



Parking

The only place where parking restrictions are present is on Church Street in the village centre. Various places are used to park in the village centre, with on-street parking in the lay-bys on the north side of Drayton Road adjacent to the shops and on the west side of Wem Road, as well as a small length on Church Street. As regards off-street parking, the frontage of the Co-Op is used (private land), the Elephant and Castle PH and Village Hall car parks (both privately owned) and the Recreation Ground car park. This is a Parish Council facility and the PPQ asked if people felt this car park was adequately signed - 51.1% felt that better signing would be more appropriate.



The PPQ inquired whether people experienced parking problems and 77.9% did not. Cars blocking access and parking near schools were the next highest responses. Improvements to the signing of the Recreation Ground car park have been included in the Parish Plan Action List.

Street lighting

Shropshire Council (SC) has responsibility for most of the street lighting, but some areas are still lit by Parish Council maintained street lighting. The Parish Council will upgrade its lighting when funds permit, and once undertaken, can be transferred to Shropshire Council to maintain. A recent example of this is Wem Road between the A53 and RAF Shawbury. Being a rural Parish, there are a number of roads that don't have any street lighting at all. The PPQ therefore sought residents' views on the quality of street lighting where they live.

How do you feel about the quality of street lighting where you live?	Responses
We don't have street lighting but would like some	89 (9.0%)
Street lighting needs improvement	158 (15.9%)
Street lighting is adequate	746 (75.1%)

The PPQ also asked if there were any particular areas where improvements were needed. The main areas raised were Wem Road (now completed), Bridgeway, the A53 (between the Mytton Estate and Edgebolton) and Church Close. These requests, as well the Parish Council providing a formal programme/priority list for street lighting improvements in the Parish, have been included in the Parish Plan Action List.

Pavements

Pavements that form part of the highway are solely the responsibility of Shropshire Council. Again the issues of people with disabilities experiencing difficulties with narrow or no footways and the absence of dropped crossings were raised. Nearly a quarter of those responding felt that the pavements needed improvement. Poor maintenance causes difficulties for the able bodied, let alone those with a disability.



How do you feel about the quality of pavements where you live?	Responses
We don't have pavements but would like some	114 (11.6%)
Pavements needs improvement	242 (24.5%)
Pavements are adequate	630 (63.9%)

From the feedback received, the main areas considered to be in need of improvement are Church Close, Church Street and the narrow path adjacent to the Elephant and Castle PH.

Parking on pavements, the condition of pavements and the absence of pavements around the Parish would be an area which the Shawbury Access Group would investigate. This has been included in the Parish Plan Action List.



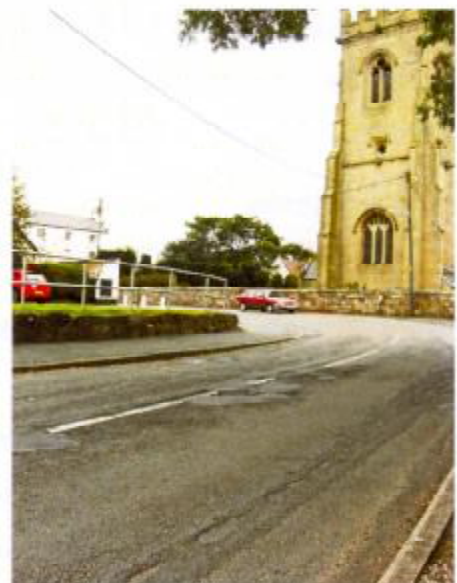
Highway maintenance

The community's views were sought on the highway maintenance undertaken in the Parish. The results obtained showed that 45.6% considered road maintenance (pot holes etc) to be a problem. Gully emptying/sweeping, hedge cutting and verge maintenance all came a distant second, with responses ranging between 15.2-17.3%.

As regards hedge cutting, it is the responsibility of the landowner to ensure that hedges do not encroach onto the public highway. Where Shropshire Council considers encroachment to be an issue, it can either give notice to the landowner or arrange for it to be rectified at the landowner's expense.

