

TRAFFIC & TRANSPORT DELIVERY GROUP

**Minutes of meeting held on Thursday 28 January 2010, 11.30 am at
Hayle Town Council Committee Room**

PRESENT

Joe Colliver (Chair T & T Delivery Group)	Clive Polkinghorne (HTC)
Julian Crow (First Great Western)	Harry Blakeley (HTC)
Richard Burningham (Devon and Cornwall Rail Partnership)	Paul Birch (HTC)
Bill Mitcham (CC Transport Policy)	Graham Coad (HTC)
John Pollard (County Councillor)	Jacqui Head (HTC & Car Hire)
John Coombe (HTC)	John Nunn (HAP BEE & Commuter)
Eleanor Giggall (HTC Town Clerk)	Jeremy Joslin (Hayle Chamber of Commerce)
Barrie Wright (HTC/Commuter)	Bob Mims (Sterling Service)
John Bennett (HTC)	Mike Lavis (Sterling Group)
Brian Capper (HTC)	Colin Garrick (CC)
Richard Horwell (HTC)	Kate Keogh (CC – Community Network)
Jim Wright (HAP)	Claire Casey (HAP)

1. APOLOGIES FOR ABSENCE

Richard Gibson and Andy Cooper (Cross County), Bob Amos (HTC)

2. CHAIRMAN'S WELCOME

Joe Colliver thanked Hayle Town Council for the use of their offices for the meeting, and welcomed the guests, Mr Crow First Great Western, Western Area Director, Bill Mitcham and Richard Burningham. The background to the meeting was then outlined, following on from previous meetings discussing the timetabling, signing and entry to the eastern platform. And thanked John Pollard and John Coombe for both arranging and attending the meetings at Truro and Hayle. The floor was then given to Mr Julian Crow.

3. HAYLE TRAIN STATION

- Points raised by Julian Crow:
 - FGW Enjoys strong support from Cornwall Council
 - Excellent progress made over last few years in developing services, particularly the branch lines and services in Cornwall in general.
 - Community involvement bringing local knowledge and enthusiasm to what happens on the railway are both very useful and welcomed.
 - From FGW perspective - In Cornwall 2009 was branch lines best year ever in entire history, passenger numbers have been stunning, 19% average increase in use of branch lines in county and a similar increase on the main line for local journeys within Cornwall and that is good but it is not where FGW makes money. This is from long distance and high speed travel. Recession has had an effect on high speed travel, especially 1st class, but there are signs of recovery from recession in long distance business, numbers have kept up but by selling advanced purchase products not the core 1st class business. Difficult financially last 18 months and will continue for some time. Encouraging to see amount of use made of local services.
 - The rumours about Hayle station closing are that is nonsense but believe that these things do tend to get around particularly in the run up to elections, there is

absolutely no prospect of closing Hayle station and never has been FGW have a contract to run the service from government and that is what will be done.

Timetable

This will continue in its present form unchanged. There has been discussion whether there is a business case for increasing trains and working with County to have some counts done on numbers and would be very interested to take views today about where you think there would actually be a reasonable prospect of getting some decent customer flow to justify increase in trains at Hayle. Everyone would like to see more trains at their station we are very open minded about that but:

1. FGW need to have a reasonable insurance that additional stops would be used,
2. if it involved the high speed train because there is a very real cost of high speed train stopping at any station,
3. there would need to be a clear benefit to us of income over cost of stopping train to do that.

➤ Points raised by Bill Mitcham:

Timetable

Cornwall Council will always support additional train services where justified and it is hoped that in Hayle there will be a generation in use that will encourage FGW, particularly through their financial considerations, to do that.

Signage

New signs have now been ordered, including information boards in middle of town and direction signs eg on the viaduct up toward the station. The proposal for real time information signing does include Hayle and FGW will be looking for funding support for that and Cornwall Council will include that in what it can do for rail travel in Hayle. This will be rolled out in the next 18 months.

Access of Eastbound Platform

All agree that it makes sense to provide good pedestrian access. Not yet in progress as financial year allocation already agreed. It would be appropriate, suitable and sensible for the station and access to northern platform should be happening in not too distant future. People in charge of this at Cornwall Council are Matt Sidney (Strategic Projects Manager) and Ray Trethewey (Regeneration).

It was established that the land on the north, where the siding was immediately abutting the fence, the gateway and walkway leading to it, is owned by RailTrack, further north is owned by ING. Within S106 agreement this might come into public ownership to allow access to the station. Access to the platform could be given by RailTrack. Richard confirmed that he will negotiate with RailTrack to progress this. It was pointed out that as a point of Health and Safety appropriate signing will be needed to stop people crossing the track with this access being opened.

