



Rodington Village Hall

Entertainment

Fri 1st Oct. Of One Accord– Choir
 Tues. 2nd Nov. Dandy Comedy Duo
 Fri. 10th Dec. Paul Ray Xmas Show
 Fri. 4th Feb. Shrewsbury Police Choir
 All events start 7.30 p.m.
 Tickets from committee members, or
 ring 01952 770259 or 770524

Regular Activities

Monday 2.00 to 4.00 pm Line Dancing

Tuesday 10.30 to 12.30 Painting Classes

Wed. 10-12.30 pm Computer Classes
2.00 to 4.00 pm Ballroom Dancing
7.30-10.00 pm Ladies Whist drive

Tai Chi Update

The class at Longdon continues and members are feeling the health benefits already. The gentle exercises lead to increased mobility and counter the effects of arthritis in joints plus the coffee break includes ginger biscuits.

So make your Thursday evenings worthwhile and come join the class.



Longdon-upon-Tern

Village Hall Regular Events

Pathway People,

Alternate Mondays, 3:30 - 5:00pm
 (Doreen Brown 541395 or
 Rosalie Wheeldon 770247).
 Operates School terms only.

Line Dancing, Tuesdays 7:30pm
 (Janet French 770677).

Canine Conundrums,
 Wednesdays.

Contact Carole 01952 410964

Tai Chi 7.30 PM Thursday evenings
 Contact Claire 01952 770636



This issue;

Page 1 Accident

Follow up report

Page 1 & 3

Housing Survey results

In brief

Page 2

Calling all Young

Adults Input Please.

Page 4

Longdon Traffic problems

Page 6

Rights of Way

Help needed !!!

Page 7

New Rules for Plans

Boad Meetings

Page 8

Need some where to go,
see the what's on diaries

Want to make the Council

aware of a situation

then write, email or call;

The Clerk; Alison

Hinks, 7 The Roseway,

Wellington, TF1 1JA

Tel. 01952 272365

Email; the-

clerk@rodingtonpc.org.

uk

ACCIDENT

FOLLOW UP

?????????



Six months have passed since this accident occurred followed by a meeting with T & W who agreed traffic calming needed urgent consideration including a footpath for the Longdon bridge.

So when one sees that humorous signs erected on the Trench traffic island are removed within 24 hours due to Health & Safety concerns for motorists one wonders why there has been nil progress for the Health & Safety of pedestrians and motorists using Longdon bridge.

Come on T & W walking this bridge with children or dogs around commute times and the feasibility of a path would be decided in just one frightening minute crossing the bridge.

Housing Needs Survey Results

Rodington Parish council would like to thank all those who took time out to complete their survey forms. As the first PC to complete the survey the exercise validated the need for such surveys in rural areas and tested the execution successfully. Nationally there has been a growing need for affordable housing in rural areas, high house prices have prevented many local people from accessing the housing market. This has led to many leaving rural areas to the detrimental of their quality of life and implications for rural communities as businesses, schools and social networks decline.

Continued Page 3

The playing equipment at Rodington Playing Field has been replaced for 8-13 year olds.

How can we improve the playing field at Rodington for teenagers?
What else do you want?



Let Rodington Parish Council know -
leave a message on our facebook page
or email us at

the-clerk@rodingtonpc.org.uk



NEW RULES ON SPEAKING AT PLANS BOARDS.

Until recently people were not allowed to speak at Plans Board meetings however that has now changed. Members of the public who wish to speak must register to speak prior the meeting.

Who can speak at the meeting

The person making the planning application or their designated agent .

Any other member of the public (or agent) who wishes to speak for or against the application

A representative of the Parish or Town Council where the property is situated who would speak for or against the application depending on the vote taken when considering the application.

Borough Ward councillors, providing that the property is located within their ward.

How long is allowed for speaking?

A maximum of 5 minutes each is allocated for those who wish to speak for the application, against same. The Parish Council and Borough Ward councillor also have 5 minutes each. Time limits are strictly enforced. If more than one person wishes to speak, either in favour or against a proposal there are two options: A spokesman, usually the first person requesting to speak, may be appointed on behalf of all those either in favour or against a proposal or the Speakers agree to share the five minutes.

