

**Committee and Date**

St Oswald & Llanymynech
Local Joint Committee

14th June 2011
7.00 pm

Item /Paper

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Public

ST OSWALD AND LLANYMYNECH LOCAL JOINT COMMITTEE**NOTES OF THE SPECIAL MEETING HELD ON 28TH JANUARY 2011 AT 2.30PM,
MEMORIAL INSTITUTE, PANT, OSWESTRY****PRESENT:****Members of the Committee:**

Councillor Arthur Walpole (Chairman)	Shropshire Council - Llanymynech
Councillor Mrs Joyce Barrow	Shropshire Council – St Oswald
Councillor David Lloyd MBE	Shropshire Council – Selattyn and Gobowen
Councillor Ron Argyle	Llanymynech Parish Council
Councillor Pam Broomby	Oswestry Rural Parish Council
Councillor Mrs Shelia Bruce	Kinnerley Parish Council
Councillor Dilys Gaskill	Llanymynech and Pant Parish Council
Councillor David Ward	Knockin Parish Council

Officers:

Peter Dunhill	Community Action Officer
Shelley Davies	Committee Officer (Notes)

Also Present:

Rt. Hon Owen Paterson	MP - North Shropshire
Councillor Keith Barrow	Leader – Shropshire Council
Martin Withington	Head of Transportation – Shropshire Council
Dave Gradwell	Highways Engineer - Shropshire Council
Serena Howell	Highways Agency
Darren Clark	Highways Agency
John Fairchild	Amey (Highway Contractor)

There were approximately 100 members of the public at the meeting.

39. Welcome and Introduction from the Chairman

The Chairman, Councillor Arthur Walpole welcomed those present to the meeting and introduced Owen Paterson MP and Councillor Keith Barrow, Leader of Shropshire Council, Members of the Committee and officers from Shropshire Council and Highways Agency.

40. Apologies for Absence

Councillor Trevor Davies (Selattyn and Gobowen).

41. Declarations of Interest

None

42. Highways Issues

(a) Current Status of the Pant and Llanymynech bypass

Serena Howell (Highways Agency) gave an update on the current status of the Pant and Llanymynech bypass, stating that the Highways Agency had been instructed by the Minister to stop developing a scheme for the bypass and the scheme was no longer included in the National Roads Programme. Serena Howell added that road safety on A483 was taken seriously by the Highways Agency and they work closely with Shropshire Council to resolve any issues.

Councillor Dilys Gaskill, in response stressed the need for the bypass stating that Llanymynech and Pant Parish Council would continue to their campaign, however, if a bypass was not possible in the foreseeable future major improvements were required on the road structure.

Rt. Hon Owen Paterson, MP referred to a previous meeting regarding the bypass and urged the Highways Agency not to delete the scheme from their list.

(b) Pedestrian Crossing(s) for the A483 at Pant

The Chairman explained that at a meeting held in Pant on 13th October 2009, the Local Joint Committee were informed by a representative from the Highways Agency that a pedestrian crossing in Pant was not justified. Following the meeting the Highways Agency looked at the issue again and concluded that there was no identifiable crossing point.

Serena Howell, in response stated that this had been looked at by Amey (Contractor used by the Highways Agency) in 2010 and the survey revealed that the number of people crossing was very low and they had liaised with Shropshire Council to identify a main place to cross. Serena Howell added that the Highways Agency would like to discuss this issue further with residents and the Parish Council to develop a scheme for a crossing but there is no guarantee that the scheme would be funded.

Councillor Dilys Gaskill noted two possible locations and agreed to arrange a meeting between the Parish Council and the Highways Agency to discuss this issue. Serena Howell agreed to this suggestion.

The Chairman hoped this would come to a positive conclusion as in the past numerous studies have been undertaken and when figures were provided by Shropshire Council we were informed that there is no suitable crossing point.

Councillor Keith Barrow agreed that the A483 in Pant was dangerous to cross and noted that Shropshire Council was in support of a pedestrian crossing, adding that ideal solution was a bypass but would be happy with a crossing in the interim.

John Fairchild (Amey) noted that he understood the frustration of the residents but stated that safety records were taken into account when funding such schemes and they required information for the location where a pedestrian crossing was needed.

The Chairman agreed to pass suitable locations on to John Fairchild at the end of the meeting.

In response to questions from Members of the Public, Darren Clark (Highways Agency) agreed to look at issues in relation to the constant need to repair the gullies on the A483 through Pant and Llanymynech and the need for the footpath width to be increased.

(c) Llynclys Village Cross Roads

(i) Protection (bollards) for the bus shelter

The Chairman stated that the bus shelter at the Llynclys Cross Roads had been demolished on 4 occasions in recent years and asked if bollards could be erected for protection.

Serena Howell explained that the Highways Agency were aware of 2 previous incidents, which were investigated on site. Serena Howell went on explain that due to new guidance any bollards erected would have to be 'passively safe' and collapse on impact, therefore would not give the bus shelter any protection.

Councillor Ron Argyle stressed the need to protect the bus shelter noting that it was lucky that no one had been using the bus shelter when the previous incidents had occurred. It was suggested by the Chairman that the Highways Agency officers meet members of the Parish Council on site to move this issue forward. Darren Clark agreed to this suggestion.

