

To the Right Honorable the Lords Spiritual and
Temporal in Parliament assembled

The Representation and Petition of the Undersigned Trustees of the
Hayle Causeway and Turnpike Road in Cornwall

Sheweth

That until within a few years past there was no direct communication between the Town of Penzance and its neighbourhood and the eastern parts of the County of Cornwall except over parish Roads, which were litley circuitous and in bad order. That within eighteen years past three Turnpike Acts have been obtained for making a direct Road from Penzance through Hayle and Camborne to Redruth, that a Sum of £20,000 has been expended in making the present Roads from Penzance to Redruth and the roads are not only reduced in distance between Penzance and Truro from Twenty nine to Twenty six Miles but the whole line of Road is less litley and is rendered so commodious to the Public that Carts are taken over it with a much less Animal power than was formerly requisite to overcome the hills. That in a consequence of these great improvements the whole of the publick the Mail Coaches and every Public Conveyance instead of travelling over the Antient litley and Circuitous Parish Roads have adopted the Turnpike through Hayle and the whole of the line of Communication between the County West of Hayle, which embraces a population of 50,000 Inhabitants, and the Mining Districts of Camborne and Redruth, is through the densely inhabited Town of Hayle, where Houses and Population have greatly increased within the last five years and are still in a very increasing state. That before the Causeway which forms part of the Turnpike road and which runs over the Estuary at Hayle for nearly half a mile was erected, there was no means of crossing this Arm of the Sea with any degree of safety or certainty. That your Memorialists have found that an Application has been made to Parliament for a Rail road from Penzance to Truro to be called the West Cornwall Rail road which is intended to be carried through a very populous part of Hayle and which is to be taken across the Turnpike Road at Hayle amongst the houses there by means of a Viaduct of about Twenty feet in height and which Viaduct will cross the Turnpike road twice within a distance of One hundred and forty three yards that the Rail road will then run parallel for upwards of Three hundred yards with the Turnpike road and within twenty yards of the same where it is again intended by another Viaduct to cross the third time the said Turnpike road near to the Causeway at Hayle. That your Memorialists are of opinion that the Line intended to be taken by the Rail road from its entering on the first Viaduct at Hayle to the third Viaduct near the Causeway will be extremely dangerous to the Public passing with Horses over the Turnpike Road and your Memorialists consider that serious Accidents will arise from the three Crossings within so short a distance and the parallel line being taken for so great a distance within twenty yards of the Turnpike road. And your Memorialists find that at the Western Termination of the Turnpike road and from whence there is only one parish road which leads to the Town of Penzance, containing more than 10,000 Inhabitants it is intended to take the Rail road for upwards of a mile along the line of parish Road and within a very short distance of it, to the great injury and danger of all parties entering on or leaving the Turnpike. That the Traffic over the Turnpike is at present very great and is likely so to continue even after the formation of the Rail road, from the Farms, to the Mines and to those parts of the Neighbourhood unconnected with the Rail road. That your Memorialists believe that a better and more safe Line not greater in length might have been laid down by the Rail road proprietors, so that by taking the Rail road a little to the South of the present line they might have avoided the populous part of Hayle the two first Viaducts then and have prevented the danger and injuries which by the present Line they will subject the public to. And they might have had an excellent situation for a Station within one hundred yards of the Town of Hayle. That the Chief Object in bringing the Rail road to the part of Hayle designed to be crossed by the first two Viaducts is to afford an easy access to the private Wharfs of two large trading Companies at Hayle, where the public has no power of Landing or exporting Merchandise notwithstanding the same Wharfs are in and parts of the port of Saint Ives.

Your Memorialists therefore beg your Honorable House to look to the safety and security of the public using the Turnpike Road and to see that before you consent to the passing of the Act some secure and efficient means are taken by the Rail road Company to put their Road to the South of their intended line, and thus avoid the necessity of the two first Viaducts crossing the Turnpike and to keep the Rail road in other places at a secure and safe distance from the Roads whether Turnpike or otherwise, now used by the public

Dated the twenty eighth day of February 1845

W J Ford M.P.

Wm. W. W. W.

Sam. J. Legrice

C. N. Legrice

Sam. B. B. B.

Thomas B. B.

Wm. B. B.

Wm. B. B.

Wm. B. B.

Wm. B. B.

Wm. B. B.