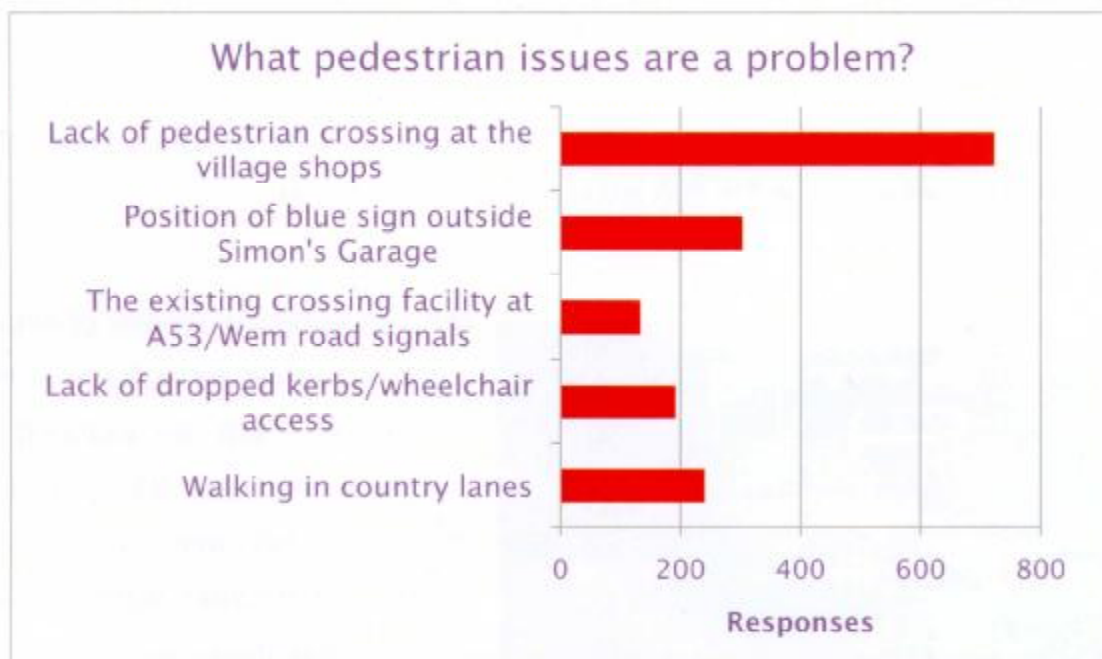
From the feedback received, the other major area of concern was the flooding that regularly occurs on Church Street near the Village Hall. Other issues raised were more regular maintenance of pavements, flooding on the A53 by the Roden Bridge, the undulating road on the B5063 and too many traffic signs.

Improvements to highway maintenance were subsequently included in the Parish Plan Action List, albeit by its very nature, maintenance is an ongoing process.



Pedestrian safety

The initial surveys undertaken in the community to formulate the PPQ highlighted a number of concerns about pedestrian safety within the Parish. Individuals were allowed to have more than one choice.



The provision of a pedestrian crossing at the village shops accounted for 45.4% of the responses - A figure also mirrored from businesses. The community considered a pedestrian crossing to be a high priority and it ranked fourth on the list of the main priorities in the Parish.

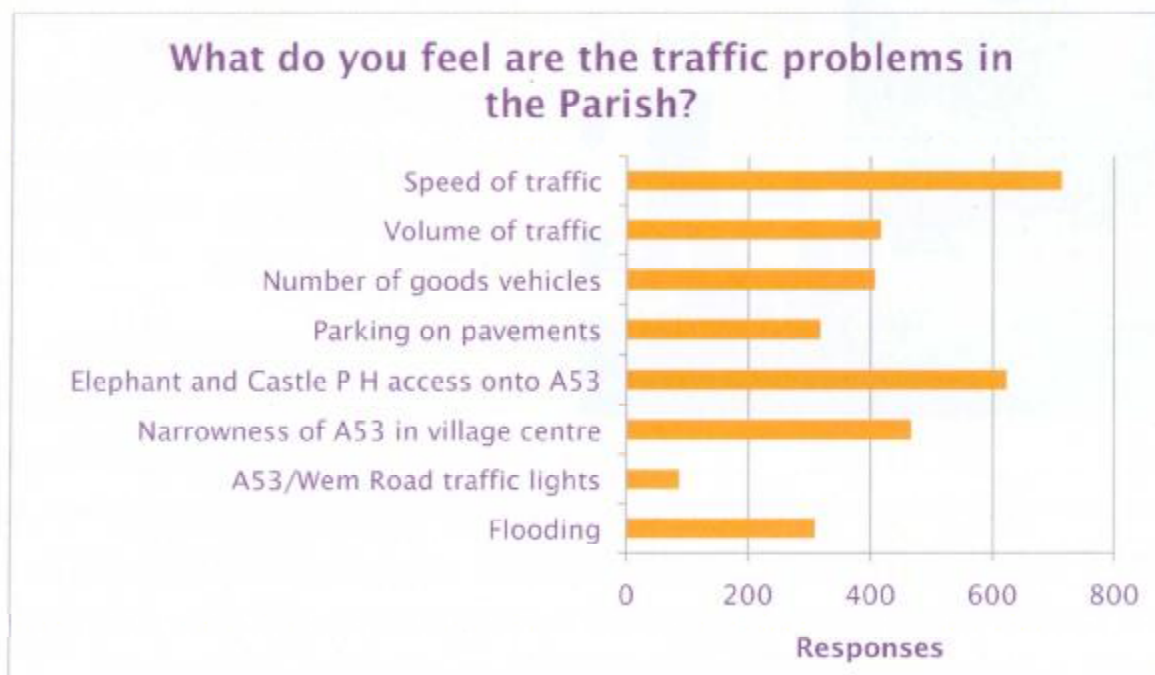
The A53 is narrow and winding, has limited visibility of approaching traffic with parking activity also taking place on frontages and within the lay-by. We sought feedback on any other areas of concern, and received varied responses. The most mentioned were the narrow path adjacent to the Elephant and Castle PH, and Church Street where the road is narrow and there is no footway present. These pedestrian issues have been included in the Parish Plan Action List.

