



<u>Committee and Date</u>
Council
13 January 2021

COUNCIL

Minutes of the meeting held on 23 September 2021

In the The Auditorium - Theatre Severn, Frankwell Quay, Frankwell, Shrewsbury.
SY3 8FT

10am – 3.50pm

Responsible Officer: Tim Ward

Email: tim.ward@shropshire.gov.uk Tel: 01743 257713

Present

Councillors Vince Hunt (Chairman and Lezley Picton (Leader), Brian Williams (Vice Chairman), Steve Charmley (Deputy Leader), Roy Aldcroft, Jeff Anderson, Caroline Bagnall, Nicholas Bardsley, Joyce Barrow, Thomas Biggins, Andy Boddington, Peter Broomhall, Julia Buckley, Garry Burchett, Gwilym Butler, Dean Carroll, Ted Clarke, Gerald Dakin, Rosemary Dartnall, Mary Davies, Julian Dean, Geoff Elner, David Evans, Julia Evans, Roger Evans, Paul Gill, Rob Gittins, Nat Green, Kate Halliday, Simon Harris, Nigel Hartin, Nick Hignett, Ruth Houghton, Kirstie Hurst-Knight, Mike Isherwood, Mark Jones, Simon Jones, Duncan Kerr, Heather Kidd, Christian Lea, Hilary Luff, Nigel Lumby, Elliott Lynch, Robert Macey, Richard Marshall, Dan Morris, Pamela Moseley, Alan Mosley, Cecilia Motley, Peggy Mullock, Ian Nellins, Kevin Pardy, Vivienne Parry, Tony Parsons, Ed Potter, John Price, Dan Thomas, Robert Tindall, Edward Towers, David Vasmer, Alex Wagner, Claire Wild, Rob Wilson and Paul Wynn

36 Apologies for Absence

Apologies for absence were received from Councillors Bernie Bentick, Chris Schofield, Les Winwood, Dave Tremellen, Kev Turley, Ed Bird and David Minnery.

37 Disclosable Pecuniary Interests

Members were reminded that they must not participate in the discussion or voting on any matter in which they have a Disclosable Pecuniary Interest and should leave the room prior to the commencement of the debate.

Councillor Claire Wild declared a Pecuniary Interest in Exempt Agenda Item 18, Pride Hill, Civic Accommodation and Riverside Development Opportunities and stated that she would leave the theatre during consideration of the item, taking no part in the debate or vote.

Councillor Lezley Picton declared a Pecuniary Interest in Exempt Agenda Item 18, Pride Hill, Civic Accommodation and Riverside Development Opportunities and stated that she would leave the theatre during consideration of the item, taking no part in the debate or vote.

38 Minutes

RESOLVED:

That the Minutes of the meeting held on 15 July 2021, as circulated with the agenda papers, be approved and signed as a correct record.

39 Announcements

Chairman's Engagements

The Chairman referred Members to the list of official engagements carried out by himself and the Vice Chairman since the last meeting of the Council on 15 July 2021, which had been circulated by email.

40 Public Questions

The Chairman advised there were two public questions from Jamie Russell and Stephen Mulloy. Answers to the questions were provided by the respective Portfolio Holders. A copy of the questions and the responses provided are attached to the signed minutes and available from the web page for the meeting.

[Agenda for Council on Thursday, 23rd September, 2021, 10.00 am — Shropshire Council](#)

A petition, bearing over 1000 signatures had been received from Rachel Connolly, requesting a debate under the Council's Petition Scheme. The petition requested that the Council:

Hold a full member debate on the rationale and impact of Kier and Shropshire Council's proposal to centralise the highways service delivery by closing the 2 depots serving the East of the county. Members are asked to consider whether closing and selling off the depots in Bridgnorth & Hodnet is in the interests of local residents and quality of service.

Members will take a vote on whether the proposed closures should go ahead or not.

The petitioner was allowed 5 minutes to outline their case, after which there was a debate of up to a maximum of 15 minutes.

The Portfolio Holder, Councillor Charmley, thanked the petitioner. He replied for the Council and at the end of the debate and in line with the options laid out in the Constitution; proposed that the Council undertake further research into the matter and consult those affected before bringing a report to Council or Cabinet (as appropriate) in due course.