What is the Procedure for speaking?

The Chairman will invite speakers to address the Board in the following order:

1. Parish/Town Council representative
2. Borough Ward councillor
3. Objector (or agent/spokesperson on behalf of objectors)
4. Applicant or their agent/spokesperson

The Chairman will halt the Speaker should they begin to stray from the discussion of planning grounds or make inappropriate or offensive comments. Speakers may read from prepared statements. Once speakers have finished they will be asked to retake their seats in the public gallery and may take no further part in the meeting. Following this, a Planning Officer will present the written report and respond to any questions raised by members of the Plans Board before the Board makes a decision on the application.

What can I say?

Comments must be based on planning issues. You cannot make statements of a personal or slanderous nature, or be abusive.

Additional material such as plans or photographs cannot be handed out at the meeting but must be provided to the Democratic Services Team at least 48 hours before the meeting.

How to Register

A person wishing to speak must contact the Democratic Services team by no later than 5 pm, 2 working days before the meeting, by e mail to publicspeaking@telford.gov.uk, by telephone on 01952 383214, or by letter to: Democratic Services

Telford & Wrekin Council, Civic Offices, Po Box 215, Telford, TF3 4LD

Rights of Way

We all know that the Rights of Way in the Parish as well as most of the rural parts of Telford & Wrekin have been badly neglected for some years now. A recent survey of the whole Borough has highlighted the fact that we have more footpaths in Rodington Parish than most but we have no bridleways, no information boards and no routes with access for the disabled. Also the stiles and signposts are almost completely damaged beyond use or nonexistent.



Ever since we surveyed the Rights of Way for the Parish Plan we have been pushing for the clearance of blocked paths and maintenance of the furniture.

At last we have been told that we are next on the list for some proper work to be done. Works on stiles etc will start in Longdon in September and there will be an information board opposite the end of Millers Row with a map and descriptions of features of local interest as well as a board devoted to the aqueduct. Work in Rodington will follow with a board at the Bull Ring.

These are ways that you can help.

We need our local historians to tell us what they think should be included on the boards so that we get the local information right; we have some ideas but we would hate to miss anything that should be there.

We think the Parish Plan survey is still pretty current but we need to know about damaged signs and stiles or blocked Rights of Way. We need to hear from anyone who can propose routes for Bridleways or ways to improve existing routes. Now that this topic is current and we are at the top of the list it is important that we provide good information to the Borough officers who are working with us. Any information that you can give us will be used. Please pass information to any Parish Councillor or the Clerk.



Response to the survey

335 forms were posted out and 101 returned, representing 241 people responded to the survey, a 30% response rate.

Current Housing stock Full numeric details are given on the Parish website www.rodingtonpc.org.uk

Just 12 households said they had a Housing need of one form or another but of these 6 wished to leave the Parish. Of the 12 households needing to move, 8 said they wanted to buy on the open market, 2 wanted to rent privately, 2 wanted shared ownership, 5 wanted to rent from a Housing Association and 1 household said "other" however did not specify what. 12 households said that a member of their household was likely to need their own accommodation within the next five years.

Comments

44 respondents want to see more housing in the parish which is affordable to local people. Comments; It is important to keep young local people here to rejuvenate the village, and they need affordable housing.

Expensive housing excludes young people.

A younger population gives more energy and life to the community. Rodington is a mainly elderly community. Most of the facilities are for the over 60's, the village needs some aimed at younger people as well. What is needed are small semi-detached properties and bungalows for the elderly.

Young people who cannot find a home or afford one in either village are being forced to live in town.

33 comments were against affordable housing with comments such as; Moved here for peace and quiet and privacy. Don't want (single parents bringing) in the area. Do not want new houses to be built in area - enough brown field sites available in other areas of town.

No, because it's a village with poor roads, facilities etc.

Children starting work find using Rodington as a base difficult.

Conclusions.

There is today a need for 4 Affordable homes for local people to rent, or part own, reserved and controlled for the use of people from the Parish.

