

CABINET
22 NOVEMBER 2023
MEMBER QUESTIONS

From Councillor Rob Wilson

In a series of emails released following an FOI request by members of Better Shrewsbury Transport, it is suggested that

1. On 27th September 2022 the Executive Director of Place shared a briefing note on the North West Relief Road with the Member of Parliament for Shrewsbury & Atcham. This briefing note included information about the cost of the scheme including inflationary pressures; which was redacted in the FOI release. An email the following day suggests that following a conversation, this sensitive information could be shared with the Chair of the Shrewsbury & Atcham Conservative Association. This information was not shared with elected members. Please can you provide an explanation?
2. On 6th December 2022 the Member of Parliament for Shrewsbury & Atcham arranged a meeting between Shropshire Council and the Environment Agency, and asked if members of the Shrewsbury & Atcham Conservative Association could be present. Were members of the Shrewsbury & Atcham Conservative Association present at this meeting?
3. On Friday 4th August 2023 the Portfolio Holder for Highways met with the Member of Parliament for Shrewsbury & Atcham and the Environment Agency in Westminster. Emails on Wednesday 2nd August 2023 suggest that a member of the Shrewsbury & Atcham Conservative Association was to be invited to this meeting. The CEO of the Environment Agency refused this request. Had Shropshire Council agreed to this request?

From Councillor Kate Halliday

Several residents have contacted me with concerns regarding an increasingly difficult situation regarding on-street parking in Old Coleham, Shrewsbury where there are no parking restrictions. The immediate area does however have parking restrictions, and as it is very close to the town centre it is regularly used by non-residents to park and walk into town, making it difficult for residents to find an on-street parking place close to their homes. This is particularly difficult for those with disabilities as there is no alternative parking on nearby streets due to current restrictions.

The situation is exacerbated by ongoing development in the area, with 43 new flats being built in the immediate vicinity, which has closed a number of existing on-street parking places for use as a loading bay. Once completed, although the flats each have one parking space allocated within the development, the problem may well worsen as it is likely that some flats will have more than 1 car per household. Therefore some residents are requesting that the area is considered for on-street residents' parking permits. In early 2020 the team responsible confirmed Belle Vue would be considered for consultation regarding on-street residents' parking permits. However the pandemic

put a pause to this. I would be grateful if the portfolio holder would answer the following questions:

1. Is the council still considering new locations for on-street residents' parking permits?
2. If new areas are being considered, when will the Belle Vue area be assessed for on-street residents' parking permits?

From Peter Broomhall

I am concerned that recent planning applications coming before Wem Town Council and Wem Rural Parish Council, have written into the applications that states contributions to Colemere Ramsar site for visitor management mitigation measures.

The planning application for 100 houses at Lowe Hill Road has been passed with outline permission. It states that contributions are to be given to the Colmere Ramsar site. The planning department state that the developments will put pressure on to the Colemere Site from the residents of Wem. I would like to know what data they have used to come to this conclusion.

We have many recreation sites in Wem where the money could be spent for the residents of Wem. Shropshire Council own three Play areas in Wem which the town council maintains with no monetary help from Shropshire.

A lot of residents of Wem use Corbet Wood for their recreational walks, so why does the Colemere site take preference.

Wem Rural Parish Council have the Wem Moss site and also Whixall Moss which residents from Wem use and that could benefit from extra income.

From Rosemary Dartnall

At the recent North Planning Committee meeting held to determine the proposed NWRR application, shortcomings in Shropshire Council's decision-making were highlighted in the proceedings. For example, there was little reference to the environmental damage that will be caused should the road ever be built. These harms include, but are not limited to, enormous construction carbon dioxide emissions which dwarf any operational benefit claimed through the road's lifetime, a longstanding concern about contamination of the aquifer beneath the construction site and how this may impact drinking water quality, as well as the felling of nine priceless veteran oak trees. It was also evident that the planned road has been designed to have a 60 mph speed limit, because, the planning officer said "people around here are used to travelling at 60 mph". Lower, more appropriate, limits were apparently not considered. A lower speed limit would have put less constraint on the carriageway form and perhaps have led to fewer trees being felled.

Please can you clarify;

- How many planning committee members, including subs have completed the carbon literacy training necessary to underpin sound place planning and

evidence based decision making by the council on behalf of Shropshire residents, present and future?

- Why the NWRR is intended to have a 60 mph speed limit without having made careful consideration of lower speed limits on the grounds of safety, irretrievable environmental damage and cleaner air?

From Kevin Pardy

Shropshire Council have published an “Update on SEND discretionary school transport”.

“Changes include new ways to increase independence for children, young people and families, whilst balancing the costs to Shropshire Council taxpayers, including:

- Independent Travel Training, where the student is provided with support to access public transport or walk/cycle helping them to gain greater independence.
- Personal Transport Budgets where parents/carers can take control of providing transport for their child, supported by a financial payment from the council.
- Closer working with schools to consider peers sharing where possible.
- Parents’ travelling expenses.”

My question is:

- i. In what form will students receive “Travel Training”?
- ii. How is the new policy and changes being communicated and actioned with parents?.
- iii. Are parents only eligible if a student is attending school full time?
- iv. How does it work if a student is on a reduced timetable?

From Councillor Andrew Sherrington

There is a widespread perception that the distribution of road repair spending is unfair, and that items have to be repeatedly submitted to “Fix My Street” before they can get done. To determine if this is correct, I would ask:

What is the end-to-end process for the receipt of road repair requests, the collation and prioritisation of requests, instruction to contractors and monitoring of the work done? This should include how the process is controlled, by whom? What reporting measures are used to understand the effectiveness and efficiency of the process? How is a fair distribution of spending ensured?

