

# *Leebotwood and Longnor*

## *Parish Plan*



*Prepared by the Leebotwood and Longnor Parish Plan Steering Group.*

*September 2014*

### **Contents**

## ***Introduction***

<b><i>1. Overview of Survey report</i></b>	<b><i>Page 6</i></b>
<b><i>2. Housing and Development</i></b>	<b><i>Page 8</i></b>
<b><i>3. Transport, Traffic and Road Safety</i></b>	<b><i>Page 9</i></b>
<b><i>4. Environment and Services</i></b>	<b><i>Page 15</i></b>
<b><i>5. Surroundings and the Countryside</i></b>	<b><i>Page 19</i></b>
<b><i>6. Information, Communications and Village Halls</i></b>	<b><i>Page 21</i></b>

## ***Action List***

## Introduction

The existing Parish Plans for Leebotwood and Longnor were produced during 2004 and 2005 by the Vital Village Committees set up for each village, and were issued in late 2005. This was followed in May 2010 by a public consultation at the Annual Parish Meeting of the Leebotwood and Longnor Parish Council on planning matters where the communities of both Leebotwood and Longnor opted overwhelmingly that both villages should be regarded as Open Countryside as per the Shropshire County Council's Site Allocations policy.

The 2005 Action Lists developed as part of the Parish Plans have been worked on and most items in the plan have been achieved in the intervening period.

By October 2010 out of the 33 Action List items identified 25 had been completed and a further 4 were on-going, whilst 4 were considered not viable and had been suspended. By January 2012 the Parish Plans were due for overhaul and two public meetings were held, one in Leebotwood and one in Longnor, which resulted in a Parish Plan Steering Group being set up composed of residents from each village plus a Leebotwood & Longnor Parish Councillor. The first meeting was held in April 2012.

At a subsequent meeting of the Steering Group it was decided that a Community and Youth Questionnaire would be produced to be sent to each resident within the parish boundaries of Leebotwood and Longnor so that their views and aspirations for the two parishes and villages could be determined, and a joint Leebotwood and Longnor Parish Plan developed.

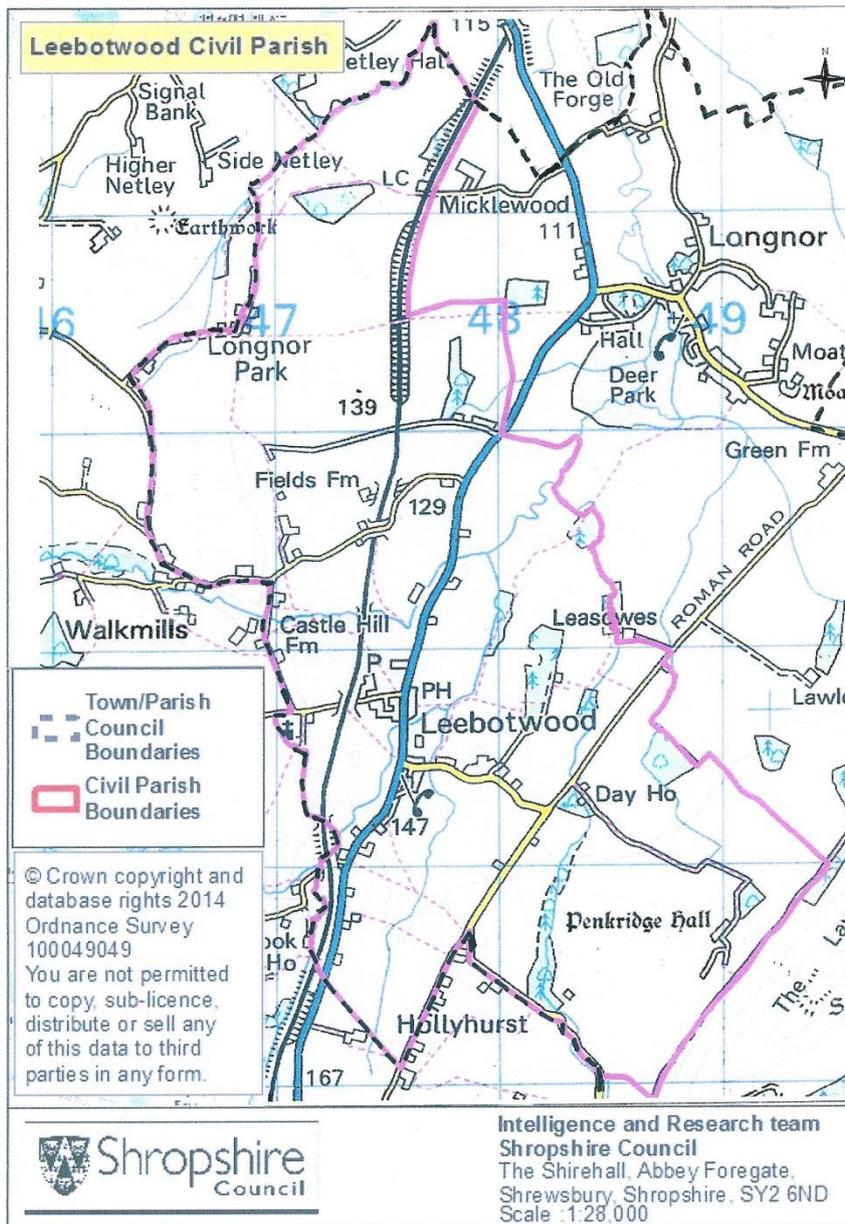
The layout and questions for a Community and Youth Questionnaire was developed and agreed by the autumn of 2013 for delivery to each household by the end of the first week of January 2014. The Shropshire Rural Communities Council was contracted to carry out an analysis of the responses in the returned survey questionnaires and to issue a full detailed report to the Steering Group.

Clearly the residents of the parishes have a great passion and pride in their village and location near the South Shropshire hills with the splendid and stunning scenery that is enjoyed by all. It is also clear that there is a consensus of opinion that the villages and surrounding areas within the parish boundaries should preferably not see any major changes or significant increases in housing developments.

