



Minutes of a meeting of the **Calstock Parish Council, AMENITIES COMMITTEE**
held on **Tuesday 25 January, in the Tamar Valley Centre at 1900.**

Those present were; -

COUNCILLORS: Cllr Beech, Cllr Brown, Cllr Boreham, Cllr Kirk, Cllr Letchford, Cllr Polglase, Cllr Tinto, Cllr Trapp, Cllr Wakem, Cllr Warwick, Cllr Westwood, Cllr Wells (Chair)
Miss Sue Lemon (Clerk), Clare Bullimore (Deputy Clerk - *minutes*).
9 members of the public were in attendance.

1. APOLOGIES

Cllr Alford.

2. DECLARATIONS AND DISPENSATIONS OF MEMBERS' INTERESTS IN AGENDA ITEMS

None

3. PUBLIC PARTICIPATION

There were 9 members of the public in attendance who spoke at appropriate times.

4. APPROVE MINUTES OF LAST MEETING – 19-10-2021

Proposal/Resolution: the minutes be approved. Proposed: Cllr Tinto, seconded: Cllr Letchford – approved by all those present at the last meeting.

5. CAPITAL WORKS PROGRAMME – CLLR NEWTON CHANCE

Cllr Newton Chance outlined the Capital Works programme proposal which has been approved by Full Council. He was thanked for his time in explaining the programme at a committee level (see appendix 1).

6. ROAD TRAFFIC ISSUES

Cllr Kirk and Cllr Wells reminded people that there is a programme of work for the A390 to improve safety. This programme of work was secured through the Caradon Network Team and the budget for this will be greatly reduced from April 2022 due to the reduction in the number of councillors sitting in our network area.

Proposals for additional road traffic issues were heard from ward members and members of the public.

CALSTOCK WARD

Cllr Tinto outlined proposals (see appendix 2) from the Calstock ward which included:



Speed restrictions

- reducing the limit from Trainer Bridge to the top of Sand Lane
- from the level crossing to Calstock Church to 30mph
- from Sand Lane onwards to the village would become a 20mph zone, including along Harewood Road

Signage

- Tamar Inn, one-way system - improve signage that would allow large vehicles, trailers etc to use the other way
- Lower Kelly – signs - to encourage priority to pedestrians and cyclists
- Signs on Fore Street are required to prevent large vehicles travelling up towards The Boot and getting stuck
- Better signage to the Car Park

Road Markings/Change of Use

- Yellow lines were also recommended at the top of Sand Lane and for 15m where Higher Kelly joins the road and also on Church Hill below Rowse Gardens.
- A loading bay would be useful near the Tamar Inn to facilitate deliveries in the village
- A suggestion was made that time limited off-street parking for electric charging points be permitted for dwellings in Fore Street

Further suggestions will be looked into about keeping Harewood Road clear for emergency vehicles to access.

CHILSWORTHY/COX PARK

Cllr Letchford drew attention to the likely increase in the number of vehicles that will use Hingston Down Quarry road once the safety measures are installed on the A390. He called for a 30mph speed restriction all the way along the road with better signage.

HARROWBARROW/METHERELL

Brian Padfield from the public noted a number of areas of concern (see appendix 3) where there no speed restrictions other than the national speed limit in the lanes around Honicombe, the Donkey Park, Harrowbarrow, Metherell, Cotehele and near St Dominick Park.

Proposal/resolution:

To make a recommendation to the Full Council that the suggestions made for road safety improvements in Calstock Ward (including speed restrictions, road markings and improved signage) and for the road safety measures relating to Harrowbarrow and Metherell which were outlined in public participation and Cllr Letchford's concerns regarding Hingston Down [Quarry] Road are put to the Highways Department to investigate the formation of a Traffic Regulation Order. Proposed: Cllr Tinto, seconded Cllr Letchford – 1 abstention (Cllr Beech) all others in favour.



There being no further business the meeting closed at 1955.

