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RODINGTON PARISH COUNCIL

RODINGTON PARISH COUNCIL Clerk Mrs. Louise Tunks EMAIL; THE-CLERK@RODINGTONPC.ORG.UK

**RODINGTON PARISH - NOTICE OF
MEETING**

I hereby give notice that there will be an Annual Parish Meeting for the electorate of Rodington & Longdon upon Tern commencing at 7pm on Wednesday 4th May 2016 at Longdon upon Tern Village Hall.

Yours faithfully

Councillor David Johnson Rodington Parish Council

AGENDA see Website for Details

The Parish Meeting is an opportunity for Parishioners on the Electoral Roll for Rodington & Longdon upon Tern to raise any matters of concern to them that relates to their local community.

It would be helpful to have written notice of any matters to be raised but it is not essential. Matters can be raised at the meeting without prior notice.

For any queries, or notice of questions please contact the Clerk to the Parish Council

(Louise Tunks - Tel. 07955086353).
or email; the-clerk@rodingtonpc.org.uk

DO NOT MISS YOUR CHANCE TO HAVE YOUR SAY

WHO LET THE HGV's OUT

In 2012 Parliament released new rules allowing Councils far more independence to introduce certain Road signs without reference to Parliament. Ministers wanted to tackle the misery caused by lorry drivers following satnavs down narrow and inappropriate roads as part of a package of new traffic signs rules.

The government believed the changes would cut bureaucracy and give councils the flexibility to make sure their roads reflect the reality of modern driving and cycling.

The result of these new freedoms motivated a number of Councils to revise their transport policies and endeavour to encourage the principle of preferred routes for HGV,s.

Following the Planning Application TWC/2015/0359 by Greehous Ltd we asked Telford & Wrekin if they had formalised a Preferred Routes Plan for the Borough. The response was "Work in Progress"

We should have known such a policy did not exist as Longdon had witnessed a sudden very noticeable increase in HGV Traffic around the beginning of March. Haughmond Quarry had increased output and residents were hearing empty wagons passing down the B5063 as early as 4.00 am.

Almost at same time Simmons Transport started sending as many as 8 HGVs each way daily down B5063 probably to the High Ercall Depot. The Company also operates vehicles under the Palletline brand and these vehicles have also appeared in quantity.



Page2

On the 13th April a volunteer resident monitored HGV traffic from 6.00 am to 6.00 pm the result in brief .

79 HGV's heading to High Ercall and 73 heading to Telford/M54 via Shawbirch. According to the Greenhous application they will be adding 13 HGV's per day to the M54 and 6 coming from M56 so the total will increase by 12%. The traffic count EXCLUDED Buses and numerous Farm vehicles.

Many Thanks to Renate

QUESTION.

Why do HGV's from Telford or M56 leave the A442 at Shawbirch to travel through the Housing estate at Shawbirch and navigate a single track Grade II listed bridge and pass through Longdon. Why do Simmonds/Palletline vehicles who operate from Stafford Park with around 70 HGV's come off the A442 at Shawbirch , when continuing to Crudgington then left B5052 is a faster route and affects far fewer houses.

One has to believe it is the SAT NAV effect.

TRAFFIC COUNT 13th April

To High Ercall To Shawbirch

6.00-7.00	2	6
7.00-8.00	4	7
8.00-9.00	9	5
9.00-10.00	7	13
10.00-11.00	8	8
11.00-12.00	7	6
12.00-13.00	5	8
13.00-14.00	4	7
14.00-15.00	15	4
15.00-16.00	9	9
16.00-17.00	3	0
17.00- 18.00	6	2
Total	79	75

Note the Peaks occur close to Children heading to and from School.

Longdon Upon Tern Bridge
A bridge pushed too far

This Grade II listed bridge was subject to a Road Safety audit in 2012. This was initiated by T & W because of series of incidents that indicated drivers were failing to follow the Priority signage.

Point 1.11 stated “All the problems identified are considered to be of sufficient importance **to require action.**

To make the bridge safe for pedestrians in 2011 a protected walkway was constructed on one side made by bolted down kerb stones. In an urban location this would be filled in and paved.

The report stated;

“The build out gives the impression of being a temporary construction.....concern the construction does not give any confidence or protection to pedestrians.....recommended pathway filled in to same as pathway to bridge either side” In English make it a proper raised pathway.

NOT ACTED ON still just a kerb stones and still knocked over from time to time.



Report stated;

“The GiveWay sign to oncoming vehicles is 20.5 metres beyond the Give Way road markings.....drivers often do not stop until they reach the sign.....which makes it impossible for Telford bound drivers to pass.

Sign still in that location and recommendation for high friction surface used on many traffic islands in the Borough was recorded as prohibitively expensive for this location.



This photo taken 18/04/16.

Driver approached bridge failed to see road marking to halt and just realised vehicles were coming across the bridge.

Had to make emergency brake then reverse. This happened in first five minutes of reaching the bridge to take photographs.

The report failed to record one very important safety issue.