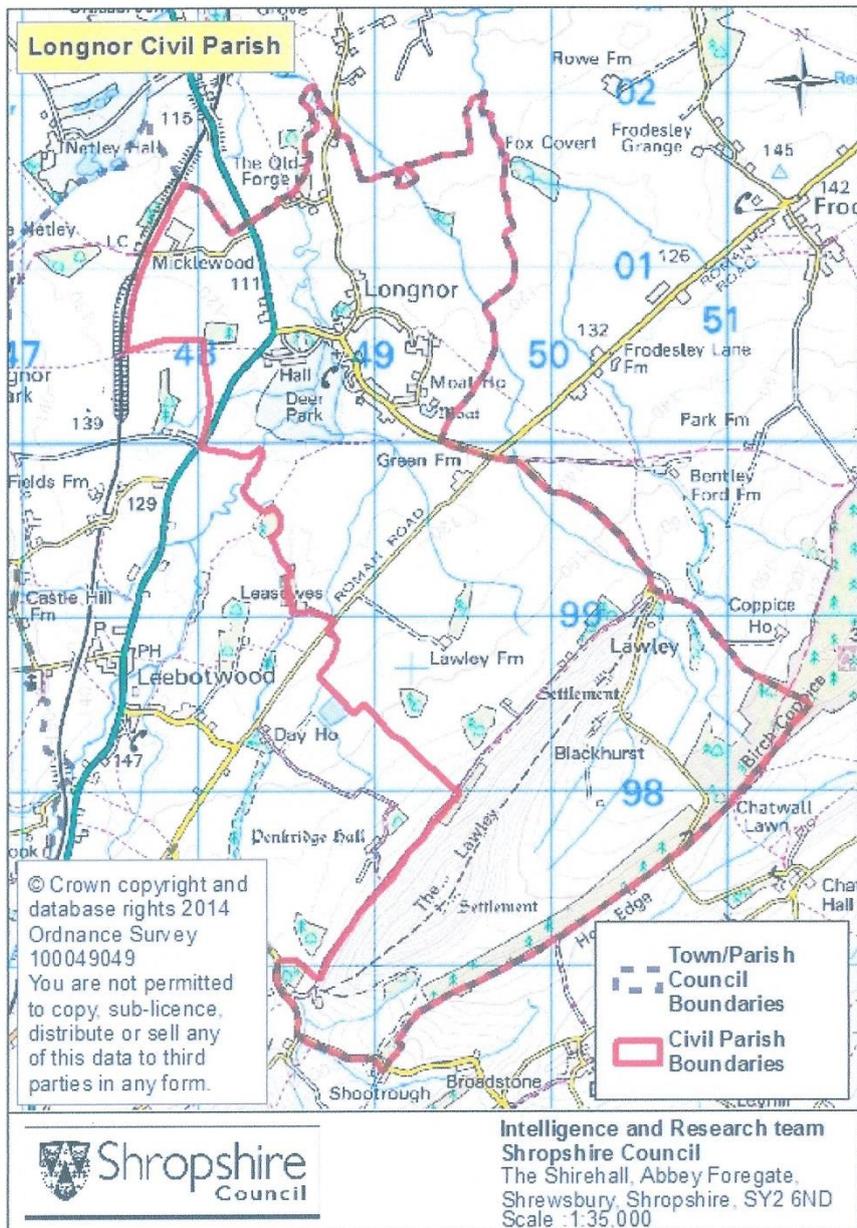
There was an overwhelming majority in favour of maintaining the "Open Countryside" designation where any future developments should be within the guidelines set out in the definition of Open Countryside in which housing development would be strictly controlled and confined to small scale business and agricultural development, conversions of existing agricultural buildings into housing and affordable housing aimed generally at providing houses for local people.

This Parish Plan and the action list has been developed by the communities for the communities of Leebotwood and Longnor through a process of consultation, public meetings and the survey questionnaire, and it refreshes the Parish Plan produced in 2005.

# Leebotwood Parish Boundary.



## Longnor Parish Boundary.



## 1. Overview of Survey Report

The full survey details and analysis report of the returned community and youth questionnaires can be seen on the Leebotwood & Longnor Parish Council Website: [www.2shrop.net/leebotwoodparishcouncil](http://www.2shrop.net/leebotwoodparishcouncil), but below is an overview of the report.

The data input from the survey questionnaires and the data analysis was carried out independently by Maxine Smith, Head of Rural Services, and members of the Rural Services Team at Shropshire RCC.

The community questionnaire was designed by the Steering Group to be completed by individual residents aged 18 and over. Each household in the parish was supplied with sufficient questionnaires for the number of residents living in the household. A separate questionnaire was produced for young people aged 5-17 and was circulated with the community questionnaire.

Community questionnaire forms with the Youth Questionnaire were distributed to approximately 400 residents in the parish and 126 responses were received. This equates to a 32% response rate. An estimated 87 young people aged 5-17 live in the Parish and the questionnaire for young people was delivered to all households. 31 responses were received, which represents a response rate of 36%.

Figure 1 below shows the age breakdown of those who responded to the community questionnaire.

Age Breakdown	Number	%
18 – 30 years old	5	4.2%
31 – 45 years old	23	19.2%
46 – 60 years old	40	33.3%
61 – 75 years old	41	34.2%
Over 75 years old	11	9.1%
TOTAL responding to this question	120	

Figure 2 below shows the age breakdown of those that responded to the questionnaire for young people.

Age Breakdown	Number	%
5 – 10 years old	11	34.4%
11 – 14 years old	12	37.5%
15 – 17 years old	9	28.1%
TOTAL responding to this question	32*	

\*One questionnaire response contained data for two young people, hence 31 questionnaire responses but 32 young people.

Figure 3 below shows the breakdown of community questionnaire respondents by village

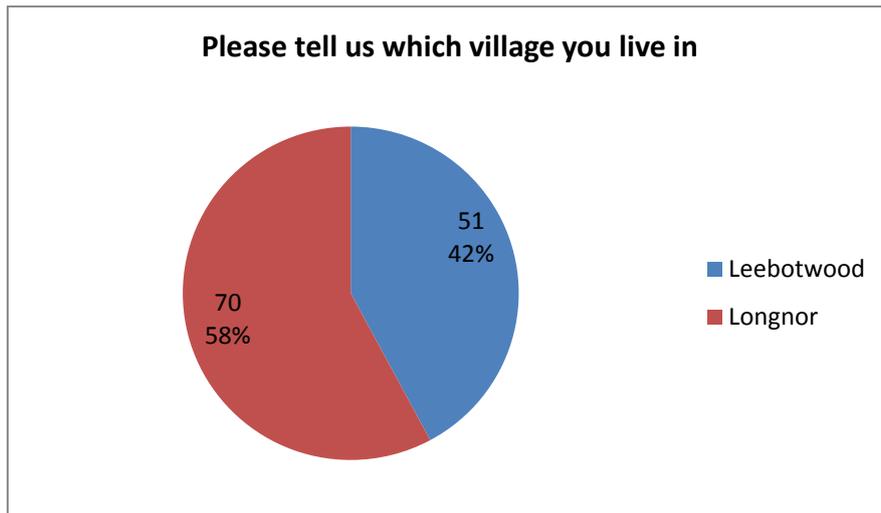


Fig 3

Note. Out of the 126 total questionnaire responses, 121 responses were received for this question. The remaining five respondents could have just skipped the question or may not have answered the question because they live in another part of the Parish.

Figure 4 below shows the breakdown of respondents by village for the questionnaire for young people.

