

**BOWBROOK, COPTHORNE AND RADBROOK LOCAL JOINT COMMITTEE
COMPLETED COMMENTS, QUESTIONS AND SUGGESTIONS SHEETS**

14 January 2010 meeting

	Comments/Questions/Suggestions	Response Requested From	Response/Action
32	Allotments - who is responsible for delivery, will more become available?	Gary Farmer Shrewsbury Town Council	Members will provide a brief update at the 18 March meeting and Gary Farmer, Operations Manager, Shrewsbury Town Council will attend a future meeting to provide more detail
31	Disappearance of dropped kerbs and narrowing of paths by doctors surgery Mytton Oak Road	Andy Savage Team Leader - Highways Development Control	As part of the improved right turning facility and access for the Royal Shrewsbury Hospital (North) the dropped crossing points have been moved a short way into the site at a point, where it is proposed to provide a new combined footway & cycle facility along the site frontage behind the existing mature trees. Unfortunately, the contractor was unable to widen the existing footway, as proposed, as it could have potentially undermined the root structures and meant the loss of these specimen trees.
30	Request for agenda item on Shorncliffe Drive, on land ownership and area currently designated for new school	Gwyn Bevan, Community Regeneration Officer	This will be covered during the update from the Community Regeneration Officer at the 18 March meeting.
29	Request for information on Voluntary Organisations	Gwyn Bevan, Community Regeneration Officer	A directory of local clubs, societies, organisations and help groups can be found by accessing Shropshire.gov.uk, clicking on 'Community and Living' and then 'Community Directory'
28	PC Dulson requested to bring information on drug issues to next meeting	PC Dulson	To be covered under Police Report agenda item.

27	Recording of domestic violence - request for information on domestic violence and information on Shropshire domestic violence forum	Gwyn Bevan	PC Dulson and Gwyn Bevan will address this issue at the March meeting
26	School drop off – Copthorne Road/Richmond Drive junction - parents are parking beyond the marked parking bays to drop children off at school and near the junction with Copthorne Park Road which is causing a hazard. It was thought it had been agreed that the Lower car park at The Beacon could be used for this purpose.	Mike Davies, Technician Traffic Management and Regulation CSO Rob Taylor	<p><i>Response from Mike Davies, Traffic Management Technician:</i></p> <p>As part of an on-going parking review within the Copthorne area proposals have been developed to introduce no waiting at any time from the end of the parking bay on Copthorne Road into Alverley Close, it is hoped that we shall be progressing this proposal to statutory consultation in March 2010. Apparently, there is an agreement between the school and the Beacon PH to allow use of the lower car park as a park and stride site, the promotion of the use of this facility would rest with the school</p> <p><i>Response from CSO Rob Taylor</i></p> <p>We are already aware of the problems on Richmond Drive and Copthorne Road and last week had a meeting with the head of Woodfield School, over various issues, one of which being about this problem. The parents have got permission to use the lower car park at the Beacon pub and then walk their children up to the school. The Headteacher has again put this information into the school news letter asking parents to use this car park and not Richmond Drive. So we will monitor the situation and pay passing attention at school drop-off and pick-up times.</p> <p>I will also make the other members of our local policing team aware of the issues you have raised.</p>
25	Why is it not possible to use park and ride services to travel from the town centre to Harlescott and Meole Brace?	Martin Withington, Head of Transportation	It is not possible for people to get on P&R buses in the town centre and travel to Harlescott and Meole because the P&R fare is subsidised and there are commercial bus services that provide for the same journeys and we are not allowed to compete with these. This is why a return ticket has to be purchased at the P&R site and if some one loses their ticket a lost ticket charge from the town centre is equivalent to the

			<p>commercial bus fare for the journey out of town. If we didn't put this in place people would use the P&R as a way of getting from town to these areas. Clearly it is unfortunate when some one who genuinely loses their ticket has to pay the extra.</p> <p>P&R is specifically designed to catch car drivers who would otherwise have driven into town and parked - up to 2,000 car per day at peak times are removed from the town centre by the P&R system.</p> <p>However, for those people who have driven to the P&R site and clearly would not have been expected to have used any local bus services to complete their journeys, there is a daily ticket called a smart rider which allows unlimited travel on all P&R services. Details can be found on the following link: http://www.shropshire.gov.uk/traveltransport.nsf/open/78A8306F2586C2D7802574EF00538ADF</p>
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21ST OCTOBER 2009 MEETING

