





Question(s)/Suggestions for Future Agenda Items

We request that you place on the Agenda for the next meeting in January 2010 the issue of:- the missing 50m stretch of footpath at the east side of Elm Rd, Albrighton.

Background

The Cross Road Traffic Group (CRTG) acts under the auspices of Albrighton Parish Council to discuss and agree the traffic-calming scheme on Cross Road and has done so since 2003. Phase 1 was completed some 2 years ago and Phase 2 is now to be built during the school holidays at Easter 2010. Phase 2 includes extending the footpath along Cross Rd to the mouth of Elm Rd:

The matter of the missing 50m stretch of footpath at the east side of Elm Rd was raised at our meeting with Hugh Dannatt (Group Manager Traffic & Highway Engineering) on 3 March 2009 when we asked if this could be constructed at the same time as Phase 2 for two reasons:-

- it is a matter of pedestrian safety and so should be done as soon as possible
- and if done at the same time as Phase 2 it may be more economical as the Contractor will have included his mobilisation costs in Phase 2 work.

The current Elm Rd footpath on the east side stops abruptly about 50m short of Cross Rd and pedestrians are then left to walk in the road towards Cross Rd. CRTG had asked that an extension of this footpath along Elm Rd (adjacent to Danesmoor) to meet the proposed extended footpath on Cross Rd be included in the Phase 2 work. SC said that the funds allocated would not be sufficient to build this footpath along Elm Rd and that if Phase 2 of the scheme had to include this within the same budget then there was a risk of delay to starting any work. CRTG had no option but to agree that the scheme as outlined by SC should proceed but that the footpath on Cross Rd should at least be turned into the mouth of Elm Rd and not stop right at the edge of the roundabout. We have been pleased to have the support of Cllr Malcolm Pate who has raised this matter at Shirehall. Please also see attached Minutes of Meeting on 3rd March 2009.

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PLEASE WOULD YOU CONFIRM RECEIPT AND ADVISE IF THE
ITEM WILL BE ON THE AGENDA.

PLEASE COULD YOU SEND ME AN AGENDA PRIOR TO
THE MEETING

Thank you Rod Smith

CROSS ROAD TRAFFIC CALMING SCHEME, ALBRIGHTON

NOTES OF MEETING HELD AT ELWOOD HOUSE, CROSS ROAD, ALBRIGHTON at 14.00 hrs 3rd March 2009

Present:

Mr Hugh Dannatt	- Group Manager Traffic & Highway Engineering SCC
Cllr Malcolm Pate	- Leader SCC
Mr John Hallett	- Cross Road Traffic Group (CRTG)
Mr Gerard Paris	- Cross Road Traffic Group
Mr Jeff Smith	- Cross Road Traffic Group
Mr Rod Smith	- Cross Road Traffic Group
Mr David Turner	- Cross Road Traffic Group

Background: Following receipt of CRTG's letter dated 23/01/09, HD had requested a meeting with the CRTG to review the details of phase 2 of the scheme.

HD confirmed that £30,000 had been allocated to complete the scheme and that phase 2 had been added to the Three Year Capital Programme and was to be completed within the first year ie before April 2010 – all subject to it being agreed by vote of council members. CRTG thanked HD for his efforts in this matter.

Roundabout at Elm Rd/Patshull Rd/Cross Rd

The meeting started by looking at the drawings done in about 2003, which showed the concept of the scheme. CRTG tabled drawing number 1003279/A/03 Version A dated Nov 03 which SCC had issued to CRTG in 2003 and which was the drawing which had been displayed in Albrighton for residents' comments and endorsed by Albrighton Parish Council. HD tabled a copy provided by Mouchel Parkman, which had the same drawing number and issue and date – however HD's copy showed some differences in content. RS and HD agreed that drawings with the same drawing number and version should show the same contents and HD would seek an explanation from SCC's Consulting Engineer Mouchel Parkman. The drawing issued to CRTG was taken as the correct drawing.

HD then tabled three drawings now with more details of the roundabout - three options mainly to show different ways to deal with the footpath extension along Cross Rd in front of Danesmoor (residence of JH). He explained all three and recommended the 2nd option to which all agreed. A copy of this drawing is to be sent to CRTG (for display in Albrighton and to allow residents and Parish Council to comment).

Further discussion followed concerning the triangular piece of land to the side of Danesmoor. HD tabled the purchase agreement dated 2/08/94 and noted that as SCC had not occupied the land and the owner had maintained it for more than 15 years then it had in law returned to the original owner. However the 3rd option did not involve use of this triangle of land. The owner also noted that the land currently used by SCC as the road verge at the corner of the Danesmoor plot and outside the hedge line (adjacent to the proposed roundabout), and soon to be the footpath, was shown on his deeds as part of the property of Danesmoor but could be used as footpath as long as the ground at the hedge line (slightly higher than the

proposed footpath) was retained properly – HD confirmed that a proper support at the back of the footpath would be used. It was agreed that once the scheme drawings were finalised letters would be exchanged between SCC and the owner to regularise the situation on land use.