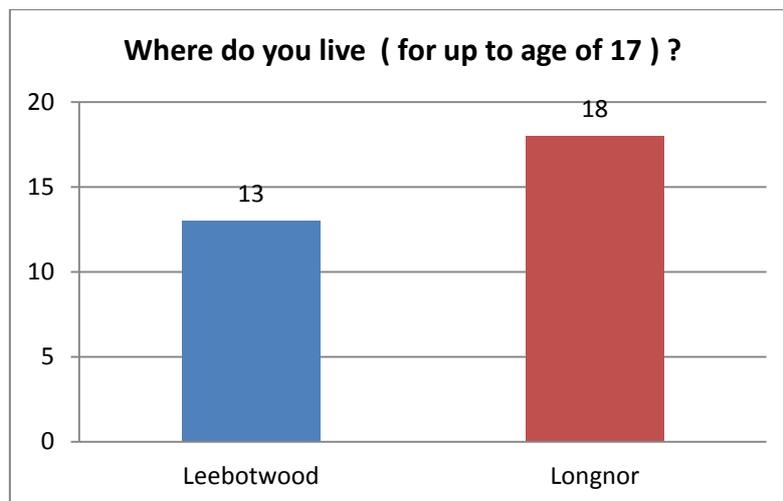


Fig. 4

## 2. Housing and Development

An overwhelming majority ( 84% ) of the responses to the survey are in favour of retaining the Open Countryside designation for Leebotwood and Longnor. Parishioners feel, as in the 2005 Parish Plan, that the villages should remain essentially at their present size, with no or very little additional development. It is felt that the size of both Leebotwood and Longnor, with their rural settings, needs to be protected for future generations to enjoy. It would be only too easy by way of expansion to spoil the villages with additional development.

Having noted the initial concerns over development the parishioners are aware that some development and expansion may be inevitable. This should fall within the category of natural expansion but within the village limits and as defined by the concept of Open Countryside in the SAMDev policy document.

Below in figure 5 is shown the response of the parishioners from both villages to the question in the survey questionnaire about whether they want their village to retain its designation of Open Countryside:

Of the 121 people who responded to this question, an overwhelming number of 84% wanted to retain the current designation of 'Open Countryside', or about 9 out of 10 of the respondents. 16% did not want to retain the current designation.

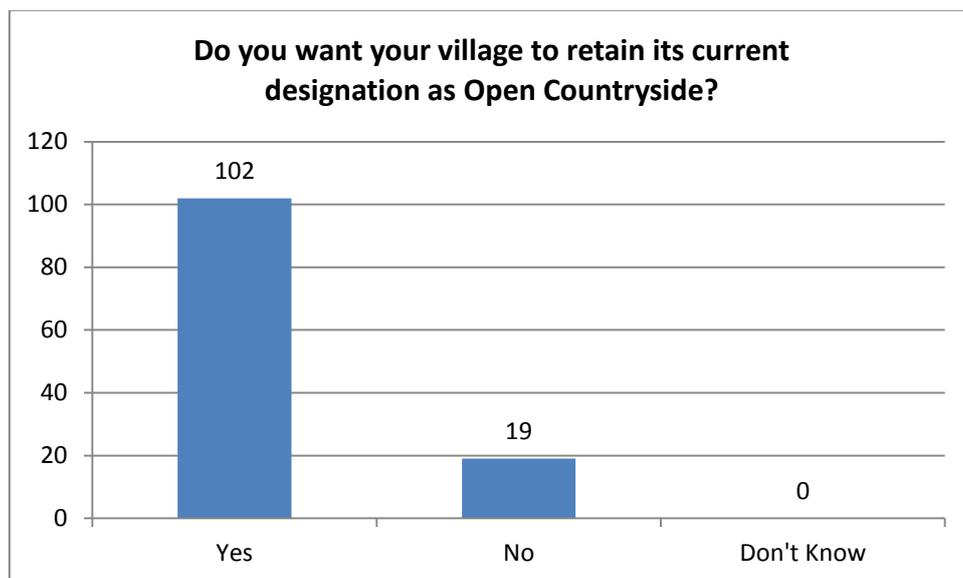


Fig. 5

Since the 2005 Parish Plan was issued there have been several housing developments on a small scale in both villages, with barn conversions completed and extensions or alterations to private houses carried out plus some in-filling generally of single properties. It is worth noting that in the ten years to 2011 the total population of Longnor had increased by 25% and the number of homes increased by 11%. The number of residents aged 60+ had increased by 17% and the number of children aged up to 15 had increased by 17%. Similar increases have been seen in Leebotwood over the same period.

### 3. Transport, Traffic and Road Safety.

#### Leebotwood.

##### Roads.

The situation with the road through Leebotwood is the same today as it was in 2005, with the A49 trunk road travelling north to south through the heart of the village. The speed limit on the A49 in the village is still 40 mph and there is some support for the reduction of this with a little over half ( 53% ) of those who responded to the questionnaire feeling that the speed limit should be reduced to 30 mph.

However there was a much stronger support for a 30 mph speed limit in the Cardington Road which connects the A49 to Watling Street, with 64 % of the respondents in favour of the 30 mph.

##### Speed and Safety.

The village does now have a double-sided vehicle activated sign ( VAS ) sign, which indicates independently in either direction on the A49 if a vehicle exceeds the 40 mph speed limit. It would be preferable for there to be two VAS signs on the A49, one at each end of the village a short distance within the 40 mph.



The A49 remains a primary concern of the parishioners with safety and noise being big issues. The A49 is a barrier which divides the east side of the village from the west side, and there is continuing concern over safety with the entrance into Station Road from the A49 needing to be improved since this is used by heavy trucks.

Road maintenance remains an important issue, and though the parishioners feel the roads in general to be reasonable, the A49 and the bye-ways are maintained by different authorities. Maintenance of the many bye-ways is important to most parishioners and crumbling of road edges and potholes remain issues which does need constant attention to avoid ever increasing damage to both the road surface and private cars and vehicles.

The survey report showed there was a strong support for more enforcement of the speed limits through the villages, with almost 75% of these who responded to this question wishing to see more enforcement as shown in figure 6 below.

