

**SEVERN LOOP LOCAL JOINT COMMITTEE -  
COMMENTS & QUESTIONS ARISING  
FROM THE MEETING HELD ON THE 27TH JANUARY 2010**

0.	COMMENT / QUESTION / ISSUE	RESPONSIBLE OFFICER	RESPONSE
1.	RIVER AND QUARRY - BOTH FOR RESIDENTS TO ENJOY AND TO ATTRACT VISITORS AND SO CONTRIBUTE TO THE VITALITY OF THE TOWN CENTRE.	-	COMMENT NOTED.
2.	AN OPPORTUNITY FOR THOSE PRESENT TO PUT FORWARD IDEAS FOR PROJECTS.	-	COMMENT NOTED.
3.	MEASURES AGAINST FLOODING	-	FUTURE AGENDA ITEM?
4.	COULD THE SIGN ON THE THEATRE HAVE SOME COLOUR ON IT?	GEORGE CANDLER	<p>THE DEVELOPMENT PROCESS FOR THE THEATRE SEVERN LOGO AND IN PARTICULAR THE SIGNS ON THE FRONT OF THE BUILDING WERE SUBJECT TO MUCH SCRUTINY AS THE BUILDING IS WITHIN A CONSERVATION AREA AND ALL SIGNAGE WAS SUBJECT TO THE PLANNING PROCESS.</p> <p>THE PLANNING AUTHORITY WAS KEEN THAT THE LOGO DID NOT CREATE A VISUAL INTRUSION BUT SIMPLY GAVE THE BUILDING AN IDENTITY. YOU WILL BE AWARE THAT THE FIRST SIGNS INSTALLED ON THE RIVERSIDE BY THE CONTRACTORS WERE DIFFICULT TO READ.</p> <p>FOLLOWING FURTHER CONSULTATION WITH THE PLANNING AUTHORITY A DARKER COLOUR WAS UTILISED. ON A SLIGHTLY DIFFERENT POINT AT NO TIME DURING THIS PROCESS WAS A COLOUR SUGGESTED AS IT WAS THE WISH THAT THE LOGO</p>

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			COULD BE UTILISED IN A VARIETY OF COLOURS AND NOT BE KNOWN BY ONE SINGLE COLOUR. IF A COLOUR HAD BEEN USED ON THE SIGNAGE ON THE BUILDING A COLOUR WOULD HAVE BECOME SYNONYMOUS WITH THE LOGO. I SHOULD ALSO ADD THAT ANY CHANGES TO THIS SIGNAGE WOULD HAVE TO GO THROUGH THE DUE PLANNING PROCESS AND WOULD BE VERY EXPENSIVE TO REPLACE.
5.	PARKING AT THE THEATRE, COULD A VOUCHER SYSTEM BE INCLUDED WITH THE PURCHASE OF YOUR TICKET?	GEORGE CANDLER	SOME THEATRES DO OFFER PATRONS THE OPPORTUNITY TO PURCHASE CAR PARKING TICKETS AT THE SAME TIME AS THEIR THEATRE TICKETS, THESE CAR PARKS ARE ALMOST ALWAYS SUBJECT TO PARKING BY THE HOUR OR SESSION CHARGES AND ARE USUALLY OVER £5.00. WHEN WE WERE PLANNING THE THEATRE THIS PROCESS WAS LOOKED AT BUT IT WAS DECIDED THAT AS THE FRANKWELL CAR PARK IS NOT SUBJECT TO A CHARGE AFTER 8PM IT WOULD BE DIFFICULT TO OFFER A PARKING TICKET AND DIFFICULT FOR THE CAR PARK PATROLS TO MONITOR. SHOULD PARKING CHARGES EVER BE INTRODUCED FOR AFTER 8PM WE WOULD OF COURSE REVIEW THE CURRENT SITUATION.
6.	COULD WE HAVE 5 MEETINGS PER YEAR?	COMMUNITY WORKING TEAM / LOCAL JOINT COMMITTEE	IT IS A LOCAL DECISION WHETHER THE LJC MEET 5 TIMES PER ANNUM - THEY ARE CONSTITUTED TO MEET 4 TIMES BUT IT IS WITHIN THEIR GIFT TO MEET MORE IF THEY SO WISH.
7.	SUPPORTED LIVING - IS THIS BECAUSE SUPPORTING PEOPLE GRANTS/BUDGETS ARE	LAURA ROWLEY	RESPONSE AWAITED.