Clarification was sought whether the proposal would result in the closure of the depots in the interim period. Members were advised that the depots were temporarily closed for health and safety reasons. Permanent closures would be brought to Council or Cabinet for Members' decision.

On being put to a recorded vote the proposition was carried by 38 Members voting in favour, 26 against and no abstentions, as follows:

For – Councillors Aldcroft, Anderson, Bardsley, Barrow, Biggins, Broomhall, Burchett, Butler, Carroll, Charmley, Dakin, Elner, D Evans, Gill, Gittins, Harris, Hignett, Hunt, Hurst-Knight, M Jones, S Jones, Lea, Luff, Lumby, Lynch, Macey, Marshall, Morris, Motley, Mullock, Nellins, Picton, Potter, Price, Thomas, Wild, Williams, Wynn

Against – Bagnall, Boddington, Buckley, Clarke, Dartnall, M Davies, Dean, J Evans, R Evans, Green, Halliday, Hartin, Houghton, Isherwood, Kerr, Kidd, Moseley, Mosley, Pardy, Parry, Parsons, Tindall, Towers, Vasmer, Wagner, Wilson

Abstentions - Nil

41 **Annual Treasury Report 2020/21**

It was proposed by the Portfolio Holder for Resources, Councillor Gwilym Butler, and seconded by Councillor Jeff Anderson that the report of the Executive Director of Resources, a copy of which is attached to the signed minutes and the recommendations contained therein, be received and agreed.

RESOLVED:

To accept the position as set out in the report.

42 **Annual Assurance Report of the Audit Committee to Council 2020/21**

It was proposed by the Chairman of the Audit Committee, Councillor Brian Williams, and seconded by Councillor Simon Harris, that the report of the Executive Director of Resources, a copy of which is attached to the signed minutes and the recommendations contained therein, be received and agreed.

Members commended the Audit Committee for the report and recognised that Audit Committee would not be as effective without the backing, reports and training from Audit staff.

RESOLVED:

To receive and agree the report.

43 **Changes to the Appointment of the External Auditor**

It was proposed by the Chairman of the Audit Committee, Councillor Brian Williams, and seconded by Councillor Simon Harris, that the report of the Executive Director of Resources, a copy of which is attached to the signed minutes and the recommendations contained therein, be received and agreed.

RESOLVED:

To accept the report and the recommendation to endorse the Audit Committee's preferred approach to opt into the Sector Led Body, the PSAA.

44 **Adoption of LGA New Model Code of Conduct**

It was proposed by the Chairman of the Standards Committee, Councillor David Evans, and seconded by Councillor Vince Hunt, that the report of the Interim Assistant Director for Legal and Democratic Services, a copy of which is attached to the signed minutes and the recommendations contained therein, be received and agreed.

RESOLVED:

That members:

- Approve the adoption of the LGA Model Code of Conduct in its entirety as the member Code of Conduct for Shropshire Council from 1st December 2021 following training
- Request that the Monitoring Officer write to all Town and Parish Council in Shropshire to recommend that they too adopt the LGA Model Code of Conduct

45 **Appointment of Monitoring Officer**

It was proposed by the Chairman, Councillor Vince Hunt, and seconded by Councillor Brian Williams, that the current Interim Assistant Director of Legal and Democratic Services, Tim Collard, be appointed as Monitoring Officer of the Council on a temporary basis until the post is filled permanently.

RESOLVED:

That Tim Collard be appointed as Monitoring Officer of the Council on a temporary basis until the post is filled permanently.

46 **Allocation of Committee Seats and Appointments**

It was proposed by the Chairman, Councillor Vince Hunt, and seconded by Councillor Brian Williams, that the report of the Interim Assistant Director for Legal and Democratic Services, a copy of which is attached to the signed minutes and the recommendations contained therein, be received and agreed.