Drivers heading to Telford would expect any warning or information signs on their left as per normal. People not local to this bridge often pull up confused as to who has right of way. Result, they pull to halt which drivers behind do not expect. Not knowing the priority situation often they flash drivers from Telford direction through. Meanwhile drivers overtake the stationary vehicle into the path of vehicles flashed to cross. WHY DOES IT HAPPEN ??? Take 1 second driving look at image below

See bottom page 4 for answer



IS THE BRIDGE FIT FOR PURPOSE ????

The bridge was last inspected 11th August 2015.

The report summaries its Sandstone construction in 1812 as single arch with wing walls, parapets and abutments.

How thorough was the inspection?

Primary Deck comment was;

“Depth of water and vegetation hampered inspection. Could only inspect arch from river-bank.

Waterproofing. Comment was;

“ calcite staining to arch barrel, waterproof layer unlikely to be present.”

Parapets. Comment was

“Both parapets are leaning outwards- Could be longstanding defect.”



Footway No comments .

The 2012 Safety Audit warned the kerb stone layout without filling in as a normal pavement was a risk to pedestrians.



LOAD BEARING SUB STRUCTURE

Comment

“unable to check for scour therefore no score recorded.”

Regular diving inspections should be carried out (including after significant flooding)

The scour is a measurement of erosion by the river and debris flowing past. Sandstone more susceptible to this than most other stones used for bridge construction



Abutments (inc. arch springing)

Comment “Access hampered inspection. NOT inspected”

Substructure drainage.

Comment “not inspected due to access”

So to summarise virtually ALL the important elements of the bridge structure were NOT inspected but the report signed off the bridge as capable of taking traffic up to 40 tonnes. The fact of the matter is the Bridge can take a 40 ton load the traffic figures show it can take over 150 HGV’s in a day. However, a bridge constructed in 1812 was clearly not designed for such loads.

The issue is; how long can the bridge take this punishment a month, a year, a decade who knows?

The parapets leaning outwards is not a design feature, it is most likely the first warning signs of the effects of the heavy loads.

ANSWER TO QUESTION PAGE 3

The signage on drivers left side makes no mention of Right of Way.

That information is on the right where driver does not expect a sign. Did you see it?

COMMUNICATION.

The Greenhouse application was notified to Rodington Parish Council March 14th with a "Consultation" period open to April 4th.

The Application started January 9th 2015.

We realised that this was a major Impact application for residents in Longdon.

For speed we used emails via people who had a circle of contacts in the village, backed up by a Flyer hand delivered to Roadside properties.

Result a record number of residents expressed their views on the Telford Planning Dept. website.

For many it was the first time they had exercised their right to comment on an application. Knowing this we included a step by step guide on "how to"

The instructions on how to do this are shown in next column.

So far there are 130 objections.

The application will be placed before the Plans Board in the near future. This meeting is open to the Public and is an ideal opportunity to see how Planning decisions are made.

HELP US TO KEEP YOU INFORMED

Register your email by using "Contact us" on www.rodingtonpc.org.uk
IT WILL ONLY BE USED IN IMPORTANT SITUATIONS THAT AFFECT YOU.
Just write "Please register my email"

How to Object or comment

Online

Go to www.telford.gov.uk

Click **Planning Applications**

Click **Search or Comment on Planning Applications.**

On Search Options (orange Tabs)

Click on Search by **reference Number**

In reference no. Box type EG.

TWC/2015/0359

On Planning Screen click on the planning reference number. [TWC/Year/Number](#)

On this screen you access to all the documents relating to the application.

Click the Orange Tab **Documents.** To see all the details.

Do not print out you will run out of ink. Just print individual pages as required.

When you ready to make your comments

Click **Comment on this application** Just above the orange tabs right hand side.

This screen asks to select type of response
Use drop down button to select category of your response

Then type in your comments.

BEWARE. When asked for your address if you have house name and no street name system struggles to find your address. Put house name, * in street name , city Telford and postcode then search. If that fails then there is manual entry tab below.

For those who prefer Pen & Ink

Write to ;

Telford & Wrekin Council
Planning Dept.

Addenbrooke House,

Ironmasters Way,

Telford TF3 4NT

You can email comments also to;

Planning.control@telford.gov.uk

VACANCY FOR A COUNCILLOR

RODINGTON PARISH COUNCIL

NOTICE OF CASUAL VACANCY

Notice is hereby given that by reason of the resignation of Cllr Armes a vacancy has occurred among the members of the Parish Council.

Any person willing to fill this vacancy should apply to the Clerk in writing on or before Friday 24 June 2016

The applicant's name must appear on the current register of the Voters List or the applicant should during the whole of the twelve months preceding the relevant date resided in or within three miles of the parish or the applicant's only place of work during the whole of the twelve months preceding the relevant date is in the parish. The applicant must not be debarred from standing as a Councillor.

PUBLIC elections cannot be held until the 2019 but for the interim period election to the aforesaid Council will be voted for by the present six sitting Councillors.

