

**Action Notes – Malmesbury Community Area Transport Group (CATG) meeting 23 July 2013**

	<b>Item</b>	<b>Item details</b>	<b>Outcome/Action</b>
	Attendance		
	Apologies	Mandy Thomas (Leigh PC), Nikki Long (Brinkworth), John Marsh (Ashton Keynes PC) and Barry Hammond (Leigh) <i>(N.B some apologies were received after I left for the meeting)</i> ,	
	Attendance	Councillors John Thompson (Chairman), Toby Sturgis & Simon Killane, Ellen Blacker (Rep. Brinkworth Division and Dauntsey parish council), Martyn Snell (Rep. Malmesbury Division & Malmesbury town council), Martin Rea (Rep. Sherston Division, Sherston parish council and MVCAP), Duncan Lamb (Rep. Minety Division and Crudwell parish council), Kate Makinson (Foxley & Norton parish council) Hugh Pitman (re Foxley Road), Roger Budgen (St Paul Malmesbury Without), Martin Rose, Malcolm Beaven, Spencer Drinkwater and Miranda Gilmour	
1.	Welcome and Introductions	New members to CATG were welcomed and introductions	
2.	Matters/Actions arising from the last meeting (other than items on the agenda)	None	All
3.	Update re 2012 Substantive bids	<i>Pedestrian safety in Sherston High Street (£25,000)</i>	Work starting in August for 5 <sup>1</sup> / <sub>2</sub> weeks, taking place between 9.30am and 3.30pm. Information had gone out in a resident's newsletter
		<i>Provision of footway from White Hart PH to Church Walk, Ashton Keynes (£30,000)</i>	This matter had been closed for the present. A letter had been sent to the parish council.
4.	Update on the development of current CATG schemes		
		<i>Tetbury Hill near Filands homes, Malmesbury. Pedestrian safety to cross road. £3,400 required to complete signage.</i>	Town council willing to contribute £850, 25% of the cost of the scheme (although still to be formally confirmed by a town council committee). The Town council were interested in broadening the scheme to consider a yellow

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			box at the junction to help reduce congestion. Martin R did not feel this was appropriate because of the inability to enforce and suggested a keep clear sign in the road might be equally effective. He would go away and consider and cost the options and inform <b>Martyn Snell</b> for consideration by the town council. CATG agreed to modest additional cost (to be shared with the TC)
		<i>B4040 Speeding Minety – gateways</i>	Cost of gateways £5,900 (road surfacing), requiring £1,445 from the parish council who still had to confirm their 25% contribution and consult with their community. <b>Martin R</b>
		<i>Parking congestion at Hillside, Leigh – grasscrete options</i>	Response letter being sent to Greensquare re 50% financial contribution of a £17,000 scheme. Notified that project is not appropriate for substantive scheme support.
		<i>Vehicular access to Malmesbury Primary Care Centre</i>	John Thompson had discussed with Parvis Khansari. It was accepted that this was quite a tight junction however the funding required to amend was disproportionate to the benefits. CATG agreed to close this issue. There was a lesson to learn than Development Control must consult more effectively in future. <b>John Thomson</b> to contact Parvis Khansari and Alan Creedy to ensure this happened in future.
		<i>Speeding problems in Leigh on B4040 – speed limit terminal gateway signs (£1,500)</i>	Awaiting installation which should be completed shortly.
		<i>Mill Lane, Malmesbury.</i>	Costs had come in below estimates £1,000 <b>Martin</b>
		<i>Dark Lane, Malmesbury – request for more funding to complete project.</i>	Project costs increased to £4,000 due to problems associated with lighting the sign (statutory requirement). CATG agreed to fund the additional £1,000. <b>Martin</b>