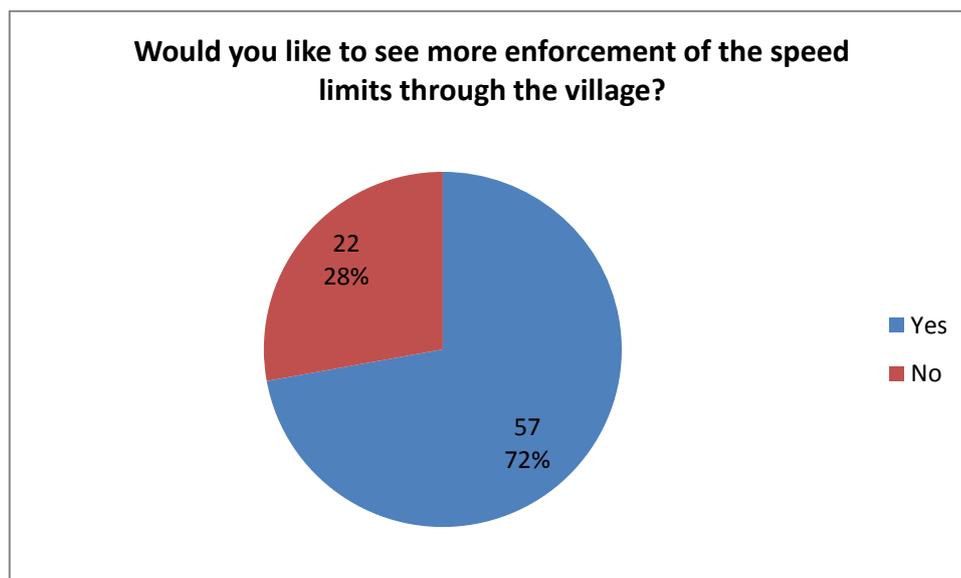


Fig. 6

#### Pavements.

There is strong support ( 66 % ) for the creation of a tarmac pavement from Coopers Meadow turn in the village of Leebotwood to Ray's farm shop at Brook House Farm. This would provide a safe route for pedestrians from the village to the shop by the side of the A49.

#### Street Lighting.

There is strong support ( 65 % ) in favour of switching off the street lighting on the A49 through Leebotwood between the hours of midnight and 05-30 am.

#### Flooding.

For Leebotwood flooding is mainly an issue at locations on Watling Street, and in particularly at the ford on the eastern boundary between Leebotwood and Longnor parishes on Watling Street. The road through the ford can become impassable for family cars, pedestrians and bicycles during and after very heavy rain. The road is a very narrow single track road with no verges and over the years a number of cars have had to be rescued after becoming trapped in the deep water of the ford. Under summer conditions the ford is normally dry, but in winter the conditions can change dramatically and quickly. A depth of water indicator is essential at this ford.

The response to issues concerning flooding in the survey report resulted in almost three quarters of Leebotwood respondents feeling that flooding issues were not too serious, but three quarters of the Longnor respondents were concerned that flooding issue in the Longnor area did need to be addressed.

The hot spots of flooding which do need attention are as below:

1. Between Longnor Mill and the bridge. The route of drainage water into the Cound Brook has been re-routed, but the road drain grating needs to be regularly cleared.
2. The bend in the Cardington Road in Leebotwood east of Home Farm house.
3. The road towards Ryton from Longnor.
4. The Watling Street ( Roman Road ) fords from Green Farm in Longnor to Cardington Road in Leebotwood.
5. The road to Frodesley from the Watling Street cross roads in Longnor.

As an example of the flooding issues, the photographs below show the dramatic change that can occur in the level of water in the ford in Watling Street close to The Leasowes, which can occur after heavy rain making it impassable for private cars. The restriction in water flow from the ford does need to be corrected.



#### Public Transport.

There is a regular 6 days a week hourly return bus service between Shrewsbury and Ludlow using the 435 service. There are bus stops in both Leebotwood and Longnor for this hourly service, but the latest return time from Shrewsbury is only about 5-40 pm, after which time the only means of returning to Leebotwood or Longnor is by a much more costly taxi or on foot, a hardly practical and by no means trivial 10 to 14 mile walk along either narrow roads or the A49. Whilst the bus service is probably a minority-use service it is nevertheless very important for those who do not have or cannot use their own private transport. The bus service does, therefore, need to be retained and if possible extended to allow for a later return time from Shrewsbury and Ludlow.

The alternative bus transport is the 540 service between Cardington and Shrewsbury. However there is only one bus each day 6 days a week leaving Leebotwood at 07-55 and arriving in Shrewsbury at 08-35. The return service leaves Shrewsbury at 4-20 pm, so clearly this service is essentially a schools bus, but nevertheless a most useful service.

From the survey it is apparent that slightly fewer people in Leebotwood ( 18 % ) use public transport than in Longnor ( 26 % ) as shown in figures 7 and 8 below:

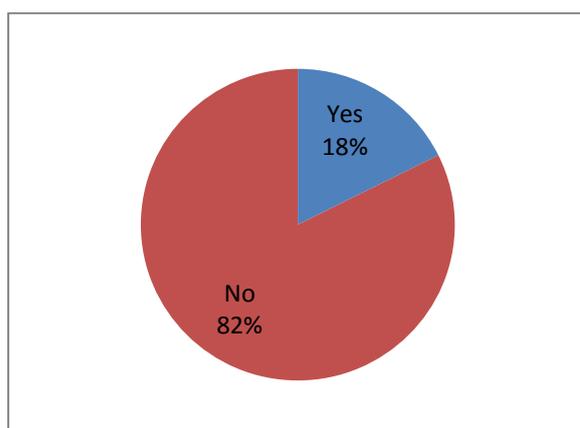


Fig. 7. Leebotwood respondents.

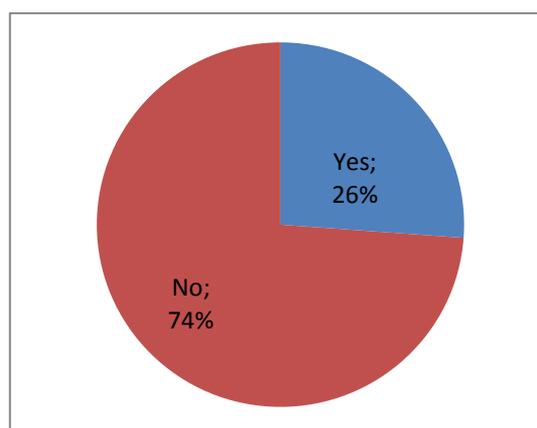


Fig. 8. Longnor respondents

The bus shelters do need regular maintenance and cleaning, but ideally would benefit from being replaced at some time with fully glazed shelters so that a bus driver can see whether people are waiting, and similarly those waiting in the shelter can see the bus coming. The access from Longnor village to the north-going bus stop at the Longnor turn on the A49 needs improvement. The short length of pavement from the bus shelter on the east side of the A49 needs to be extended northwards by some 20 metres so that when crossing the quite busy A49 a pedestrian can walk directly across the road onto the west side pavement rather than having to walk diagonally across thereby taking longer to cross the road. Because of the tight bend in the A49 by the Longnor turn, there is poor visibility looking south for a pedestrian to judge when it is safe to cross the road.

## Longnor

### Roads

Longnor village is not sited on a main road and traffic is not unduly heavy. The roads are almost exclusively narrow or single track roads without wide grass verges or pavements and bounded by quite high but generally well trimmed and maintained hedges. Apart from a small distance outside and opposite the school in the centre of the village, there are no pedestrian walkways or pavements.

The situation regarding vehicle sizes using the roads was clearly described in the 2005 Parish Plan, and the large farm vehicles and lorries transporting milk and feed etc. have not been designed for the type and size of roads which exist in Longnor, and they regularly eat away at the roadside banks and verges.