RESOLVED:

3.1 That the Council confirms the revised allocation of seats to each of the political groups for the 2021/22 municipal year as a consequence of the change in group membership as follows:

- a) That the composition and revised allocation of seats on its committees and other bodies as detailed in the report be approved.

b) That the Leader of the Liberal Democrat Group provides notification of which of its members will continue as a member of the Housing Supervisory Board.

c) That the Leader of the Independent Group confirms its representation to the Housing Supervisory Board

3.2 That the appointment of Councillor Roy Aldcroft as Deputy Portfolio Holder for Communities, Place, Tourism & Transport be noted

3.3 That following changes to committee membership be noted:

a) Northern Planning Committee

Councillor Steve Davenport appointed as a substitute member of the Northern Planning Committee

b) Southern Planning Committee

Councillor Robert Tindall to replace Councillor Dave Tremellen as a Member of the Southern Planning Committee

Councillor Dave Tremellen appointed as a substitute member of the Southern Planning Committee

c) Communities Overview Committee

Councillor Nick Bardsley appointed as a substitute member of the Communities Overview Committee

d) People Overview Committee

Councillor Roy Aldcroft appointed as a substitute member of the People Overview Committee

e) Place Overview Committee

Councillor Julia Evans to replace Councillor Mike Isherwood as a substitute member of the Place Overview Committee

f) Audit Committee

Councillor Roger Evans to replace Councillor David Vasmer as a Member of the Audit Committee

Councillor David Vasmer to replace Councillor Roger Evans as a substitute Member of the Audit Committee

47 Motions

The following motions had been received in accordance with Procedure Rule 16:

1. From Councillor Duncan Kerr, supported by the Green Group

Motion to Shropshire Council on White Ribbon Accreditation.

According to the Government ([Domestic Abuse Act 2021: overarching factsheet - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/101121/Domestic-Abuse-Act-2021-overarching-factsheet-GOV.UK.pdf)) over 2.3 million people suffer domestic abuse each year at a total cost to the public purse of over £66bn. We also know that two women a week lose their lives to domestic abuse and this number has increased during the Covid lock-down.

In Shropshire Domestic Abuse is a major cause of the escalating number of children being made subject to a Child Protection Plan and is the single biggest reason for Section 42 adult safeguarding enquiries and conclusions. West Mercia Police report that it accounts for 17% of reported crimes with a 22% increase year on year ([PCC-Domestic-Abuse-Strategy-V4.pdf \(westmercia-pcc.gov.uk\)](https://www.westmercia-pcc.gov.uk/media/101121/PCC-Domestic-Abuse-Strategy-V4.pdf)).

We are sure that all members of the Council welcome the Domestic Abuse Act 2021 which provides for a legal definition of domestic abuse and increases the powers and responsibilities of the Council to victims and survivors. However, if we really care about these victims we need to go further than simple legal compliance and follow the many Councils who are leading their communities in taking a stand against domestic abuse by becoming White Ribbon Accredited organisations.

This motion therefore resolves that Shropshire Council will seek to become an accredited White Ribbon Authority by March 2022.

Councillor Mike Isherwood seconded the motion.

Following a vote, it was

RESOLVED:

That Shropshire Council will seek to become an accredited White Ribbon Authority by March 2022.

2. From Councillor Rob Wilson, supported by the Liberal Democrat group

Active Travel

This council notes:

1. Shropshire Council declared a Climate Emergency in May 2019.
2. Shropshire Council unanimously voted to support Gear Change and ensure that all cycle infrastructure in Shropshire conforms to LTN 1/20 in September 2020.
3. In April 2021 Shropshire appointed an Active Travel Officer to lead on the development of a Local Cycling and Walking Infrastructure Plan for Shropshire (LCWIP), as well as other active travel projects.

4. According to the Cabinet Member for Highways and Infrastructure, the total capital budget available to highways for 2021/22 is approximately £28.5m.
5. £0.314m has been specifically allocated to active travel measures, this is just over 1%, and approximately £1 per head of population.
6. Shropshire Climate Action Partnership (of which Shropshire Council is a founding member), Living Streets, Sustrans and Cycling UK all agree that Local Authorities should commit 10% over their highways budget to Active Travel.
7. In Scotland it was announced in August 2021 that the governing parties will increase the proportion of Transport Scotland's budget spent on Active Travel initiatives so that by 2024-25 at least £320 million or 10 per cent of the total transport budget will be allocated to active travel. That's around a threefold increase on the 3.5 per cent of the transport budget currently allocated to active travel. This is nearly £60 per head of population.
8. Research by Nottingham Trent University in 2020 determined that Local Authorities spend on average £2 per head of population on active travel.
9. Research by Cycling UK in 2021 determined that Local Authorities spend on average per head of population £2.58 on active travel measures from Core Funding.
10. In Groningen in the Netherlands they spend €85 euro per head of population.
11. The economic case for investment in active travel is strong. We get £5.50 for every £1 we invest and the benefits are cross-cutting: a healthier population; stronger, safer local communities; better access to jobs and education; and lower levels of pollution.
12. Enabling active travel is important in Shropshire's rural and urban communities alike.
13. Research by YouGov in July 2020 found that 77% of the people in the UK are in support of road space reallocation to enable safer cycling and walking.
14. To date Shropshire has been awarded £86,000 from Tranche 1 of the Active Travel Fund, and £259,500 from Tranche 2.
15. In "Gear Change: one year on" (July 2021) it was stated by the Government that Local Authorities who do not take Active Travel seriously will see their funding reduced.
16. On 28 July 2020, the Government of the United Kingdom announced the establishment of Active Travel England as part of a Gear Change. Active Travel England will be an inspectorate and funding body. Active Travel England will act as a statutory consultee within the planning system to press for adequate walking and cycling provision in all developments over a certain threshold.

