

Member Questions

Council 27 February 2025

Question from Councillor Simon Harris

I would like to congratulate the Portfolio Holder for obtaining extra funding to assist with caring for Shropshire's rough sleepers this winter.

However, I would be grateful for some clarity when it comes to reporting numbers as the media, and even the Council Comms team, seem to conflate 'homelessness' and 'rough sleeping' – so as at 31 December 2024:

1. How many individual adults are registered on Homepoint ie looking for Council supported accommodation.
2. Within this number – how many individual adults are classified as 'Homeless' ie living in temporary Council provided accommodation such as hostels, B&Bs, hotels, etc.
3. How many individual adults are considered as 'rough sleeping' ie not having any shelter overnight.

I would be grateful if the Portfolio Holder would also explain why the 'Severe Weather Emergency Protocol' only kicks in at zero C, when it is still bitterly cold at say 5degrees C; furthermore could the Protocol kick in at times of heavy ie Storm, rain?

Question from Councillor Rob Wilson

Shelton Road, in the vicinity of the busy pedestrian crossing, was repaired on the evening of Monday 13th January with an emergency road closure. A number of defects were not repaired, and the work that was carried out failed within a few days. Since then, the road has deteriorated further making it dangerous for all road users. Despite me trying to seek updates from officers in highways and the portfolio holder, none have been received. Residents are rightly frustrated that over a month ago repairs were deemed urgent, but now, with the road in a worse state, nothing is being done. Surely this section of road should now be fully resurfaced?

Question from Councillor Roy Aldcroft

There are 3 trailers which have been abandoned 2 on the A53 between Shawbury and Market Drayton and 1 Between Tern Hill and the Bletchley By pass.

Police and Environment Agency were supposed to be investigating the issue as a criminal act by organised crime gangs.

It has got to be getting on for 8 months now and still they are there!!!

The tyres are nearly flat, bits of the trailers are falling apart and whatever rubbish inside is a potential hazard.

With these trailers parked up in regularly used HGV rest spots, it is preventing HGV drivers from taking their legal break.

All of these trailers have been vandalised, some with panels hanging off, if they become detached in heavy winds presenting a hazard to other road users.

Can I have an assurance from the Portfolio Holder that this issue is being dealt with?

Question from Councillor Pam Moseley

Planning consent for the housing development at Weir Hill was granted in August 2018, including a section 106 agreement for a new road layout at Belvidere Road/rail bridge, to mitigate for the anticipated additional traffic generated. After that, I discussed options with the highway officer responsible, including a draft consultation with residents in October 2021. A different highway engineer was then assigned to the scheme in 2022. A “temporary” barrier and stop line were installed in early 2020 and these remain in place, 5 years later.

In late 2024 – over six years since grant of planning consent - frustrated by the lack of progress, I asked the Chief Executive to investigate, subsequently meeting with the then Director of Place and highway engineer, who began discussions with Network Rail, but without resolution. Both then left the authority with little notice. In early January, I sought to find out who is now responsible but have yet to be informed.

£250k was allocated to this scheme. Over £35,000 has already been spent on fees, and construction costs have increased significantly during this period. I am very concerned that improvements here will not be viable, especially as there is no agreed scheme.

Traffic here has increased because of the Weir Hill development, and this heavily used bridge, especially by school children walking to several local schools, needs to be made safer. Local residents both need and deserve improvements.

Can the portfolio holder please explain what is happening?

Question from Councillor Rosemary Dartnall

A new Toucan crossing was installed, at pace, on Oteley Road. Without local members' knowledge There was no public consultation. There remain longstanding needs for safe crossings in residential areas nearby. The request came from the police, concerned for the safety of those leaving Croud Meadow after football matches.

The new crossing has been badly implemented. In itself creating two serious public hazards;

- N eastbound cyclists deathtrap. The central island takes up 3m of road width causing car drivers to veer to the left at exactly where cyclists are directed onto the carriageway. The road here is too narrow to safely accommodate cars, buses and trucks as well as cyclists.
- The mass exodus at match end causes a queue waiting to use the new crossing. When the light is green a large swathe of people fill the central island to wait for the red light to change green on the other carriageway so they can cross the north section. This leaves a swathe of people behind, on the road, presenting another danger. The lights on each side of the road must be co-ordinated to work together so that people can cross safely and move safely away from the crossing.

The cyclist danger (first reported on 4 December) but mitigations have not worked. This is an urgent matter, entirely created by Highways actions. Can the Portfolio Holder please acknowledge this huge error and confirm what urgent action will be taken and when?

Question from Councillor David Vasmer

Recent press stories state that the council shared excerpts from the Full Business Case on the North West Relief Road with external stakeholders - including Jo Williams, CEO of the Shrewsbury and Telford Hospital Trust. This occurred prior to these stakeholders announcing their support for the scheme in January 2025.

Councillor Dan Morris told Highways Magazine that "these stakeholders have been shown excerpts from the traffic collision and journey-time modelling that has been undertaken as part of the FBC". The story, dated 24 January, was headlined "Council gains stakeholder support for road scheme using 'confidential data'".

Please can the council:

1. Explain why "confidential" data from the Full Business Case was shared with external stakeholders before it has been seen by the Northern Planning Committee,

full council, or the public.

2. Share this data immediately with councillors and the public via the planning portal.
3. Explain what legal advice it has been given around this decision to share excerpts from the FBC.