

Hayle Area Plan Partnership
TRAFFIC & TRANSPORT DELIVERY GROUP
Held at Passmore Edwards Institute on 26 November 2008

Present:

Joe Colliver (Chair), Don McGeorge (Streetscape); Mick Hanley (St Erth Parish Council), E Jenkin (St Erth Parish Council), Duncan Thurnell-Read (Gwinear Gwithian Parish Council), Euan Mahy (Cornwall & Isles of Scilly PCT), Howard Haynes (Gwinear & District Footpaths & Bridleways Assc), Richard Saundry (Gwinear & District Footpaths & Bridleways Assc), Mark Hynard (Ramblers Association), Andrew McPherson (cyclist), Adrian Bigg (PAROW), Jeff Turk (HAPP TT), John & Lynne Nurhonen (St Erth Praze residents), John Pollard (Hayle Town Council), Jim Wright (HAPP), Bob Mims (Hayle Chamber of Commerce), Harry Blakeley (Hayle Residents Assc and Hayle Town Council), Colin Philip (Streetscape), Owen Philip (Harbour Support), Andrew Davies (Penwith District Council) and Jane Sharp (HAPP Manager).

1. Apologies

None were received.

2. Chairman's welcome

JC welcomed everyone to the meeting and thanked Don McGeorge for chairing recent meeting whilst he was convalescing.

3. Walking and cycling network

Mick Hanley outlined key points from his paper as presented to the previous meeting. These were:

- St Erth Parish Plan highlights Traffic & Transport issues and proposes a riverside trail linking St-Erth-Hayle (approximately 2 miles).
- Ideally the network should be separated from traffic as much as possible.
- Elements of the existing network are:
 - a) National Cycle Route 3 links Marazion to Hayle via St Erth, but with stretches on dangerous roads.
 - b) Safe Routes to School initiative.
 - c) Hayle River Trail needs improving.
 - d) Carnsew Trail isn't properly connected to onward trails at either end.
 - e) External links such as to St Ives and the Red River Trail to Camborne.
- Potential links are with:
 - f) Improved public transport links, including storage facilities for bikes, bags, etc with better access and encouraging higher usage of services.
 - g) From Carnsew Trail to St Erth Park & Ride and the new Eco Lodge on the Causeway.
 - h) ING's proposals for Hayle harbour include 3 pedestrian bridges.
 - i) Suggestion of link over estuary to Lelant from Hayle harbour.
- Not all routes have proper maps and information available.

- Three examples of Blackspots identified are:
 1. Hayle-Gwithian road at Atlantic Caravan Park
 2. Chenhalls Road
 3. Causeway to Lelant
- Cost of laying physical track (i.e. just surfacing) is about £15 per metre (2005 prices). Euan Mahy added he works on a figure of £50-£75,000 per kilometre.

Sterling Service - a Jeremy Joslin enterprise targetted at the St Erth-St Ives train service.

ING Hayle Harbour proposals include a South Quay-East Quay bridge. They should also be considering a link across to Lelant. It would seem that to avoid RSPB objecting, any such link to be for walkers rather than cyclists.

On a slightly different tack, Bob Mims reminded everyone that he had come up with the idea of a barrage across the estuary that could both generate electricity and incorporate a cyclepath and/or footway. This was still an idea, but had been mentioned to the Shoreline Management Plan process – the Environment Agency supported the idea in principle and the RSPB objected due to the impact on inter-tidal habitats.

Euan Mahy explained he was employed by the NHS and his remit was to increase participation in cycling and walking. More exercise is better for you. It's not the roads that are dangerous, it's the driver that is dangerous. On the continent, buses cater well for cyclists – there are some buses in Cornwall that have cycle racks. It's about changing perception. If routes are well used, then they'll need less maintenance and therefore less money spent on them. Trails do need maintenance, but it can largely be done by volunteers, e.g. cutting back vegetation. So, compared to roads trails are cheap and they save money to a factor of something like 20 when you count the health benefits users gain i.e. cardio-vascular exercise, improved well being, mental health, community cohesion, etc. Roads cost a lot to build and carry on costing, with no direct health benefits.

Several organisations are very active in this area. Sustrans have volunteers who could provide free signage to mark local cycle routes. Natural England also promote the use of countryside as well as protecting it. We need to tap into CCC's cycling work and be aware that within CCC's Local Transport Plan to 2012 little progress has been made on delivering the cycling aspects. Hayle is not on their list, but we could take advantage of their lack of progress and put ourselves forward.

There is a new Sustrans' officer working initially on developing the Falmouth network, we should discuss our proposals with this officer.

User types and conflict between different users:

- If heavy cycle or horse rider usage, then the surfacing will break up.
- Consider having cycle tracks for cyclists, not horse riders.
- Must ensure motorbikes are kept out.
- Disabled access issues

Identify who/what for/when targeting through the network:

Serious cyclists? Commuters? Families and leisure users? School links? Just walkers and cyclists? Horse riders? Multi-use?

Routes already invested in (in Hayle and around the edge):

- Sustrans – Carnsew Trail: Hayle-Chenhalls Road, but this needs to be properly linked to St Erth.
- National Cycle Route 3
- Mineral Tramways network (£1 million over 3 years)
- South West Coast Footpath
- PROW and PAROW general maintenance

Other routes and improvements suggested:

- Road between Hayle-St Erth-St Erth Praze.
- Main road through Hayle.
- Metal storage boxes at train stations for cycle storage.

Agreed priority routes for this group:

- A) Plantation-St Erth
- B) Safe Routes to School - cycle links to Hayle School from all directions
- C) Hayle Harbour – confirmation of proposed routes through, bridges and making the links to existing/future network (including to Penpol Terrace, the Bluff and Lelant)

Potential funding and free/in-kind help:

- A) CCC – via Local Transport Plan
- B) Sustrans – free cycle route markers
- C) PCT – for increasing usage via new round of funding that'll be available soon.
- D) PDC - Officer help to assist in putting together the case for funding and provision of maps showing Public Rights of Way.

ACTIONS:

Get definitions of footpath, bridleway, cyclepath, etc so there is no confusion in our use of terminology.

Investigate Cycle Tracks Act (not yet been used in Cornwall).

Contact CCC on the Local Transport Plan and cycling provision.

Contact Sustrans to ask them to provide free signage for cycle routes and to make contact with their new officer for Falmouth.

Invite an engineer and cyclist to look at main road through Hayle.

Research trails elsewhere, especially within wildlife areas and similar areas.

4. Any Other Business

None.

5. Date of next meeting

7.30pm Wednesday 21 January 2009.

Meeting closed 9.00pm.