

**Hayle Area Plan Partnership**  
**TRAFFIC & TRANSPORT DELIVERY GROUP**  
Held at Passmore Edwards Institute on 2 July 2008

**Present:**

Joe Colliver (Chair); John Coombe, (HTC), John Pollard (HTC), Jane Sharp (HAPP Manager), Jim Wright (HAPP DG), Frank Scott-Mance (HAPP DG), Nick Hanley (St Erth Parish Council & HAPP MT), Colin Philip (Streetscape), Owen Philip (Harbour Support), David Clough (PDC), Jeremy Content (PDC), Cllr John Bennett (PDC), Don McGeorge (Hayle Area Forum), Harry Blakeley (HTC), Jayne Nannes (HTC), Derek Elliott (UKIP), Chris Quick (West Cornwall Community Wheels), Vaughan Temby (Disability Cornwall) and Sylvia Yarwood (St Erth Concert Band).

Local residents: Mandy Adams, Peter Channon, John Cooper, Liz Cooper, John Firth, Frances Gill, CH Lorente, Amanda Miller, Giles Potter, M Trewartha, Jeff Turk, Penny Williams, Michael Williams and Raymond Yarwood.

Guest speaker: Gerry Prodohl (Buro Happold) (working for ING on the harbour scheme)

1. Apologies

None were received.

2. Chairman's welcome

JC welcomed everyone and stressed that the aim of this group was to make constructive comment about the ING proposals. He congratulated John Coombe on his appointment as Hayle mayor and introduced Jane Sharp as the Hayle Area Plan Partnership Manager.

He then introduced the guest speaker Gerry Prodohl.

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

GP circulated a briefing note and transportation issues within the OPA. Key points raised:

- The OPA is the start of negotiations with the authorities, discussions last months.
- Traffic generation – initial feedback need to reduce levels of traffic generated. ING hope that the development will enable increased investment in public transport.
- 3 access points – South Quay access is a new priority junction near Jewsons, including widening and pedestrian facilities. North Quay access via new bridge. Hilltop access from Churchtown Lane at Phillack, with some form of restriction.
- Car parking – 1,600 spaces proposed as a mix of public, residential and employment, with a multi-storey on North Quay.
- Traffic impact – tested a range of scenarios based on existing arrangements.
- Foundry Square – a pinch point for traffic. Junction recently improved.
- Construction traffic – phase 1 is installation of new bridge, so construction traffic will use this and not go via Phillack. Last phase is the link to Phillack.
- Mitigation – either physical (junction improvements) or demand management (encouraging reduced vehicle usage). Highways Agency want reduced traffic flows. This could be promoting less use of the car; reducing the need to travel; supporting Park & Ride schemes; supporting public transport investment and linkage. This package is being worked on at the moment and will be available as a supplement to the transport assessment hopefully in August.

### 3b. Question & Answer Session:

Q1: *Do traffic predictions take into account other proposed Hayle developments?*

A1: We have take all committed development into account, not uncommitted proposals. The model used allows for general development, but not individual sites.

Q2: *Are existing traffic volumes included? Are you saying the submitted report is not accurate? Was application delayed because of traffic issues?*

A2: We have made best guesses at impacts and is based on our understanding of pre-application issues raised by the authorities. Highways Agency has since asked for reduced traffic flows. The new document will address specific issues and add to the submitted document. It was CABE's comments that delayed application.

Q3: *You assume PM peak of 1,100, what % of this is from the additional housing?*

A3: Around 50% of trips are generated by the housing.

Q4: *What's been calculated for construction traffic – numbers, hours, daily rates, etc?*

A4: The Planning Authority will impose restrictions on the hours of operation, etc. North Quay will have one access. Air, noise, visual intrusion, etc also considered.

Q5: *How have Foundry Square traffic volumes been calculated?*

A5: Rely on computer modelling and survey results. Solutions reached need validating.