This council resolves:

1. To make Active Travel England a statutory consultee on all planning applications in Shropshire.
2. To support the ambition of 10% of highways funding being allocated to active travel measures.
3. To ensure that all active travel measures conform to LTN 1/20.
4. That the Cabinet Member for Highways should report to the Council in September of each year, what percentage of the total highways budget has been spent on active travel measures in the preceding financial year.

5. To increase spending on Active Travel Measures by 3% of the total highways capital budget each year.
 - a. 2022/23 – 4% of the total highways budget
 - b. 2023/24 – 7% of the total highways budget
 - c. 2024/25 – 10% of the total highways budget

Councillor Heather Kidd seconded the motion.

Concern was raised that the proposals would result in a commitment for expenditure; placing a strain on the budget.

On being put to a recorded vote the proposal fell by 24 Members voting in favour, 36 against and 4 abstentions, as follows:

For – Bagnall, Boddington, Buckley, Clarke, Dartnall, Davies, Dean, J Evans, R Evans, Green, Halliday, Hartin, Houghton, Isherwood, Kerr, Kidd, Moseley, Mosley, Pardy, Parry, Parsons, Vasmer, Wagner, Wilson

Against – Aldcroft, Anderson, Bardsley, Barrow, Biggins, Broomhall, Burchett, Butler, Carroll, Charmley, Dakin, Elnor, Gill, Gittins, Harris, Hignett, Hunt, Hurst-Knight, Lea, M Jones, S Jones, Lumby, Lynch, Macey, Marshall, Morris, Motley, Mullock, Nellins, Picton, Potter, Price, Thomas, Wild, Williams, Wynn

Abstentions – D Evans, Luff, Tindall, Towers

3. From Councillor Alex Wagner, supported by the Liberal Democrat group.

Motion of support for the 'Shrewsbury Horseshoe' bus route

Council notes:

- The Government's recent Bus Back Better Campaign which calls on Shropshire Council to construct a comprehensive Bus Service Improvement Plan (BSIP)
- The Government's Active Travel Policies – Local Cycling and Walking Infrastructure Plan (LCWIP), Mini Holland Bids, Low Traffic Neighbourhoods and School Streets Initiative.
- Shropshire Council's support for the Shrewsbury Big Town plan and the Government's Active Travel Policies
- That there is an urgent need to dramatically reduce our carbon footprint.
- That current bus services in Shrewsbury do not link places that people need to visit
 - a poor service for those who do not own car and not one that will encourage car owners to leave their vehicle at home.
- The 'Shrewsbury Horseshoe' bus route proposal as discussed at the 13th September Shrewsbury Town Council meeting, in the Shropshire Star, and as supported by Shrewsbury Town FC, the Bus Users Shropshire Group, and the Zero Carbon Shropshire Group.

Council resolves;

- To support the proposal for a new 'Shrewsbury Horseshoe' peripheral bus route and its potential to be an integral part of the Bus Service Improvement Plan (BSIP).

Councillor David Vasmer seconded the motion.

An amendment was received and accepted as follows:

The Council resolves to support the detailed consideration of the introduction of peripheral and cross town services in and around Shrewsbury and calls for a report prior to proposals being included in the BSIP.

Following a vote, it was

RESOLVED:

To support the detailed consideration of the introduction of peripheral and cross town services in and around Shrewsbury and calls for a report prior to proposals being included in the BSIP.

