

## **CABINET 4 MARCH 2020**

### **PUBLIC QUESTION TIME**

#### **1. Question from Mr C Lemon**

Radbrook residents continue to raise serious concerns about the speed of traffic throughout the ward, from Bank Farm Road to Hanwood Road, from Red Deer Road to Squinter Pip Way, from Six Acres to Crowmeole Lane and on the Rad Valley estate to name a few. Many of them contact the Council about their concerns but are often told that there are no funds for speed mitigation measures.

Yet where speed mitigation measures in the form of a speed table should have been provided on the Darwin's Walk development at the developer's expense, they have not been built despite being present on the planning application passed by the Council. Now that Red Deer Road and Squinter Pip Way function as a through road the problems of speeding are inevitably increasing.

Local residents and the developer have liaised to provide road safety signs, yet the speed table which appeared on the original planning application at the junction of Red Deer Road and Crossbill Road was never built, apparently at the instruction of the Council. As the road is yet to be adopted, the possibility exists that it could still be built at the developer's expense - will the Council do everything it can to have the speed table built as was the original intention?

#### **Response:**

The Barratts and Bovis Development between Hanwood Road and Mytton Oak Road (Red Deer Road and Squinter Pip Way) is currently unadopted and not the responsibility of Shropshire Council. However, as an Authority we are aware of concerns raised about vehicle speeds and are working closely with the Developer and monitoring vehicle speeds through the entire Development.

About the construction of the speed table (plateau) at the junction of Red Deer Road/Crossbill Road, there has been an amendment to the construction of the plateau, which differs from the original planning documents. These changes were undertaken by the Developer in consultation with Shropshire Council officers. As an Authority we are now moving away from block paving, therefore the decision was taken during the construction process to remove the block paving element of the design.

In response to concerns raised by residents, as an Authority we have reviewed the vehicle speeds at the Red Deer Road/Crossbill Road junction and are satisfied that the amendments to the design do not result in a significant increase in vehicle speeds. Therefore, currently, there are no proposals to request the Developer to make amendments to the junction. We will however continue to monitor the situation prior to final adoption.

About concerns raised about vehicle speeds within the Ward on the existing Highway network. These have been recorded by investigated by our Traffic Management team, and the data is being assessed, and if required further safety audits may be requested. Once the data is analysed the appropriate Member will be updated.

## 2. From Joanne Blackman

As Cabinet will be aware, the Court of Appeal ruled last week that the proposed Heathrow third runway would be in breach of the UK's commitments under the 2015 Paris Agreement to reduce greenhouse gas emissions to tackle the climate crisis.

In the light of this verdict, will Cabinet now commission an independent reappraisal and scrutiny of the climate and environmental impacts of the proposed North West "Relief" Road, including quantitative assessments of the impacts of both development/construction and use of the road?

### Response

Thank you for your question however I must correct your initial assumption on the Heathrow decision. The Court of Appeal ruled that the national policy statement (ANPS) backing Heathrow's expansion was unlawful as it failed to **CONSIDER THE IMPACT** on the UK's obligations under the 2015 Paris Agreement, not that it breached them per se.

**Lord Justice Lindblom told the court: "The Paris Agreement ought to have been taken into account by the Secretary of State in the preparation of the NPS and an explanation given as to how it was taken into account, but it was not."**

In the context of North West Relief Road (NWRR), members of the SC Planning Committee will make the decision on whether to approve or refuse an application for the NWRR. In doing so they may take into account any material considerations of relevance to the planning application. One such consideration may be whether the proposed scheme conflicts with the UK's ability to comply with the commitments of the Paris Agreement 2015. On this basis, there is an onus on the applicant to demonstrate there would be no such conflict. Also notwithstanding Shropshire Council's own commitment to achieving net carbon zero by 2030, which Members agreed as part of the Climate Change Strategy Framework in December 2019.

One of the objectives set out in the Outline Business Case (OBC), for the proposed scheme, which was issued in December 2017, is to "*contribute towards a reduction in greenhouse gas emissions*". The analysis included in the OBC predicts that the proposed scheme will lead to an overall reduction in greenhouse gas emissions, compared with the "Do Minimum" situation. The Environmental Impact Assessment (EIA) currently being undertaken for the NWRR will include updated predictions of greenhouse gas emissions generated by the proposed scheme. Both embodied carbon during construction and operational carbon will be considered. The EIA will

also consider the proposed scheme's vulnerability and resilience to the effects of climate change.

The Board of the NWRR has already commissioned a further study in respect of assessing the carbon performance of the new road in terms of both embodied carbon (i.e. construction) and operational carbon effects. The work is still at its data gathering phase and further data and evidence will be provided for consideration in due course. It does need to be stated that the report has already been commissioned via WSP / Balfour Beatty, in addition to the evidence base and existing data that forms the original business for the NWRR. The study is due to be completed during the Spring and will be subject to acceptance or challenge by the NWRR Board.

Shropshire Council is firm in its commitments to tackling climate change and becoming carbon neutral by 2030. The NWRR has a role to play in this by reducing through journeys passing through Shrewsbury town centre hence reducing emissions from stationary and slow-moving vehicles. The NWRR proposals have been amended to protect ecologically important sites and the proposals include green infrastructure to enable and encourage journeys by pedestrians and cyclists between north and west Shrewsbury. The idea that Shropshire Council is not considering it's obligations under both its own commitments and international treaties is wrong.