

Speed Reduction Schemes- current position.

ORPC has allocated £60,000 from unallocated reserves to fund schemes at Coed-y-Go, Nantmawr and Morton, and has agreed to staged payments in advance.

- Coed-y-Go

Ffion Horton has been asked several times for a schedule for Coed-y-Go (note Cllr J Barrow advised in an email 27/4/23 that the programme would be with the Council the following week). At the time of the meeting no programme had been received.

Noted that following recent flooding in Coed-y-Go it was understood that some drainage work was to be undertaken by Shropshire Council – recommended that Shropshire be asked to do both pieces of work at the same time – drainage and any speed reduction.

- Nantmawr and Morton

Ffion Horton has also been asked several times about Nantmawr and Morton schemes to determine when these might be progressed. There has been no response.

Representatives from Llanyblodwell Parish Council advised that they had received a small CIL allocation and would be considering what it might be used for. One suggestion was a contribution to the speed reduction scheme.

Post Speed Reduction Schemes

Speed reduction is considered to be a first stage in trying to deal with traffic travelling at what is considered to be unsuitable speeds on country roads. However also noted that a key to this is enforcement which at times the Police seem reluctant to do.

Consideration given to some initiatives which might follow including VAS installation (which might be funded by the PCC, and/or local CIL funding.) Information had been received from Deb Rood Commissioning Assistant PCC:

We have a fund called the Commissioner’s Community Fund (CCF) which is accessible by the public and can be utilised for a variety of initiatives including Road Safety (such things as village gates, vehicle activated signs, Speed indicator devices etc.) I have attached the Policy and Procedures document which provides more detail about this scheme including what can/can’t be funded. The 2023-24 scheme will run from 1 April 2023 until 31 March 2024 and all approved funding must be spend within that time frame. Once you have completed an application form (attached) you will need to send it to grants@westmercia.police.uk along with any supporting documentation (quotations/local authority approval etc.) We will then forward it to the Superintendent for Shropshire (Stuart Bill) for his consideration and approval. If approved by the Superintendent, you will be sent a grant offer letter and a grant acceptance form to sign and return at which point someone from Force Finance will contact you about arranging payments.

Advice from Llanyblodwell that experience showed that only one application per council might be expected. Further advised that they would be relocating a VAS between Bryn Melyn and Dolgoch to

maximize its impact and make best use of their limited resource. Suggested that future VAS signs be designed to be used in different locations as needed.

Noted that the 2013 Road Safety Policy from Shropshire Council was out of date and not implemented as written. SALC is working with Shropshire to revise and update this.

Noted that a new policy on VAS signs was in process of being written to harmonize various understandings around purchase and installation of signs by and for Parish Councils.

Report received on Trefonen Speed watch, where volunteers are awaiting training. When trained it might be possible to use volunteers in other areas to monitor speed. Noted that a driver caught speeding would be sent a warning letter (and this could be from an offence anywhere in the country) and the third such letter would result in penalty points being awarded.

Discussion on psychological deterrents to speed on the approach to villages and hamlets, such as gates and other visual cues which exacerbate the impression of speed. Noted that PCC funds could be used for suitable schemes.

Speed cameras as a last resort could only be installed with the advice and agreement of the Police.

Agricultural Vehicles.

Noted continuing complaints about the damage being caused by agricultural vehicles, verges being encroached on, and the damage caused at Blodwell Bank.

Recommend ORPC write again to Shropshire Council, highlighting Blodwell Bank and the movement of vehicles from Trefarclawdd Farm in apparent contradiction to the condition for the planning consent.

HGV's using Aston Gates.

Derek Buchanan Traffic Engineering Manager wrote to Mr and Mrs Jones (28/3/23) as follows:
We are aware of this signage request and has been added to our programme list of sites to look at. This request will be dealt with on a priority basis, in line with available funding and resource. Unfortunately, current service needs and demands far outweigh our available budgets and as such need to prioritise what we do, with our main focus at the moment on safety/ accident-related sites. We have had a look however at the site/ issue and agree that additional signage will help the situation. With the A5 under the jurisdiction of National Highways we have also already been in touch with them to discuss/ allow additional signage to be erected on the A5.