4. From Councillor Roy Aldcroft, is supported by Councillors David Evans, Kirstie Hurst-Knight and John Price.

Closure of Community Ambulance Stations

As local representatives of our communities we are concerned that West Midlands Ambulance Service is proposing to close Community Ambulance Stations across Shropshire. The reason given being the costs of these rest points and operational efficiency. We are also very unhappy that the town councils have not been advised or consulted about this review.

We do not agree with the closure of the Community Ambulance Stations in Shropshire for the following reasons:

- a. The public have always been keen to support their local ambulance stations. During the 1990's the service was reliant from all four of these areas to buy lifesaving paramedic equipment and supporting Community First Responder Schemes. The community identifies with its ambulance station in a similar way to community fire stations.
- b. Given that Ambulance Crews are mobile almost as soon as their shift starts, the 'local crew' may not spend much time at their station. That includes the hubs at Shrewsbury and Donnington. With that we agree, however, those crews are travelling areas all over the West Midlands and may make use of these Community Stations for short periods instead of returning to the hubs at Shrewsbury and Donnington.
- c. The stations deemed for closure are all in the vicinity of major routes, the A5, A49, A53 and A442 used by many ambulances as they answer or return from calls. These Community Ambulance Stations give an added layer of flexibility for crew welfare and standby along major routes. After all we don't want to return to the days of using laybys as standby points.

- d. Community Ambulance Stations provide a backup in remote parts of the county where crews can get a break, wherever they started from. This provides an element of 'rolling cover' throughout this, the largest inland county in the UK particularly in a county with regular floods and snow challenges.
- e. The amount of money saved will be minimal, just enough to equip a modern ambulance, rather than the ambulance or its crew.
- f. Patient handovers at receiving hospitals have been a major problem for many years even before the pandemic. Losing 1,000 hours of operational time in July 2021, taking something like 85 ambulances off the road. Now, that does have serious financial consequences. Now that does need sorting!

This proposed closure exercise merely tinkers around the edges it does not address the biggest drain on resources. When paramedic crews are held at hospital for such long periods, is it not the case that High dependency crews, without the equipment and training, are attending Cat 1 and Cat 2 calls until qualified assistance is available?

For these reasons we strongly object to the closure of these Community Ambulance Stations and therefore this Council resolves to:

1. Ask the Leader and Chief Executive to write to West Midlands Ambulance Service to express our opposition to the proposed closures
2. Ask the Leader and Chief Executive to write to local MPs to raise the proposals with the Secretary of State for Health & Social Care

Councillor David Evans seconded the motion.

Councillor Julia Evans proposed the following amendment:

For these reasons we strongly object to the closure of these Community Ambulance Stations and therefore this Council resolves to:

1. Ask the Leader and Chief Executive to write to West Midlands Ambulance Service, Dr Anthony Marsh to express our opposition to the proposed closures for the closures and ask for staff Welfare issues to be rectified.
2. Ask the Leader and Chief Executive to write to local MPs to raise the proposals with the Secretary of State for Health & Social Care and include the welfare issues stated, the ambulance turnaround times at SaTH are urgently addressed.

Remove points c and d and replace with:

Ambulance staff welfare should be paramount. It is not. During long 12 hour shifts, breaks are broken, delayed and long time away from Stations and Hubs. Without Stations they cannot have a substantial break, eat, drink or toilet. At the end of a long, hard 12 hour, Crews are then expected to remain for a further extended time until they can be relieved or able to hand over to the Hospital Staff. This is why rural Stations should be maintained and used – staff welfare. It is their human right to have access to food and drinks as well as toileting.

We ask that the Ambulance Stations be properly maintained and not left to dereliction and be returned to a useable state.

After point f. add new point g)

We note the deterioration of ambulance response times to patients and waiting times outside hospitals. Latest figures show a 14% rate of more than 1 hour wait to transfer from Ambulance to Hospital. There are regular occurrences of over a dozen ambulances waiting to transfer patients in to SaTH hospitals, which results in ambulances not being available to respond to emergencies. Late running shifts impacts availability on subsequent days further reducing the standard of service.

This service failure is partly attributable to the failing SaTH management board which continues to rely on the flawed Hospital Transformation Programme (previously known as Future Fit). This programme fails to address the key problem of bed shortages, instead looking to 'move deckchairs on the titanic'.