### Speed and Safety.

Longnor village does have a 30 mph speed limit through the village and School signs plus pedestrians and children walking signs. However walking through the village or any other roads in the area remains a hazardous activity, particularly where the verges have been cut back by the wheels of large vehicles or rendered very slippery by mud during the winter months. There are very few road side pedestrian refuges from large vehicles.

The road through the village of Longnor:



In some cases the hedges bordering properties in the village have encroached onto the already narrow road thereby reducing space for pedestrians using the roads through the village and creating a safety hazard when larger vehicles and commercial vehicles are travelling through the village.

The tight bend in the A49 by the turn-off for Longnor and Frodesley remains a dangerous bend making turning into the village road from the north going carriageway quite dangerous. Vehicles travelling south cannot see any vehicle waiting to make the turn into the village until they are at the turn. Regular trimming of the trees, hedges and the grass verge on the bend of the west side of the A49 by the Roundabout will improve visibility round the bend in the A49 thereby improving safety at this point.

The footpath towards the bus shelter by the A49 from the road into Longnor village needs regular clearing for pedestrians.

#### Verges and Roadside Care.

Like many other areas within both villages, parishioners still feel the verges are in a poor to reasonable state and in need of some care. A regular mowing and trimming service would keep the verges tidy, whilst at the same time hopefully discourage the dropping of litter and the fouling of verges.

The verges by the road from the Longnor bridge in the village towards the A49 need cutting more regularly, and improvements to the drainage of the north side of this road would improve safety for pedestrians by not forcing them to walk nearer to the centre of the road during wet weather.

There was no great consensus of view in the survey report from the 114 people who responded to the question regarding the number of times the grass verges should be trimmed in each year, but there was a slight majority in favour of grass cutting being carried out twice a year for those verges which should be kept clear for road traffic safety and visibility reasons.

For many roads, including single track roads, without junctions or tight bends where visibility is not a safety issue, many parishioners felt that grass verge cutting should not be necessary.



Survey responses to the question regarding the frequency of grass verge cutting are shown below in figures 9 and 10. The opinion on how often the verges should be cut was inconclusive, but there was a slight preference for twice a year:

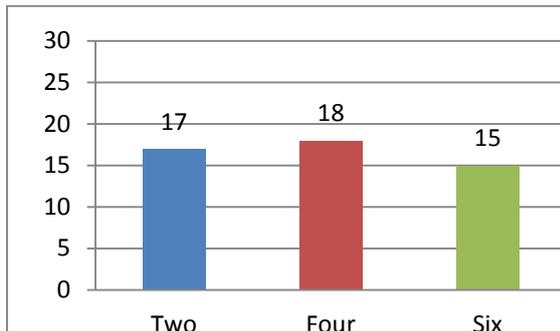


Fig. 9. Leebotwood responses.

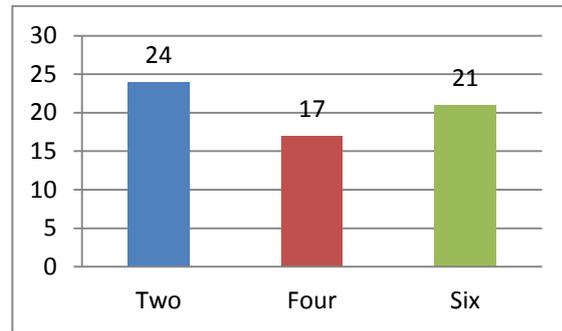


Fig. 10. Longnor responses.

#### 4. Environment and Services

##### Healthcare

The survey asked parishioners which doctors surgery they attended, and there was a difference between the surgeries attended by Leebotwood residents and Longnor residents. Among Leebotwood respondents, 20% attend Dorrington, 70% attend Church Stretton and 10% attend Bayston Hill. Among Longnor respondents, 30% attend Dorrington, 54% attend Church Stretton, 8.5% attend Bayston Hill and 7.5% use another surgery.

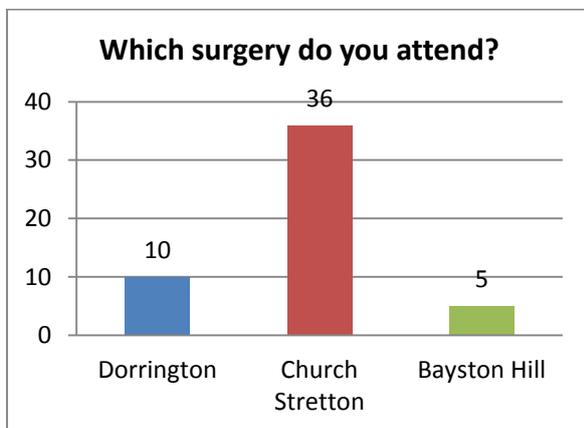


Fig. 11. Leebotwood responses

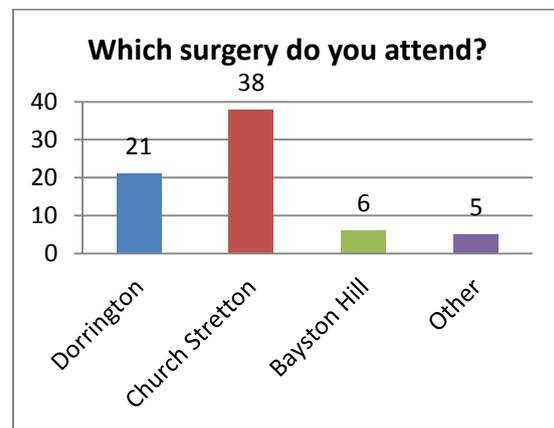


Fig. 12. Longnor responses

Other surgeries attended were The Hermitage in Belle Vue and Myton Oak in Shrewsbury. The survey also asked what other services the parishioners would like to see provided at the surgeries, and the table in figure 13 below identifies these services:

Service / comment	Number of responses
None / happy with existing services	14
Physiotherapy	8
Improved availability of appointments / opening times	5
Healthy living / Educational / Preventative care clinics	3
Outreach for specialist hospital services / hospital aftercare	2
Foot care	2
Child and baby clinics	2
Reduced waiting times	1
Counselling	1
Chiropractor / Osteopath	1

Fig. 13.

#### Mobile Phone Coverage.

It was clear from the survey that there was some dissatisfaction with the network coverage for mobile phone use, with a little over 50% being dissatisfied with the coverage they receive and only 28% considering the coverage to be good or better. Being very rural communities, it is considered important that mobile phone coverage for both business/commercial use and private use should be very good. The coverage clearly falls below the standard required, and the charts below indicate that there is a need for improvements to the quality of coverage:

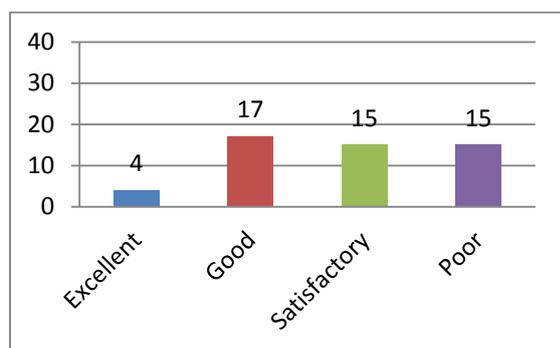


Fig. 14. Leebotwood coverage.

