

COUNCIL
25th FEBRUARY 2021
PUBLIC QUESTION REPORT

1. Question from Clare Cooper

Is the council committed to doing everything possible, within its sphere of operations and responsibilities, to meet the Paris Agreement target of limiting global warming to below 1.5 degrees? If yes, please explain how.

RESPONSE: Cllr Dean Carroll Portfolio Holder for Adult Social Services and Climate Change

Shropshire Council declared a climate emergency in May 2019 and adopted a corporate climate strategy and action plan on 17 December 2020 which set out how the Council proposes to play its part in limiting global heating in line with the Paris Agreement by delivering the objective of reaching net-zero carbon performance as an organisation by 2030. A copy of the Council's strategy and action plan are available on the Council's web pages.

The Council is also one of the founders and key members of the community-led Shropshire Climate Action Partnership (SCAP), which has prepared a 'Zero Carbon Shropshire Plan' to help deliver net-zero carbon performance by 2030 for the county of Shropshire. Shropshire Council is working closely with SCAP, local organisations, businesses and communities to use its influence, regulatory roles, data and expertise to support the reduction of carbon emissions across the county. Further information about SCAP and the Zero Carbon Plan are available online.

2 Question from Rob Wilson

As reported in The Times on Tuesday 2nd February 2021, the Prime Minister has urged councils to, in his own words, "crack on" with road schemes designed to reduce the dominance of cars. Boris Johnson said that the government would push ahead with building cycle lanes and low-traffic neighbourhoods, as the majority of local residents support such initiatives in areas where they have been put in place. This was reinforced by the Transport Secretary, Grant Shapps who, on Wednesday 3rd February, told the Transport Select Committee that the government wants "half of all journeys in towns and cities to be walked or cycled by 2030"

What is Shropshire Council doing to urgently implement these policies? What specific funding is allocated in the council's budget to achieve these aims in our towns?

RESPONSE: Cllr Steve Davenport Portfolio Holder for Highways and Transport

Thank you for Mr Wilson for raising the question. Shropshire Council recognises this agenda and is developing its approach. In summary this can be encapsulated as:

1. A Local Transport Plan (LTP4) is currently in development, and we will be engaging with stakeholders to discuss visions for transport and to identify key challenges immediately after the election period has ended. Defining Shropshire Council's long term approach to active travel will be a key element of this work.
2. We have stated at the recent Big Town Plan Festival that we are working towards appointing an Active Travel Officer to lead this agenda and work across the council (Highways, Health, Visitor Economy, Leisure and Culture) and more widely; we hope to update on this soon.
3. Allied with the above two points we will be bringing forward the development of a Local Cycling and Walking Infrastructure Plan (LCWIP) to drive this agenda on. An LCWIP for Shropshire will aim to identify what cycling and walking improvements are required at the local level and will form the basis of a long term approach to developing local cycling and walking networks, of which will update soon.
4. Within our highways CIL works, we have identified a number of possible cycling schemes that we are developing and will bring to consultation in the spring period. We have already started this work in Porthill, and with some School Street initiatives to support social distancing.
5. We are bringing forward a Scrutiny report that will ask how existing funds could be reallocated to support this agenda.
6. We will be also consulting shortly on our approach for Active Travel following the recent award.
7. Our current 1,800 miles of promoted cycle ways will be cleaned and refreshed starting this Spring.
8. Our work on the Area Assessment for Infrastructure will also identify where improvements new initiatives could be brought forward, and this work has started in Bridgnorth and then will move to other towns in Shropshire in due course.

I hope this demonstrates that we are moving forward on this agenda.

3 Question from Anna Jones

In Policy E9 (Access to Work) of the Local Transport Plan for 2011 to 2026, the Council said that they would: "seek to maintain and improve access to work and

training opportunities while reducing car dependency”, including by: “Ensuring the continued provision of bus services in towns and on strategic routes”, and “Seeking opportunities to improve bus services to better serve employment locations at times to suit shift patterns”. SaTH employs literally thousands of people based at the Royal Shrewsbury Hospital site, so presumably RSH counts as a major employment location. I can confirm that our shift patterns include Sundays. I would like to therefore ask Councillor Davenport, 10 years into the Strategic Transport Plan, why doesn't the Number 11 bus to the hospital run on Sundays?

RESPONSE: Cllr Steve Davenport Portfolio Holder for Highways and Transport

In response I would firstly want to reassure you that the Council is committed to ensuring that bus services in Shropshire and Shrewsbury provide access to essential services and key employment locations. SaTH is, as you have highlighted a major employer within the County and officers have been liaising with the trust to identify how we can improve transport links and our ambitious plans for our next generation Park & Ride Service in Shrewsbury, “Shrewsbury Connect” are a fundamental element of these ambitions.

