

EASTERN SHREWSBURY LOCAL JOINT COMMITTEE
- COMMENTS & SUGGESTION RESPONSE:

	COMMENT / QUESTION / ISSUE	RESPONSE DETAILS:
1.	At Dark Lane/Bell Lane Footbridge, there are 2 dog litter bins sited on either side of the bridge. Is it possible to resite one of these to the junction of Preston Street with Portland Crescent (on the street light). This is a very busy dog walking area leading to the river. At the moment certain people are leaving their tied poo bags on the grass verge and even in the garden hedges as well as pushing them in the surface water drains. A litter bin may help to solve the problems.	<p>Response from Tim Sneddon, Environmental Services.</p> <p>There are two bins in Bell Lane/Dark Lane as we were having considerable complaints from local residents and dog walkers were either leaving their pets mess on the floor or bagging it and leaving it in the bushes. I am reluctant to move one of those now as they seem to be working. I will, however, investigate the Preston Street/Portland Crescent junction and see if we need to provide an additional bin there.</p>
2.	Paving slabs outside Crowmore School (opposite Catholic Church) was causing a problem to pedestrians by filling with a large amount of water when it rained making it difficult to navigate.	<p>The Highways Manager advised that Officers would be instructed to look at the situation and report back/carry out remedial works if required.</p> <p>Highways feedback: Paving slabs outside Crowmore School: The area technician has inspected the site and is satisfied with the standard of workmanship, no significant areas were noted as holding water, however he will monitor the situation on his regular round of inspections should any settlement occur in future. There is a 2 year guarantee on all work carried out by Enterprise AOL Ltd our term maintenance contractors who would be required to carry out any remedial work at their own expense.</p> <p>Councillor Durnell advised that this matter hadn't be resolved, and as a result, the area technician will be looking at the site again during a period of wet weather to ensure they are looking at the correct section of paving.</p> <p>A further update on the footway issue near Crowmore School. The area technician had carried out a further inspection on a wet day, he did note some ponding and has had some remedial work done to prevent this, the work was done last week by the contractors, and at the contractors own expense.</p> <p>He will monitor the location for any future issues whilst on his routine inspections.</p>
3.	The entire road along Burnham Avenue towards the river road has sunk.	The Highways Manager advised the meeting that this situation had been look at previously, but stated that unless the road was breaking up, it was not a priority.

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4.	Contractors carrying out patching work are not doing a good job as they are leaving water in the holes and not sealing the edges.	<p>Officers to look into this matter and action any works deemed necessary. Feedback to be provided for the next meeting.</p> <p>Highways feedback: Patching works on Crowmere Road: We consider the work to have been carried out to a high standard, the patches have been completely sealed using a method called 'Milepave' rather than the usual method which only seals around the edges of the patches. The contractor, Miles Macadam who carried out the scheme, are held in high regard for quality standards, and our observations of the work as it progressed served only to reinforce this.</p> <p>We may consider surface dressing Crowmere Road (or sections) in future should our engineering assessments highlight the need and (budgetary constraints permitting), add it onto our maintenance plan in a forthcoming financial year.</p>
5.	Tar and ridges had been left on Crowmere Road (up to traffic island) when the road was resurfaced 3 years ago. There was also an issue with the joints in the tarmac expanding and shrinking during extreme weather conditions due to the road base being constructed of concrete.	The Highways Manager indicated that the road was due to be resurfaced in the next financial year if budgets allowed. He added that there would always be joints that shrink and expand due to the concrete base.
6.	Was it the Council's intention to replace worn out paving slabs with tarmac.	The Highways Manager reported that the Council had been replacing paving slabs with tarmac and that the entire street would be covered if the state of the current pavement warranted it.

