



Shropshire Council
Legal and Democratic Services
Guildhall
Frankwell Quay
Shrewsbury
SY3 8HQ

Date: Wednesday, 24 June 2026

**Committee:
Economy and Environment Overview and Scrutiny Committee**

Date: Thursday, 2 July 2026
Time: 6.00 pm
Venue: Council Chamber, The Guildhall, Frankwell Quay, Shrewsbury, SY3 8HQ

You are requested to attend the above meeting.
The Agenda is attached.

There will be some access to the meeting room for members of the press and public, but this will be limited. If you wish to attend the meeting, please email democracy@shropshire.gov.uk to check that a seat will be available for you.

Please click [here](#) to view the livestream of the meeting on the date and time stated above.*

The recording of the event will also be made available shortly after the meeting on the Shropshire Council YouTube Channel: [Here](#)

Tim Collard
Service Director – Legal and Governance (Monitoring Officer)

Members of Economy and Environment Overview and Scrutiny Committee

Ed Potter (Chair)	Alan Holford
Sam Walmsley (Vice-Chair)	Brendan Mallon
Donna Edmunds	Chris Naylor
Craig Emery	Wendy Owen
Adam Fejfer	Sharon Ritchie-Simmons
Gary Groves	

Your Committee Officer is:

Sarah Townsend Committee Officer

Tel: 01743 257721
Email: sarah.townsend@shropshire.gov.uk

When attending this meeting, Members are reminded of the three principles of the Jo Cox Foundation and Compassion in Politics Civility Pledge:

1. *Use a civil and constructive tone in debate.*
2. *Act with integrity, honesty and compassion.*
3. *Behave respectfully towards others, including those I disagree with.*

*(Please note that while we strive to live stream meetings, technical issues may occasionally occur. In the event of a technical disruption, the meeting will be paused to try to resolve the issue. Should it not be possible to resume the live stream, the meeting will proceed as scheduled, and a backup recording will be made available after the meeting. Any disruption to the live stream does not affect the legality of the meeting).

AGENDA

1 Apologies for Absence

2 Disclosable Interests

Members are reminded that they must declare their disclosable pecuniary interests and other registrable or non-registrable interests in any matter being considered at the meeting as set out in Appendix B of the Members' Code of Conduct and consider if they should leave the room prior to the item being considered. Further advice can be sought from the Monitoring Officer in advance of the meeting.

3 Minutes of the Previous Meeting (Pages 1 - 8)

To consider the minutes of the Economy and Environment Overview and Scrutiny Committee meetings held on 12th March 2026 (Attached) and 14th May 2026 (Attached).

Contact: Sarah Townsend (Tel: 01743 257721)

4 Public Question Time

To receive any questions or petitions from the public of which notice has been given. The deadline for notification for this meeting is 12 noon on Friday, 26th June 2026.

5 Member Question Time

To receive any questions of which Members of the Council have given notice. The deadline for notification for this meeting is 12 noon on Friday, 26th June 2026.

6 Review of Highways Maintenance Strategy and Highways Inspection Policy

To receive a verbal update

Contact: Andy Wilde (Tel: 01743 256401)

7 Station Gyrary - Six Month Follow Up of Actions Against Task and Finish Group Recommendations (Pages 9 - 16)

Six month update as to the progress of the recommendations made by the Station Gyrary Task and Finish Group. (Attached).

Contact: Andy Wilde (Tel: 01743 256401)

8 Station Gyrary Task and Finish Group Verbal Update

Verbal update from the Task and Finish Group on work undertaken further to their last report to Cabinet on 3rd December 2025.

Contact: Councillor Ed Potter, Station Gyrary Task and Finish Group Chair

9 Economy and Environment Overview and Scrutiny Committee Work Programme (Pages 17 - 20)

To discuss the Committee's Work Programme for 2026-2027 and potential topics for inclusion. (Attached).

Contact: Claire Braddock (Tel: 01743 258913)

10 Exclusion of Press and Public

To resolve that, in accordance with the provisions of Schedule 12A of the Local Government Act 1972 and Paragraph 10.4 (3) of the Council's Access to Information Procedure Rules, the press and public be excluded from the meeting during consideration of the following items.

11 Highways - Six Month Follow Up of Actions Against Task and Finish Group Recommendations (Pages 21 - 28)

Six month update as to the progress of the recommendations made by the Highways Task and Finish Group. (Attached).

