



<u>Committee and Date</u>
Bayston Hill Local Joint Committee
3 February 2011
7.00 p.m.

<u>Item/Paper</u>
3
Public

**NOTES OF DECISIONS AND ACTIONS STEMMING FROM THE MEETING
HELD ON 21 OCTOBER 2010 AT THE METHODIST CHURCH HALL,
BAYSTON HILL**

7.00 – 9.10 p.m.

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Committee Members Present:

Shropshire Council

Mr Ted Clarke (Chairman)

Mrs Liz Parsons

Mr Jon Tandy

Bayston Hill Parish Council

Mrs Hazel Jones

Miss Rose Moore

Mr Alan Parkhurst (Vice Chairman)

Shropshire Council Officers present:

Tim Collard, Lead Officer, Bayston Hill Local Joint Committee

Nicola Fisher, Community Regeneration Officer

Anne Cousins, Committee Officer (Notes)

David Bishop, Senior Parking Attendant (agenda item 17)

Matt Johnson, Senior Public Transport Officer (agenda item 16)

David Roberts, Environmental Enforcement Manager (agenda item 17)

Arriva West Midlands

Gordon Frost, Area Manager Shropshire (agenda item 16)

There were approximately 70 members of the public present at the meeting.

ACTION

13. Apologies and Substitutions

Apologies were received from Dr James Hindson, Bayston Hill Parish Council. Miss Rose Moore substituted for him.

14. Declarations of Interest

The Chairman, Mrs Hazel Jones, Miss Rose Moore and Mr Alan Parkhurst declared personal interests in agenda item 19 in respect of the funding proposal for the BMX track, as they were members of Bayston Hill Parish Council.

15. Notes

RESOLVED: That the notes of the last meeting, held on 21 July 2010, be approved and signed by the Chairman as a correct record.

16. Update on Changes to the Arriva Bus Service

16.1 Gordon Frost, Area Manager for Shropshire for Arriva informed those present of changes to the Bayston Hill bus service which would come into effect from 1 November 2010. He explained major service changes had been introduced a year ago. Following consultation on these changes with bus users, Shropshire Council, Bayston Hill Parish Council and others, it had been decided to introduce a revised network plan. The main changes were:

- For the past year, two separate services had covered Bayston Hill (no 25) and Meole Brace (no 24). These two services would now be combined, as had been the case in the past. The two separate services over the past year meant buses were travelling along Belle Vue Road every 7-8 minutes, whereas the combined service would mean buses along there every 15 minutes, which was more manageable but still frequent enough for passengers.
- The 25 would call at the bus station again on both legs of its journey. The changes introduced a year ago meant the Bayston Hill bus did not call at the bus station on the way back from town to Bayston Hill and this had proved unpopular with passengers. The change would also reduce congestion at St Mary's Street.
- The bus route around Bayston Hill would remain the same. Although the company had received a number of requests for this to be altered, it was not possible to change the route to include the top part of the village because this would compromise the reliability of the service.
- The route of the 544 Lyth Hill bus would be altered, however, to go on a circular route round Bayston Hill, including pick-ups at the two bus stops on either side of the road by The Beeches pub. The usage of this bus by passengers from The Beeches/The Parade would be monitored and if there was demand for this service, the company may then re-consider the route of the 25 bus.
- There would be no changes to the current evening and Sunday bus services.