RS tabled photographs of the area and showed that the footpath at the east side of Elm Rd stopped about 40m short of Cross Rd but that there was an isolated length of footpath (approx 40m) at the west side of Elm Rd. He asked if the footpath now to be extended along Cross Rd to the new roundabout could be continued round the corner and along the east side of Elm Rd. The width of Elm Rd could be maintained by removing the isolated west side footpath. JH said that if it helped, then he was willing for SCC to remove his hedge along the east side of Elm Rd in order to provide more land for this new Elm Rd footpath provided that SCC would install a suitable close boarded timber fence at the garden side of the existing hedge. This would free up about half a metre width of land which would help SCC to fit in the new footpath. CRTG felt that to stop the Cross Rd footpath right at the roundabout may be unsafe and that the footpath should be continued round into and along Elm Rd. HD felt that the funds allocated would not be sufficient to build this footpath along Elm Rd and that if the scheme had to include this then there was a risk of delay to starting any work. It was agreed that the scheme as outlined by HD should proceed but that the footpath should at least be turned into the mouth of Elm Rd and not stop right at the edge of the roundabout. HD agreed to have Mouchell Parkman to prepare drawings to show this. MP asked if a bollard could be placed at the edge of the footpath adjacent to the roundabout – HD agreed to check if this was possible. RS said that if the footpath was only going to turn into the mouth of Elm Rd then it would be narrow at that point and a bollard may not fit in, as it may not allow enough space for pedestrians – HD would examine this.

JH said he would speak to his neighbours whose driveways exit onto Elm Rd to keep them informed and to bring back any comments (particularly the two houses behind Danesmoor and No. 10 Cross Rd)

MP said he would discuss the matter of continuing the footpath from Cross Rd along the east side of the Elm Rd with Tom McCabe (Director Development Services, SCC) to see if this could be implemented.

HD explained that SCC now had a rubber white spot with a raised dome which would be fixed in position at the centre of the roundabout and the best location found by trial and error. Then after a trial period the permanent spot would be installed.

Cross Road from Elm Rd to Albert Rd

It was agreed that the scheme already discussed and endorsed by Albrighton Parish Council would be implemented. This includes the marking of a dotted white line to signify a parking lane at the north side of Cross Rd from a point near the end of the new footpath along in front of the semi-detached houses and the bungalows to approx. 50m short of the post box at Albert Rd. Cross Rd narrows at this point and where there is no space for a formal parking bay the road will have hatched white lines. A yellow no parking line will be installed from the post box towards the hatched white lines but this to be the minimum length to keep parking away from

the roundabout and not to be carried too far. It is important that the residents of the bungalows, some of whom are elderly, are able to park on Cross Rd and the yellow line is not to intrude too far to prevent this. While not ideal, parking will not be prevented by the hatched white lines, as some of the bungalow residents and their carers need to access close to the bungalows (eg for wheel chair access). The school did not want to have a marked bay for the school bus.

The dotted white lines for the parking lane will be continuous along the road and not interrupted by gaps or a X in front of driveways, as these markings can appear unsightly. It was felt that drivers would be responsible and not block driveways. The remaining part of the road will be divided into two lanes by the usual centre line making. HD said that the two driving lanes will now appear narrower than the current lanes and will help slow traffic.

JH reported that he had received some adverse comments concerning the roundabout layout at Albert Rd/Cross Rd. Others said there had not been a significant amount of adverse comment - as there had been after installation of the first poor layout of roundabout at The Orchard/Cross Rd before the layout was rectified.

The white spot at the centre of the roundabout at Albert Rd/Cross Rd was flat. If it were to have a raised dome it was felt that the traffic, which currently drives over the spot, is likely to drive around the centre of the spot. As the layout places the spot close to Albert Rd then many drivers travelling towards the High St were likely to go on the wrong side of the spot and an unsafe situation similar to that temporarily created by the first layout of the roundabout at The Orchard/Cross Rd may develop. It was agreed that the spot should remain flat.

HD said that the 30mph roundels marked on the road have to be removed to comply with new regulations.

Other

It was suggested that the 30mph signs at the west end of Cross Rd are too far away from the village and too far from this first roundabout at Elm Rd. HD asked if anyone would object if they were moved closer to the roundabout. All agreed to the move which would be considered by HD.

Drawings

SCC are to send to CRTG a copy of the 3rd option detail drawing of the roundabout and any other associated drawings to enable CRTG to inform residents of the plan. CRTG gave HD the set of photographs of the area for his records.

CRTG thanked HD and MP for attending and for their constructive proposals.