Traffic problems/improvements

The A53 carves its way through the Parish and through the village centre where the shops attract pedestrian activity; indeed, the A53 almost creates a north and south divide within the village. The alignment through the village has, due to the presence of property, largely remained the same over the years with bends, narrow roads/footways and poor visibility. This together with the speed and size of vehicles creates an unpleasant/unsafe environment for young and old alike. The community considered the volume of traffic and busy main road through the centre of the village to be the fifth worst feature in the Parish.



Not surprisingly a number of issues surfaced during our surveys of the community which we included in the PPQ to ascertain what the community felt were the priority issues. Individuals were allowed to have more than one choice, and as can be seen from the level of responses, this is clearly an area that generates local concern.



As a consequence of PACT (Partners and Communities Together) meetings with the Local Policing Team, the Community Speed Watch initiative was introduced in Shawbury. This was a voluntary based scheme designed to encourage safer driving through the village and involved speed watch volunteers using radar speed detectors in 30 and 40 mph zones. The volunteers recorded speeds/vehicle registrations exceeding the limits, and then passed the information onto the Local Policing team, who would initially send out warning letters, but repeat offenders would get a final warning and have their details passed onto road policing officers. Unfortunately, this has not operated for over a year now, primarily due to lack of volunteers and the type/specification of equipment being used.

There are various concerns and a number of measures that the local community would like to see. The most popular is the provision of vehicle activated speed indicator signs, lower



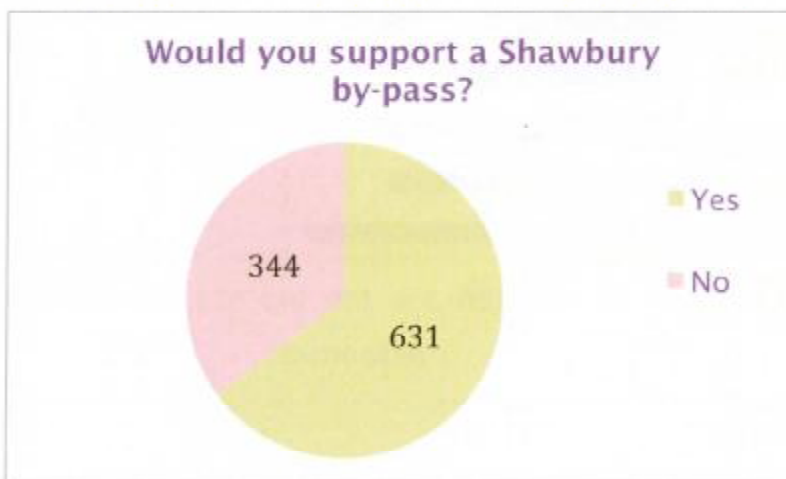
speed limits and 20mph in residential areas (these options were also those preferred by the business community). Feedback on this matter also raised a number of other issues, namely a Shawbury by-pass and police speed checks/enforcement. The traffic issues/improvements which generated a high response from the community should be pursued and have been included in the Parish Plan Action List.