Contact: Andy Wilde (Tel: 01743 256401)

12 Date/Time of Next Meeting of the Committee

The Committee is scheduled to next meet on Thursday, 12th November 2026 commencing at 6.00 p.m.



Committee and Date

Economy and Environment
Overview and Scrutiny Committee

2nd July 2026

ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Minutes of the meeting held on 12 March 2026

In the Council Chamber, The Guildhall, Frankwell Quay, Shrewsbury, SY3 8HQ

6.00 p.m. - 7.51 p.m.

Responsible Officer: Sarah Townsend Committee Officer

Email: sarah.townsend@shropshire.gov.uk Tel: 01743 257721

Present:

Councillors Ed Potter (Chairman), Sam Walmsley (Vice-Chair), Julian Dean (Substitute) (substitute for Craig Emery), Donna Edmunds, Gary Groves, Alan Holford, Brendan Mallon, Wendy Owen and Sharon Ritchie-Simmons

Other Members in Attendance:

Councillor Bernie Bentick – Portfolio Holder for Health and Public Protection (remotely)

Councillor Roger Evans – Portfolio Holder for Finance (remotely)

Councillor Ruth Houghton – Portfolio Holder for Social Care (remotely)

Councillor David Vasmer – Portfolio Holder for Highways and Environment

Officers in Attendance:

Claire Braddock – Overview and Scrutiny Officer

Rachel Robinson – Executive Director Public Health (remotely)

Andy Wilde – Service Director Infrastructure

47 Apologies for Absence

Apologies for absence were received from Councillors Craig Emery, David Minnery and Chris Naylor. Councillor Julian Dean was in attendance as a substitute for Councillor Craig Emery.

48 Disclosable Interests

There were no interests declared.

49 Minutes of the Previous Meeting

RESOLVED:

That, with the following amendments to the Community Safety Partnership Annual Report 2024-25 (Minute 41):

- Councillor Bentick's Portfolio Holder Title be amended to read 'Portfolio Holder for Health and Public Protection'.

- The following additional wording be included at the end of the last paragraph: *'In response to a question on how Page 1 Community Safety Partnership could be*

certain that its activities were effective, the Portfolio Holder for Health and Public Protection pointed to the significant reduction in re-offending rates’.

The minutes of the Economy and Environment Overview and Scrutiny Committee meeting held on 29th January 2026 be approved as a correct record.

50 Public Question Time

No public questions had been received.

51 Member Question Time

A member question had been received from Councillor Dawn Husemann regarding the ongoing failure of pothole repairs. In her absence, her question was read out by the Overview and Scrutiny Officer and the response to the question was provided by the Chairman. A full copy of the question and response provided is available from the web page for the meeting.

52 Pothole Processes Verbal Update

The Service Director Infrastructure introduced the item by providing a detailed overview of the current condition of Shropshire’s highways network, the national funding context and the challenges created by long term underinvestment, increased winter damage and the statutory duty to keep the highway safe and serviceable. He explained that the Council’s annual Department for Transport (DfT) capital allocation had long been insufficient and fell far short of the £33 million per year required simply to maintain the network in a “steady state” condition. Years of under investment had resulted in “managed decline”, with the service prioritising statutory safety repairs over preventative maintenance. A shift toward preventative maintenance such as resurfacing and surface dressing were highlighted as essential to reducing long-term costs.

The Service Director Infrastructure highlighted that the winter period had caused an exceptional spike in potholes, particularly due to a cold period followed by several weeks of persistent rain. This compressed the usual winter season of defects into a short period, generating a significant backlog and the redeployment of extra repair teams. He explained that highways teams were currently completing 800–900 pothole repairs per week, making progress on the backlog, but acknowledged the level of public concern and the severe impact of water, drainage issues and rural road construction weaknesses.

The statutory inspection regime was outlined with the Service Director Infrastructure explaining that A roads are inspected monthly, while rural lanes are inspected annually or bi-annually. All repairs are ordered as permanent unless conditions require temporary works and every defect is photographed before and after repair. Also explained was the transition from the previous single large contractor model to a “mixed economy” approach, combining in-house teams and external contractors to improve quality, responsiveness and value.

Members raised a wide range of queries. These included concerns about blocked drains, inadequate ditching, field run-off, the impact of heavy agricultural and forestry vehicles on fragile rural roads, budget forecasting, reporting systems and communication with both residents and Town and Parish Councils. Members also discussed examples of pothole repairs being undertaken while nearby defects remained unaddressed, leading to public frustration.