Understanding current and future passenger travel patterns will be key to how we shape public transport going forwards, which will include whether these services should operate on Sundays or indeed earlier in the day or later in the evenings.

It is perhaps reassuring to know that during the current pandemic we have diverted buses from our suspended Park & Ride services to transport trainee nurses between Telford and Shrewsbury Hospital and we are exploring how this could be developed in collaboration with our colleagues at SaTH.

With regard to the specific service that you have highlighted, this service is operated by Arriva Midlands on a fully commercial basis and we have asked if they would consider your request for a Sunday operation.

4. Question from Stephen Mulloy

This council, as local planning authority, applies Conditions to planning consents which invariably includes a requirement for surface water to be treated at source i.e. via soakaways or some other attenuation system. This is of course to assist in reducing flooding.

Can I ask what checks, if any, are carried out to ensure that planning Conditions have been complied with and what steps, if any, are taken to enforce such Conditions?

If there are no checks, will this Council look at introducing a system that ensures compliance with Conditions?

RESPONSE: Cllr Rob Macey, Portfolio Holder for Housing and Strategic Planning.

It has always been the responsibility of an applicant to comply with their planning conditions. Planning conditions are applied where these are necessary to make a development acceptable and drainage conditions are applied where this is a relevant factor. Planning enforcement has always been a reactive process and breaches of planning conditions will be investigated where these are identified. If there are specific cases then these will be investigated in accordance with the Council's planning enforcement protocol and enquiries should be made via the link below: -

<https://www.shropshire.gov.uk/planning/submit-a-planning-enforcement-query/>

5. Question from Colin Sheward

In 2019 CAP payments to SY*prefix postcodes totalled £136,993,3579:41 (£137m) in 5261 payments In my post code of SY8 alone £5,861,240:63 (£5.9m) was paid to 267 claims. (CAP payments, Defra; UK Coordinating Body 2019). From next year 2022 there will be a series of changes to these payments.

Q1 has Shropshire Council made any impact assessment as to our rural economy in this change?

Q2 has it any views as to delaying start of process due to Covid pandemic?

RESPONSE: Cllr Steve Charmley, Deputy Leader and Portfolio Holder for Assets, Economic Growth and Regeneration

The Council has no input into the CAP (Common Agricultural Policy) payments as these are paid by DEFRA.

In question 1, you ask about any impact assessment being done on the rural economy in light of the likely reduction in payments in 2022. The Council has an Economic Task force which provides support and guidance for businesses during Covid and puts plans in place to support the economy in Shropshire. The Task force includes many partners and stakeholders in helping with the economic recovery.

In response to question 2 regarding a delay due to Covid, we do not consider a delay is needed. The Brexit process is moving forward at pace. Business in all sectors need certainty after years of paralysis of decision making. It is important that we support all businesses in the County through the Brexit transition period.

6. Question from Adrian Brown

My question concerns the NWRR and its possible impact on the A53 and Shawbury where I live. I have asked my County Councillor but he was unable to assist, being not aware of such detail.

My question is in two parts:

The first is, from the traffic modelling undertaken for the North West Relief Road (NWRR), what will be the traffic volumes on the A53 east of Battlefield Roundabout (A49/A53) at the envisaged construction date, if the NWRR is constructed and if it isn't (i.e. "Do Nothing" scenario).

The second part, is what road number will be assigned, obviously it will have 'A' road status? Will it be a continuation of the Battlefield Link Road (A5124) or will the whole route between the A5 at Churchcote and the A49/A53 at Battlefield roundabout be classified/reclassified the A53?

RESPONSE: Cllr Steve Davenport Portfolio Holder for Highways and Transport

Part 1

The most up to date traffic modelling work that was undertaken for the NWRR planning submission shows the following two-way traffic flows at the A49/A53 Battlefield Roundabout.

Arm	WITHOUT NWRR 2023 AM Peak	WITH NWRR 2023 AM Peak	Change	WITHOUT NWRR 2023 PM Peak	WITH NWRR 2023 PM Peak	Change
A49 north	952	997	+45	1004	1035	+31
A53 east	1000	1077	+77	1207	1269	+62
A49 south	1774	1588	-186	1937	1809	-128
Battlefield Road (A5112)	824	851	+27	870	919	+49
Battlefield Link Road	1457	2013	+556	1710	2267	+557

TOTAL	6007	6526	+519 (8.6%)	6728	7299	+571 (8.5%)
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The broad quantum of traffic at the junction is anticipated to be similar with less than a 10% increase in traffic at the junction in the 2023 peak periods as a result of the NWRR opening.

Part 2

It is the intention to extend the current A53 designation to include the Battlefield Link Road and the completed NWRR. This will then give direct connectivity A53 / A5 at Churncote Roundabout. A comprehensive local and sub-regional signing review is now underway with Highways England to support this proposal.