Signed: Date:



Appendix 1: Capital Programme

Purpose

The Parish Council has considerable assets across a large area, all of which either need improvement, development or attract considerable maintenance costs. Where development projects have been identified by members, they have proved difficult to find funding for. As a result, developments have either not gone ahead, been significantly delayed, or been undertaken in a piece-meal fashion.

The Capital Programme is a means of addressing these issues in a systematic way by identifying, prioritising, planning and completing development projects on a five year rolling programme.

The Capital Programme will be a five year rolling programme principally funded from an increase in precept designed to deliver the identified projects. The General Power of Competence allows the Council to increase the precept for specific and identified purposes, such as those identified in the five year plan.

Organisation

The Council has a committee structure which allows a strong focus on particular areas of responsibility.

Each committee has a revenue budget funded from precept and other income to cover annual costs. In the autumn committees are required to examine their budgetary requirements for the next financial year. The revised budgets are then presented at Finance and General Purposes in order that a proposal can be made to full council about the following year's precept. The Capital Programme will be an addition to this established process.

Process

By July 2022 each committee will have:

- Identified needs - in the context of existing policies
- Suggested projects to address needs (councillors ideas, public ideas, longstanding ideas)
- Tested with the public - market research to confirm need
- Submit outline plan of projects for development to F&GP

By November 2022:



- F&GP will have prioritised projects for outline-costed 5 year plan - using scoring system
- Finalised Capital Programme precept proposal on basis of costed 5 year plan
- Full council approval of Capital Programme and precept proposal
- First five projects back to committees

By January 2023:

- First successful project has sub-committee to develop and manage

By March 2023:

- Detailed proposals and budgets worked up by sub-committee
- F&GP sign off final project plans
- Full council approval

By May 2023:

- Tendering and engagement of contractors

By January 2024

- First project completed

On-going

- F & GP monitor progress - 3 monthly reporting by sub-committee

(Process to be repeated for second project in the plan.)

The table shows the effect of the increase in precept we have agreed for 2022-23.

Band	Council Tax	Precept	Generates	New precept	Increase	Generates
A	£1325	£56.68	£41,150	£67.06	£10.38	£48,688
B	£1546	£66.13	£45,831	£78.25	£12.11	£54,227
C	£1767	£75.59	£49,889	£89.43	£13.85	£59,027
D	£1987	£85.00	£28,050	£100.57	£15.57	£33,188
E	£2429	£103.91	£24,003	£122.94	£19.03	£28,399
F	£2870	£122.77	£8,103	£145.26	£22.49	£9,587
G	£3312	£141.68	£4,675	£167.63	£25.95	£5,532
H	£3974	£170.00	£1,700	£201.14	£31.14	£2,011



total			£203,402			£240,660
		Actual	£202,000		Additional	£37,258
		Difference	£1,402			

The “Generates” figure uses an adjusted total of households in each Band, based on the Cornwall county figures. It is worth noting that if we had the same distribution of households in each band as the Cornwall average, our current precept would be generating an additional £47k. This would suggest, unsurprisingly, that Calstock is one of the less prosperous parishes in the county, having proportionally more households in the lower rated bands.

By using a similar chart we can calculate the precept increase necessary to fund the projects arising through the Capital Programme. As can be seen from the above, an increase in precept is progressive in effect, ie the higher the value of your house, the more you pay.

RNC 11/1/22



Appendix 2 - Calstock Ward

These are road traffic problems in Calstock which have been raised with the Ward Councillors by people in the village or were raised at the Councillor's surgery in June and in response to the report of the Amenities Committee on 1 June.

- **From the level crossing down Sand lane to the top of Rosehill Terrace**

There is no speed restriction until you turn the bend just above Shamatha when there is a 30 mph sign. Cars sometimes come quite quickly down the hill. This causes two problems:-

- i. Open Reach vehicles are often parked at the top of Sand Lane so drivers have to pull out without being able to see what is coming down hill.
- ii. Just on the bend is the road that leads up to Rock Park Villas. Cars coming out of here have to turn in the road without being able to see what is coming down the hill.