ACTION

- 16.2 There was discussion about buses using Belle Vue Road, rather than Old Potts Way, as some residents felt Belle Vue Road was too narrow for buses. One resident had experienced two occasions when buses had hit parked cars there. Mr Frost explained there was demand from residents in Belle Vue Road, whereas there were no houses along Old Potts Way.
- 16.3 A resident requested greater use of small buses, not the large ones, because it was easier for the small buses to negotiate the route around Bayston Hill. Mr Frost raised a concern that too many small buses may result in a lack of seats for passengers.
- 16.4 In response to a question, Mr Frost explained the respective responsibility of the bus company and of Shropshire Council. The bus company ran commercial services (e.g. daytime service for the 25). For other services, which were not commercially viable, the Council could decide to subsidise a service and invite tenders from bus companies to run such services. Examples of this were the 544 service and the evening and Sunday service for the 25 service.
- 16.5 Bus stops were a cause of concern for some residents. An example was given of a stop in Glebe Road being removed without warning. There remained safety concerns about the bus stop in Lansdowne Road opposite The Parade.
- 16.6 Matt Johnson, Senior Public Transport Officer, Shropshire Council, explained the Council's role with regard to bus stops. He confirmed the acceptable distance between stops was 400 metres and anything less was considered to be a luxury. Bus stops were sometimes removed or re-sited after consultation with local residents, in particular residents who had a bus stop immediately outside their house. He agreed the bus stop outside The Parade was contentious as Highways colleagues felt this was not an appropriate place for a bus stop and had recommended its removal. The bus company was reluctant to do so until they had had a chance to consider the effects of the revised service. The compromise reached had been to re-route the 544 bus, which would use the bus stops by The Beeches and go round Overdale Road and Berwyn Drive, thus serving the top end of Bayston Hill. The 544 would continue to run hourly between 9.00 a.m. and 5.00 p.m. six days per week.
- 16.7 Other causes for concern were that buses did not always stop to pick up passengers and that buses travelled too fast along Glebe Road. One resident congratulated all bus drivers for the fantastic job they did and said he was full of admiration for them.
- 16.9 A question was asked about resolving the parking situation at the top of Lyth Hill, as the 544 bus drivers had great difficulty turning round. Mr Frost undertook to discuss this matter further with drivers.

Arriva

ACTION

- 16.10 Mr Frost informed those present that timetables would be widely available when the revised service was launched. The Chairman thanked Gordon Frost and Matt Johnson for their attendance and residents for their contributions. He welcomed the changes outlined by Arriva and hoped for a speedy resolution to the issue of the bus stop in Lansdowne Road.

17. Parking Issues

- 17.1 The Chairman introduced David Roberts, Environmental Enforcement Manager and David Bishop, Senior Parking Attendant, from Shropshire Council, who had come to discuss inconsiderate parking issues. The Chairman explained he had received apologies from the local policing team. It had been intended that both police and parking officers would attend for this particular issue.
- 17.2 The parking officers explained their role, which had changed significantly in recent times. Parking officers had a dual role, in that they supported colleagues dealing with litter, dog mess, fly tipping, fly posting, Shopwatch and Pubwatch, in addition to their parking enforcement duties. The overall aim was to provide a helpful service to members of the public, whether local residents or visitors. With regard to parking, the aim was to maintain safety and their remit included enforcing parking regulations notified by signs or by lines on the road. The police still had responsibility for vehicle obstructions.
- 17.3 In response to a question, it was clarified that any requests for road markings, such as around bus stops, were dealt with by the Highways department at Shropshire Council. A resident complained about vehicles being permanently parked on the bus stop by Grove Lane/Lyth Hill Road. It was confirmed that this matter would be reported to Highways colleagues.
- 17.5 There were a number of examples of pedestrians experiencing difficulties because of cars being parked on the pavement. It was explained that this was a police matter. Other residents explained they had to park their cars partially on the pavement otherwise buses could not get through.
- 17.6 Another problem highlighted was drivers reversing out of their driveways without regard for pedestrians, which was dangerous. The parking officers confirmed it was the responsibility of the driver to park and manoeuvre correctly. It was hoped that joint patrols by parking officers and police officers could be introduced.
- 17.7 In response to a question, it was explained that parking officers used common sense when issuing penalty notices which had resulted in a 50% reduction.

Parking officers

ACTION

17.8 The Environmental Enforcement Manager confirmed that his officers had visited Bayston Hill 23 times in the past nine months; had attended a lay-by where there was a problem with refrigerated vehicles 85 times; and had issued five penalty charge notices.

18. **Key Current Policing Issues – PACT (Partners and Communities Together)**

The Chairman explained the local policing team were unable to attend the meeting.

19. **Report on Funding Proposals**

19.1 Tim Collard, Lead Officer, introduced this report. He reminded those present of the decisions taken on funding at the last meeting and how it had been agreed to spend some of the budget on facilities for young people. He was pleased to report considerable progress had been made to improve the BMX track and photographs of the improved track were shown. It was now necessary for Members to agree formally that £12,500 of the Local Joint Committee budget could be committed to this project.

19.2 A parent asked if a BMX club could be set up in Bayston Hill, now that the track had been improved. She explained she took her children to Telford because that was the nearest club. The Chairman welcomed this suggestion and said he was very pleased to throw out the challenge to residents to help in the development of a BMX club. He pointed out that the £12,500 funding included a sum of £500 to pay for training at the track.