	Comments/Questions/Suggestions	Response Requested From	Response/Action
24	Will the area of land on Fir Tree Farm revert back to being recreational land?	John Bentley (Principal Planning Officer)	The proposals are as shown in the planning application. The area south / west of Fir Tree Farm is part of the development and the area north remains as open space.
23	Copthorne Park is used by many dog walkers. Parts of the path have been covered with tree bark but other parts have become water logged and impassable, especially during the winter. Can the entire path be covered with tree bark and something done to drain off the excess water – preferably as soon as possible before the onset of winter?	Matthew Wilcoxon (Countryside Ranger)	The area has become increasingly wet following the last three wet summers. Whilst we usually put down woodchip on muddy areas it will need more this winter, and it has been written into the work schedule to do the majority of the lower park. Unfortunately it is not possible to do this before winter sets in, as the woodchip is generated following winter tree work such as scrub clearance and coppicing. Woodchip can be bought in

			from other places during the year but this is costly and increases our carbon footprint due to transportation so, we therefore prefer to use our own.
22	Prior to becoming a Unitary Council, not all local Councils, such as North Shropshire District Council, allowed mobile phone mast sites on their land. Now that the local Councils have merged to form Shropshire Council, what is the Council's policy in relation to mobile phone mast sites on its own land?	Andrew Stirling (Head of Property Services)	Shropshire Council does not currently have a policy in respect of placing telephone masts on its land. Any request received in Property Services would be considered on its merits and would take into account consultation with colleagues responsible for the land or site in question, planning colleagues and the local Member.
21	What are the current sports facilities within Shelton Hospital?	Sean McCarthy (Sports Development Officer)	Sports clubs that use the Shelton sports facilities are: <ul style="list-style-type: none"> • SAHA Football Club; • Shelton Cricket Club; • SAHA Bowling Club; and • Mercenaries Cricket Club. Sports Facilities at Shelton include a bowling green, football pitches and a cricket pitch.
20	If Arriva decide to take a bus service away, what is the period of notice that they have to give before the change is implemented and to whom must it be given?	Martin Withington (Head of Transportation)	Where a service is run on a purely commercial basis there is a statutory 56 day notice period on deregistration with the Traffic Commissioners Office. At this time, there is also a requirement to inform Local Authorities in whose area the service operates.
19	Why are some buses being cut out of routes when they should be running?	Martin Withington (Head of Transportation)	There may be operational reasons for buses being removed at short notice (to spread a service more evenly when congestion has caused "bunching" for example). That notwithstanding, where a timetable is registered and is operated either commercially or on a subsidised basis, there are penalties from the Traffic Commissioner that can be handed down for non running. If there are issues on a service within Shropshire, the Council Compliance Team will investigate non running or poor service on receipt of passenger complaints – their contact number is (01743) 253032.
18	The signage in the bus station is extremely poor.	Martin	The bus station signage is presently being refreshed. There are

		Withington (Head of Transportation)	already new signs on the lit bay departure boards and work is now underway on further timetable and information displays within the concourse.
17	When will the electronic bus timetables be reinstated?	Martin Withington (Head of Transportation)	The ongoing cost of maintaining the Real Time Information displays that are in place on certain routes within the town has recently been discussed in the light of the increasing Public Transport budgetary pressure. A proposal is currently being considered by Members that the system will be turned off permanently allowing a considerable annual saving to the Council.
16	Who decides where bus stops are situated within Shropshire?	Martin Withington (Head of Transportation)	<p>There is a Council procedure on the siting of stops coordinated through the Transport Policy office. Requests come in from both operators and users and are dealt with in line with the following:</p> <ul style="list-style-type: none"> a) Identification of general location (from public / operator / parish); b) Site visit by Council Officers – preferred location agreed (streetlight or new pole installation); c) Discussions with Highways Office if stop should present any concerns on road safety; d) Once agreed, consultation letter sent to any adjacent properties to stop with between 14 and 28 days response time; e) Stop location considered on balance of any written responses; and f) Stop installed / alternative location sought if deemed necessary on balance of consultation responses.
15	The bus stops that are situated on Roman Road between Meole Brace Island and Cemetary Island are dangerous. Why are they there?	Martin Withington (Head of Transportation)	These stops are temporary stops installed by Arriva in line with the routing of their revised network. They provide access to the cemetery site following requests from the public to Arriva on the service 544 and 26. These and other temporary stops in the town are currently being considered by the Council before being formalised. Concerns on site safety, such as in this instance,

			will be referred on to Council Highways Officers before a stop is formalised.
14	Why has Arriva decided to reinstate bus number 12?	Martin Withington (Head of Transportation)	Where any service is run on a commercial basis (as in the case of the service 12) and there are sound business reasons for the route and frequency (passenger numbers and income levels), any operator is able to register and operate a route with 56 days notice. The actual numbering / identification of any route is a decision for the operator at the point of registration.