Q6: *You say the worst case scenario for ratio flow to capacity is about x2. Do we need to decrease traffic by 50% for the junction to reach full capacity?*

A6: The aim is to operate junctions at a maximum 85% capacity. If no development occurs, then Foundry Square will still have traffic problems.

Q7: *You've used a factor of +35% to convert April figures to August traffic flows. This is optimistic. Have you used any sensitivity analysis?*

A7: We have used sensitivity analyses based around the style of the development.

Q8: *Couldn't the iron bridge be in ING control with a smaller concrete bridge alongside?*

A8: Bridge is a substandard construction, so it'll be retained for walkers and cyclists. If the bridge was to Highways standards, then ING would look at using it for vehicles.

Q9: *Not sure that the bridge is weak - what are the engineering reasons? It's owned by BRB Residual and two years ago they reinforced it to a 40-ton standard. ING don't seem to be interested. Why can't the bridge be repaired/reinforced/painted?*

A9: We have recently heard that the bridge might not be as weak as assumed.

Q10: *Have you done a critique of the existing and future traffic problems in Phillack? Worries are it'll become a loop road or rat run. More work needs to be done on this.*

A10: There will be 2 accesses and people can select the most appropriate route. The intention is for a gate to be installed to limit traffic. No construction traffic via Phillack.

Q11: *Where will a Park & Ride be located?*

A11: At St Erth near the railway station. If viable, a bus-based system could link to Hayle. CCC will need to review this in the light of the ING development.

Q12: *The main road through Hayle can get snarled up by just one cyclist. How do you resolve or include this?*

A12: Traffic flow on the B3301 is relatively high and legally cyclists can use the highway. Congestion due to cyclists, on-street parking, junctions, etc. Cycle tracks are one solution.

Q13: *If we could stop traffic coming via Hayle to Helston that doesn't need to, then we could make room for the development. There is public support for a new A30 junction.*

A13: Highways Agency would need evidence of strategic need to progress such an issue.

Q14: *Can you confirm if there will be a multi-story car park?*

A14: Yes on North Quay. It could be this will be a surface level car park initially and if dem, and is sufficient, then a multi-storey will be built.

Q15: *Isn't it just that the development is too big and that the OPA should have been formulated with that in mind?*

A15: Land-use policies are about putting development into town centres and so there will be traffic issues. ING have put in the OPA in knowing that there will be traffic issues and that the Highways Agency have concerns.

Q16: *How many access bridges are there? Who'll be responsible for their upkeep?*

A16: One road bridge and 3 footbridges. Presumably the ultimate responsibility will lie with the Harbour Authority, though the footbridges will public rights of way.

#### Other comments to be referred to CW group:

- Has a health needs check been done (i.e. impact on community and facilities)?
- What about the need for a fire station? (there are on-going meetings with the Fire Authorities about this)
- The LEA is a consultee and will say if additional capacity or a new school is needed. PDC/CCC are working on this matter. Roughly speaking, the LEA expects school expansion if around 2,000 extra homes and a new school if 3,000+ extra homes.

#### General comments:

- It's too big and not sustainable. The result is a lot of traffic and a strain on services.
- The community have been looking forward to this for 25 years. Our job is to sort out the problems. The scheme offers positive benefits.

#### **4. Draft Brief for the Hayle Transport Study**

David Clough reported that PDC had received a Transport Strategy Brief and comments on it have been returned to the Highways Agency. Within the brief is the need to look at the idea of a Tolroy junction and ideas for reducing traffic volumes. Clearly, the wider picture needs looking at. There will be an opportunity for this Group to discuss the brief.

#### **5. Date and time of next meetings**

The next meetings will continue discussions on the ING proposals and will focus on specific issues raised at this meeting. Details to follow, once the availability of guest speakers is confirmed.

7.30pm Wednesday 13 August 2008.

7.30pm Wednesday 10 September 2008.

Meeting finished 9.30pm.