

**Notes of the Meeting of the TRAFFIC & TRANSPORT DELIVERY GROUP
held at Passmore Edwards Institute on Wed. 27th June 2007 at 7.30pm**

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Present: Joe Colliver(Chairman), Jacqui Head(Secretary), Ian Parsons(Highways Agency), Owen Philp, Colin Philp, R Martin, Bob Mims, Harry Blakeley, John Wrey, John Pollard, John Coombe, Frank Scott-Mance, Earl Bryant, David Clough(PDC), John Nunn, Gill Nunn, Colin Abbotts, Roger Winterburn, Carol Winterburn, M Wasem(rep. for K Jewell), D & M Jenkin, Tom King, Michael Kilby, Lynette Forsdyke-Crofts, Jeff Turk, Rex O'Dell, Caroline Barton, Margaret Tanner, Jon & Lynne Nurhonen, R Philp, Clive Polkinghorne, Don McGeorge, Paul Birch, *Duncan Cook* .

Apologies: None.

Chairman's Address: Joe Colliver introduced the T&T Delivery Group and invited members of the public to join the group and be involved. He then outlined the main purpose of the meeting - to discuss traffic congestion in Hayle - and welcomed our guest, Ian Parsons, from the Highways Agency.

Traffic Congestion: Joe invited Colin Philp to outline the problems we have in Hayle regarding traffic congestion, in particular with lack of access between the A30 and B3302 to Helston.

Colin spoke from his paper on the subject (see attached), finishing with the question: "Can we find a solution?"

Ian Parsons replied, confirming that government policy is to only allow junctions on trunk roads for strategic reasons. He said he has visited Hayle several times over this issue, but no-one has come back with a strategic case for a junction at Tolroy.

Colin then showed Ian a sketch of a restricted-access junction and explained the reasons for putting forward this suggestion.

Ian responded that it is still a junction and it was a shame that the Cornwall County Council representative was not present, as they are responsible for local roads. The Highways Agency(HA) had not been consulted about the siting of the packing sheds (at Leedstown on the B3302 - source of heavy goods traffic). HA would have raised concerns had they been consulted.

(CCC had apparently stated that traffic would not increase significantly as a result of the packing plant.)

Ian pointed out it is not the function of a trunk road to allow local movement.

Colin made the point that this is near the end of the trunk road and that it is the heavy vehicles, e.g.12-axle articulated lorries, which are the problem.

Ian: This is where work needs to be done, but it is not HA's responsibility to do this.

The discussion was thrown open. The following points were made:

Bob Mims showed a photo of the type of lorry coming thro' Hayle, observing that they had got bigger during the last 12 months and that he had witnessed a near-miss as two lorries had met almost head-on.

John Nunn expressed concern about Government policy re. pedestrians v. traffic and asked if there could be a weight restriction on Mellanear Road) - with the camp at Tolroy there are people walking down this road. Also concerned as Chair of Business & Enterprise group.

Ian P: This is a matter for CCC.

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Joe C: We can take this point on board as we put our case together.

Harry Blakeley: HTC & PDC are elected bodies who say we need a junction. HA is not elected. How many accidents have there been at Loggans roundabout and at St. Ives roundabout? What chance is there of declassifying the A30 (by-pass)?

Ian P: HA is a Gov't agency - the Gov't is elected. HA is currently assessing roundabouts. Junctions cause accidents (on trunk roads). Maybe our neighbours in Penzance would be concerned at declassification, being cut off from a strategic route.

Jeff Turk: current situation is just that.

David Clough: Safety seems to be the main concern. Can a case be made on this?

The Chairman asked Ian P. to write a letter to T&T group outlining the points we need to cover in making our case.

Jon Nurhonen: concerned at any increase in traffic through St Erth Praze/Fraddam/Leedstown, but would support a plan which looks at infrastructure and hinterland around Hayle.

Owen Philp said his was a lone voice on PDC opposing the packing shed development. The more traffic can be taken out of Hayle, the better to cope with increased traffic generated by the harbour development,

Ian P said he is already in contact with the people doing the transport scheme for this development. Suggested ING should pay for sustainable transport.

John N: Not in favour of declassification of A30 - sends wrong message to businesses. Must look at management of B3302. Not comfortable cycling/walking on Mellanear Road.