22ND JULY 2009 MEETING

	Comments/Questions/Suggestions	Response Requested From	Response/Action
13	Can an additional bollard be situated outside the Copthorne Shops, Mytton Oak Road? Also, the waste bin has been removed – why?	Jason Hughes (Principal Engineer Traffic)	The request for an additional bollard opposite the shops will be reviewed. If sufficient benefit is gained from its installation, the minor works will be added to the revenue scheme list subject to available funding.
12	Can the time interval be extended at the pelican crossing by the Co-op on Welshpool Road?	Jason Hughes (Principal Engineer Traffic)	<p>The following changes were made at the site on 19th October 2009:</p> <p>The green man nearside indicator when activated via the push button has been extended from 6 seconds to 8 seconds increasing the crossing period. Any further extensions to this time period may cause driver frustration waiting at the stop line with unnecessary delays and should be avoided.</p> <p>The on-crossing detection has also been checked and is operating correctly enabling the crossing period to be extended if a pedestrian is detected to still be in the carriageway during the crossing period.</p>

11	Is the lighting around the footpaths and the Gains Park Community Centre going to improve, as young people / adults feel scared walking home late at night?	Philip Edwards (Interim Street Lighting Officer)	The footpath between Gains Avenue and Oak Lane is already lit and there are also existing lit routes on roads which residents leaving the community centre can use safely. With regard to new lighting or lighting improvements, the street lighting budget does not include a capital allocation for new or improved street lighting. The money provided is revenue, which funds maintenance and is already under strong pressure. If, however, this is felt to be a special case, representations can be made to Chris Edwards, Assistant Director Environment and Maintenance, explaining the extenuating circumstances and asking him to review the matter.
10	Would it be possible to involve the young people in future Local Joint Committee meetings?	Gwyn Bevan (Community Regeneration Officer)	Youth groups and clubs have been visited and young people are being asked about their concerns and ideas for the future. Discussions are underway with the local youth worker to have young people at the next Local Joint Committee meeting in January.
9	Would the Councillors be prepared to visit the Gains Park Community Centre to view the current 'below par' facility at Gains Park? How could we work to improve this?	Gwyn Bevan (Community Regeneration Officer)	The chair of the management committee and all user groups have been contacted and advised of the activities of the Local Joint Committee and funding opportunities. The venue has been visited and may be utilised for the next Local Joint Committee meeting in January.
8	What are the Council's plans in regard to the adoption of the surface water sewers to the Redwood Park and Montford Grange local areas, which at present discharge into a holding reservoir owned by the Secretary of State adjacent to the Royal Shrewsbury Hospital?	Ron Buzzacott (Head of Technical Services)	<p>Shropshire Council has no plans to adopt the surface water sewers to the Redwood Park and Montford Grange local areas as we believe these are the assets of Severn Trent Water plc. We have looked at their surface water plans which confirm this. Should the person raising the issue have information to the contrary, it would be beneficial if it was provided to allow us to include it in our investigations.</p> <p>For information, the following is a brief outline of responsibilities for water drainage:</p> <ul style="list-style-type: none"> • Shropshire Council - Has three roles, firstly that of Local

			<p>Highway Authority under which it is responsible for the drainage of roads and pavements and preventing flooding caused by highway drainage systems. The second area of responsibility is that of riparian owner for drainage systems on land and property owned by the Council (these sewers are not ours). The third is as Drainage Authority under the Land Drainage Act 1991 which, along with the proposed legislation Floods and Water Management Bill 2010, gives the authority to enforce on any non main river water course.</p> <ul style="list-style-type: none"> • Severn Trent Water - Is responsible for the adopted public sewer network which includes foul, surface water and combined sewers. • The Environment Agency - Is a Non-Departmental Public Body of DEFRA. As part of its fairly wide-ranging remit, it is the principal flood risk management operating authority in England and Wales. The Agency is empowered under the Water Resources Act 1991 to manage flood risk arising from designated "main" rivers (this is not the case here). • Land Owners - If a land owner's property adjoins a watercourse then they are responsible for maintaining that watercourse as riparian owners. They have the right to protect their property against flooding and also to prevent erosion of the watercourse banks or any associated structures. Landowners also have the responsibility of maintaining the bank and bed of the watercourse, in order to avoid any obstruction of flow. This riparian ownership may be shared with whoever owns the property on the other side of the watercourse.
7	<p><u>Suggested Future Agenda Item</u> The Core Strategy for Shropshire – Planning Briefs for Shelton Hospital Listed Buildings. Public consultation prior to the finalisation of the Briefs,</p>	N/a	<p>This has been put onto the agenda for the 21st October 2009 meeting.</p>