We note that the Clinical Quality Commission recently warned SaTH that higher dependency and intensive care unit regular occupancy rates of 95% were not acceptable.

(g)We also need to ask for the return of crews to our County – too many spend the proportion of their shift elsewhere in the West Midlands, leaving the Shropshire population with unacceptably long waiting times.

Ask the leader and Chief Executive to write to Dr. Anthony Marsh requesting that he not close the Ambulance Stations to improve Ambulance Staff welfare for adequate breaks and use of toilet facilities. That the Stations are maintained and that Shropshire Crews have only essential time out of County for patient need and returned promptly.

Ask the leader and Chief Executive to write to Louise Bennett, SaTH CEO calling on her to urgently improve the system of handover from Ambulance crews giving a shorter turn around and cease Emergency Department exit blocking with an increase in bed spaces.

Ask the Leader and Chief Executive to write to local MPs, to the CEO of NHS England and Improvement and to the SaTH NHS Trust Board asking for urgent action to eradicate unacceptable ambulance response and transfer delays.

We call on the SaTH board to provide details of a plan to overcome these delays to the joint Health Overview Scrutiny Committee as soon as possible in order to prevent the related ambulance station closures.

Councillor Heather Kidd seconded the amendment.

On being put to a vote, the amendment failed.

The original motion was then voted upon and

RESOLVED:

To:

1. Ask the Leader and Chief Executive to write to West Midlands Ambulance Service to express our opposition to the proposed closures
2. Ask the Leader and Chief Executive to write to local MPs to raise the proposals with the Secretary of State for Health & Social Care

It was agreed that the concerns expressed within the amendment were important to strengthen the reasoning behind the Council's opposition to the proposed closures and should therefore be stated in any correspondence.

5. From Councillor Nat Green, supported by the Liberal Democrat Group

Motion of support for blue-badge friendly Shrewsbury Town Centre pedestrianisation

Council notes;

- Trial pedestrianisation of Shrewsbury Town Centre was a success, with footfall above pre-pandemic levels despite a national slump of 20%.
- Data from the Shrewsbury Business Improvement District shows that 80% of businesses in Shrewsbury Town Centre would like some form of pedestrianisation to be in place – with most businesses favouring complete closure rather than allowing some vehicles through.
- Support from residents of Town Walls and other local streets for the introduction of Low Traffic Zones in Shrewsbury Town Centre.

This Council resolves to;

- Reintroduce a weekend closure trial, addressing concerns with disabled access.
- Reintroduce daily closures on Milk Street and The Square to allow hospitality businesses to have additional space available for customer use
- Work with the Shrewsbury Big Town Plan Partners to address concerns raised during the trial and develop a holistic strategy to reduce through traffic

The motion was seconded by Councillor Mary Davies.

On being put to a vote, it was

RESOLVED:

To;

- Reintroduce a weekend closure trial, addressing concerns with disabled access.
- Reintroduce daily closures on Milk Street and The Square to allow hospitality businesses to have additional space available for customer use
- Work with the Shrewsbury Big Town Plan Partners to address concerns raised during the trial and develop a holistic strategy to reduce through traffic

6. From Councillor Julian Dean, supported by the Green Group

Carbon Tax

Concentrations of CO₂ in the atmosphere continue to rise despite international agreements. Whilst targets can serve a purpose, what has been lacking are mechanisms to drive down emissions quickly. Crucially, this means a Carbon Tax, given that 'Cap and Trade' systems have failed to drive the change we need.

- The moral and economic case for such a tax rests on the 'polluter pays' principle:
- Currently the costs of climate breakdown are not born by the industries and activities that are causing the damage but by people and communities coming under increasing pressure and danger. As The Economist leader states (17/7/21); 'The opportunity to pollute the atmosphere without penalty is ... a kind of distorting subsidy'.
- A Carbon Tax, set at the right level, will drive fossil fuel burning out of the economy and promote investment in clean alternatives.
- Applied at the border it will have the same effect internationally.

Such a tax will produce a dividend that can be used to ensure a just transition for communities facing rapid change, as well as to help communities around the world adapt to the inevitable change and disruption that climate breakdown is already bringing. This approach is supported by a broad coalition of NGOs and civil society groups and was recently included in a set of proposals from the European Commission. COP26 should establish an international carbon tax framework, but if this doesn't happen, the UK and other countries wishing to show leadership should introduce their own carbon taxes.