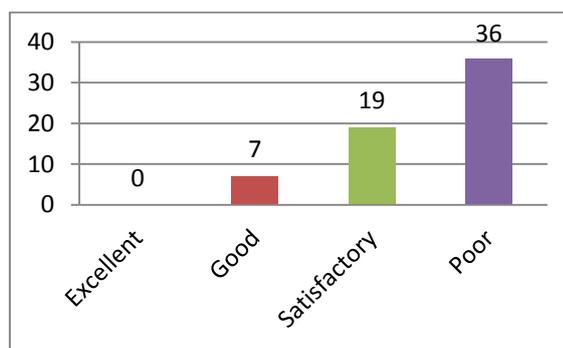


Fig. 15. Longnor coverage.

## Broadband

The survey asked residents of the two parishes what download speed their current broadband service provided. The download speed is measured in megabits per second (Mbps). The responses showed that the download speed in the area was below the current Ofcom standard of 8 Mbps as shown in figure 16 below, whilst the position for Longnor residents was much poorer.

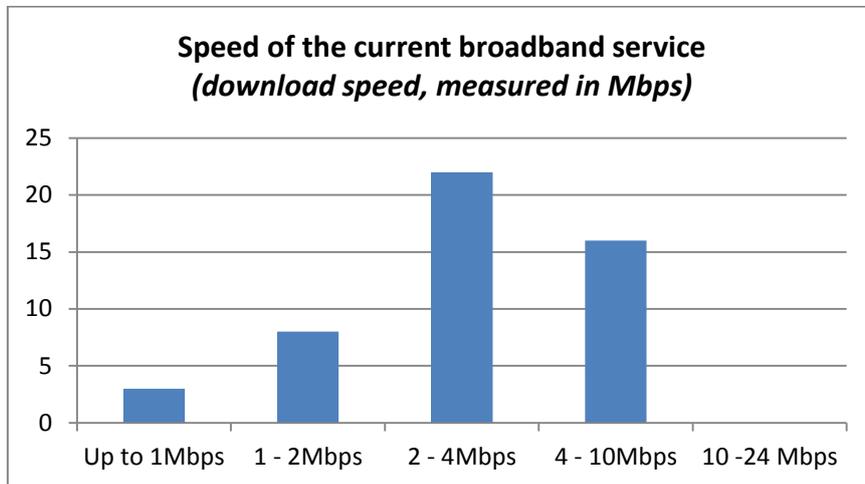


Fig. 16.

(up to 1Mbps means 0 to <1, 1-2Mbps means 1 or more but less than 2, 2-4Mbps means 2 or more but less than 4, 4- 10Mbps means 4 or more but less than 10)

The chart in figure 16 indicates that the majority of those who responded to this question do see a download speed of at least 2Mbps, which the Government states is its target minimum broadband speed for all households in the UK by 2015.

In November 2013, it was reported that Ofcom now regards 8Mbps as the new minimum download speed required to ensure an internet user in the UK can use the internet at a functional level. Based on this benchmark, none of the people responding to this question achieved this speed, with 6.25Mbps being the highest speed quoted by respondents. The survey also asked what the broadband service was used for, with the following response shown in figure 17 below:

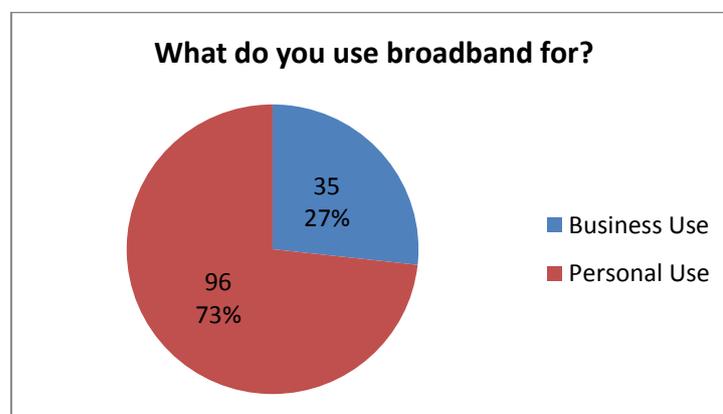


Fig. 17

It was also emerged that the download speed available in Leebotwood was generally higher than in Longnor as shown in figure 18 and 19 below. Clearly there is a need for a significant improvement in the download speed available to both private and business users in the area.

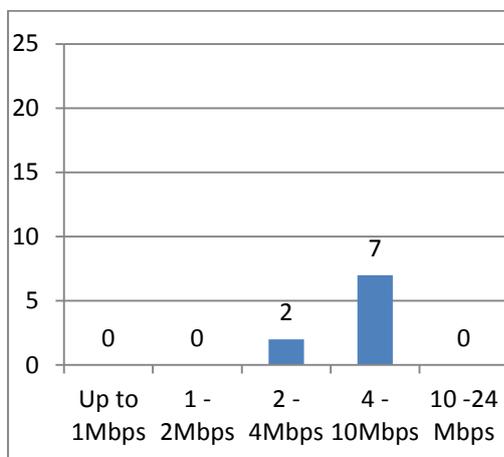


Fig. 18. Leebotwood download speed

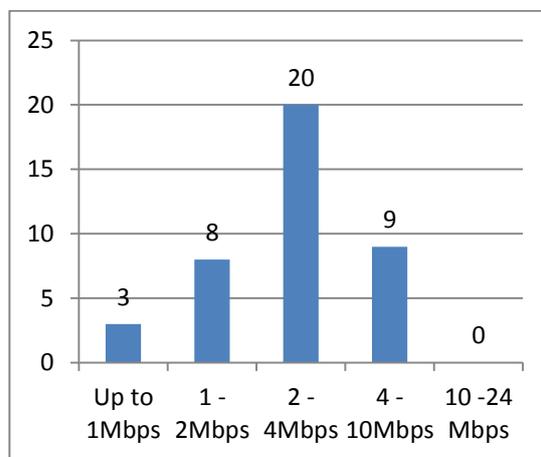


Fig. 19. Longnor download speed

It should be noted that only a relatively small proportion of the population of Leebotwood responded to the question of the download speed they can achieve, but nevertheless it was clear that the speed available in Leebotwood was higher than for Longnor residents.

The Connecting Shropshire programme currently under way aims to achieve, in the worst case, the basic level of broadband, defined as being 2 Mbps or above, by early 2016. However there does not appear to be a plan yet for providing fibre-optic based broadband until additional funding can be found. Therefore continued pressure will be required to achieve funding for fibre based broadband giving a superfast download speed of 24 Mbps or greater for all, even though Shropshire Council does aspire to provide this to all premises in time.