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	<p>BEING REDUCED.</p> <p>CAN WE SEE THE FIGURES REGARDING SHROPSHIRE PROVIDING VALUE FOR MONEY AS THIS SCREEN DISAPPEARED VERY QUICKLY?</p>		
8.	WHO CAN WE SPEAK TO HAVE SOME IDEAS OF WHAT MAY BE AVAILABLE FOR YOUNGSTERS WHERE NO FACILITIES ARE AVAILABLE?	RUTH MANSFIELD / MAX WINCHESTER / ANDREW WAGNER	LOCAL MEMBERS AND COMMUNITY WORKING TEAM AVAILABLE TO DISCUSS.
9.	RATHER THAN PUT IT AT THE END OF THE AGENDA, PLEASE PUT THE BUS ROUTE FOR NO7 COTON HILL EARLIER SO IT CAN ACTUALLY BE DISCUSSED. ALSO CAN WE HAVE ANOTHER MEETING WITH ANDY GOLDSMITH AND MAX WINCHESTER TO REVIEW THIS?	ANDY GOLDSMITH	THE COMMITTEE ARE KEEN TO PROVIDE SPACE ON THE AGENDA TO DISCUSS A WIDE RANGE OF ISSUES AFFECTING THE COMMUNITY. SERVICE 7 WAS DISCUSSED IN LENGTH AT A PREVIOUS MEETING AND CLLR MAX WINCHESTER HAS AGREED TO MEET WITH LOCAL RESIDENTS TO DISCUSS THIS MATTER OUTSIDE OF THE LJC.
10.	WHY PAY FOR MEETING ATTENDANCE AS THEY ALWAYS START PRIOR TO 2000 HOURS?	ANDY GOLDSMITH	COMMENTS NOTED. AS A RESULT, ARRANGEMENTS HAVE BEEN PUT IN PLACE FOR PARKING PERMITS TO BE MADE AVAILABLE TO THOSE ATTENDING FUTURE MEETINGS OF THE SEVERN LOOP LOCAL JOINT COMMITTEE AT THE GUILDHALL.
11.	RELATING TO SEVERN LOOP MEETINGS AT GUILDHALL, COULD CAR PARKING CHARGES PLEASE BE CLARIFIED? IF ONE ARRIVES EARLY FOR THE GUILDHALL MEETING, (EG 6.45 PM) THE CHARGE IS £2; ARRIVING LATE (IE AFTER	ANDY GOLDSMITH	SEE RESPONSE TO 10.

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	7 PM SAVES £1		
12.	WHY SHOULD WE HAVE TO PAY TO PARK TO COME TO THESE MEETINGS?	ANDY GOLDSMITH	SEE RESPONSE TO 10.
13.	HOW DO THEY MANAGE TO GET A POLICE OFFICER TO THESE MEETINGS BUT NEVER ROUND TO BELLE VUE ROAD?	LOCAL POLICING TEAM	THE LJC COVERS SEVERAL LOCAL POLICING TEAM AREAS AND CONSEQUENTLY OFFICERS ARE ABLE TO ATTEND AND COVER ISSUES ON AREAS OTHER THAN THEIR OWN. THIS REDUCES THE NUMBER OF OFFICERS HAVING TO ATTEND THE MEETING AND SO INCREASES THE TIME THEY HAVE ON THEIR AREAS. BELLE VUE IS OF COURSE A VERY WELL PATROLLED AREA, AS IT IS ON A MAJOR ROUTE. UNLESS AN INDIVIDUAL IS SAT WATCHING THE AREA AT ALL TIMES, THEY WILL OF COURSE NOT BE AWARE OF THE NUMBER OF PATROLS THAT ARE IN THE AREA. THERE IS LITTLE THAT CAN BE DONE TO PROMOTE THE PATROLS WE ARE DOING ANY MORE THAN WE ARE, AS THE OFFICERS SHOULD ALWAYS BE WEARING HIGH VIS JACKETS.
14.	A FORMAL REQUEST THAT SEVERAL RESIDENTS ASSOCIATIONS BE INVITED TO ATTEND LJC MEETINGS, AS PROVIDED FOR IN THE ORIGINAL BUSINESS CASE, AND THAT EFFORTS BE MADE TO FOSTER ASSOCIATIONS WHERE THEY DO NOT CURRENTLY EXIST.	COMMUNITY WORKING TEAM	MATTER IN HAND WITH COMMUNITY WORKING TEAM.
15.	THE PRODUCTION OF A PAPER ON THE BUDGET APPLICATION / APPROVAL	RUTH MANSFIELD	