Network Rail would not come in a do this type of work but Cornwall Council as part of its public transport commitments would want to see it happen and progress it.

➤ Points raised by Richard Burningham:

Two things to help with from the Partnership side:

Promotion

Here in Hayle the more that can be done to get people using the trains that currently call at the station the better. If lots of people use the trains there is more encouragement for more trains to stop at Hayle. It is important to get the information about times and fares and season tickets into people's homes. This really helps in boosting the numbers.

Link Community into Rail Industry

The Rail Partnership has been holding a St Ives Rail Forum a twice a year since 2004 – this could be expanded to become a West Cornwall Rail Forum taking in Hayle and Penzance. This would give a regular outlet to discuss these issues with people from other parts of West Cornwall together with Julian and colleagues from Cornwall Council.

Station Closure

It is extremely difficult to close a station. There are some stations that only have a train stopping once a week so that the railways do not have to go through the process of closing them. Hayle is nowhere near that. It is a reasonably used station and there has never been any possibility of the station closing.

Joe Colliver said that it was the intention of the Delivery Group to encourage use of trains and Hayle railway station, the two timetable signs will be placed at the bottom of Station Hill under the viaduct and at Copperhouse. The station will be signed properly from the main street.

➤ Questions

There was a long session of questions, answers and discussion a full transcript of which can be seen at <http://www.hayleareaplan.org.uk/documents/Q&A28Jan10.pdf>. Issues were again raised about the need for trains to stop at Hayle, the station itself, parking and access:

- Access is being looked at by Cornwall Council in terms of having a discreet access to the northern platform so that people don't have to cross the line.
- Integration of buses and rail travel. At present buses at St Erth do not match up with train timetable.
- Every week people have to go to St Erth to get on train. If they do get on at Hayle they often have to get off at St Erth on return.
- Information – can't get information in Hayle.
- Can't buy tickets in Hayle. The issue of lost revenue was raised with FGW because of the number of people who travel from Hayle to Penzance, Truro or St Ives without tickets. A point of sale in Hayle for tickets and information would be beneficial.
- Disappointment that there is no prospect of more trains stopping at Hayle now than at the meetings in October and again in November. Always the case of chicken and egg but there were well versed people present who questioned FGW statistics and gave alternative statistics but if the trains don't stop it can't be proved that the need for the trains to stop is there, as there is no evidence of use.
- People using the train to or from St Erth need to indicate that if the train stopped at Hayle it would be more appropriate for them, statistics might then reflect exactly how many people from Hayle go to St Erth to get on or off a train.

- There should be a trial period of every train that stops at St Erth stopping at Hayle to register usage (preferably for a year)
- Disappointed there has been no progress apart from signing, access and real time information.

At the conclusion Joe Colliver confirmed that close contact will be kept with Bill, Richard and Julian. Meetings and the process of guiding people to use the trains and Hayle station in the coming weeks and months will continue. Julian Crow stated that he is very happy to work with Hayle and would make one observation that is if people want something to happen they are always in a more powerful position than those who don't want it to happen – so keep at it. He welcomed the debate and suggested to keep pushing for what you want, FGW will do what they can to provide that. Hayle Town Council and the Partnership will continue working with them.

The Traffic and Transport Delivery Group will work to accommodate rail travel and bus travel in the future because if the proposed developments take there are going to be a lot of traffic problems in Hayle.

Joe Colliver thanked everyone for attending for the questions and comments.

4. ANY OTHER BUSINESS

There was no other business

5. DATE OF THE NEXT MEETING

Next meeting 28 January at 7.30 pm at Passmore Edwards Institute

Meeting closed 12.45 pm

ACTION

- **Hayle to attend St Ives meetings**
- **Need to get a representative from Department for Transport to attend meeting**
- **A West Cornwall forum to be set up for all interested parties**
- **Richard to negotiate with Rail Track to progress access to northern platform**
- **Ticketing and information point to be set up**
- **Surveys to be carried out, now and in the summer to include ways of ascertaining passengers preferred station for travelling to and from.**
- **Survey to include the question “would you have used Hayle if the train stopped there?”**
- **Integration of bus and train services - need to be aligned**
- **FGW to keep HAP T&T and Hayle Town Council informed of progress**
- **Hayle Train Station and services to be promoted.**