## 5. Surroundings and Countryside



St Mary's Church Longnor

The villages and countryside of both Leebotwood and Longnor have not changed significantly since the 2005 survey. The area is one of open countryside with fields, hedges, trees and streams and predominately open spaces, and both villages are blessed with 13<sup>th</sup> century early English churches and with houses dating in some cases back to the 14<sup>th</sup> century. The parishioners retain a great sense of value in this asset and wish to continue to make every effort towards protecting the surrounding countryside for the enjoyment of future generations. It must be remembered however that the countryside is not within public ownership, but is managed for commercial purposes.



## Footpaths & Bridle Ways

Since the last Parish Plan was produced in 2005, many public footpaths have some improvement in the signage and have been tidied, and in some cases provided with replacement gates or stiles. This has provided the much needed regeneration of footpaths and bridleways, however it remains important that as many of the footpaths as possible are regularly used to help ensure they are kept clear and accessible, and are not allowed to become overgrown.

In some cases it is still very difficult to see the route of the footpath across, or around, fields, but some efforts have been made since the last 2005 Parish Plan to provide better indications of the routes of some footpaths.



Leebotwood does have reasonably good pavements by the side of the A49 only, but these do need continuing maintenance and regular trimming-back of hedges. However pedestrians using the bye-ways in both Longnor and Leebotwood have to walk on the side of the road since there are not any pavements. In the case of many of these quite narrow roads this can be a hazardous exercise, particularly during the winter months. It is during these months that surface water drainage for the roads needs to be very effective requiring regular clearing of debris from drainage gratings, and ensuring that the gutters, where there are any, and water drains under the roads are kept clear. To keep the roads safe for pedestrians, it is clearly necessary also that grass and weeds from the verges or hedges are not allowed to encroach onto the roadway, and similarly debris and mud should be regularly cleared from the road edges.

There was general support for improving the appearance of the villages with hedgerow and verge tidying, road cleaning and regular litter picking. Additionally it was felt that it would be advantageous to have “Welcome to Leebotwood” or “Welcome to Longnor” and “Please drive carefully” signs at the entrances to the villages.

## 6. Information, Communications and Village Halls.

### Communications & Information.

Both Leebotwood and Longnor have notice boards for Parish Council and public use to advertise events and meetings. The Leebotwood & Longnor Parish Council operates a website which can be accessed by anyone with access to the internet, and there is a parish magazine called the Steeplewood Fold Magazine which covers six local parishes including Longnor and Leebotwood, but is fundamentally aimed at church activities. The magazine does include details of many local functions and village hall activities, but by its nature it does have a limited distribution in the villages. The Parish Council does issue occasional newsletters to inform parishioners about Council business, but this would benefit from further improvement providing more detailed information and more regular distribution.

### Village Halls.

Leebotwood village hall has been significantly modernised, enlarged and improved since the 2005 Parish Plan, and a high proportion of the residents were generally satisfied with both facilities and the range of activities and events that took place in the village hall.



Leebotwood village hall

The investment in improving the village hall since the 2005 Parish Plan has clearly been worthwhile as is shown by the responses to the question in the chart in figure 20 below.



Longnor village hall is still in need of significant improvement or replacement, and a project is in hand in to secure funding towards the cost of this much needed new village hall. The need for a new hall is reinforced by the responses to the question shown below in figure 21. The overwhelming response to this question was that the existing facilities at the hall were not considered adequate, and it was clear that the problem was the building itself.

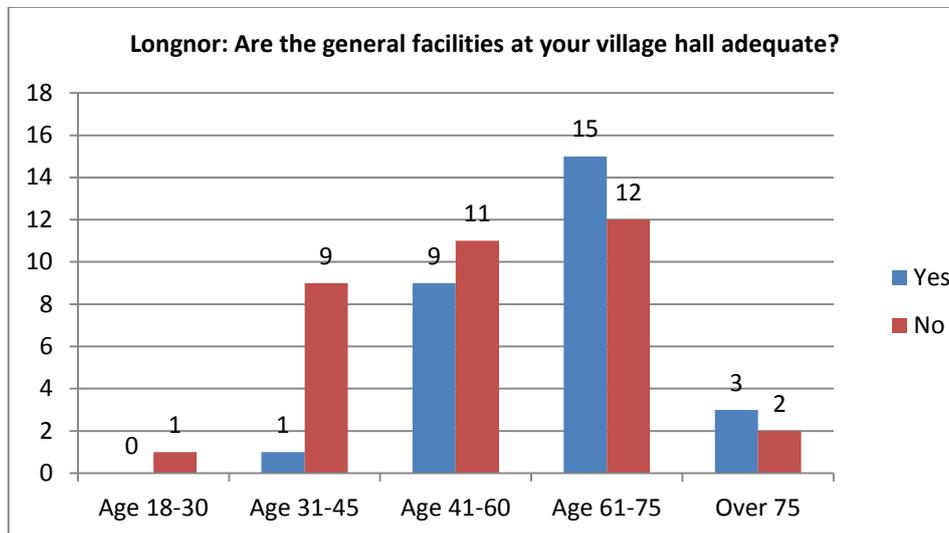


Figure 21, Longnor village hall



Longnor Village hall

With the relatively poor daytime only public transport available to residents, the village halls become very important to local wellbeing and entertainment. Private transport allows most people to travel further afield for activities and entertainments, but only for those with ready access to their own private transport.

The local residents, organisations and Parish Council do need to continue to support the village halls, particularly the required replacement hall for Longnor.

## Facilities for Young People.

The questionnaire for young people indicated a strong feeling for the local countryside and landscape in Leebotwood and Longnor, and desire for more local sporting activities.

Regarding the provision of sporting and other activities for young people, the charts below in figures 22 for Longnor and figure 23 for Leebotwood showed the response to the question “ Would you use any of the following if they were provided in the parish”. There was a clear popular desire for a tennis court, an Astro Turf pitch and a mountain bike trail, and additionally for leebotwood a playground for those aged over 12.

