

EASTERN SHREWSBURY LOCAL JOINT COMMITTEE
- COMMENTS & SUGGESTION RESPONSE:

	COMMENT / QUESTION / ISSUE	RESPONSE DETAILS AND ISSUED BY:
1.	<p>Could we have presentations on major Strategic Planning issues which affect not just the area, but the town/surrounding area e.g.</p> <ul style="list-style-type: none"> - North West Relief Road - Energy from Waste (Incinerator) <p>not all together, one at a time. Also other projects as they happen, and commercial/ community projects within Monkmoor/ Underdale/Abbey areas.</p>	<p>Agenda items to be considered at future meetings.</p> <p>It was indicated that due to the change in government funding, progress on the North West Relief Road had been be halted.</p> <p>It was agreed that an update on the Energy to Waste Facility (Incinerator) be included on a future agenda for discussion.</p>
2.	<p>Is there a point of communication for Abbey Ward?</p>	<p>Contact for Abbey Ward: Councillor Mrs Jo Jones Newlands 5 Woodlands Park Shrewsbury SY2 6JN Tel: 01743 272413 Email: Josephine.jones@shropshire.gov.uk</p>
3.	<p>Residents weren't advised of work to install a Toucan Crossing on Monkmoor Road for a period of 4 weeks. There was a lot of noise and disruption suffered. In future could residents in the locality be advised of any work.</p>	<p>Dave Richards, Planning Officer, advised that if residents had access to the web then they could visit www.elgin.gov.uk to locate current and future road works for Shropshire.</p>

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		<p>Hugh Dannatt provided the following response:</p> <p>I have investigated the issue of lack of communication regarding the refurbishment of the Pelican Crossing on Monkmoor Road.</p> <p>The normal practice is for a letter drop to be carried out to the local residents just prior to the works commencing. However, it appears that in this case this was forgotten. I can only apologise for this error and I have discussed this oversight with the Officers concerned and we will endeavour to improve this for future works.</p> <p>Nicki Beardmore provided the following response:</p> <p>Communications sent out a press release on 5 March 2010 to let people know about the works. This also went on the web as a news item.</p> <p>As this was a refurbishment of an existing crossing a public notice was not placed in the press and a letter drop to local residents was not carried out.</p> <p>The lead officer Dan Green kept local members informed about the works.</p>
4.	<p>Crowmoor School are in the process of development a school allotment/garden and would like volunteers from the community to get involved.</p> <p>They would also like to apply for funding for this project.</p>	<p>Column Allotments representative advised that they should be able to get volunteers from Column Allotments to help with this project.</p> <p>The Chairman requested that Mr Arnold liaise with the Community Regeneration Officer to put together an application in time for the next meeting.</p>

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5.	<p>Belvidere Bridge and Bell Lane Bridge - Weight Restriction/Speeding – There is an issue with large commercial vehicles using this bridge on a regular basis as well as an issue of vehicles speeding on this road.</p> <p>Special mention was given to the police using this road when travelling to emergencies. It was suggested using a more suitable and safer route would be more appropriate.</p>	<p>Martin Withington, Head of Transport, provided the following response:</p> <p>I understand that both Bridges have a 3 tonne weight limit with exemptions for buses and emergency vehicles. Therefore, general commercial vehicles above 3 tonne should not be going across them. If there is evidence from the community that this is happening then the matter should be referred to Frances Darling Enforcement Manager in Public Protection 01743 254138.</p> <p>If there is a speeding problem - i.e. breaking the existing speed limit then the matter should be referred to the local Police for initial comment. The Safer Roads Partnership (to which Shropshire Council and the Police belong) undertake safety camera enforcement and have recently set up area operational forums which bring together partner agencies to look into specific problems, discuss the best way of addressing these and set priorities. However, before these locations are put forward it would be helpful to get the view of local Police on whether there is a problem at these locations.</p> <p>As far as the routes that Police take when attending emergencies is concerned then this will need to be passed onto them. The restrictions on these bridges do not apply to cars - including Police cars. Therefore the local community will need to seek Police agreement on some sort of "good neighbour type" grounds to use a different route, but I doubt very much this would be seen as appropriate.</p>