Where the speed limit changes at Albaston to National Speed Limit, we restrict to 40MPH (or keep to 30). The tree tunnel leading in to Calstock should be 30mph with the current 30mph at the top of Sand Hill being dropped to 20mph and have a 20mph throughout the village

- **From the level crossing along to Calstock Church**

This is a straight stretch of road with no speed restriction and yet it is barely wide enough for traffic coming from both directions to pass. Often cars are travelling quite fast along here.

30 mph restriction

- **Harewood Road at the top by the church**

Both Parish Council workmen have seen and had near misses here when no one gives way at the top coming out of Harewood Road as it goes into Church Road.

Repaint the GIVE WAY signs on the road

- **One-way system round The Tamar Inn**

The new one-way system which I supported has proved to be problematic for two reasons:-

- i. Many people testify that the one-way system has allowed cars to travel faster down the bottom of the hill. Also the road markings have worn. There is no pavement here. There are reports of elderly people and children at risk here.
- ii. Vehicles coming down Fore St and wanting to turn to get to the Quayside often cannot turn without doing a three point turn which given the problem in i) is not good.

20 mph restriction on the lower part of this road along Commercial St.

Repaint the road markings.

Continue with a 'one way system' but the signage needs changing from a 'NO Entry' to 'Except for access'.



- **Lower Kelly along the terrace from Reed Cottage to Cobwebs**
This road is too narrow for two cars to pass. On one side there is a narrow pavement. Because none of the properties here have car parking, vehicles are parked all along the other side of the road. The only way vehicles can negotiate this stretch is by driving up the pavement. This means pedestrians have to shelter in between the parked cars. There was recently an occasion when a child was squashed against the wall because they didn't get out the way in time. There are often spats between drivers, who think they have a right of way, and pedestrians who believe the pavement is for them.
A sign at each end of the terrace requesting tolerance between drivers and pedestrians
- **Single yellow lines round Tamar**
At present not enforceable for lack of signage
Hasten Defect report for the signage
- **The road running into the car park along by the Social Club**
This is adjacent to the Pirate Ship. Children are often playing in the vicinity and there have been some near misses from vehicles coming to and from the Car Park
As it is owned by the Parish Council put up 5MPH signs and paint DEAD SLOW on the ground

Alastair Tinto & Alex Polglase, Calstock Ward Councillors, with additional suggestions from the Parish Clerk



Appendix 3 – Harrowbarrow Ward proposals (Brian Padfield, resident)

1) I think the most dangerous of the points I am listing is on the road from Honicombe Crossroad to St Anns Chapel. That road should not be at the national speed limit but 30 mph as there is the entrance to Edgcombe Way and also to the play park . Above all the road past Double White Rise , where pedestrians are channelled onto the carriageway on a pretend “pavement” , therefore competing with traffic which could be travelling at 60 mph ,is frighteningly dangerous in the extreme , so the limit at that part of the road should be reduced again down to 20 mph.

2) The road from Honicombe Cross to the A390 past The Donkey Park should be limited to 30 mph as this is a tourist attraction catering for families of whom the drivers may not be familiar with the junction and in any case creates the presence of children.

3) The road from Honicombe Cross ,which goes past Honicombe Park, should be limited to 30 mph as the present arrangement is very dangerous for traffic exiting the park into the road with traffic passing at speeds up to 60 mph, and even more dangerous for families with children crossing the road to the bus stop opposite. I know there have been warning signs erected and SLOW markings painted onto the road ,which is excellent and I am sure not ignored by all motorists ,but having walked that road many many times it is absolutely frightening how many drivers do ignore that advice and speed past I am sure ,well in excess of the permitted 60 mph.