In response, the Service Director Infrastructure confirmed that poor drainage is a major contributor to road deterioration and outlined efforts to increase in-house drainage maintenance. He recognised pressures caused by increased vehicle sizes, particularly agricultural, which had changed traffic patterns in ways rural roads were never engineered to withstand and the issue of road edge deterioration, particularly on the rural network. The need for stronger engagement with landowners, the NFU, the CLA and Town and Parish Councils on managing water run-off and ditch maintenance was acknowledged.

Questions about the Council's ability to secure full future funding from the DfT were addressed. The Service Director Infrastructure confirmed the council must evidence compliance with asset management practice and strategy criteria, publish relevant documents and demonstrate achievement of key performance indicators to unlock the full incentivised funding allocation. Shropshire had historically met the standards required by the DfT and there was no reason why this would not continue. A four year funding indication from the DfT would help long term planning and increase preventative works such as surface dressing programmes. Members asked for clarity on historic funding levels, actual highways budgets and projected highways budgets and in responding, the Service Director Infrastructure commented that he would provide further written information / data on this, to be circulated by officers after the meeting.

Members raised concerns about communication, including the reliability of FixMyStreet, inconsistencies in the outstanding works map and lack of notice for reactive works that cause road closures. The Service Director Infrastructure acknowledged these issues and advised that system improvements to FixMyStreet were being reviewed and that improved digital scheduling could support earlier communication ahead of reactive works and would be explored further. He welcomed suggestions to give local members more timely updates on works scheduling and acknowledged the value of regular contact between technicians, Councillors and Town and Parish Councils. It was confirmed that pothole repairs were photographed before and after, geo-referenced, audit checked and subject to remedial action at contractor cost where necessary.

Members also explored quality assurance processes, including the possibility of independent post work inspections, cross checking between contractors and in house teams and reducing the "you fixed one pothole but not the other" frustration. The Service Director Infrastructure expressed openness to further scrutiny, external reviews and exploring alternative approaches. In responding to a question about Blackpool's Project Amber, he explained that whilst the principles were sound, Shropshire's rural network differed significantly from Blackpool's urban environment.

RESOLVED:

That a new Highways Task and Finish Group be established with new terms of reference to consider issues such as the new contract procurement, value for money, quality of highways (particularly potholes) work and communication. It was confirmed that both new members and members from the previous Task and Finish Group were welcome to join with it anticipated that several sessions would be required. Following completion of their work, a report would be brought back to the committee for consideration and recommendations made to Cabinet for their consideration.

53 Economy and Environment Overview and Scrutiny Committee Work Programme

The committee reviewed the developing work programme and agreed the approach to scrutiny activity over the coming months. It was confirmed that only two Task and Finish Groups would run concurrently at any one time and it was agreed that in the first instance, the Shrewsbury Station Gyrotory Task and Finish Group would reconvene once the outstanding safety audit report was received and that the new Highways Task and Finish Group would be established as a priority. The new Highways Task and Finish Group would consider those issues that had been raised earlier in the meeting relating to such as quality assurance, communication with local members and communities, reporting systems and opportunities for improved efficiency.

It was noted that whilst a Task and Finish Group on the North West Relief Road was planned, the Transformation and Improvement Overview and Scrutiny Committee had also set up a Task and Finish Group and would complete their element of the work relating to finances before handing over to the Economy and Environment Overview and Scrutiny Task and Finish Group to explore the impact of not having the North West Relief Road on other road networks such as Battlefield. Regarding Pyrolysis, this would be dealt with either as a Task and Finish Group, or as a whole committee.

The committee also agreed that two all Member briefings would be arranged ahead of their July meeting – one on the Riverside Development, to provide clarity on progress to date and future plans and another on the Adoption of Estates, to understand the current position and any outstanding issues from previous work.

Waste minimisation was noted as a future topic. However, Members agreed to await further clarity on work related to food waste, green waste and the waste contract before scheduling scrutiny activity in this area.