Shawbury by-pass



From the responses received to the PPQ, the volume, speed and size of vehicles together with the associated safety issues of traffic travelling through the centre of the village on the A53, are of

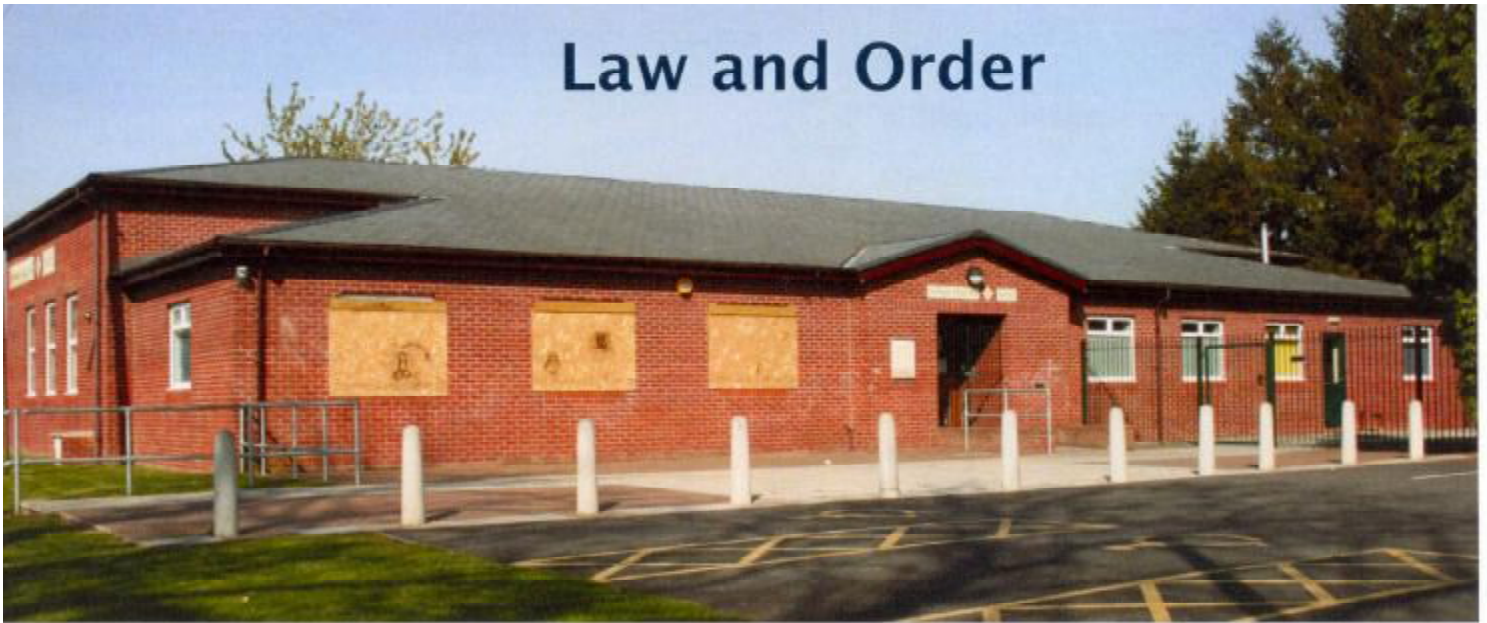
great concern to the local community and they considered the provision of a Shawbury by-pass to be a high priority. A by-pass would help remove some of the traffic travelling through the village centre - most notably the heavy goods vehicles. Clearly there is concern in some quarters as to the impact which a by-pass might have on local trade/shops within the village, with the potential loss of passing trade. (See also comment made in Business section.) One might however argue that the reduced traffic could make the village a more attractive proposition in which locals can shop, and that the village is more sustainable with its population and RAF base than say, Hodnet, which was by-passed several years ago. Perhaps the current restrictions on development in the village need to be reviewed as more homes and people could offset the loss of passing trade to the village shops.



There has been talk of a Shawbury by-pass for many years now. Shropshire Council's Local Transport Plan 2006-2011 states that "Whilst still supporting the construction of a bypass for Shawbury, we do not at present expect to put this scheme forward for consideration for major

scheme funding during the LTP period". Given the environmental impact traffic is now having on the village, the concerns for safety and quality of life, it is perhaps not surprising that 64.7% would like a by-pass. Indeed, a by-pass was ranked third on the list of the main priorities in the Parish, and has been included in the Parish Plan Action List.