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7.	What other organisations had been included in the Shropshire Sustainable Local Transport Bid.	<p>Councillor Kenny indicated that feedback from the Department of Transport would be available in the next few weeks. The Highways Officer stated that he would source the required information and provide feedback. Information on the bid can be found at the following web address: www.shropshire.gov.uk/traveltransport.nsf/open/87FA92B12AB8B93C80257871002D24DB</p> <p>Transport Policy & Sustainable Transport Team response: Shropshire Council were successful in receiving just under £5M from the Local Sustainable Transport Fund - the full amount bid for. The funding will be spent on a wide range of sustainable transport measures to encourage healthier more active lifestyles, boost the local economy and cut carbon emissions.</p> <p>The funding must be spent in line with the commitments made in the bid. In Shrewsbury the new funding will help to enable:</p> <ul style="list-style-type: none"> Further development of the cycle network- to include a new London Road cycle route More pedestrian/cyclists crossings A new bus service to serve the expanding Shrewsbury Business Park Improvements to key junctions along Smithfield Road in the town centre to improve traffic flow and enhance provision for pedestrians and cyclists Work with schools, including cycle and pedestrian training A 'car club' for Shrewsbury A new 'Travel Shropshire' website providing for all your travel information needs <p>Whilst there was a relatively short timescale to put the bid together a number of local people and organisations were involved in developing and supporting the bid; these included the town council, schools and colleges, the PCT and hospital trust, local environmental groups and walking and cycling organisations.</p> <p>Further information can be found at http://bit.ly/shropshire-1stf . If you have any suggestions for sustainable transport improvements in Shrewsbury please contact us using the contact details on that page.</p>

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8.	<p>Residents had raised issues with Belvidere Bridge and the possible installation of a roundabout where Crowmere Road and Belvidere Road. Is there any further progress. He added that it had been suggested to hang a metal footbridge from the side of the road bridge which would enable the road to be widened and safety issues would be negated.</p>	<p>The Highways Manager advised that they were aware of the issues with Belvidere Bridge and would have liked to have secured funding for a traffic signalled bridge which would enabled the path to have been widened. The other option available to them was to have a priority give way system, but this couldn't be implemented due to poor visibility. The Council had also looked at traffic calming provisions on the approach to the bridge as being the most appropriate scheme available, but this would not widen the road.</p> <p>Mr Aitken advised the meeting that the request to hang a footbridge off the existing structure would be extremely expensive, but he would take the request back to the Structural Engineer to look at.</p> <p>He added that SABC had contacted Rail Track previously to discuss a similar scheme, but they had stated that they would not be able to take up the proposals due to the huge costs involved. It was unlikely that their position would have changed with the current funding situation.</p> <p>The issue of the installation of a roundabout at Belvidere Road/Crowmere Road and cars parking along the road was discussed. Mr Aitken advised that the political view was that there were too many mini roundabouts and had been put in where they were not strictly necessary. Highways have confirmed that the existing road layout has insufficient space and traffic flow was insufficient to see any benefit.</p> <p>A representative of St Winefred's Roman Catholic Church advised that they had increased the size of their car park to address cars parking on the road, but they had recognised that there was a need to educate the congregation to use the facility even though notices had been put up advising of parking restrictions. The Police indicated that they would look at patrolling the area and would issue B20 notices to vehicles found illegally parked. Councillor Durnell advised that the Council would liaise with the Police to sort the problem out.</p>

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		<p>Highways response:</p> <p><u>Footbridge:</u> The option of providing a footbridge over the railway line at Belvidere Bridge was considered in November 2004 - in principle RailTrack had no objections but did stipulate some parameters for its design. The bridge would cost considerably more than other options.</p> <p>Other options considered then were traffic signals, priority give way, one way, closure to motor traffic, access only and traffic calming. Traffic signals did not find favour with some residents due to potential vehicle queues and issues about light intrusion from signals. Priority give way there were concerns over visibility when approaching from Shirehall side. One way system would impact local bus service and require residents to make long detour, also a question over which way the one way should operate. Closure to motor vehicles would have an impact on bus service and create potential safety concerns about vehicles turning, and segregate the community. Access only would be open to significant abuse without effective enforcement. Traffic calming would not address the core issue of poor footway width, but would influence speed of traffic travelling over the bridge.</p> <p>Whilst it is appreciated that residents continue to prefer the footbridge option, in comparison with the other options it provide the least value for money in addressing the pedestrian concerns. Traffic signals with footway widening would be overall more safer than priority give way option, will not be open to the same level of abuse as the access only option, and have the least impact on all traffic movements whilst providing the footway improvements desired.</p> <p><u>Traffic Island (Belvidere Road and Crowmere Road Junction):</u> Roundabouts, mini or otherwise, are considered for junctions where there are issues about how well they operate, for example excessive queuing on the side road due to the volume of traffic on the priority road. In this case the priority is given to Crowmere Road. Further, with the Clive Road junction in close proximity the junction could be considered to be more of a staggered crossroads, than 2 separate priority junctions. And, therefore, its presence needs to be considered in any potential change to the junction layout.</p> <p>The design guidance for mini-roundabouts specifically states that they "are not be considered to be a speed reduction measure as such, but are suitable for use as part of an urban traffic calming scheme". This indicates that should not be used as a traffic calming feature in their own right, but their use can be considered within a wider traffic calming scheme.</p> <p>It is considered that there is not sufficient traffic numbers, apart from possibly at occasional peak times, to justify a change of arrangement. Also, it is considered there is insufficient road space to provide a mini-roundabout without altering the existing road layout, to obtain the required entry and movement paths for vehicles. The same consideration would apply for a roundabout where greater deflection and turning circles would need to be accommodated.</p>

