



Date: Wednesday, 9 July 2025

Time: 10.30 am

Venue: The Council Chamber, The Guildhall, Frankwell Quay, Shrewsbury, SY3 8HQ

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## CABINET

### **4 Responses to public and Member Questions Cabinet 9 July 2025**

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## **CABINET – 9 JULY 2025**

### **PUBLIC AND MEMBER QUESTIONS**

The recording of this meeting is available here: [Cabinet - Wednesday, 9th July, 2025 10.30 am - YouTube](#)

#### **Public Questions**

##### **1. Graham Betts**

In late 2024 Shropshire Council Monitoring Officer (SCMO) accepted the Ombudsman did not consider the removal of raised plateau speed tables (RPST) from the plans of Red Deer Road in Shrewsbury as part of investigation 17016380. The SCMO also accepted the complainant did not raise this in the complaint leading to 17016380

In a question to Cabinet (16 January 2019) from Mr Chris Lemon, the Council response states the Ombudsman had considered the removal of RPST's to justify their removal, thereby misleading the public with an untrue statement. The Cabinet response also stated that the RPST's had been built, which is demonstrably untrue.

The Ombudsman's investigation has also been cited in a Council letter dated 26 April 2024 to justify sanctioning an individual under the Councils Unreasonably Persistent and Vexatious Person Policy (UPVP). That individual had been trying to correct the Council's misleading statement and ask why the RSPT's had been removed from original road plans at Council request and contrary to its design policy. Despite making Freedom of Information requests the Council is unable, or unwilling, to state why the RSPT's were removed from the original plans.

Will the Cabinet please apologise for the use of false information to mislead the public, exonerate the individual unreasonably sanctioned under UPVP and explain why the RPST's were not constructed as claimed?

#### **Response**

It is accepted that the Local Government and Social Care Ombudsman did not consider the removal of raised plateau speed tables (RPST) from the plans of Red Deer Road in Shrewsbury as part of the investigation undertaken in 2018 and that the response to a question by (now) Shropshire Council Councillor Chris Lemon in 2019 was not accurate. It is not entirely clear why, but the inaccuracy might be explained by various changes in plans relating to the development. The Council does apologise for providing this inaccurate information but there was no intention to mislead the public.

It has also not been possible to establish the exact reason why the RSPTs were removed from the original road plans submitted in 2013. However, as previously documented this was likely due a change in design standards.

The letter referred to by the questioner dated 26 April 2024 issued under the Councils Unreasonably Persistent and Vexatious Person Policy was written by Professor Mark Barrow who left the Council earlier this year. That letter refers to a number of grounds for classifying the individual referred to as vexatious and it is not clear whether the decision of Professor Barrow was based solely on the issue of the RPST or other factors. The vexatious classification expired on 25<sup>th</sup> April 2025 (after 12 months) and given that it is no longer possible to discuss the matter with Professor Barrow, there is no intention to review his decision.

## **2. John Palmer**

A safe and secure environment in Shrewsbury town centre allows economic development, social progress and individual liberties to thrive. Politics is about choices. Shropshire Council's Conservatives-run Cabinet in October 2024 decided to crash 24/7 proactive live CCTV monitoring in Shrewsbury town centre, against the wishes of the public.

Has Cabinet considered restoring the service to its essential gold standard? This could be funded from the savings achieved from the long overdue rationalisation of senior management roles and/or the cancellation of the £28m plans to transform the non-statutory services choices at Shrewsbury Sports Village, including a new second public swimming pool?

Residents' and visitors' safety and security are widely considered to be a first and most fundamental responsibility. Halving serious violent crime, and halving violence against women and girls, is a local and national emergency. Be progressive, and save us from the threats posed by beer monsters and far right supporters littering our county town?

## **Response**

Shropshire Council's Cabinet, under the previous administration, received a paper in October 2024 that recommended and approved a "best endeavours approach" to out of hours CCTV monitoring in Shrewsbury with Officers able to balance CCTV monitoring with receiving out of hours calls. This was the recommended option for a non-statutory service in the absence of any further partner funding commitments for active monitoring and the Council continues to provide CCTV evidence to police in relation to incidents of concern in the town. The current "best endeavours" arrangement for Shrewsbury is also more than the Council delivers in other parts of the County where partner agencies deliver this function directly.

The maintenance of the CCTV system is now being undertaken by Shrewsbury Town Council. This has led to an improvement in the operational capability of the system with the number of operational cameras significantly improved. I want to

thank the town council for their proactive support to ensure residents still see a good service which assists in keeping the town safe for all.