Your Parish Council will work with Telford & Wrekin to seek funding for such a project and look for suitable locations within the Parish Boundary. Further consultation within the Parish will follow once there are feasible proposals for your review and input.

Longdon traffic Problems

SPEED & LACK OF ACTION

Evidence;

The Council have had consistent speed data from several surveys showing the average speed of **81% of vehicles was 41 mph in the 30 mph zone.**

In past 2 years we have had 1 death on the B 5063 outside village area, 2 houses hit by vehicles and numerous unrecorded incidents.

Safety response to date.

Police tried several Laser gun sessions of around 1 to 2 hours months ago. Frankly whilst the effort was appreciated it is not good use of Police time. Only effective at the time, nil effect long term as the data proved.

Longdon Bridge made priority one way by painting lines restricting it to one vehicle width.

Result compliant drivers comply, speeders speed up to squeeze through before priority traffic and some appear to refuse the signage and sail through against the priority. Villagers know by the blast of horns and occasional tinkle of flying wing mirrors when this has happened.

The action here has improved the situation for motorists but actually made it less safe for pedestrians.

Because the one way is not PHYSICALLY enforced by the construction of a path there will be a time 2 motorists will try the bridge at the same time and fail to see the pedestrian .

We have for asked speed cameras, they permanent, they are effective, speed on the Holyhead Rd consistently restrained to 30 mph is a classic example.

The response so far is lets try Safer Roads Traffic vans, the type used in Ketley from time to time and then replaced by Fixed speed cameras.

However to date the vans have not appeared they need 2/10 ths of a mile from the start of the 30 mph zone with a straight line of sight. Due to the few bends finding a location is difficult and will require using a verge and a site visit investigate options. The meeting with T & W after the last accident was in March, glad to see a sense of urgency.

However Traffic vans have the same effect as Police officers, traffic reacts WHEN they are there, and reverts to normal when they are not. The people of Longdon have at two parish meetings expressed a wish for fixed cameras as the only permanent effective tool against consistent speeding.

Police Research Paper No. 20

“Cost benefit of Traffic Light and Speed Cameras” makes a number of supportive conclusions. The cost benefit analysis was carried out between November 1995 and March 1996 by management consultants employed by Price Waterhouse. The data collection exercise focused on ten police force areas which were selected in accordance with a range of pre-defined criteria.

Key points are listed below;
Benefits of cameras: The following benefits were identified in the ten force areas:
– Accidents fell by 28% at speed camera sites or by 1.25 accidents per site per year

Continued page 5

Speeds reduced at each location.

Anecdotal evidence indicated that local communities derive benefit from the knowledge that speeds will be reduced and accidents will fall.

The £5.3 million investment made to install **speed cameras generated a return of five times this amount** after one year and more than 25 times the amount after five years. All areas achieved a positive return after one year and, in nine out of ten forces, fine income covered the ‘cost’ of operations.

The cost benefit analysis demonstrated that the use of both traffic light and speed cameras generated substantial net benefits. It was also shown that the ‘pay back’ period for this technology was fairly short and that implementation has led to a reduction in the number of road traffic accidents at camera sites.

In regards installing cameras the report says;

“developing strategies for deployment and in identifying sites, authorities need to bear in mind that the ultimate objective is to maximise the road safety benefits which can be achieved in any given area”.

In other words, the aim of deploying cameras is not to maximise the number of offenders prosecuted, but to contribute to road safety and accident reduction.

Speeding through villages is a widespread problem, our last major accident was January, it is now August and nothing has actually changed.

Six months have passed considering putting a path on the bridge which if it was in the urban conurbation would have been done years ago.

Also during these six months focus has been on mobile enforcement from vans which will happen occasionally, be cut back no doubt due to financial cuts and will make no real difference.

What is required is a 24 hour per day solution to bring about speed reduction.



Truvelo camera operates 24 hours per day

What makes Bennett's Bank Wellington worthy of a Truvelo speed camera that can operate in both directions (ideal for village locations) but not so for Longdon. It had a speeding history but can anyone recollect houses being hit. The main thing, it worked and forced average speeds down and reduced accidents.

All we ask is the same consideration for our safety.