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		<i>Road Safety concerns at junction of Blicks Hill and Holloway</i>	Lining improvements would be undertaken when the road was resurfaced and this was not scheduled for 2013/14. In the meantime signing would be undertaken ( <b>Martin</b> ).
		<i>Speeding and HGV on Callow Hill, Brinkworth</i>	Both sites where metro counts had been placed on 30mph Callow Hill showed speeding. The southern part 42.1 mph, the northern end 37.1mph making both eligible for CSW and a SID. As SIDs had been allocated for the year these two sites would be added to the list and considered when SIDs were next reviewed. In the meantime <b>Miranda</b> would invite parish council to consider CSW and re-consider SID sites.  The 2 <sup>nd</sup> metro count at Callow Hill Brinkworth also included of the class of vehicle. HGV's are generally considered to be class 5 and above (3 or more axles). In this instance the average number of vehicles per day ranged between 1 and 7. This isn't considered excessive for a 'C' class road.
<b>5.</b>	<b><i>Review of speed limits on C and unclassified roads</i></b>		
		<i>Results of reviews of 2012/13 nominations: C70 and C1</i>	The results were not yet available and would be considered at the October meeting - <b>Martin</b>
		<i>Decision to devolve funding to area board/CATG which was previously set aside for speed limit review. (see attached paperwork)</i>	John (as Portfolio member for transport and streetscene) had made a decision to devolve the money previously ring-fenced for speed limit review of C class and unclassified roads directly to the CATGs to spend as they wished. He was concerned that the C class reviews were often unsatisfactory – as even if there was a case for a change this often resulted in signage which was inappropriate in a rural setting and virtually

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			<p>impossible to enforce.</p> <p>An additional £11,980 would be allocated to Malmesbury CATG and they could decide how to spend the additional funding.</p>
		<p><i>Foxley Road (C68) – the recommendation of CATG was not approved by the area board on 3 July and the CATG were asked to reconsider in light of the funding changes.</i></p>	<p>There were concerns about Foxley Road at the Malmesbury town end and in the hamlets of Foxley and Norton. The road was used a great deal by cyclists and horses. A range of options were considered. Speed bumps being inappropriate as these could only be used in a 30mh (or below) area. Local people didn't want signs on the road or flashy signs. The route could be reviewed but it might come up with no-change (according to DFT guidelines) or the CATG would then have to consider implementing speed limits.</p> <p>John explained that he was about to go out to consultation with the parishes about grass cutting. Areas that were not cut for safety reasons could be considered for less frequent cutting and this might make the Foxley road appear more rural which would naturally slow traffic, as would white lining the road edge. It was agreed that this issue should be revisited in October and that the less obtrusive any changes were (at least at the Norton end), the better.</p>
6.	New projects		
		<p><i>Speeding traffic Gloucester Road, Malmesbury – sites for SDR</i></p>	<p>Site for SDR to be considered <b>and Martin R and Martyn</b> to have a meeting to discuss speeding on Gloucester Road and the associated problems with Station Road car park (the later to be part of the Community Safety</p>

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			Group discussion – Chair is <b>Martin Rae</b> ). Apparently 'boy racers' are using Mill lane as a circuit. As soon as Mill lane signage is installed <b>Martin R to advise Miranda</b> who will contact the police to enforce.
7.	2013/14 Substantive Bids		
		<i>To discuss the process and any appropriate schemes as bids were needed in the next few weeks</i>	The Leigh car parking scheme was inappropriate for substantive funding so this year it looked as though we had no appropriate scheme to put forward, but this should not put the group off from considering future projects and undertaking preliminary investigative work so there were ready to submit for 2014/15.
8.	A.O.B.	Finance - Martin took the group through the figures	<b>Martin R and Miranda</b> to check they agree
		Bus stop Brinkworth – the bus company had reported difficulty at being to access the bus stop. Access across the lay-by added to the issue	Action in the village was slow and the car park was associated with the local Diocese. CATG felt no further action was necessary at the present
		Network Rail notification re bridge work in preparation for electrification of the line had been poor in Sherston. Toby agreed.	<b>Martin R</b> to ask for Network Rail to improve their contact with the parish councils.
		Request - could road closed signs please say how far up the road the road was closed to help road users	<b>Malcolm</b>
		Newnton Grove – residents were still parking on the pavements despite provision of new parking areas. Greensquare had not installed bollards and Slow (for children)	Parking services had been advised <b>Martin R and Simon</b> to liaise to address
		It was suggested earlier in the meeting that where village gates were installed, paving should be placed in front of them to easy grass cutting.	<b>Martin R</b> to note
9.	Date of next meeting	Tuesday 15 October 2013, Malmesbury Library	