The Council's budget position remains challenging, with the administration committed to ensuring Shropshire Council moves to a financially sustainable position. As part of this the administration has set a clear priority focus on discussions with our town and parish councils, including Shrewsbury Town Council and other partner agencies, regarding services, and further updates on these discussions – with regards to topics including CCTV and the future of swimming provision in Shrewsbury which you also reference – will be provided by Cabinet as this work progresses.

In the interests of transparency, since receiving this question I have spoken with senior officers, who have confirmed that the current CCTV staffing budget is £239,970.

## **Member Questions**

### **1. Rosemary Dartnall**

Phases one and two of the Weir Hill development in the South Sustainable Urban Extension are broadly completed. It seems a Phase Three planning application is imminently expected to add a suggested 460 new homes to the 600 already built. This quiet corner of Shrewsbury is forever changed and nowhere more noticeably than on the surrounding roads. In agreement with Shropshire Council the developer contributed £250,000 towards improvements to Belvidere Bridge and £50,000 to provide a footpath/cycle route from the estate to London Road to give travel options for residents accessing shops, schools, GPs and other local needs. These facilitating works are the responsibility of Shropshire Council and the council has been paid.

What has been done to make the bridge safe for two-way traffic? When will the joint foot and cycle path be completed?

The Belvidere Bridge is not a Shropshire Council asset, it is the responsibility of Network Rail Asset and as such all potential work requires their approval. Despite engagement starting in late 2022, progress has been difficult and additional requirements have been introduced. Network Rail have mandated increasing the bridge parapet height as part of their suicide prevention strategy, which was not part of the original agreement and has complicated matters significantly.

The officer who was leading on this project has recently left the Council, following which a review of the CIL schemes was carried out. This identified a number of key risks, namely construction risks and liability issues, all which present financial risk to the authority.

Based on current position, it looks very unlikely that footway widening on the bridge will be achievable, based on the requirements from Network Rail. We will be re-engaging with Network Rail to highlight the safety concerns and identify a workable solution to these long standing issues.

## **2. Kate Halliday**

Belle Vue and Coleham is experiencing persistent problems of people parking their vehicles on residential streets and walking into town, leaving their cars for the day and sometimes for weeks. It is likely people are doing so to avoid car park charges which have recently increased. As a result residents in Belle Vue are having problems getting in and out of their driveways, or finding a parking space near their home. Cars are parking at junctions making visibility and accessibility a problem and on narrow streets there are concerns about emergency vehicles being able to gain access. Cars are parking on pavements (sometimes with all wheels on the pavement causing full obstruction) and creating problems for pedestrians especially those with prams/mobility scooters. Cars are also obstructing the road, parking in turning circles, over driveways and 'double parking' causing problems for vehicular access. In 2020 Belle Vue was identified as a neighbourhood that would be consulted regarding resident parking permits. This was paused during the pandemic, and then when I put a question to cabinet in 2023, the Portfolio Holder at the time would not commit to accepting any new areas for consideration.

Will the new administration consider new areas for resident parking permits, and can Belle Vue be included as an area for consideration?

### **Response:**

On the specific issue of pavement parking, at present Local Authorities outside of London lack the necessary enforcement powers to properly tackle the problem. The Johnson Government launched a public consultation on pavement parking in 2020, but successive governments, including the current one, have not provided a formal response. In May I wrote to all of Shropshire's MPs asking them to support an Early Day Motion in Parliament calling on the Government to publish the outstanding summary of responses to the consultation with recommendations, a roadmap, and the necessary funding for local authorities to introduce legislation to tackle inconsiderate pavement parking across England, similar to that which is currently being implemented in Scotland and which has been in place in London since 1974. At present this has only been signed by Helen Morgan MP.

Regarding Belle Vue and Coleham, the council appreciates that there is limited parking, and the area is affected by parking issues, due to its proximity to the town centre. These locations will most likely need to be considered in their entirety, as a

coherent controlled parking zone. Officers have a list of potential areas that officers agree need to be considered, which includes Belle Vue and Coleham.

Due to current capacity constraints, the council will need to bring in additional resources, potentially utilising external partners to help progress these schemes with the associated counts and data collection, portfolio and local member input, preparatory design, presentation and discussion at local working groups, other informal consultation before the formal public consultation can be progressed to hopefully deliver a scheme that meets the needs of the residents.

There is a cost to implement these schemes and options on how this could be progressed are currently being considered. The creation of these zones would create charged on street resident parking permits managed through our current provider Chipside via MiPermit. This will create an income that is for the purpose of covering the costs for operation and management of the scheme.

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