4)Starts Lane from the Harrowbarrow /Honicombe Cross road to Metherell , is national speed limit and clearly should be 30 mph if not lower . The lane is very steep with several sharp bends , but even more importantly ,half way along the lane there are stables ,so horse riders constantly use the lane and have to compete against traffic all the time. I know the groom who looks after the horses there and she has told me she takes her life into her hands every time she rides along not just this lane , but all of the other local lanes.

5) Tree Farm Lane which goes from Harrowbarrow to The Cross House Inn crossroads at Metherell . This lane has a speed limit of 30 mph at either end which becomes national speed limit for the central section of approximately 400 or so metres. Why the expense of erecting the four national speed limit signs was incurred I cannot understand as it would have cost nothing to leave the middle section of the lane at 30 mph , and then improved road safety as a free benefit. The Metherell end of the lane at The Cross House Inn crossroads is extremely dangerous as the traffic emerging from the lane is blind to traffic coming from the Harrowbarrow School direction , which as you will see in 6) below , has no warning of the crossroads ahead. Tree Farm Lane also has stables and several of the fields along the lane are where horses are kept. Again very dangerous for horses and riders .Like me , the lady who owns horses from one of the stables has appealed to CCC to bring down the speed limit , but also, like me , unfortunately heard nothing.



6) In Metherell at The Cross House Inn cross roads there is one (only) cross roads warning sign , in fact approaching for Metherell itself. The three other approach roads have no warning signs whatsoever. As mentioned in 5) above particularly dangerous when approaching from the Harrowbarrow School direction.

6) From the Cross House Inn crossroads going down the slope towards Lower Metherell there is a “ road narrows “ warning sign which is quite correct as the road does narrow. However, when coming back up the slope from the opposite direction there is no “ road narrows “ warning sign . I cannot understand how this omission occurred as the road narrows , obviously from both directions !

7) From the centre of Lower Metherell , Treraglin Wood Lane goes to the cross roads at the entrance to St Dominic Park .This lane should also be limited to 30 mph as it is used by walkers , cyclists ,horse riders and , above all ,several people with mobility scooters making there way from their homes at St Dominic Park to Lower Metherell. Where the lane ends at the St Dominic Park cross roads , the road traffic has to go onto is from Harrowbarrow to Cothele and needless to say , unfortunately, is also national speed limit and traffic uses this road at very high speed making the crossroads extremely hazardous indeed.

8) At the lower end of Lower Metherell the road then becomes Mill Lane which then becomes national speed limit again . This lane is used by walkers and cyclists ,often on holiday , making there way in the general direction of Cothele. The lane also serves a farm and many horse riders so the speed limit should be reduced to 30 mph

9) When going along the road from Cothele to Harrowbarrow , after passing the mills on the right hand side ,a lane joins this road coming from St . Dominic . This is quite a dangerous junction because should the traffic coming from St. Dominic fail to give way there could be a serious collision. I am not the first to be aware of this hazard as in the left hand side verge of the Cothele / Harrowbarrow road ,just before the road joins from St. Dominic ,there is a silver painted metal post, in very good condition , which I am sure was installed upon which to mount a triangular sign warning of the forthcoming lane to the left. The problem here is there is no warning sign in place , just the post ,so I am sure this could be remedied at very little cost as 99% of the work has already been carried out.

10) When driving from Harrowbarrow to Metherell , passing Harrowbarrow school on the left , just after the entrance to the village hall the speed limit is removed and signs have been erected reverting to the national speed limit which is extremely dangerous , almost reckless ,because after just another 50 metres or so , on the right hand side is the entrance to the childrens play park . Once again I cannot understand why money was spent on signage advising motorists they can go



faster in such a dangerous lane especially as this is the route also used used by many children from Metherell walking and cycling to and from the school and by parents with toddlers going to and from the pre-school. Surely a serious case to have the speed limit reduced to 30 mph , at the highest ,and preferably even lower at the entrance to the children’s play park.