The Committee also considered a request from a member of the public relating to planning decision making processes and how the Council assures that planning decisions are supported by robust, independently verified highways and infrastructure evidence, particularly where developments rely on constrained existing access routes or roads that remain unadopted and while the Council is operating without an up to date adopted Local Plan. It was agreed that Councillors Ed Potter and Sharon Ritchie-Simmons would discuss this with the Chairs and Vice-Chairs of both Planning Committees and relevant officers in the first instance to explore the matter further and identify whether specific scrutiny work was required. Feedback would then be provided to the committee.

Members noted the importance of maintaining oversight of wider strategic issues, such as the local plan and economic development. It was agreed that the Overview and Scrutiny Officer direct this to the Local Plan Members Group and report back on where these issues were being addressed to ensure effective coordination and avoid duplication.

54 Date/Time of Next Meeting of the Committee

It was noted that the next meeting of the Economy and Environment Overview and Scrutiny Committee was scheduled to be held on Thursday, 2nd July 2026 commencing at 6.00 p.m.

Signed (Chairman)

Date:

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Committee and Date

Economy and Environment
Overview and Scrutiny
Committee

INSERT NEXT MEETING DATE

ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Minutes of the meeting held on 14 May 2026
In the The Council Chamber, The Guildhall, Frankwell Quay, Shrewsbury, SY3 8HQ
12.00 - 12.10 pm

Responsible Officer: Sarah Townsend Committee Officer
 Email: sarah.townsend@shropshire.gov.uk Tel: 01743 257721

Present

Councillors Ed Potter (Chair), Sam Walmsley (Vice-Chair), Craig Emery, Adam Fejfer, Alan Holford, Benedict Jephcott, Chris Naylor, Wendy Owen, Sharon Ritchie-Simmons and Dawn Husemann (Substitute) (substitute for Brendan Mallon)

55 Election of Chairman

It was proposed. seconded and duly **RESOLVED**

That Councillor Ed Potter be elected Chairman of the Economy and Environment Overview and Scrutiny Committee for the forthcoming municipal year

56 Apologies for Absence

Apologies for absence were received from Councillor Brendan Mallon

Councillor Dawn Husemann substituted for Councillor Mallon

57 Appointment of Vice-Chairman

It was proposed, seconded and duly **RESOLVED**

That Councillor Sam Walmsley be appointed Vice-Chairman of the Economy and Environment Overview and Scrutiny Committee for the forthcoming municipal year

Signed (Chairman)

Date:

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STATION GYRATORY TASK AND FINISH - ACTION PLAN

These are the latest updates made against those recommendations that were proposed by the Station Gyrotory Task and Finish Group, and accepted by Cabinet, in the T&F Group report to Cabinet on the 3rd December 2025 -

	Recommendations	Action	Timescales
1	<p>Recommendation 1 – Safety and Accessibility: The Task and Finish Group recommend that an independent safety audit is carried out as soon as possible. The audit should be conducted by an impartial, third-party to ensure no conflict of interest. This should have the following key areas of focus: Firstly, informing whether there can be safe use of the floating bus stop and explore alternatives such as relocation, resizing or different designs to comply with statutory guidance and accessibility needs. Secondly, the safety audit should include consideration of the options around how the removal or modification of bollards could improve emergency vehicle access, whilst maintaining pedestrian and cyclist safety. A review of the interface between cycles, pedestrians and traffic at the junction with Howards Bank and safe and accessible access and egress at the station forecourt is necessary. Thirdly, to consider the extent of shared space between Howards Bank and New Park Road and whether parts of the wider pavement in this area could incorporate a designated cycle lane.</p>	<p>Action to date: A formal interim Stage 3 Road Safety Audit has been carried out by a third party organisation, separate from the Design organisation. An interim Audit checks partially completed works, or sections opened to the public, identifying potential hazards before the entire project is finished and officially signed off as complete. The auditors are not directed to specific issues but independently, identify problems and make recommendations for the Design and Overseeing Organisations to consider and respond to. The bus stop has been noted in the Audit. Emergency vehicle access has been much improved since the fire service were granted permission to use the cycle lane. Ambulance and Police services were already utilising the facility. Cyclists are currently required to observe the traffic signals as there is no specific cycle phase at this time although signal timings and station access to feature in the Audit. The facility of shared space would not be considered suitable for a designated cycle lane – this would have been introduced had it been the case.</p>	