	and Council proposals.		
6	<u>Suggested Future Agenda Item</u> Sports grounds and open spaces at Shelton Hospital leased from the Secretary of State. What are the Council proposals for owning these grounds in public perpetuity for the benefit of the Community?	N/a	This has been put onto the agenda for the 21 st October 2009 meeting.
5	<u>Suggested Future Agenda Item</u> The Core Strategy for Shropshire – Transport and Infrastructure: a) Local traffic speed limits. 20 mph or 30 mph to Somerby Drive.	Jason Hughes (Principal Engineer Traffic)	20mph speed limits are currently only implemented within Town Centres, residential areas that have a known accident history, or adjacent to schools. Shropshire Council is currently reviewing the Urban Speed Limit draft policy with the document being put forward to Scrutiny Committee on 22 nd September 2009 (subject to Cabinet). If the policy is approved, Somerby Drive will be considered for a 30mph speed limit in the near future.

	b) Maintaining a restricted access bus service via Somerby Drive to the Royal Shrewsbury Hospital.	Matt Johnson (Senior Public Transport Officer)	Assuming that this question is a reference to “accessible bus services”, the current commercial service 22, as part of the Arriva service review, is to be withdrawn from its Welshpool Road section. Local buses in the area using accessible vehicles remain direct to Shrewsbury, however with the service 70 on Welshpool Road with interchange with the new service 1 giving access to the Royal Shrewsbury Hospital site. Door to door journeys of this type are also now available in this area free of charge (on presentation of a National Bus Pass) using Shrewsbury Dial-a-Ride. Shropshire Council is also being consulted along with Arriva, on longer term plans for the redevelopment of the Shelton Hospital site. As part of this, there is consideration being given for a priority bus lane which could incorporate access through the site from Somerby Drive.
	c) The movement of Shelton Mental Health Facility with associated staff and visitor car parking moved further down Somerby Drive.	N/a	This has been put onto the agenda for the 21 st October 2009 meeting.
	d) Where is the infrastructure for the adjacent farmland (earmarked for housing) egress? (I.e. into Copthorne Road, Racecourse Lane or Somerby Drive?).	N/a	This has been put onto the agenda for the 21 st October 2009 meeting.
4	<u>Suggested Future Agenda Item</u> The continuation of the Park and Ride Service at Oxon. Council confirmation required that this service will continue to pass through the Town and not be curtailed at Bridge Street / St Austins Street as muted by Shrewsbury and Atcham Borough Council.	Matt Johnson (Senior Public Transport Officer)	There are no plans at present to revise the current Oxon Park and Ride routing through the town.
3	Is it possible to have reduced fares on bus journeys?	Matt Johnson (Senior Public	There are already half fares available on all local bus services for those aged 16 and under. Multi journey “saver” tickets are

		Transport Officer)	also available through Arriva for weekly/monthly use. Further to this, Shropshire Council can issue the national concessionary bus pass to those aged 60 or over, or on grounds of an eligible disability. Further to the free travel that this allows, Shropshire Council has also enhanced the concessionary travel scheme to include a range of alternatives including National Transport Tokens, Community Car vouchers, pre 9.30 a.m. travel and free companion travel for carers. Further information is available from Shropshire Council Offices, or by calling (01743) 210336.
2	The proposed changes to the local bus service and particularly in relation to buses 12, 20 and 22.	Martin Withington (Head of Transportation)	A summary of the changes indicating both the advantages and disadvantages of the Arriva Shropshire Network Review along with a copy of the network maps that were implemented on 7 th September 2009, were circulated to everyone present at the meeting on 27 th August 2009.
1	Proposals for a Multi Purpose Community Hall and Associated Sports Facilities.	N/a	<p>This has been put onto the agenda for the 21st October 2009 meeting.</p> <p>Meanwhile, a plan is being produced showing the leisure and sport facilities within the Bowbrook, Copthorne and Radbrook area, future needs are being identified and the land past the Bowbrook Allotments is being investigated as a possible site.</p>