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	PROCESS. IS THERE DISCUSSION WITH THE APPLICANT TO RESOLVE DIFFICULTIES? HOW CAN THE ISSUE OF LOCAL FACILITY / GENERAL USE BE RESOLVED WHEN THIS PARTICULAR LJC BY ITS GEOGRAPHY HAS FACILITIES USED BY 'OUTSIDERS' (SIC).		
16.	PARKING IN TRINITY STREET / BYNNER - THERE ARE MORE CARS THAN SPACES ON THE ROADS AND SEVERAL COMMERCIAL VANS BELONGING TO RESIDENTS ARE ALSO PARKED ON THESE ROADS. CAN THE COUNCIL HELP RESIDENTS IDENTIFY AREAS THAT COULD BE DEVOTED TO CAR PARKING, ESPECIALLY OVERNIGHT AND WEEKENDS (PROVIDED BY BESFORD HOUSE AT PRESENT).	DAVID ROBERTS ENVIRONMENTAL ENFORCEMENT	RESPONSE AWAITED
17.	CAN DELIVERIES IN TOWN NOT BE RESTRICTED TO A CERTAIN TIME EG 7 AM TO 9 AM TO PREVENT TRAFFIC CONGESTION IN TOWN?	TRAFFIC MANAGEMENT AND REGULATION TEAM	IF WE WERE TO CONSIDER RESTRICTING DELIVERIES TO THE TOWN CENTRE TO CERTAIN TIMES OF THE DAY WE WOULD NEED TO SEEK THE SUPPORT OF THE BUSINESS COMMUNITY. WITHIN THE TOWN CENTRE LOADING BAYS HAVE BEEN PROVIDED ON ALL THE MAIN ROUTES AND LOADING RESTRICTIONS HAVE BEEN PLACED ON THE ROAD. THE LOADING RESTRICTIONS VARY FROM NO LOADING AT ANY TIME TO LOADING RESTRICTIONS AT SPECIFIC TIMES OF THE DAY. WE FEEL THAT THIS APPROACH IS BENEFICIAL AS THE

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			<p>RESTRICTIONS PREVENT LOADING ON ROADS WHERE, AND AT TIMES WHEN, TRAFFIC FLOWS ARE HIGH. IN DEVELOPING PROPOSALS TO MANAGE TRAFFIC FLOW THROUGH THE TOWN CENTRE WE HAVE TO BE MINDFUL OF SAFETY AND CONGESTION ISSUES AS WELL AS THE POTENTIAL IMPACT ON THE BUSINESSES. WE FEEL THAT THE CURRENT APPROACH TO LOADING RESTRICTIONS, SUPPORTED BY ENFORCEMENT, WITHIN THE RIVER LOOP PROVIDES AN APPROPRIATE COMPROMISE BETWEEN THOSE ISSUES.</p>
18.	<p>TRAFFIC FLOW ALONG COTON HILL / ELLESMERE ROAD AND LACK OF PRIORITY UNDER RAILWAY BRIDGE.</p>	<p>TRAFFIC MANAGEMENT AND REGULATION TEAM</p>	<p>THE COUNCIL APPRECIATES THE DAILY ISSUES THAT RESULT FROM THE MANAGEMENT OF TRAFFIC AROUND THE TOWN CENTRE CAN CAUSE, PARTICULARLY ON COTON HILL AND ELLESMERE ROAD. HOWEVER, AS YOU MAY BE AWARE, SHREWSBURY TOWN CENTRE HAS 3 PRINCIPAL ENTRY AND EXIT POINTS – ENGLISH BRIDGE, WELSH BRIDGE AND THE CASTLE FOREGATE GYRATORY (CASTLE FOREGATE/CHESTER STREET/CROSS STREET). EACH HAS AN IMPACT ON THE OTHER AND IN PARTICULAR SMITHFIELD ROAD. THIS ROAD FORMS PART OF A WIDER GYRATORY FOR TRAFFIC ENTERING AND EXITING THE TOWN VIA THE ENGLISH BRIDGE. ALSO, IT IS THE LINK FOR TRAFFIC FLOW TO AND FROM THE WELSH BRIDGE AND THE CASTLE FOREGATE GYRATORY. AS A RESULT THE CASTLE FOREGATE GYRATORY ATTRACTS HIGH LEVELS OF TRAFFIC AND OCCASIONAL</p>