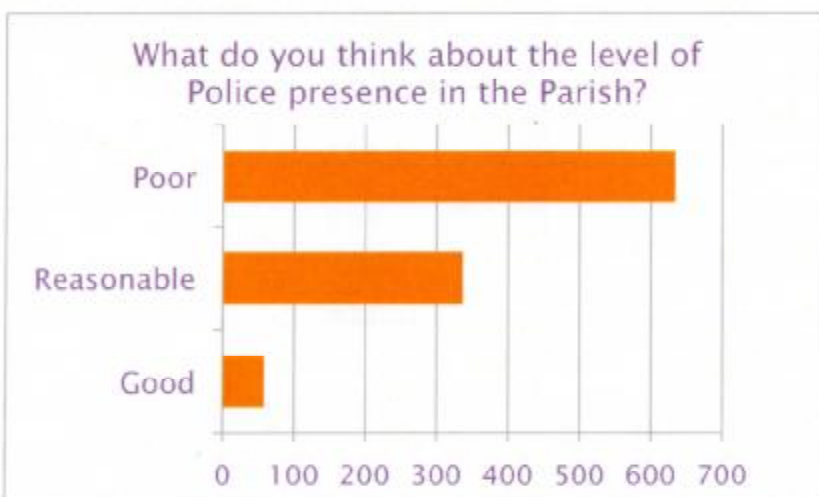
Law and Order



Police presence

Shawbury Parish covers a large area, which does not have a constant police presence. Police support is provided from Wem, Market Drayton and Shrewsbury.

Law and Order was one of the main issues raised on the street during our initial surveys of the community. The PPQ wanted to find out peoples' perception of the police presence in the Parish. The response was that 61.7% felt that the police presence was poor, 32.7% reasonable and only 5.6% felt it was good. These figures are similar to that received from businesses.



There have been recent initiatives, in which the Police have provided Community Support Officers (CSO's) and more non-uniformed police presence, which by its very nature would not be recognised by the public. Indeed, the CSO has been instrumental in assisting/obtaining funding for a

number of local initiatives such as the goal posts on the Recreation Ground, the new POD and the new play area. It is felt that this involvement has to some extent made inroads into alleviating some of the problems that had been experienced around the village centre.

Crime and anti-social behaviour



The PPQ sought to ascertain the main areas of concern for the community. Individuals were allowed to have more than one choice, and the response shows this is an area generating a lot of local concern.

Vandalism and graffiti are at the top of the list, followed by vehicles speeding, litter and criminal damage. 37.9% said that there were areas of the Parish where they felt unsafe – mainly around the Village Hall, car parks, recreation ground and church/cemetery area.

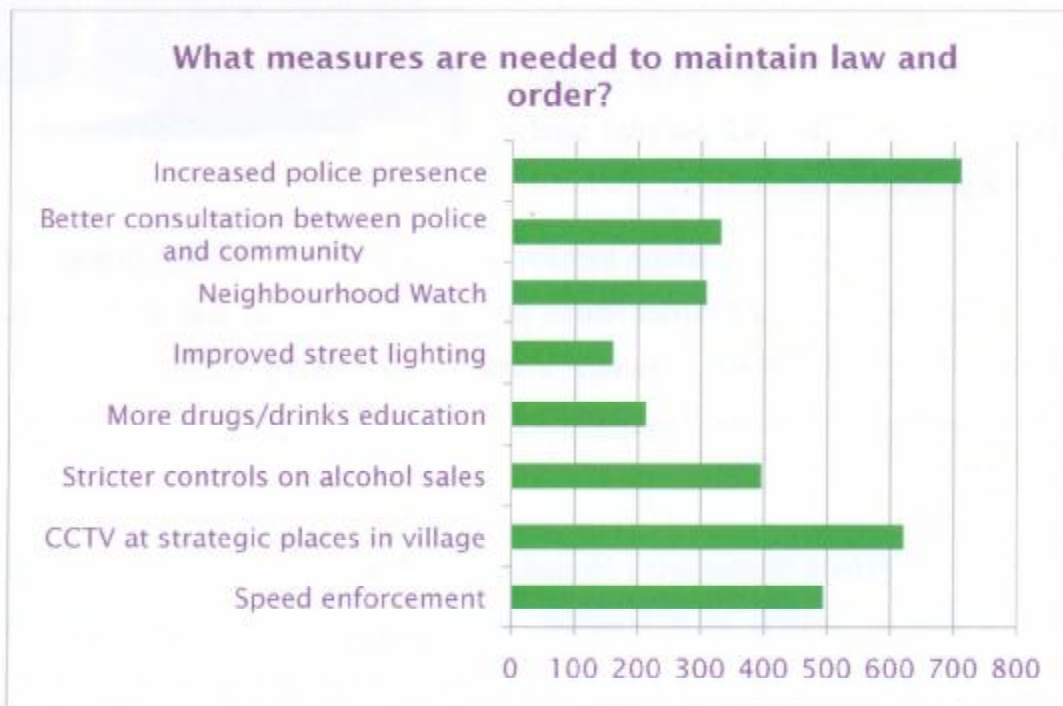
Which crimes and anti-social behaviour concern you?	Responses (any number of boxes could be selected)
Vandalism & graffiti	731
Speeding traffic	609
Litter	582
Criminal damage	558
Drug use	449
Intimidation	440
Burglary	381
Drunkenness	365
Car crime	321
Violence	308
Joy-riding	257
Noise pollution from vehicles	229
Mugging	172