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9.	Double yellow lines had been painted on Dark Lane, but a few weeks later the road was resurfaced and the lines were covered up. Residents had been advised that engineers were unable to repaint the lines until the road surface was completely dry or the lines would discolour. Why had this situation been allowed to happen and what was being done to ensure it didn't happen again in the future.	Mr Aitken stressed his frustration at the situation and confirmed that the lines had been painted in March followed by road resurfacing a few weeks later. He added that they were aware that the programme of works were not quite right, but were looking at their processes and working with directly with Highways and incorporating working procedures.
10.	There is an issue with cars parking on Preston Street outside the Magistrates Court. Is it possible to take the verge back to create parking bays.	Mr Aitken indicated that Officers had looked at this issue and had concluded that the cars were providing a traffic calming measure for the road making it safer for other road users and pedestrians and if they were removed traffic speeds would increase.
11.	Traffic calming at Galton Drive. The area is used as a rabbit run by commuters and even though the matter had been raised several times with the Council nothing had been done to rectify the situation. The Council had failed to grit the bus route as it had said that not enough traffic was using it, this was due to traffic using the side roads instead.	Mr Aitken indicated that there was no evidence of speeding or excessive traffic using the route. He had looked at the comments and speeding readings have been taken, but he doesn't necessarily disagree that there was perception of speeding traffic on these roads. Councillor Durnell has requested further information on the date when the evidence was obtained. Mr Aitken liaising with Highways Officers to provide the information.
12.	A road adoption notice had been displayed on Belvidere Lane, but when he contacted Shropshire Council they had no record of the lane ever being adopted and their records show that the land was still owned by Galliers. He stated the cobbled footpath at the one end needed maintenance and he had been that the Council couldn't skim the path without the owners permission.	Response from Dan Simms: Belvidere Lane: I have checked with Highway Development Control who administer the adoption of streets and roads, they have no record of any proposal to adopt this route or any future plans to do so. Shropshire Council has carried out some surface dressing several years ago on Belvidere Lane (on a without prejudice basis) due to the usage of the lane by the school to access the playing fields and school premises, rather than under the highway remit.

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13.	Concern was raised over the quality of patching of roads around the County stating that the work carried out by contractors was substandard, and that resurfacing would have been a more appropriate option for some roads in the area.	Mr Aitken indicated that some roads would benefit from resurfacing work, but the Council has to prioritise workloads to ensure that highways were kept open. He added that the Council was looking at its processes in detail to reduce crossover of work with other services.
14.	Is the Neighbourhood Planning Vanguard a one off process?	Yes. Once the plan is in place and the referendum had been held the community were legally bound to adopt it. The plan could only be removed by revocation by the Secretary of State.
15.	Neighbourhood Planning Vanguard – Would residents have powers to affect the outcome of plans by large multinational companies such as Tesco.	Mr Berriman indicated that he knew it was frustrating for local residents when developments such as these are proposed, when communities feel they are inappropriate, but a neighbourhood plan has to conform with national planning guidance. It can however define the design of these types of developments within the neighbourhood plans and these wishes could be defended through the planning process.
16.	Neighbourhood Planning Vanguard – How much would the plans be limited, and is this detailed in the Bill.	The plan should be positive to development and growth, but may restrict the design of developments. For example, a plan could shape the type/style of a housing development, but can't reduce proposed number of houses proposed by Shropshire Council or refuse a development.
17.	Neighbourhood Planning Vanguard – Would there be an opportunity to micro manage site proposals.	There would be an opportunity to improve proposed development designs. Ordinarily, the Council would decide on build locations through SAMDEV, but communities may be able to decide on location and Officers would work with residents to shape their communities.
18.	Neighbourhood Planning Vanguard – Why is the Council not carrying out the proposed work.	The Council does not have the budget to micro manage communities to the level proposed within the Neighbourhood Planning Vanguard and it would be for the community to drive the process and set the agenda to take the matter forward.
19.	Neighbourhood Planning Vanguard – Could a conversation take place between a community group and businesses if an industrial site is vacant and want to discuss proposed developments.	It is important to engage with local businesses and also involve them in discussions over the development of the neighbourhood plan.