John Coombe: the packing station is there and contributes £millions to the Cornish economy (potatoes - £18m; flowers - £24m)

Clive Polkinghorne: Interested to hear HA would have raised concerns over packing station. What about its further extension? What about possible support from HA for a transport interchange (see CP's paper) at the edge of Hayle e.g. at Loggans.

Earl Bryant: With new houses on the towans and in the harbour, Hayle is going to be as big as other towns in the area. It's no good waiting for Hayle to grind to a halt.

Ian P: PDC, CCC and HA all have a responsibility.

Harry B: The ING development includes 700-1000 homes, which represents approx. 20% increase in housing stock, and hotels, therefore...*(missed rest of point here)*

Ian P: Would expect developer's Transport Assessment to show how they will mitigate the problem.

Harry B then referred to the gridlock caused in the town now when a bus stops.

Joe C: The positioning of bus stops had been raised with Mike Peters (CCC) at the last meeting

Don McGeorge: Lorries (accessing the packing station) could go from Camborne via Praze-an-Beeble and Leedstown.

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Someone else asked whether the Guildford Road to Fraddam road could be improved to take lorries.

John Pollard: This would just be moving the problem. Can we get CCC here? Would people come?

Joe C put this to the meeting. There was assent.

Caroline Barton: I have small children whom I have to walk to and from school along Mellanear Road. Could the speed of the traffic be reduced in the short-term?

David C: This would be Peter Moore's (CCC) concern.

Rex O Dell: Nearly 4 miles of extra pollution is being caused by bringing lorries through Hayle.

Clive P : I have followed lorries driving through Hayle (going in Penzance direction). Why are they doing this instead of using the by-pass? Apparently the drivers don't like stopping (at Loggans?) then having to use a low gear to get up the hill on the by-pass.

Ian P: Demand management will sort that out - CCC issue.

John C: Coaches are doing this as well.

Someone pointed out that we don't want to alienate the lorries. Rather we want to speed their journey by a good road system. We're going to lose tourism, agriculture, etc. if we don't do something. It would feed the infrastructure.

Ian P: Cornwall is doing extremely well with the new Bodmin - Indian Queens road.

Duncan Cook: 85% of these issues, while worrying, are not Ian's concern. Culdrose is the biggest such station in Europe. Here is a strategic reason (for a junction at Tolroy). Sure we would get support from the Commander.

John N: The HA is governed by the Government. We need to get someone from the Government Office of the South-West because they decide where the money goes. They are the political masters of the HA. Perhaps we could put forward a joint delivery group submission (with Business, Enterprise & Economy Delivery Group).

Ian P: The SW Regional Assembly decides - unable to prioritise other Cornwall road improvements until 2016, e.g. dualling to Chiverton X.

John N: Bristol, Exeter, Taunton and Plymouth have higher priority.

John P: Improvement of the A30 from St Erth to Penzance has been an issue for 30 years.

Ian P: Two nights ago Stephen Ladyman, Minister of State for Transport, had a briefing with Matthew Taylor MP when these issues were raised.

Harry B: Can we have the criteria for the Junction in writing, please.

The Chairman suggested Wed. 5th Sept. for the next meeting.

Bob M: We need Peter Moore (CCC) here, but not on his own. We need HA and PDC here as well.

Jeff T: Would the police be interested in a junction?

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Harry B: A letter from Inspector Wilkins was affirmative.

John P: We should change the date if Peter Moore cannot make 5th Sept.

Joe C read part of letter from Mike Peters re. plans and bus-stops.

Streetscape

Don McGeorge asked who would take responsibility for this, as at our last meeting this Delivery Group had agreed to take on the remaining works proposed under Streetscape.

John Pollard suggested inviting members of the previous Streetscape group to take this on since a number of them are already involved in the T&T group.

AOB

Cycle Parking Survey

Jacqui Head reported that she carried out a survey in the town one afternoon recently and hopes to complete this and write it up for the next meeting.

Public Transport

Paul Birch strongly encouraged the T&T Delivery Group to get representatives of First Great Western and First Bus here to discuss the poor provision of public transport in Hayle. He said that on a Sunday Hayle might as well not exist, as the last bus is at 7:35pm and the last train is at 7:55pm!

John P pointed out that there was to be a Rural Transport Forum meeting the next day, Thursday 28th June.

Joe C said that railways will be on a future agenda.

Date of Next Meeting:

Wednesday 5th September at Passmore Edwards Institute, 7:30pm

(subject to availability of CCC, PDC and HA)

The meeting closed at 8:50pm.