<p>2</p>	<p>Recommendation 2 – Safety and Emergency Services: The Task and Finish Group recommend regular contact between blue light services and Highways to monitor ongoing issues around traffic volume and signalling, and as a priority assess the feasibility, cost, and logistics of implementing ‘green wave’ technology.</p>	<p>Contact with the fire service has continued resulting in approval for their vehicles utilising the cycleway when on a shout, subject to their own dynamic risk assessment. Video footage has been taken of two fire engines using the cycleway, bypassing traffic on Castle Foregate outside the station – this is a dramatic improvement over pre scheme conditions when both lanes would have been congested. Data has been requested from the fire service regarding pre scheme call outs so this can be compared with our own data of that time and post construction. The ACFO has offered to advise the Council of appropriate points of contact within the Police and Ambulance Service who have notably, been utilising the cycleway since it’s implementation. As a result of this, the “green wave” has not been investigated but the costs would run into the tens of thousands.</p>	
<p>3</p>	<p>Recommendation 3 – Wider Impacts: The Task and Finish Group recommend that an independent review is undertaken to consider the wider impact of the Station Gyratory system on the local highway network and local communities in residential areas, in order to take action to minimise unintended consequences. This should include, but not be limited to, consideration that the removal of low bridge constraints on the A528 has opened up Ellesmere Road to through HGV traffic, and the significant consequences for traffic on New Park Road, Beacalls Lane and Howards Bank as motorists use this route as a rat run to avoid congestion on the A5191.</p>	<p>A formal independent interim Stage 3 Safety Audit has been undertaken in the first instance, as noted in point 1 above. Decisions are required regarding the bus stop and cycleway, which will move to public consultation and if agreed, delivery on site. Officers recommend that a wider, strategic <i>safety review</i> is then undertaken of the whole scheme if this is considered appropriate and necessary. A resource exists within the Council to project manage a commission for a <i>safety review</i>, and a draft scope has been prepared.</p>	

<p>4</p>	<p>Recommendation 4 - Stakeholder Engagement: The Task and Finish Group recommend that a more inclusive consultation process is implemented for future schemes, ensuring that all key stakeholders, especially local businesses and particularly residents, are involved from the outset, and at each gateway identified, including any significant late changes during the build out. To ensure such ongoing involvement happens, this should be the responsibility of a specified officer at each stage of the project</p>	<p>A public consultation into the proposals ran from 6 February to 5 March 2024 and attracted over 450 responses – with 170 people visiting a drop in event at St Mary’s Church. Feedback led to a number of amendments being made to the original proposals. Further consultations were carried out during construction for the late change of scope to retain trees in Chester Street and the Traffic Regulation Orders for the change of traffic movements, the 20mph zone and Restricted Parking Zone. Throughout construction, Newsroom updates and press releases were provided plus social media updates with progress reports being provided to the Steering Group and the wider SBTP Movement Steering Group. Moving forward, assigned Project Managers will be tasked with ensuring that robust and appropriate consultations are undertaken to align with gateways, actions addressed and communicated, plus formal engagement with internal Service leads and asset managers which had been lacking. Project Mandates are required prior to handover for delivery confirming that all necessary actions have been taken, addressed and closed out, that the designs have been agreed, consultations have been appropriately conducted, budgets are confirmed and procurement of formal Contracts can be commenced without hindrance.</p>	
<p>5</p>	<p>Recommendation 5 – Governance and Oversight: The Task and Finish Group recommend that clear lines of governance</p>	<p>Asset Manager and Service Manager engagement is now a requirement on future</p>	

	and officer oversight are established, with defined responsibilities and gateway review stages to prevent similar issues in future projects.	<p>projects, with detailed Project Mandates covering transfer from one area of the Council to another – for example, Economic Growth as promoter to Highways for delivery. Suggested gateways are:</p> <ul style="list-style-type: none"> • Options Identification and appraisal (Concept design) • Public Consultation and analysis • Option Selection (Preferred Option) • Public Engagement on preferred option and analysis of feedback • Preliminary Design • Statutory Procedures & Powers • Construction Preparation (Detailed Design) • Procurement and construction, Commissioning & Handover • Closeout 	
6	Recommendation 6 – Financial Management: The Task and Finish Group recommend that the risks of potential grant clawback and cost shifts are determined, ensuring outputs align with funding requirements.	It is understood that the risk of clawback is not an issue and MHCLG are comfortable with the position of the project. Further engagement with MHCLG will be undertaken in advance of any Cabinet Decisions.	
7	Recommendation 7 – Active Travel and Connectivity: The Task and Finish Group recommend that the administration ensure cycle lane and active travel outputs are delivered in line with improved connectivity and public realm developments as proposed. The Task and Finish group recommend that Shropshire Council and all the partners in the Movement Strategy examine and review the lessons learned to ensure the Strategy’s coherence and practicality.	The cycleway has, in the main, been delivered as intended with the exception of the southern corridor on Castle Gates/Castle Street. A change was also required between Howard Street and New Park Road due to the lack of appropriate consultation prior to Contracts being let and works commencing. Legal advice was sought and a major risk of Judicial Review was identified around the substantial loss of on street parking – the Project timeframe and	