By including border tax adjustment this can drive other economies to follow suit.

Therefore Council resolves to support calls for a Carbon Tax by;

Writing to Shropshire's MPs, to Alok Sharma, President of COP26, and to the Prime Minister, calling for the UK to:

1. Propose an international carbon tax framework to the COP; the tax to be applied to imports as well as to domestic production
2. Introduce a UK-wide carbon tax by the end of 2022.

The motion was seconded by Councillor Julia Evans

On being put to a vote, the motion failed.

7. From Councillor Rosemary Dartnall, supported by the Labour Group

Code Red for Humanity

Last month the United Nations warned that the latest Intergovernmental Panel on Climate Change report is a Code Red for Humanity. We, all of humanity, live here, on Earth, on borrowed time unless we can mend our ways.

This latest IPCC assessment strongly evidenced a rise in global mean surface temperature (GMST) directly attributable to greenhouse gas emissions created by human activity, that will deliver progressively more extreme weather events to every society, in every corner of the world.

The principal problem is greenhouse gas emissions, particularly carbon dioxide (CO₂). Rapidly increasing volumes of CO₂ stored in our atmosphere and our oceans is causing intense temperature rise and ocean acidification, leading us inexorably to climate catastrophe. The Biodiversity Crisis is the Climate Emergency's twin sister: one a direct consequence of the other. There are six known mass extinction events in Earth's history, the sixth being the current one. The extinction of 40% of living species is needed to earn the dubious title. Species become extinct as a result of being unable to adapt to rapidly changing environmental circumstances. We must adapt in order to survive.

Carbon dioxide emissions must be cut by 7.6% each year for the next ten years to avert severe climate disruption. We simply cannot continue to carry on regardless. We must act now, as individuals and on all levels of civilisation. This is a collective challenge that requires everyone's attention.

The Code Red for Humanity is incumbent on all leaders, at every level of government, to exercise responsibility, to act decisively with a liveable future in mind, on behalf of our constituents, their children, and their children's children.

Shropshire Council is requested to declare that following the 2019 Climate Change declaration and the 2021 Code Red for Humanity it is now time to act with vigour across all directorates to address the Climate Emergency. To position and retain improved Climate Emergency mitigation, carbon dioxide emission reduction and biodiversity retention at the very heart of all policy making, all day-to-day management and all projects the council manages, including requiring the same standard in all service and other contracts with third party organisations and suppliers.

- Urgently expand the Climate Change Task Force
- Develop Climate Emergency mitigation training for all teams across the council, including cabinet and other members. Appoint champions in all departments
- Strengthen the council's procurement policy so that all suppliers and contractors operate appropriate and rigorous Climate Emergency mitigation practice aligned with our own
- Measure and count the performance of our suppliers and contractors when undertaking council operations against Shropshire Council's Climate Emergency performance
- Produce a monthly report detailing Climate Emergency performance and the impact of the management and operation of all council services and projects
- Proactively reduce the number of short car journeys taken, particularly in our towns at first: Act to discourage cars from our town centres, develop low traffic zones, create safe active travel routes and improve urban public transport

- Provide advice and support service to Shropshire companies, charities and organisations seeking to develop and implement Climate Emergency mitigation practices
- Identify means, such as providing office support, to enable Shropshire Climate Action Partnership to act as an exemplar

We need nothing short of a revolution to combat the Climate Emergency and this motion requests that revolution in Shropshire, right now.

The motion was seconded by Councillor Kate Halliday.

Councillor Ian Nellins, Portfolio Holder for Climate Change, Natural Assets & The Green Economy, gave an update on progress so far regarding expanding the work force, training and improvements made to carbon usage.

A minor amendment was received from Councillor Dean Carroll that in recommendation 5, monthly meetings be replaced with quarterly meetings. The amendment was accepted.

Councillor Nellins was thanked for his update.

On being put to a vote, it was

RESOLVED:

To declare that following the 2019 Climate Change declaration and the 2021 Code Red for Humanity it is now time to act with vigour across all directorates to address the Climate Emergency. To position and retain improved Climate Emergency mitigation, carbon dioxide emission reduction and biodiversity retention at the very heart of all policy making, all day-to-day management and all projects the council manages, including requiring the same standard in all service and other contracts with third party organisations and suppliers.