Concerns about personal safety in this area were also expressed by young people – See “Young People’s” section. It should also be noted that 35.1% of businesses felt that vandalism adversely affected their business.

As to how to combat such issues, the PPQ gave a number of options on which people were allowed to have more than one choice. Again we received a high number of votes for each, but the highest response was for an increased police presence, followed by CCTV, speed enforcement and better consultation between the Police and community.

Law and order is uppermost in the mind of the community as vandalism, graffiti and criminal damage were considered the worst feature in the Parish, and more Police/increased Police presence, addressing vandalism and action against anti-social behaviour were ranked first, second and joint fifth respectively on the list of main priorities in the Parish.

Police presence, vandalism and anti-social behaviour have all been included in the Parish Plan Action List. The PPSG felt it would also be beneficial if crime statistics for the Parish were monitored by the Parish Council. This pro-active initiative would enable the Council to observe trends and seek police assistance in dealing with particular areas of unlawful activity. This information could also be made accessible on the Council's website.



Health



Local surgery

The 2001 Census revealed that 7.13% of the Parish are not in good health and 14.13% had a limiting long-term illness.

Shawbury has its own Medical Centre attended by 73.0% of the respondents, with the remainder registered at Hodnet, Clive, the RAF Medical Centre or other surgeries. The Medical Centre had recently changed its opening times and 85.5% were happy with the new arrangements. 94.7% said they found it easy to get to the surgery the remainder (43 people) said they experienced some problems with this.



The practice offers a number of services, which include a surgery, a prescription dispensary, two Practice Nurses, a Health Visitor, a District Nurse and a Counsellor as well as a number of Clinics (Family Planning, Ante-Natal, Health Visitor's Well Baby Clinic, Paediatric Surveillance/Child development and a Chiropody Clinic).

Hospitals

Most residents use either the Royal Shrewsbury Hospital or Princess Royal at Telford. When asked if they found it difficult getting to a hospital, 93.2% said they found it easy, the remainder experienced difficulties. There is a Volunteer Car Co-ordinator scheme available, but from the comments made by the respondents the majority of people in the Parish are not aware of its existence. Action is now being taken to promote this scheme through various channels (Shawbury News, advertising at the Medical Centre etc).

First Response

To keep within the response times set by the Government for the emergency services to arrive at an incident, the system of First Responders was set up. Their role is to respond when called by the ambulance controller to an incident and to start to administer first aid. They have also been trained to use a de-fibrillator and administer oxygen. On the arrival of the paramedics, First Responders are able to assist them.

First Responders are volunteers who have to attend a number of training sessions and pass practical examinations for both first aid and the use of the above equipment; thereafter they have six-monthly refresher training. When they have passed their training, they then give up their time freely as and when their own circumstances allow, providing this First Response service.

Their response area is normally within a five to six mile radius of their home, but depending on the circumstances it could extend beyond their normal radius; this decision is made by the ambulance controller. Currently Shawbury has three volunteer First Responders offering this invaluable service.

Walking for Life



Given the relatively short time that the 'Walking for Life' scheme has been in operation in Shawbury, the PPQ sought to find out how well known it was - 68.1% were aware of it.

'Walking for Life' involves regular Monday walks, normally starting at 10am from the Village Hall. These are short circular walks around the Parish giving people the opportunity to meet new friends while having a little exercise in very pleasant surroundings. Longer walks of 2 to 3 hours have also been organised usually taking place on a weekend or bank holiday.

These walks are proving very popular and have featured in the local weekly newspaper (North Shropshire Chronicle). Publicity is also given to them regularly in the Shawbury News.

The survey results on Health Care and observations received have been forwarded to the Shawbury Medical Centre and Shropshire Council Countryside Access.