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20.	Neighbourhood Planning Vanguard – The 1 st Robertsford Scout Group built a hut on council owned land 40 years ago and they were concerned what would happen if the Council wanted to take the land back.	The neighbourhood plan could indicate that the scout group was an important community group and there was a proven need for it within the community. Mr Berriman suggested that the resident gets involved in the production of the plan to address issues like these. He also suggested that contact should be made with Tim Smith at Shropshire Council as he was responsible for Council Assets.
21.	Neighbourhood Planning Vanguard – UMACC is made up of 15/16 residents and they are volunteers. They are being asked to do a lot of work in their own time.	If a resident didn't want to get involved they didn't have to, but this would be a great opportunity to help plan and guide the community. A representative of UMACC stressed that the group were excited about the opportunity to help shape their community for the future, but stressed that the process was in its infancy. She encouraged residents to get involved in the process and indicated that UMACC were looking for new members with the next meeting being held on 9 th June 2011 at Baptist Church.
22.	Police – There was a problem with motorcycles with L plates on riding around Crowmere Road shops and using bus lanes.	Road policing teams have already received complaints about motorcycles with L Plates riding around Crowmere Road Shops and using bus lanes and that registration numbers were being taken and that the families of the offenders were being visited and educated on road safety. It was noted that at least 12 people had reported the problems and Police wanted to nip it in the bud.
23.	Police – Cycling Safety. A resident had witnessed 3 children initially riding down the pavement then proceeded to come off the pavement on to the road into oncoming traffic.	Cycling proficiency had been offered to schools, but they are reluctant to book the courses due to funding restrictions. There was also a problem with parents telling children to ride on the pavements as they are concerned over their safety when riding on the roads. Police recognised that there was a need to re-educate the parents as well as off the training for children.
24.	There is an issue with road safety for both child and adults. A suggestion was raised over the possible closure of some roads on a Sunday morning to provide a safe environment for children to ride their bikes.	The Council has no specific policies or plans regarding permanent homezones/shared space. They are a good idea in principal but expensive to amend existing infrastructure properly, and unless there was a specific pot of money such as from a development there is unlikely to be funding. We are unlikely to prioritise creation of a homezone through the LTP prioritisation process given current limited funding.
25.	A representative from St Winefred's R. C. Church addressed the meeting advising that they had almost completed the works on the Car Park, but stressed that they unhappy with the financial support received from the LJC.	The representative was advised to reapply to the LJC. Councillor Kenny stressed that the Baptist Church facilities had been made available to the wider community to use and had benefited many different sectors because of the improvements the funding had provided. It was noted that the car park was only taking vehicles off the road and was not for wider use.

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26.	Whitehall Medical Centre – There were several For Sale boards up around the Whitehall Medical Centre and clarification was requested on what was happening with the facility.	Councillor Kenny indicated that this may simply be down to the flats being for sale. There was no intention that the medical centre would be moving, but the offices earmarked for Council use may, or may not, be required. Following the meeting a resident provided the following clarification: I can confirm that the Whitehall Medical Centre is on-going, and that the 'for sale' notices refer to properties in the same building area.
27.	Future Agenda Item – Someone from Arriva and Cabinet Transport Portfolio to speak to the meeting on the updated bus strategy and to address a recurring question over the lack of an integrated bus route linking Monkmoor, Abbey and Underdale with Sundorne (Harlescott (retail and business parks) via the Telford Way Bridge.	To consider for a future meeting.