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			<p>CONGESTION AS IT ACCOMMODATES TRAFFIC FROM 2 FEEDER ROUTES INTO TOWN (ELLESMERE ROAD AND THE ROAD FROM THE HEATHGATES ROUNDABOUT) AS WELL AS TRAFFIC FROM SMITHFIELD ROAD. FURTHER, THE BRIDGE OVER CROSS STREET IS SUCH THAT HIGHER SIDED VEHICLES SUCH AS BUSES HAVE TO NEGOTIATE THE BRIDGE BY TRAVERSING THE LANES; THIS CAN RESTRICT FREE FLOWING TRAFFIC WHICH WISHES TO EXIT TOWARDS DITHERINGTON ROAD. AS A RESULT TRAFFIC CAN TAIL BACK ALONG COTON HILL AND ELLESMERE ROAD.</p> <p>OVER THE YEARS THERE HAVE BEEN A NUMBER OF STUDIES TO TRY TO IMPROVE THE TRAFFIC FLOW AROUND THE CASTLE FOREGATE GYRATORY. THE FLOW OF TRAFFIC THROUGH AND AROUND THE TOWN CENTRE AS A WHOLE NEEDS TO BE CONSIDERED AND CURRENTLY A FEASIBILITY STUDY INTO GREATER COORDINATION BETWEEN THE INDIVIDUAL JUNCTION TRAFFIC SIGNALS IS BEING UNDERTAKEN. HOWEVER, THE GENERAL GEOGRAPHY AND RESULTING ROAD NETWORK IN AND IMMEDIATELY AROUND THE TOWN CENTRE DOES RESTRICT IMPROVEMENTS THAT CAN BE CONSIDERED. IT IS ANTICIPATED THAT THE NORTH WEST RELIEF ROAD WILL WHEN CONSTRUCTED SHOULD HAVE A SIGNIFICANT BENEFICIAL IMPROVEMENT ON TRAFFIC FLOW THROUGH, AND AROUND, THE TOWN CENTRE, BY REDUCING THE DEMAND FROM</p>

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			TRAFFIC WISHING TO GET FROM THE WESTERN SIDE OF THE TOWN TO THE NORTHERN SIDE.
19.	LAURA ROWLEY WAS INTERESTING AND EFFICIENT, BUT I DO NOT THINK THAT THE BUDGET CONSULTATION WAS AN APPROPRIATE AGENDA ITEM FOR AN LJC MEETING. I THOUGHT WE WERE SUPPOSED TO BE CONCENTRATING ON OUR COMMUNITY. WAS THE COUNCIL BEING OPPORPTUNISTIC? IT MEANT THAT WE HAD LITTLE TIME FOR NEIGHBOURHOOD ISSUES.	LAURA ROWLEY / COMMUNITY WORKING	COMMENTS NOTED.
20.	WE HAVE NOT GOT THE PROCEDURE RIGHT FOR CONSIDERING GRANT APPLICATIONS. SURELY THE RESIDENTS SHOULD HAVE THE OPPORTUNITY FOR A DISCUSSION (AND POSSIBLY EVEN VOTE AS TO WHETHER THEY SHOULD GO FORWARD) BEFORE THE COMMITTEE CONSIDER THEM. LAST WEEK THE DISCUSSION WAS NOT FACILITATED, THERE WAS TOO LITTLE TIME. IT FELT AS THOUGH WE WERE BEING PRESENTED WITH PRE-DECIDED DECISIONS.	ANDY GOLDSMITH	<p>THE SEVERN LOOP LJC IS A FORMAL COMMITTEE OF SHROPSHIRE COUNCIL AND THEREFORE IT IS ONLY ELECTED MEMBERS OF THE COMMITTEE WHO CAN VOTE ON APPLICATIONS SUBMITTED. IT WOULD BE 'ULTRA VIRUS' FOR NON ELECTED RESIDENTS TO VOTE.</p> <p>GIVING RESIDENTS THE OPPORTUNITY TO COMMENT ON THE APPLICATIONS WOULD BE APPROPRIATE AND THIS IS SOMETHING THAT THE COMMITTEE WILL CONSIDER.</p>
21.	I THINK THE RESIDENTS NEED TO HAVE INFOMRATION ON THE PRINCIPLES OF THE COMMITTEE HAS ESTABLISHED FOR CONSIDERING THE GRANT APPLICATIONS. I	ANDY GOLDSMITH / MANSEL WILLIAMS	ULTIMATELY IT IS FOR THE COMMITTEE TO DETERMINE THE PRIORITIES FOR THE LJC. FUNDING DECISIONS ARE GUIDED BY THE SHROPSHIRE COUNCIL FINANCIAL RULES AND PROCEDURES FOR LJCS (AVAILABLE ON LINE).