I should be able to confirm in the next 3 to 4 weeks as to what priority this will have in our programme of work moving forwards and whether this can be included in our programme for 2023/24. In the event that we cannot fund this in 2023/24 from our limited traffic engineering budget/ funding pot), we will then include this request as part of the new Place Plans being developed, which will look at/ consider other funding opportunities and from a more local perspective/ priority. Oswestry Rural Parish Council has also confirmed and supported this request. I hope this addresses your enquiry at this stage, but please let me know if you have any further queries, and again apologise for the delay in responding

Recommended ORPC write asking for a position statement.

Place Plans

Disappointment expressed at the continuing delay in receiving the updated place plans. It had been hoped that this meeting could look at road schemes (such as the matter identified by Mr Buchanan which might be included in the place plan.)

Clarification needed on the actual start date for the 12-week engagement from Shropshire on place plans.

Speeding Morda

Further complaint about speeding in Morda past the school which is a 20mph zone. Shropshire Council had installed speed bumps, but this did not seem to affect some drivers.

Recommended that ORPC write to the school for any evidence of concern there, but also to Shropshire Council to draw attention to the complaints.

Noted that there is a VAS in the area which only works intermittently. Need to check who is responsible for it and have it repaired.

Consideration of additional VAS as part of the Plan Plan refresh.

Weston Road

Noted that Shropshire did not consider the road to warrant reduction to 20mph (further noted lack of enforcement from the Police), despite the concerns of residents, the increasing development along the road, the amount of traffic using the road in both directions, and the number of cyclists and walkers accessing places of employment on the Industrial Estate.

Further action to be considered.

Local Cycling and Walking.

Cllr J Davies had attended a meeting in Oswestry regarding walking and cycling and advised of suggestions that Penylan Lane or parts of it be closed to vehicular traffic. Possible 40mph to be brought in for Oswestry-Trefonen Road to facilitate walking and cycling.

Llyncllys Crossroads

Llyncllys Crossroads has long been known to local residents as an 'accident hotspot' and the Parish Council recently had the opportunity to meet with representatives of National Highways to discuss the outcomes of the recent safety study.

Llanyblodwell Clerk, Amy Jones, attended the meeting, along with Helen Morgan MP, Shropshire Councillor Vince Hunt and the Clerk and Chair of Llanymynech and Pant Community Council.

The meeting focused on the Safety Study commissioned by the National Highways Route Manager for Shropshire to assess possible traffic signal or roundabout options for consideration at A483 Llynclys junction following requests from stakeholders. The outcome concluded that the four options developed and modelled do not represent value for money and recommended that no further development of these options is undertaken. They confirmed that the junction continues to be monitored via the annual collision analysis for the Midlands region and if the collision numbers or severity increase further investigation be undertaken to see if further improvements are justified.

The safety of the bus stop at the junction was raised, a long-standing concern for the Parish Council, as it is used by secondary school children on a daily basis. National Highways confirmed that there is work currently in the pipeline to improve this. The issue of reduced visibility when exiting the B road was also raised and National Highways confirmed that a further safety study would need to be carried out to look into how this could be improved, now that larger scale projects have been ruled out.

The following points were put forward to National Highways for consideration:

- Improved signage and road markings to help drivers understand the junction more clearly.
- Addressing the risk that undertaking and flashing poses.
- The speed of traffic travelling on the A495 through the junction and whether this could be dropped to 30mph.
- Engineering options including the possibility of a raised area where pedestrians can safely cross.
- The possibility of a speed camera.
- Improved lighting around the junction.

National Highways confirmed that they will explore the option as the aim is to find a solution that is achievable and will reach the desired outcomes.