showstopper. We are introducing more opportunities for using different forms of travel and will increase the resident and visiting populations that in turn will increase the potential viability of green travel solutions. Generally speaking, there is a sea change in people's attitudes towards transport, especially in larger settlements where there are more travel options, and we are helping to enable Hayle to benefit from that change in attitude over time by providing the opportunity for alternative means of travel.

Q13: Aren't you aiming at providing housing for non-local people who want to drive everywhere? Government documents say you can have car-free sites.

A13: In our experience, car-free sites work in inner city locations where there are alternative transport options available. That said, if you don't provide car parking spaces, then you can't stop people parking somewhere nearby. You can restrict via legal agreements, but enforcement is an issue. Too many restrictions and selling houses becomes difficult. Accessibility is all relative. Our traffic modelling is based on a number of assumptions about traffic patterns and travel choices. We are taking a realistic approach to sustainable travel: we do not expect people to abandon their cars altogether, but we are giving them the opportunity to use other forms of transport.

Q14: How many homes will be retirement or holiday homes?

A14: The housing mix is for a wide range of both commercial and affordable housing. We hope that this, together with a mix of new jobs, will encourage the right mix of people and opportunity.

Q15: What are you doing to encourage walking – safety, security, etc?

A15: It's most important that open spaces and routes are active spaces. We want things to be happening throughout the day. Walkways and cycleways will be wide routes. Our vision for the train station link is for it to be a well-lit route up to the station. In addition, there will be 3 new sets of traffic signals that will help people cross the road. ING is expected to make a financial contribution for walking and cycling, but it will up to the Highways Authority as to how they choose to spend that.

Q16: Are any cycle lanes proposed through the middle of town?

A16: Not within ING's proposals.

Other comments:

- We have asked for signs to dissuade heavy traffic from using Hayle roads to get to Helston. The Highways Agency has refused, they say these signs would not be legal as there are no structural issues.
- We are already holding up the A30 traffic during the peak summer period. It'll be like this all the time once the ING development is in place.
- Cycling slows traffic and also people are put off cycling by the volume of traffic.
- Previously we considered the idea of an inner ring road linking the proposed sites where about 2,000 new houses will be built.
- We support your proposals in principle, we just want certain issues to be resolved.
- There is a previous idea for a booking office at street level with a lift/steps to a mezzanine below the rail tracks from where you can access both platforms. You might want to reconsider this idea to see if it is feasible.

4. Date and time of next meeting

The subject of the next meeting will be "Access to North Quay and the traffic impact on Phillack and the Towans." The meeting will be at 7.30pm on Wednesday 10 September in the Passmore Edwards Institute.

Meeting closed 9.25pm.