Rt. Hon Owen Paterson MP stressed the importance of recording incidents and urged resident to record the details of all incidents.

(ii) Speed limit implementation on A483 and A495

The Chairman asked whether the 40mph speed limit could be extended over the Llynclys Cross Roads.

Darren Clark explained that he had discussed this issue previously with the Police and was informed that they would support a 50 mph limit but not a 40mph limit. It was added that the Highways Agency require the support of the Police to implement a new speed limit.

In response to a request from the Chairman, Serena Howell agreed to put in writing the Department for Transport (DFT) requirement of Police support to alter a speed limit. Rt. Hon Owen Paterson stated that he would write to the Chief Constable on this issue.

Dave Gradwell (Shropshire Council) stated that he felt it would make sense to increase the 40mph speed limit on the A495 to the Cross Roads and agreed that Shropshire Council would put forward a scheme for consideration.

In response to further queries relating the Llynclys Cross Roads, Darren Clark agreed to look at:

- Visibility of road markings
- Visibility of kerb on A483
- Width of the bridge just past Cross Roads towards Oswestry

A member of Oswestry Rural Parish Council noted that road users were avoiding the Cross Roads and using roads such as Church Lane, Morton which

create additional safety issues.

(d). A495 (B4396) Llynclys Cross Roads to Welsh Border

(i) Extension of the 40 mph speed limit

The Chairman invited Alison Gregory (Resident, Porthywaen) to explain the situation in Porthywaen and the need to extend the 40 mph speed limit from Dolgoch to Porthywaen .

Alison Gregory stated that she had lived in the village for 35 years and explained that the road had become very dangerous due to an increase in traffic and speed of vehicles. It was added 2 lorries and 5 cars had ended up in her garden during the time she had lived there and the situation was getting worse with some vehicles travelling over 100mph on a village road with poor visibility.

The Chairman noted the hazards that the mixture of vehicles on the road, such as lorries from nearby animal feed mills and motorbikes cause.

Ron Argyle thanked Alison Gregory on behalf of the Parish Council for all the information she has collated on this issue and stated that the data shows that the average vehicle is less than 60mph but there are still a vast number of vehicles travelling over 60mph.

In response to the request for solid white lines at Glanyrafon, Dave Gradwell explained that this location would not meet the criteria but the option to install warning signs would be looked into.

Councillor Keith Barrow accepted that the speed limit is needed and gave assurances that a costing for the work would be done.

(ii) Response to the current case for a Village speed limit through Porthywaen.

Councillor Keith Barrow reported that although Porthywaen does not fit the requirement for a Village Speed Limit it does qualify under the rural speed limit criteria and agreed that Shropshire Council would progress a speed limit as quickly as possible.

Martin Withington (Shropshire Council) explained why a village speed limit could be justified in Porthywaen, but agreed that Shropshire Council would look at the introduction a rural speed limit.

Rt. Hon Owen Paterson MP noted that in Holland some small villages used arches and flower boxes to indicate to drivers they were entering a village.

(e) A483 Maesbury Road Junction

The Chairman asked whether there was a scheme to improve this junction.

John Fairchild explained how schemes for the A483 were funded and noted that a bid for work to this junction had not been successful and the Highways Agency would look to resolve issues in other ways.

Councillor Joyce Barrow stressed how dangerous this junction was and noted that road users go on to the round about at Mile End to avoid using the junction.

Councillor Pam Broomby added that because a number of the incidents at the junction do not involve injuries the incidents are not being recorded.

It was suggested that removing of the option for vehicles to turn right into the Industrial estate when south from travelling from Mile End, Oswestry would make the junction safer.

John Fairchild agreed to look at this issue immediately. Martin Withington noted that this would disadvantage people from Maesbury but if they were in support he could not see a problem in removing the option to turn right. Councillor David Ward suggested that the Parish Council be consulted on this issue.

Councillor Joyce Barrow noted an additional problem regarding satellite navigation devices directing lorries through Maesbury which then have to cross the junction to the Industrial Estate.

A member of the public felt that the main issue at this junction was speeding and a speed camera by the Sweeney Hall would resolve the issue. It was added that the bypass should had been a dual carriageway.

(f) A482 Information on implications of Wind Farm Traffic, including a possible lay-by at Llynclys

Serena Howell reported that there was no current wind farm application to be considered by Powys County Council and that no major issues arose during the 'dummy runs'.

Martin Withington added that there is a traffic management plan outline which would be looked at in detail when developers put in an application.

Councillor Dilys Gaskill stated that the Parish Council were aware that one application for a wind farm outside Carno had been approved by Powys County Council.

The Chairman asked Serena Howell to look into this issue further.

(g) Other issues raised from the floor

It was noted that Vehicle Activated Signs (VAS) work effectively. Serena Howell agreed to look at possibility of a VAS on the A483.

The Chairman thanked everyone for attending the meeting and asked Members of the public to use the blue question sheets if they had further questions to be answered.

43. Date of Next Meeting

The Chairman announced that the next meeting will be held on 1st February 2011 at Bryn Offa Primary School, Pant

The meeting ended at 4.20 p.m.

Chairman: _____

Date: _____