		<p>budget was not able to absorb this. An alternative solution (shared footway cycleway) was presented to the Steering Group with advice sought from Active Travel England. There is connectivity between St Michaels Street (south of the Flaxmill), along the old canal path to New Park Road, returning to St Michaels Street/Castle Foregate, through to the Railway Station entrance by Smithfield Road. The recruitment of an experienced Active Travel Manager will certainly ensure that future schemes are appropriately reviewed, checked and agreed in line with design standards and DfT/ATE guidance as it exists at the time.</p>	
8	<p>Recommendation 8 – Data Monitoring: Page 18 15 The Task and Finish Group recommend the collection and analysis of pre- and post-scheme data, including continual monitoring of live traffic flow and safety metrics, utilising traffic data from Shrewsbury BID to inform ongoing adjustments and future project planning. While the BID’s contribution is valuable the Council should have comprehensive systems of ongoing monitoring. We note a paucity of data relating to cycling movements leading to a minimal projection of likely gains in traffic.</p>	<p>Work is underway to assess the availability and suitability of data which can be captured via electronic means on given dates both pre and post scheme</p>	
9	<p>Recommendation 9 – Learning & Culture: The Task and Finish Group recommend that this experience is used as a catalyst for organisational change, fostering a culture of collaboration, accountability, and continuous learning.</p>	<p>Noted and agreed – changes are already being implemented in the formal arrangements for projects from inception through to design maturity and delivery on site.</p>	
10	<p>Recommendation 10 – Strategic Partnership Arrangements: There were significant costs associated with project management of the gyratory project by our strategic partner.</p>	<p>The costs incurred would be directly attributable to the various scopes of work commissioned with the Professional Services Provider, there</p>	

	<p>The case for expanding Shropshire Council's inhouse project delivery capability should be investigated. Managing projects from within Shropshire Council has the potential to both reduce costs and increase control. This review could be included in a broader review of strategic partnerships, to ensure that they are used in a way which brings maximum benefit to the Council.</p>	<p>were also delays realised by lack of clarity during consultations resulting in additional work being required (northern corridor), delays due to late changes of scope requiring additional consultations and design modifications, lack of timely decision making on the southern corridor, lack of clarity around the bus stop outside the station. These examples increased the requirements of the Professional Services Provider and also, the construction timeline extended meaning increased NEC Project Management and Supervision was required. Proposals are already being considered for the Council to employ suitably qualified and experienced individuals to undertake the NEC Project Manager and Supervisor functions for future projects.</p>	
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General comments:

The majority of “problems” identified in the RSA are minor signing and lining issues which have been reported to the Contractor and instructed for remedial action – Those items specific to the Traffic Regulation Orders have been completed and Enforcement has commenced. Other remedials, such as footway ponding will be addressed and a Programme of works is being developed by the Contractor.

A small island at the bottom of Coton Hill is to be introduced to reinforce the road markings and contain an additional give way sign for traffic travelling towards Chester Street. There will also be map based signage installed so drivers are better informed on the junction layout.

The bus stop on Castle Foregate can not be relocated – Transport operators are not willing to use the bus station, Castle Gates is not viable and neither is a suggested location on the southbound approach to the Howard Street junction.

The current bus stop island can be modified, taking in to account the more recent DfT guidance, which would allay the concerns raised by Arriva. However both the bus stop and cycleway at the front of the station require Cabinet Decision as there are alternative options that the Council may wish to consider further.

Fundamental changes to the operation of the traffic lanes in front of the railway station may result on abortive costs for the design and construction to date. This would present a revenue burden to the Council and work is underway to identify the extent of these costs. There is also the consideration around air quality along the Castle Foregate corridor, which the project, as constructed, intended to address, with the added inclusion of two way traffic along Chester Street – this removed the need for traffic from Ellesmere Road having to turn right at Cross Street to either access the Town or continue along Smithfield Road.

