

## **Place Overview Committee**

**11 November 2021**

### **Member Questions and Responses**

#### **From: Councillor Kate Halliday**

The council has produced “Future Connectivity Plans” for NE Shrewsbury and Bridgnorth at the same time as starting work on a LCWIP and this focus on active travel is welcome. Can how these projects relate to each other be explained? Who has approved / is leading on each of these projects, and could the decision process for their instigation and also for approving any actions which may follow be explained?

#### **Response:**

The Area Assessments in North East Shrewsbury and Bridgnorth were initiated and funded through the Local Community Infrastructure Levy to identify the long term strategic infrastructure needs of those areas in the context of future development. When the public engagement has been analysed a report will return to full Council for each area detailing the projects, the results of the engagement and options for progression to delivery for the projects. The LCWIP will look at more local active travel needs across the entire county, albeit will have regard to other strategic documents such as the Local Transport Plan, Bus Service Improvement Plan, Area Assessments etc. to ensure that an holistic approach to future travel is proposed.

#### **From: Councillor Julia Buckley**

On 23/09/21 at Full Council, members were prevented from voting on a public petition requesting to pause the closure of the Highways depots in Bridgnorth & Hodnet. Members were told by the then portfolio holder that they had no choice because the depots needed to close urgently due to Health & Safety concerns. A similar explanation was provided as to why the legally-required EIISA had not been conducted prior to closure. A Freedom of Information request to list any H&S concerns at the depots has demonstrated there was no material breach at either site. Will the EIISA be carried out?

#### **Response:**

The relocation of staff and activities from Bridgnorth depot was initiated as a result of an identified structural failure of the salt barn at that depot which meant that winter services are unable to be carried out from that depot and will be unable to return until substantial repairs have been carried out. As this was a reactive rather than a planned decision for which there was simply no option to continue to deliver winter services from that depot, an EIAA was not able to be developed in advance. The service is now investigating what repairs are required to bring both the salt barn and other areas of the depot up to both a safe and environmentally compliant standard as well as continuing the review into the number and location of depots required for future delivery. A report will come back to Cabinet outlining options in due course

and if any options include the permanent closure of the depot, an EIISA will be developed as part of the report so that an informed decision is able to be taken.