19.3 A teenager who used the BMX track commented that it would be really helpful to have somewhere near the track where bike parts, food and drink could be purchased. He said it was a long way from the track to the shops and he often had to make several trips in a day.

19.4 The Chairman welcomed the comments and suggested that if a club could be set up, it may be possible for it to make use of the nearby Youth and Community Building.

19.5 Discussion moved on to the two other recommendations: that £4,000 of the budget be given to the Memorial Hall Committee for the provision of a hearing loop, sound system and projection screen and that a further £70 be spent on printing the Parish Plan.

19.6 Mr Caswell, Chairman of the Memorial Hall Committee, informed those present that the Memorial Hall was offering “Flix in the Sticks” film shows once a month for a trial period. He encouraged everyone to come along to the next showing on Saturday 13 November. He thanked Nicola Fisher, Community Regeneration Officer, for her assistance.

ACTION

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| <p>19.7 The following recommendations were RESOLVED:
 (1) £12,500.00 in respect of a new BMX track. It is proposed that this sum should be made payable to Bayston Hill Parish Council, the owners of the site and present BMX track.</p> <p>(2) In principle, £4000 to Bayston Hill Memorial Hall Committee. The final decision to make the payment to be delegated to the Lead Officer in consultation with the Chair of the LJC once they are satisfied as to the terms on which the payment is to be made.</p> <p>(3) £70 towards the printing of the Parish Plan.</p> | <p>Lead Officer</p> <p>Lead Officer</p> <p>Lead Officer</p> |
| <p>20. Update from Last Meeting</p> | |
| <p>20.1 The Chairman reminded all present that, at its last meeting, the Local Joint Committee had agreed to spend £5000 on a Vehicle Activated Sign in Bayston Hill, with three anchor points. This work was due to be completed in the near future.</p> <p>20.2 Another project agreed at the last meeting was a campaign to target dog fouling in the village, with £4000 being set aside for this purpose. The Chairman reported that not as much progress had been made on this project as had been hoped, because of an officer being on sick leave, but he was optimistic the work would be completed in the coming months.</p> <p>20.3 Nicola Fisher, Community Regeneration Officer, then gave a short presentation on the work which had been done by the Safer Routes to School team to encourage primary schoolchildren to walk or cycle to school. A new zebra crossing was now in place in Lythwood Road; footway improvements had been completed at the Glebe Road, Lythwood Road and Overdale Road junction; cycle signs in Pulley Lane had been improve and traffic surveys completed. An event to encourage cycling had been held at Oakmeadow School in September. Future projects included working towards improving the cycle routes to the local secondary schools.</p> <p>20.4 There was discussion about children cycling and a plea for adult drivers to be careful when driving near child cyclists and to remember the children were still learning. The importance of cycle training was recognised and a resident said coaching was available every Saturday morning at the Sports Village. It was also confirmed that Oakmeadow School organised cycle training on a regular basis.</p> <p>20.5 A concern was raised over vehicles parking close to the new zebra crossing, which restricted visibility for pedestrians and cyclists.</p> <p>20.5 Finally, the Community Regeneration Officer drew attention to leaflets which had been circulated at the meeting, on events in parks and the countryside, and also a leaflet on the Olympian Festival.</p> | <p>All drivers</p> |

		ACTION
21.	Public Question Time	
21.1	The Neighbourhood Watch co-ordinator warned residents about a white Transit van touring the neighbourhood and going around the back of people's properties searching for scrap iron. There was also a phone scam, allegedly from Microsoft about a computer problem, but in reality an attempt to gain people's bank details.	
21.2	In response a question about the future of Local Joint Committee meetings, the Chairman reported that no decisions had yet been taken.	
21.3	Mrs Liz Parsons informed everyone that a public meeting would take place at The Guildhall on Monday 1 November, 7.00 to 8.30 p.m. to look at proposals to sell Meole Brace Golf Course for housing, and to look at the proposals for housing around the site of the new football stadium and she encouraged all to attend.	All
21.4	A resident raised concerns about the speed of traffic in Pulley Lane. The Chairman assured all present that this matter had been discussed with the Highways Agency with the aim of reducing the speed limit there.	
12.	Date of Next Meeting	
	The next meeting will be held on Thursday 3 February 2011, 7.00 p.m. in the Methodist Church Hall.	

Signed.....Chairman

Date.....