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	<p>THINK THE COMMITTEE HAS A PARTICULARLY DIFFICULT JOB IN THIS PARTICULAR LJC, SINCE THE TOWN CENTRE BELONGS TO ALL SHREWSBURY RESIDENTS AND IS USED BY PEOPLE FROM THE WHOLE COUNTY. HENCE, I THINK THAT OUR GRANT APPLICATIONS ARE IN A DIFFERENT LEAGUE THAN THOSE FROM OTHER LJCS. FOR EXAMPLE, THE SHREWSBURY CANOE CLUB AND SHREWSBURY ARK ARE BOTH MUCH WIDER THAN OUR COMMUNITY, AND ARE PROBABLY USED BY 'OUTSIDERS' THAN BY LOCAL RESIDENTS. WHY ARE WE FUNDING THEM WITH OUR LOCAL MONEY? THE SAME WILL BE TRUE FOR AN APPLICATION WE (STCRA) ARE PLANNING, TO INCREASE SEATING ON THE RIVERSIDE. COULD YOU EXPLAIN YOUR THINKING ON THIS, PERHAPS USING EXAMPLES FROM OTHER LJCS.</p>		<p>THIS GUIDANCE STATES THAT GRANT FUNDING SHOULD BE FOR SMALL SCALE LOCAL PROJECTS FOR AN ACTIVITY WITHIN THE GEOGRAPHICAL AREA OF THE LOCAL JOINT COMMITTEE AND MUST BENEFIT THE WIDER COMMUNITY, NOT ONE EXCLUSIVE ORGANISATION OR GROUP. IN THIS REGARD THE FUNDING IS NOT FOR THE EXCLUSIVE BENEFIT OF THE RESIDENTS WITHIN THE LJC COMMUNITY.</p> <p>THE SEVERN LOOP LJC IS NOT IN A UNIQUE SITUATION AND IS SIMILAR TO LJCS IN THE SHROPSHIRE MARKET TOWNS.</p> <p>A FULL LIST OF APPROVED SCHEMES CAN BE FOUND ON THE SHROPSHIRE COUNCIL WEBSITE AND INCLUDE SUCH THINGS AS WEM ANGLING CLUB, DRAYTON SPORTS AND LEISURE CLUB, OSWESTRY PUBWATCH, BRIDGNORTH AND DISTRICT ARTS SOCIETY, ALL OF WHICH ASSIST THE WIDER COMMUNITY THAT JUST THOSE RESIDENTS WITHIN THE LJC AREA.</p> <p>MEMBERS OF THE COMMITTEE ALSO HAVE SOME CONCERNS IN RESPECT OF AN APPARENT FUNDING DISCREPANCY FOR THE AREA COVERING THE SEVERN LOOP AREA. IT IS LIKELY THAT THIS WILL BE REVIEWED AS PART OF THE CORPOPRATE REVIEW OF LOCAL JOINT COMMITTEES.</p>
22.	<p>PERHAPS RESIDENTS ALSO NEED ADVICE ON THE TYPES OF ISSUES THAT ARE APPROPRIATE</p>	<p>ANDY GOLDSMITH / MANSEL WILLIAMS</p>	<p>IT IS RECOMMENDED THAT RESIDENTS DISCUSS ISSUES THAT THEY ARE CONSIDERING RAISING AT THE LJC WITH THEIR</p>

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	FOR AN LJC MEETING WHICH SHOULD BE DEALT WITH VIA THE LOCAL COUNCILLOR. IT IS SUCH A WASTE OF TIME LISTING TO VERY LOCAL ISSUES THAT ARE OF LITTLE INTEREST TO MOST OF THE PARTICIPANTS.		<p>LOCAL COUNCILLOR PRIOR TO THE MEETING TO DISCUSS WHETHER THE LJC PROVIDES THE BEST SETTING FOR A DISCUSSION ON THOSE ISSUES.</p> <p>THE LJCS ARE DESIGNED AS A FORUM FOR RESIDENTS TO RAISE LOCAL ISSUES AND WITH A COMMUNITY COVERING PORTHILL, BELLE VUE, COTON HILL AND THE TOWN CENTRE THERE WILL BE ISSUES RAISED THAT WILL BE MOST RELEVANT TO A VERY LOCAL COMMUNITY.</p>
23.	SPEED LIMITS ARE OF GENERAL CONCERN. I AM IN FAVOUR OF A DISCUSSION ON ANNE CHEBSEY'S SUGGESTION OF A ROVING SPEED FLASHING DEVICE	-	<p>SHROPSHIRE COUNCIL HAS DEVELOPED A NEW POLICY ON VEHICLE ACTIVATED SIGNS AND THIS WOULD ENABLE THE LJC TO FUND A SIGN TO BE USED AT THREE LOCATIONS.</p> <p>THIS IS SOMETHING THE COMMITTEE MAY WISH TO CONSIDER.</p>