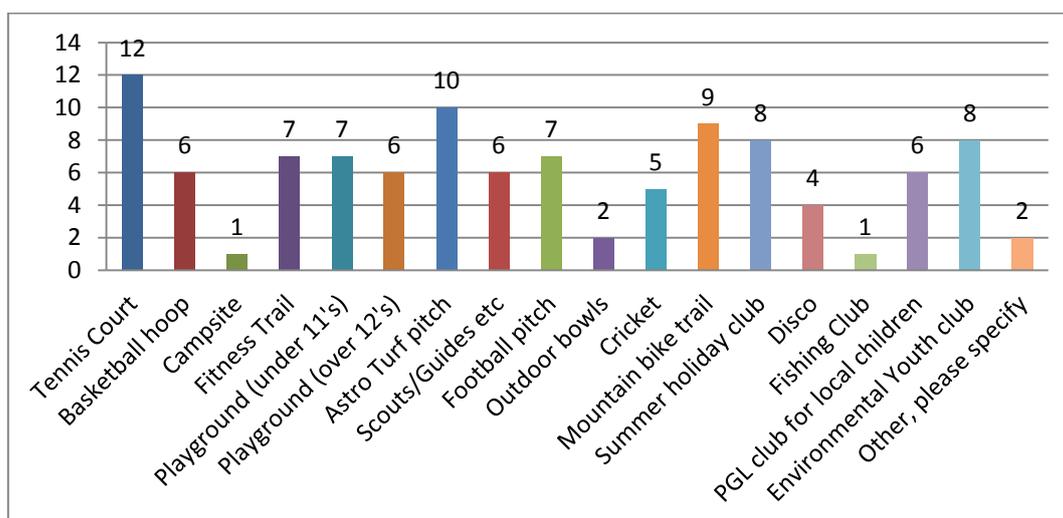


Figure 21. Longnor

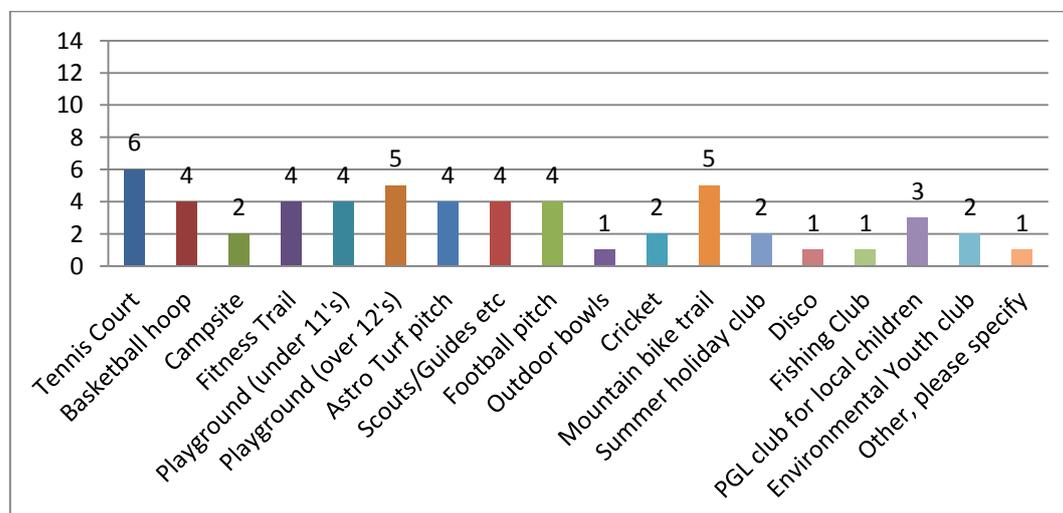


Figure 22. Leebotwood

As was the case in 2005, there remains a desire on the part of the parishioners for both villages to have play areas suitable for children resident in the villages.

## Action List

Please note that the following action lists are not necessarily in any order of importance. A few of the action items were included in the 2005 Parish Plan and remain current or ongoing.

### Leebotwood.

1. Housing and building developments to be of a very limited nature, and limited to the definition enshrined within the concept of Open Countryside in the SAMDev document of Shropshire Council.
2. Introduction of a 30 mph speed limit in the Cardington Road from the A49.
3. Investigate reducing the speed limit through Leebotwood from 40 mph to 30 mph.
4. Increase the frequency of roadside grass verge mowing, twice a year minimum.
5. Continue pressing for an increased broadband download speed for all the parish areas.
6. Continue pressing for improvements to the mobile phone coverage in Leebotwood.
7. Regular cleaning and maintenance of the bus shelters.
8. Arrange for more regular litter-picking by the A49 and other roads to keep the verges and hedges clear and tidy.
9. Investigate introducing "Welcome to Leebotwood, please drive carefully" signs at the entrance to the village, and "Thank you for driving carefully" signs at the exits from the village.
10. Resurrect regular detailed information newsletters from the Parish Council for improved communications with the Leebotwood parishioners.
11. Maintain the quality of winter time road gritting and salting. This is a road safety issue.
12. Investigate introduction of improvements and extending the public transport bus service timetable.
13. Investigate establishing a children's play area in a suitable location.
14. Create a local nature reserve in Leebotwood. This requires a suitable parcel of land.
15. Introduce a tarmac footpath from the village by the A49 to the Farm Shop at Brook House ( Ray's Shop ).

### Longnor.

1. Housing and building developments to be of a very limited nature, and limited to the definition enshrined within the concept of Open Countryside within the SAMDev document of Shropshire Council.
2. Parish Council to support the provision of a new village hall in Longnor.
3. Investigate improvements to the flow of water away from the ford in Watling Street by the Leasowes and Watling Street Cottage to avoid excessive depth and flooding.
4. Introduce a "water depth" scale for the ford in Watling Street by the Leasowes and Watling Street Cottage.

5. Regular clearing of drains, drain covers, ditches and drainage channels from the roads to avoid, or reduce, flooding in the Ryton Road, road from Longnor crossroads towards Frodesley, Watling Street towards Cardington Road and by the bridge over the Cound Brook in Longnor.
6. Extend northwards approximately 20 metres the tarmac footpath on the east side of the A49 leading to the east side bus stop to improve safety for pedestrians crossing the A49 to the west side bus stop.
7. Regular clearing of the footpath from the road into Longnor from the A49 to the roadside footpath to the east side bus stop.
8. Investigate the possibility of using the old Mill Pond area by the Church for leisure activities by villagers.
9. Investigate a means of achieving a tennis court for the use of villagers.
10. Introduce a campaign for trimming back the roadside hedges by residents for increased space and improved safety of pedestrians walking along the road through the village.
11. Resurrect regular detailed information newsletters from the Parish Council for improved communications with Longnor parishioners.
12. Investigate replacing the existing wooden bus shelters by the A49 with fully glazed shelters so that people waiting can see an approaching bus and that an approaching bus can see people are waiting.
13. Replace and possibly re-site the Parish Council and Longnor village information notice board.
14. Investigate introduction of improvements to the public transport bus service timetable ( 435 and 540 services ).
15. Regular twice a year grass verge mowing where required for pedestrian and road safety.
16. Investigate introducing “Welcome to Longnor, please drive carefully” signs at the entrance to the village, and “Thank you for driving carefully” signs at the exits from the village.
17. Continue pressing for an increased broadband download speed for all the areas within the parish.
18. Continue pressing for improvements to the mobile phone coverage in Longnor.
19. Maintain the quality of winter time road gritting and salting. This is a safety issue for all the roads in the area.
20. Press Shropshire Council and the Highways Agency for repairs to the roadside edges where the road is falling away or has been damaged by heavy vehicles.