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Agenda Item 9

Economy and Environment Overview and Scrutiny Committee Work Programme

COMMITTEE MEETING AGENDA ITEMS

Date	Topic	Responsible Officer	Added to mod.gov YES/NO	All Member Teams Briefing	Task and Finish Group followed by a report to Committee	Report straight to committee	Previous topic of review - an update against the action plan
Aug-25	Highways Contract Review	Laura Tyler / Andy Wilde	Yes		✓	15-Sep-25	
15-Sep-25	Waste Contract Oversight – Veolia Contract	Laura Tyler / Gavin Waite	n/a	✓ 24 Sept 2025 – 11am and 6pm			
13-Nov-25	Developer Contributions T&F group update against previous actions	Eddie West / Tim Collard	Yes				✓
13-Nov-25	Verbal update further to the Member Briefings on the Veolia Contract	Laura Tyler / Gavin Waite	Yes			Verbal update following the Sept All-Member briefing	
13-Nov-25	Sports Village Development	Laura Tyler / Grant Wilson	Yes			✓	
13-Nov-25	Leisure Service Contract retendering (exempt item)	Laura Tyler / Grant Wilson	Yes			✓	
13-Nov-25	Levelling Up Fund Round 2 (LUF2): Project 2 – Transforming Movement and Public Spaces in Shrewsbury	Andy Wilde	Yes			Discussion at Nov Committee	
16-Jan-26	Leisure Contract Procurement – All Members Briefing	Laura Tyler	n/a	✓			
29-Jan-26	Introduction of weekly food waste collections	Laura Tyler / Gavin Waite	Yes			✓	
29-Jan-26	Community Safety Partnership Annual report 2024-25	Rachel Robinson / David Shaw / Jane Rose	Yes			✓	
12-Mar-26	Pothole Processes Briefing to Committee	Andy Wilde					
02-Jul-26	Verbal Introduction to the Review of Highways Maintenance Strategy and Highways Inspection Policy	Andy Wilde/Steve Holdaway				☐	
02-Jul-26	Station Gyratory - 6 month follow up of actions against T&F recommendations	Andy Moreton / Andy Wilde / Tim Pritchard					✓
02-Jul-26	Station Gyratory Task and Finish Group Verbal Update	T&F group			✓		
02-Jul-26	Exempt – Highways - 6 month follow up of actions against T&F recommendations	Andy Wilde					✓
12-Nov-26	Local Nature Recovery Strategy (LNRS)	Lynn Parker				✓	
12-Nov-26							
12-Nov-26							

Other identified areas of interest from Committee discussions, including topics for briefings and potential Task and Finish Groups:

Planned Task and Finish groups	
Station Gyratory	underway and ongoing
Highways	terms of reference circulated - expressions of interest being sought
North West Relief Road	terms of reference being drafted
Pyrolysis	scoping meetings planned for next week
Planned Member Briefings	
Adoption of Estates	to be confirmed
Riverside Development	site visit and all member bfg expected mid July
Other items for consideration	
Waste Minimisation	at appropriate time
Planning decision making processes	further to enquiry from member of the public

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Economy and Environment Work Programming Discussion: Topics Identified– 09.06.2026

DRAFT

	TOPIC	APPROACH	WHEN
1.	Station Gyrotory		Ongoing
2.	Highways Contract Review	Task and Finish Group	Now
3.	Riverside	All Member Briefing and combined site visit, followed by discussion at Committee re key topics	July 2026
4.	Pyrolysis	Task and Finish Group or Whole Committee working approach (SRS to lead whole committee preferable)	Scoping meeting in next few weeks with lead officers – aim for July 2026
5.	Licensing	Task and Finish Group (rapid?)	Summer 2026
6.	NWRR	Task and Finish Group	Summer 2026
7.	Library Services	Scrutiny to receive report and recommendations at the appropriate time however an informal briefing to all members ahead of this will increase understanding	Autumn time
8.	Flooding	Overview – informative session	November 2026
9.	Inclusive Growth Strategy	Report to Committee	E&E January 2027 Cabinet April 2027
10.	Waste		Date tbc
11.	Traveller Sites	To be determined if this sits under Housing OSC as part of the Local Plan	
12.	School Streets	Briefing / Informal presentation on this topic	

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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