- Urgently expand the Climate Change Task Force
- Develop Climate Emergency mitigation training for all teams across the council, including cabinet and other members. Appoint champions in all departments
- Strengthen the council's procurement policy so that all suppliers and contractors operate appropriate and rigorous Climate Emergency mitigation practice aligned with our own
- Measure and count the performance of our suppliers and contractors when undertaking council operations against Shropshire Council's Climate Emergency performance
- Produce a quarterly report detailing Climate Emergency performance and the impact of the management and operation of all council services and projects
- Proactively reduce the number of short car journeys taken, particularly in our towns at first: Act to discourage cars from our town centres, develop low traffic zones, create safe active travel routes and improve urban public transport

- Provide advice and support service to Shropshire companies, charities and organisations seeking to develop and implement Climate Emergency mitigation practices
- Identify means, such as providing office support, to enable Shropshire Climate Action Partnership to act as an exemplar

48 **Questions from Members**

The Chairman advised that the following questions had been received in accordance with Procedure Rule 15. A copy of the report containing the detailed questions and their formal response is attached to the signed minutes.

Received from Councillor Pam Moseley and answered by Councillor Cecilia Motley, Portfolio Holder for Communities, Place, Tourism & Transport, in relation to the statue of Clive of India in Shrewsbury's Town Square. By way of supplementary question, Councillor Moseley asked why there has been no progress yet on the reinterpretation of the Clive statue, and also, when this will take place. The Portfolio Holder agreed to investigate this and provide an answer by email.

Received from Councillor Roy Aldcroft and answered by Councillor Steve Charmley, Portfolio Holder for Physical Infrastructure, Highways and Built Housing, in relation to HS2 traffic. Councillor Aldcroft did not have a supplementary question.

Received from Councillor Viv Parry and answered by Councillor Steve Charmley, Portfolio Holder for Physical Infrastructure, Highways and Built Housing, in relation to fly tipping. By way of supplementary question, Councillor Parry asked if refuse could be removed within 5 days. The Portfolio Holder agreed to investigate this and provide an answer by email.

Received from Councillor Nigel Hartin and answered by Councillor Steve Charmley, Portfolio Holder for Physical Infrastructure, Highways and Built Housing, in relation to electric car charging points. By way of supplementary question, Councillor Hartin asked if a map of electric vehicle charging points could be made available. The Portfolio Holder agreed to investigate this and provide an answer by email.

Received from Councillor Alex Wagner and answered by Councillor Kirstie Hurst Knight, Portfolio Holder for Children & Education, in relation to Shrewsbury Secondary School places. By way of supplementary question, Councillor Wagner asked if more data could be collected regarding school preferences. The Portfolio Holder agreed to investigate this and provide an answer by email.

49 **Exclusion of Press and Public**

In response to a Member proposal that Agenda Item 18 - Pride Hill, Civic Accommodation and Riverside Development Opportunities be considered in public session, the Interim Assistant Director Legal and Democratic Services advised that the report contained exempt information.

Upon a vote, the proposal to consider this item in public session failed and therefore the matter was considered in private session.

RESOLVED:

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 Rules, the public and press be excluded from the meeting during consideration of the following items.

50 Exempt Minutes

RESOLVED:

That the exempt minutes of the previous meeting held on 15th July 2021 be approved as a correct record.

51 HRA Purchase of Affordable Homes at Frith Close, Shrewsbury and Ellesmere Wharf, Ellesmere

It was proposed by Councillor Steve Charmley and seconded by Councillor Dean Carroll, that the exempt report of the Director of Place and the recommendations therein be received and agreed.

RESOLVED:

That the seven recommendations in the exempt report be agreed.

52 Shrewsbury Pitch & Putt Golf Development

It was proposed by Councillor Dean Carroll and seconded by Councillor Gary Burchett that the exempt report of the Director of Place and the recommendations therein be received and agreed.

RESOLVED:

That the five recommendations in the exempt report be agreed.

53 Pride Hill, Civic Accommodation and Riverside Development Opportunities

It was proposed by Councillor Ed Potter and seconded by Councillor Dean Carroll that the exempt report of the Director of Place and the recommendations therein be received and agreed.

RESOLVED:

That the four recommendations in the exempt report be agreed.

Signed (Chairman)

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Date: