

CABINET 23/03/22
Member Questions

Question from:	David Vasmer	
Subject:	ANPR Camera on Crowmeole Lane	
Portfolio Holder:	Ian Nellins	Approved
<p>Following the report about the proposed use of an ANPR camera on Crowmeole Lane and its approval by Cabinet on 23rd March I would like to a questions:</p> <ol style="list-style-type: none"> 1. Was consideration given to the use of APNR cameras in other locations across Shropshire when the new regulations allowing their use outside London comes into effect on May 31st? 2. Could all councillors be asked to suggest locations where ANPR Camera's might be helpful which would give the Council a range of different situations where the use of APNR cameras could be assessed. In my own division traffic is not allowed to come from Abbey Foregate up Underdale Road because this has been used for many years as a short cut bypassing the traffic lights at the junction of Monkmoor Road and Abbey Foregate. However the No Entry signs are regularly ignored. 3. Was consideration given to the use of mobile ANPR came ras? <p>The Department for Transport has invited local authorities to request powers to enforce moving traffic offences; currently enforceable only by the police, the first deadline for submissions May 2022 and each location required consultation to have been undertaken on as a requirement of the application plus other requirements. The decision to focus on one site was made due to a number of factors including the use of Crowmeole Lane as an opportunity to monitor the effectiveness of ANPR cameras and allow for a robust business case to be developed for potentially more sites to be included; additionally due to capacity within existing teams the work of implementing and enforcing is not achievable with current staff levels and the business case will identify what resources are needed.</p> <p>Should the Crowmeole Lane camera be successful Shropshire Council will identify the resources needed to implement and run AMPR cameras around the county and at that time the implementation project will commence and members may be engaged at that time to suggest sites for future enforcement.</p> <p>As only one site is being progressed at this state a mobile camera was not considered however should further sites be implemented mobile cameras would likely be included in the types of cameras used.</p>		

Question from:	Rob Wilson	
Subject:	Mile End Roundabout	
Portfolio Holder:	Dean Carroll	Approved
<p>Mile End roundabout was rebuilt in 2014 at a cost of £4m; at the time the Highway's Agency said: "This £4million scheme will help tackle congestion and make the road safer by increasing</p>		

capacity. Road users will experience improved journey times as a result.” 4 years later in 2018, further changes were required because drivers found the layout confusing. Also in 2018 the Council stated “Previous improvements to the junction addressed only existing traffic issues, and there has been a significant increase in traffic unrelated to proposed developments.” Another 4 years later, and the third attempt at improving the junction has just been completed. The former MP for North Shropshire said “There is £16m of funding from Shropshire Council, the Marches LEP, and other agencies and it will massively improve traffic on the A5.”

Between 2014 and 2019, traffic on Shropshire’s roads grew 12%. It is not possible to build capacity at this rate. What faith can residents have that Shropshire Council understands how to address congestion?

Shropshire Council routinely employs the services of WSP, its Term Consultant, to undertake traffic modelling and growth forecasting based on the development intended for the area and factors are allowed for overall traffic growth on the highway network. The results are presented in outline and full business cases to secure funding for schemes and that data is rigorously checked and challenged by funders to ensure the modifications we are proposing can mitigate the projected growth over the forecast years.

Mile End is on the Strategic Network and as such, is owned and maintained by National Highways. The recent project has been delivered by Shropshire Council in order to support the upcoming development growth in the immediate area and to enable the introduction of the Oswestry Innovation Park which will bring further business and employment to the Oswestry area. Prior to this, any works undertaken there will have been carried out by National Highways, formally Highways England.

In the development of the Place Plan areas, modelling will be undertaken to assess the impact of known and proposed development sites, the future population, movement of traffic and traffic types/behaviours so advice can be provided to the Council in order for decisions to be made, involving the public and key stakeholders, on any proposals that may come forward.

In the case of the recent Mile End scheme, over 20 different options were presented for assessment. During a period of public and stakeholder consultation, the preferred option, as designed and built, was considered by the Council and National Highways as the most effective and affordable solution to mitigate the forthcoming growth. If the Council can not clearly demonstrate and evidence that we can provide this mitigation, then the funding application is either put on hold until the matter is addressed satisfactorily or, the funding offer does not progress.

Question from:	Kate Halliday	
Subject:	Ockenden Report	
Portfolio Holder:	Lezley Picton	Approved

The Ockenden Report is damning regarding the practices and culture of Shrewsbury and Telford NHS Trust (SaTH) maternity services over the past 20 years. It highlights poor clinical practice, an inability to learn from mistakes, a culture of not listening to staff and patient concerns, and underfunding and understaffing all of which led to the avoidable deaths and injury to children and women in Shropshire, Telford and Wrekin. It is the families' bravery in continuing to fight for answers that led to the review of maternity services. This cannot happen again. Shropshire Council is an important partner with SaTH. In July we will form part of the Integrated Care Board together with our health partners in Shropshire, Telford and Wrekin. We owe it to our residents to maximise our scrutiny of services on their behalf. What can Shropshire Council do to ensure that in the future health services do not repeat the tragic mistakes of SaTH maternity services?

This is the first of two questions which relate to the Ockenden Review published last week (30th March 2022) which details how hundreds of people, many of whom are from Shropshire, were failed terribly by the Shrewsbury and Telford Hospitals Trust (SaTH). As a cabinet, all of our thoughts are with the brave families who have suffered so much distress as a result of the failings and who have shared their traumatic experiences with the enquiry.

As a Cabinet, and as individuals in meetings we have asked this very question, what more can Shropshire Council do? We have been reassured by the Trust that many measures and recommendations in the report are already in place to improve services and the Trust is making itself accountable to the parents and families affected, in order to restore public confidence and transform its culture. We hope that this report can give the families the answers they seek, while ensuring that SaTH can now be fully focused on further improving its services and resolving the long-term questions about how it is organised.

Shropshire Council's role in ensuring that the improvements recommended in the report are implemented and that future health services do not repeat these tragic mistakes again, is one of seeking assurance and scrutiny; representing the views of our residents. This assurance will be sought primarily through our Scrutiny processes, particularly in this case our Joint Health Overview & Scrutiny Committee across Shropshire, Telford & Wrekin which has responsibilities for scrutinizing health services within their areas. In addition, as partners and in chairing the Statutory Health and Wellbeing Board, the Board acts to ensure that key leaders from the health and care system work together to improve the health and wellbeing of Shropshire. As partners in the future Integrated Care System, officers and members will sit on key boards and committees within the system working alongside partners to hold each other and the Trust to account for performance. We continue to want the best possible healthcare for our residents and need to both challenge and support the Trust

In addition, our MPs have regular meetings with SATH, and we will be writing through Scrutiny, to ask that the chairs of Health and Social Care Overview and Scrutiny, Joint Health Overview and Scrutiny Committee, and the Health and Wellbeing Board Chair, be invited to be part of these meetings. These regular communications with the leaders at the Trust will be to seek assurances that they are implementing changes.

Question from:	Rosemary Dartnall
Subject:	Rescuing, Replacing or Redesigning Arriva's bus services?

Portfolio Holder:	Cecilia Motley	Approved
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The fifteen erstwhile commercial Arriva bus services under threat are being retained by Shropshire Council short-term subsidy. Everyone hopes for good news on the BSIP bid but even the best news is unlikely to impact positively on these Arriva services.

The situation is grave: the cancellation of eight services but elsewhere in Shropshire, public transport provision is balanced on a knife-edge. There is an urgent need to reconsider Shropshire public transport for residents who rely on the cancelled and threatened services to get to and from work or school or appointments, but long-term there exists a fundamental requirement to reimagine our public transport network as critical in achieving our decarbonisation strategy.

In short, the people of Shropshire face a crisis in public transport with devastating immediate impacts and long-term consequences for our communities.

1. Will the council consider, instead of picking up Arriva's bill, taking all fifteen threatened bus services in-house, now, and operating them as a viable service which would later serve as a pilot?

We are of course currently focused on what we can do stabilise the current public transport network for our residents and visitors, within the financial challenges that we face. We are however, at the same time acutely aware that the current system and network needs to reflect the changing travelling needs of our residents and visitors. At this point in time nothing has been excluded from consideration and that may well include bringing some services in-house should the market not be able to provide the network that Shropshire people need, within the finances that are available.

2. Specifically, will the council turn a negative into a positive and immediately review the threatened bus services, embracing the opportunity to include new methods, e.g. re-rerouting to high-traffic sites, providing on-demand connections for less used spurs and similar responsive measures?

We are as I mentioned in my response to the previous question very much focused on the changes being implemented from 23 April, but we do very much see this as an opportunity to look at public transport differently going forwards, considering all types of delivery, including demand responsive and the re-routing of services. Any re-design of the bus network will also need to take into account passenger travel patterns across individual services, with a number of services experiencing a significant drop off in passengers throughout the day compared to the morning and late afternoon peak journeys, reflecting how people now travel differently.

3. Is this council ready to move beyond Shropshire’s creaking 1970-style bus system to enable the redrawing of an integrated public transport network operated under a model suitable for the 21st century?

As mentioned in my previous responses, we don’t believe that the current network, is going to be the model for how we deliver public transport going forwards and officers have been looking at alternatives and how they could be incorporated into a new Shropshire network, we will return to cabinet at a future point to lay out some of this thinking. In the meantime I have spoken to officers and we are intending to hold a member’s briefing on public transport in the near future, to start the process.

Also see attached statement

Question from:	Heather Kidd	
Subject:	Ockenden Review	
Portfolio Holder:	Lezley Picton	Approved

In the light of the Ockenden Review the Councils role in holding our NHS to account needs to be strengthened. Joint HOSC is a statutory body set up to hold the NHS in our area to account. Will Cabinet lobby Government to upgrade the role of Joint HOSC and make real links with the CQC and Healthwatch Shropshire? All our roles need to be reviewed and strengthened. Scrutiny within the Council also now needs a dedicated Scrutiny officer to help make health Scrutiny more effective alongside improved powers. Will Cabinet act to find the funds for that too , please?

As described in my previous response, I agree that Joint Health Overview and Scrutiny Committee as a Statutory body, is an important element of Shropshire Council holding the local NHS to account.

To this end the cabinet supports strengthening the role of Scrutiny. Firstly, using the current regulations (2013) which allow for the appointment of members to a Joint Health Overview and Scrutiny for a particular subject matter. Under this, the Committee could elect to invite additional members including HealthWatch. For example, David Beechey was appointed as a voting co-optee to the Joint HOSC many years ago as a representative of Healthwatch. The Committee could seek to continue this arrangement but also look to widening it.

In terms of strengthening the role of Joint HOSC, Cabinet will work with the joint Chairs of HOSC to lobby to strengthen the role of Joint Scrutiny. We are also in conversation with the LGA regarding the Scrutiny function. This discussion will be taken through Joint HOSC planning sessions.

With regards to additional funding for a health scrutiny officer, I have asked officers to consider how we could prioritise Health Scrutiny and how this prioritization could be resourced / funded.

Question from:	Roger Evans
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Subject:	Shire Services Catering Contract	
Portfolio Holder:	Dean Carroll	Approved
<p>A paper was presented to Shropshire Schools Forum meeting on 4th November proposing alterations that would need to be made by Shire Services to the catering contract they have with 60 schools in Shropshire. It stated that these would need to be adopted by April 2022.</p> <p>Can the Cabinet member please give an update post 31st March 2022 and include in it:</p> <ul style="list-style-type: none"> • How many of the 10 Secondary Schools that Shires had contracts with have renewed them. Currently all, however four are part of a Trust that are going out to tender in September 2022. • How many of the 50 Primary Schools that Shires had contracts with have renewed them. We have not received all SLAs back yet from Shropshire schools but can confirm that currently eight schools have given notice to terminate (various dates in 2022-23) and a further 5 will be going out to tender as part of the academy trust referred to above. Currently 43 schools of the 60 Shropshire schools will have renewed. For schools who wish to give notice to terminate the arrangements for September 2022, they have until the end of this week being Friday 8th April to do so. • It was noted in the paper that only 9 of the 38 Primary Schools with a kitchen were achieving a break-even position regarding the provision of dinners. How many of the 38 Schools still with the council's schools catering service are predicting a break-even position. We do not have this information available at this time but will share this with Cllr Vasmer when available. • Have all the 12 dining centres signed new contracts and have any other schools become dining centres. One school with a dining centre has given notice to terminate and a further two are going out to tender with the academy trust referred to above. One school has opted to close its kitchen and become a dining centre from September 2022. • The recommendations made in the paper were as result of a report provided by Consultants employed by the council. It was stated that they would be asked to look at alternative service models. What are their recommendations. A report has been completed which is due to be presented to the Executive Team later this month. This can be considered by a Scrutiny Committee prior to consideration by Cabinet. • Did any school fail to reach an agreement with Shires? No • Has a termination notice been sent to any school? No • Will Shire Services achieve the financial target set by the Cabinet for this new financial year? It is difficult to determine this until the outcome of the remaining school decisions are known. Clearly a further loss of business should this occur creates additional pressure 		

however Shire Services continue to bid for new business and has a strong track record in doing so

- Does the cabinet member agree and support the final sentence in the summary section of the report presented to the Forum meeting? ??

If Cllr Vasmer is referring to the sentence which reads “The outcome of the ongoing investigations into alternative delivery models for the council’s schools catering service will need to be agreed and fully implemented, to maximise the financial benefit for the service and the council” then a report will be considered by Cabinet which also takes into account the views of a Scrutiny Committee.

Question from:	David Vasmer	
Subject:	Bus Back Better Submission	
Portfolio Holder:	Cecilia Motley	Approved
Following Shropshire’s unsuccessful Bus Back Better submission I would like to submit the following emergency question to tomorrow’s Cabinet:		
Bus services are in crisis because passenger levels have not returned to pre -pandemic levels, there is a shortage of drivers attracted to the high salaries being paid to HGV drivers and now the escalation in the price of fuel.		
Arriva have announced serious cuts to their bus services including the total withdrawal of the number 20 service.		
Is it possible to set up a seminar in which we explore all possible options for the future of sustainable public transport at a reasonable cost which is integrated with other forms of transport and helps tackle isolation? Invitations to this seminar should be sent to representatives of the bus operators, senior officers and councillors (from all Groups), representatives of Town and Parish Councillors and relevant bus user groups and local organisations campaigning for a better bus service.		
See attached statement		

Question from:	Andy Boddington	
Subject:	Bus Back Better Submission	
Portfolio Holder:	Cecilia Motley	Cecilia to approve
News broke on Monday that Shropshire Council had lost the entirety of its £98m bid to the Bus Back Better fund. It is shocking news that Shropshire will not get a penny to support its struggling bus services.		
The county’s bus services are in urgent need of upgrading to an age that is moving to zero carbon, which must include putting more buses on the road, more frequent buses, electric buses and transport hubs that are fit for the 21st century.		

Given the loss of the Bus Back Better grant, what contingency plans does Shropshire Council have to:

- Conduct an immediate review of bus services in the county, the potential for generating income and the level of financial support the council should provide?

2) Protecting our vital rural bus services, many of which cannot operate without subsidy?

3) Review its capital budget to allocate some funding away from roads and redevelopment to bus infrastructure?

[See attached statement](#)