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6.	<p>Belvidere Bridge – Traffic lights had been suggested for this bridge to address the safety issues and the installation of a separate metal walk bridge with caging over.</p> <p>Members requested that Officers clarify where the 2004 funding put aside for traffic lights had gone.</p>	<p>Martin Withington, Head of Transport, provided the following response:</p> <p>I refer to my previous response (see 3 March 2010) and would add that funding was not set aside for "traffic signals and a separate footbridge". Funding was allocated to develop solutions at this location and elsewhere in the vicinity as part of a Safer Routes to School project and my previous response explains the outcome of this process.</p> <p>If we are to look at this location again through the SRTS process then we can do so as explained in the correspondence sent to the schools in the area and local Members. Correspondence as follows:</p> <p><i>The issue of pedestrians and cyclists using the Belvidere Road railway bridge has been recently brought to our attention by the local member, and as your school is likely to have pupils using this route, we would like to consult you on this. Any requests for Safer Routes to School projects have to come via the Travel Plan review process. I recently sent out details of this process to all schools, and attach the review form for you. If, through the review process, you do identify some concerns, we will send you the 'Request for Work' form.</i></p> <p><i>We have an annual budget for Safer Routes and the requests made by schools through the School Travel Plan are prioritised against a number of factors, including the number of people that are likely to benefit from any improvements, the level of commitment from the schools, the potential to reduce car use, the potential to improve safety, and wider benefits that may be achieved and cost.</i></p> <p><i>The Safer Routes to School programme is currently fully committed and we are therefore concentrating on delivering schemes that have already been identified as a priority. However, we will be reviewing the programme next year and would therefore consider other applications at that point.</i></p> <p><i>Hope Walk to School Week is going well for the primary schools this week. It's very encouraging to hear about the cycling activity too at the Bike It schools.</i></p> <p>I look forward to receiving your travel plan reviews. If you need help with these, please do get in touch.</p>
9.	<p>Belvidere Bridge – Since the changes in the bus timetable Arriva have been sending a full sized bus on this route. There is a road safety issue with using a bus of this size on this particular route.</p>	<p>Gordon Frost, Arriva Area Business Manager, provided the following response:</p> <p>When we changed the service back in September we also moved around a number of buses to try and run more services with low floor easy access buses. Although this change was welcomed by many passengers one of the consequences was that Shrewsbury depot had more full size buses. Although we don't feel they cause a particular safety issue, these larger buses have made it harder to pass parked cars on a couple of routes in the town, including Service 23. As a result I have been able to arrange a swap of four buses to give the depot more smaller buses, without losing the low floor feature. With more smaller buses we will have far more flexibility and large buses should only be used rarely on the 23 service</p>

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		from now on.
10.	Are Local Joint Committee's being reduced. Ministerely LJC raised this as a possibility.	<p>The Chairman advised the meeting that discussions were ongoing on the future of Local Joint Committees, but no decision had been made.</p> <p>It was agreed that feedback would be provided at a future meeting.</p>
11.	<p>With reference to our letter to Councillor Durnell (30.03.10). Please see attached point raised in reference to the omission of the Site Allocations item (Feedback Form).</p> <p>Can we please request the LJC panel to put in place a 'standard agenda item' which will address at every meeting any planning proposals which will affect the LJC area (Underdale, Monkmoor and Abbey) and which do not relate to individual private residential properties? This would also include 'Change of Use'</p>	<p>Councillor Durnell responded directly to the letter from Mr & Mrs Gregson.</p> <p>Members advised that the LJC was not the forum to discuss planning applications relevant to the area. This was due to the meetings being quarterly and also that they did not have authority to comment on any planning applications.</p>