25 April 2016

See Back Page for more information.

T & W Numbers Game

The T & W Highways Development Engineer-Highways and Transport.
 Issued an email to calm the waters on the B5063 issue.

He wrote;

“It is important to keep the impact of this development in proportion to the existing use of the local B road network and not to get bogged down with over analysis. So in simple terms, the busiest section of B road in the vicinity of the development site is the B5063 through High Ercall, which currently has an average daily two way traffic flow of around 6,000 vehicles; the development is proposing an additional 40 two way transporter trips on top of this through the village, so therefore a resulting net increase of less than 1.5% if we assume each transporter is equivalent to two passenger car units. This increase, in road capacity terms, is therefore considered immaterial and falls comfortably within daily traffic flow variations.”

Did you know this formula.

Note the increase in traffic is a mere 1.5% what

Highways Algebraic Equation Lesson 1
1 HGV + 11 Car Load = 2 Cars

a fuss about nothing, unfortunately that sentiment was noted by residents at the High Ercall presentation on the Planning application. However perhaps Planning Department had not noticed the issue was not traffic per se, it was the increase of HGV traffic on narrow country roads and using the route through Shawbirch and Longdon when an A road route was available.

So let's do the numbers game relative to HGV's Wednesday 13th April 79 HGV's towards High Ercall 75 to Shawbirch Total 154

The Greenhous plan will add 19 vehicles to this total so the REAL increase is 12.33%

Greenhous Numbers Game

The original T & W response to their application was strangely in line with Public reaction, it would most likely be rejected due to the issues of the narrow unsuitable roads.

Somehow months later the very same roads are not a problem.

So without the Application being approved the site was purchased, building cleared and cars for storage started arriving in.

This is a breach of trust with the Community and clearly an attempt to force T & W's hand knowing Councils are reluctant to refuse an application which Greenhous would raise a costly appeal.

So the application is Phase one.

In the multitude of documents with the application see the Journey data from their Govan site which they say is the capacity they expect at the Angel site. That's Phase 2

Date	Vehicles by transporter	Vehicles (single)	Total Movements
09/06/2014	211	11	222
10/06/2014	62	13	75
11/06/2014	113	12	125
12/06/2014	109	12	121
13/06/2014	83	22	105
16/06/2014	112	16	128
17/06/2014	36	9	45
18/06/2014	146	11	157
19/06/2014	121	5	126
20/06/2014	83	8	91
23/06/2014	227	17	244
24/06/2014	257	5	262
25/06/2014	162	8	170
26/06/2014	195	8	203
27/06/2014	190	12	202
30/06/2014	148	13	161
01/07/2014	145	16	161
02/07/2014	136	8	144
03/07/2014	294	23	317
04/07/2014	302	18	320
07/07/2014	169	66	235
08/07/2014	188	6	194
09/07/2014	198	7	239
10/07/2014	198	4	202
11/07/2014	109	13	122
14/07/2014	193	10	203
15/07/2014	135	3	138

See [Transport Assessment - Appendix D - Govan](#)

Download Planning Application

Councillor Vacancy

The ins and out of

You must be over 21, it is NOT a paid position and being a Councillor local people hold you accountable for things happening locally. Even when the Parish Council have nil control over many situations.

So why do it?

Well those of you who care about the Community and enjoy a challenge then the Parish Council is for you.

What skills do I need.

Patience, Councils work at a slow rate, projects need discussion, then research, then quote requests and another meeting to agree to proceed. Three months would be fast.

Objectivity, planning applications can be very contentious. One has to consider those objecting due to the affects the application has on them versus the positive effect (if any) on the whole community. Remember the objectors rightfully so express their issues, those who are unaffected and those who would benefit rarely take the time to say "we back this application". Hence the phrase the silent majority. Consideration must be given to both sides.

What do you do actually?

Attend a monthly meeting (1st Wednesday of the month) which is held either at Rodington or Longdon Village Hall. August there is usually a month off so often people put Planning Applications to avoid scrutiny knowing many are on holiday. If the Application is contentious we call a special meeting to consider the issue.

Each member is requested to attend training where felt necessary. New Councillors would attend a "New Councillors" evening course as soon as possible after joining.

Each member tends to specialise in certain areas

to attend meetings relating to their areas so the Parish views are represented and information is fed back to the Council.

At each meeting you should come prepared;

Has anyone raised concern or complaint on a local situation.

Arrive before the meeting to read any planning applications due to be discussed. Alternatively do the applications research online before the meeting. Come with ideas.

Any other requirements?

Yes, you need to have a working PC and email address. The Clerk keeps the Council informed of issues as they happen and on occasion needs a response before the next meeting. Email is the efficient and most cost effective way of operation.

Continued from Page 4

Alongside the bridge the building below consists of two residences that suffer vibration within the home from HGV's. At night it can wake you. It rattles radiators and doors. The increase in traffic is now a major hazard for the house closest the bridge. The gate below is the ONLY access, heating oil deliveries are a nightmare, septic tank collections equally so.

