

CABINET 08 JUNE 2022
Member Questions

Question from:	Kevin Pardy
Subject:	Quarry & Sports Village Swimming Pools
Portfolio Holder:	Cecilia Motley

With reference to the postponement of the development of the Quarry and Sports Village swimming pools;

How much money, in total, has been spent on the pools since 2013? Please include consultant's fees and architect's fees plus any other fees paid to agencies and for council officers' time. In addition, can you tell me the original estimated cost of refurbishment of the Quarry Pool circa. 2013/14?

This response focuses on the costs associated with the development of swimming provision in Shrewsbury and Whitchurch, which amount to around £695k. As these were developed in tandem, it is not possible to disaggregate costs solely for Shrewsbury. The breakdown of this is shown below.

In addition to this are the usual management fees to the operator of around £300k/an for the Quarry and £135k/an for Sports Village. There are also costs associated with on-going repairs and maintenance.

Professional Fees

The Council now has a full RIBA stage 2 concept design report including designs, detailed cost plan, detailed business modelling and appropriate surveys. This has provided an evidenced based approach to our decision to pause the scheme. The Council has the Intellectual Property Rights to all this information, and it can be used in the future following a review of the project.

The design work has been completed on budget.

Swimming in Shrewsbury and in Whitchurch- costs incurred to 31 March 2022

Professional fees	£567,594
Legal fees	£2,400
Consultation fees	£1,200

Officers' Time

A project manager was employed at a total cost of £124,760

The Council's financial commitments to developing the design was protected as the project management and design team was procured on a stage-by-stage basis and we are not committed to additional expenditure by pausing the scheme.

Estimated Cost of Refurbishment

The estimated cost of replacing the Quarry Pool has been revised several times as the project has progressed, and the specification clarified.

In 2012 the cost of refurbishing the Quarry Pool was estimated to be ¹:-

Refurbish existing Quarry Pool in a phased development	£9,667,000
Refurbish the existing Quarry Pools in one go	£8,305,000

In 2016 the cost of refurbishing the Quarry Pool was estimated to be ²:-

Quarry Refurbishment	£ 2,317,656
Quarry Renovation	£12,808,323
Quarry New Build	£10,989,859

References

1. Green Paper -Quarry Swimming and Fitness Centre (Shrewsbury) – Replacement. 14 March 2012
2. Report to Cabinet, 13th July 2016

Question from:	Peggy Mullock	
Subject:	Whitchurch Railway Station – Lack of Access to the South Platform	
Portfolio Holder:	Cecilia Motley	
<p>Could Cabinet ask the relevant rail authority to look yet again at the problem of being a disabled user, a parent with pram or any resident who has difficulty climbing over the bridge with cases?</p> <p>Surely with the Disabilities Act in force this situation cannot be fair to these people.</p> <p>Following the work undertaken by the previous North Shropshire MP, Owen Paterson we understood that the rail authorities were committed to undertaking this work. However, I will, on behalf of Cabinet write to the rail authorities responsible for Whitchurch Station, highlighting again the challenging access issues, especially for those people with disabilities and I will ask officers to keep Councillor Mullock informed of their response and the potential timetable to make these necessary adjustments.</p>		

Question from:	David Vasmer	
Subject:	Blue Plastic Recycling Bags	
Portfolio Holder:	Ian Nellins	
<p>There are growing concerns about the discovery of microplastics within our blood, the air breathe and even within the placentas of unborn babies.</p>		

There is a plastic covering to the blue paper and card recycling bags that are used by Veolia but the older bags are deteriorating and the plastic is flaking off to join other microplastics in the environment.

1. Is the Council aware of the problem?
2. For those who do not request a purple bin for recycling, could Shropshire residents be given new blue bags and the old ones collected to be disposed of without more microplastics being added to our environment?

The Council is aware that the surface of the older blue bags does deteriorate over time. The current supply of bags have been redesigned to put the polypropylene coating on the inside of the bag to reduce the impact of weathering. The coating is necessary in order to keep the contents dry enough to remain acceptable for re-processing. The manufacturers have advised that the coating could be removed entirely, however, this would increase the amount of rainwater leaking into the bag and therefore reduce the proportion of paper and card that would be acceptable to re-processors.

Veolia take the health and safety of their staff very seriously and commission regular risk assessments for their collection services, including the use of the blue bags. The last "Workplace Air Monitoring" assessment was carried out in August 2021.

The results indicated that personal exposure to Inhalable Dust, Respirable Dust and Machine-Made Mineral Fibres were significantly below the relevant Workplace Exposure Limits (WELs) and in some cases below the analytical limit of detection and not considered to be at a level that has a potential to cause detrimental effects to health through inhalation.

It should be noted that this report applies to the Veolia staff who handle the containers and contents continually throughout the working day and any exposure to residents would be significantly smaller.

The rollout of the purple lidded bin for recycling is not connected to this issue as the bins will be used for plastics, glass, and metal cans and not replace the blue bags for paper or cardboard.

Question from:	David Vasmer
Subject:	Late Night Bus Service
Portfolio Holder:	Cecilia Motley

4 From Cllr David Vasmer

I believe that discussions are taking place about introducing a late night bus service in Shrewsbury similar to the one operating in Oswestry. What involvement has Shropshire had with these discussions, particularly involving the Town Council and Shrewsbury BID?

I am not aware of any recent conversations regarding the provision of a late night bus service in Shrewsbury, although later evening operating times for bus services will certainly be under consideration as we review public transport and will be one of the discussion points at the cross party working group that we are now forming. The Oswestry service to which you refer is a collaboration between Oswestry BID, The Town Council and Tanat Valley Coaches (who will be operating the service) and we will certainly be speaking to them to understand any key points that may also be relevant to other areas of the County, including Shrewsbury.

Question from:	Rob Wilson	
Subject:	Local Transport Plan	
Portfolio Holder:	Dean Carroll/Ian Nellins	

Shropshire Council is currently developing the long delayed update to the Local Transport Plan - LTP4. On 13th May 2022 The Department for Transport sent a bulletin to all Local Transport Authorities saying that it will be updating its guidance on Local Transport Plans, “providing a much-needed holistic view of what the government is expecting LTAs to deliver.” Early drafting of the new guidance has already commenced and they have already stated that quantifying carbon reductions will be a key requirement. This new guidance is expected to be published in Autumn 2022, and updated LTPs should be in place by Spring 2024. Is Shropshire Council working closely with the DfT to ensure that LTP4 complies with the new guidance, and doesn’t require further work and more delay to make it compliant?”

The development of Shropshire Council’s LTP has been commissioned to its term consultants, WSP. WSP has also been awarded the contract to develop the LTP guidance on behalf of the Department for Transport (DfT). This means that the work carried out on developing Shropshire’s LTP to date will not be lost and that a process of realignment can be carried out in advance of issue of the guidance. This also means that Shropshire is well-placed to test the emerging new guidance and demonstrate best practice going forward. We are also aware that DfT are planning to hold a series of events on the new guidance that officers will attend where possible.

A gap analysis on the work carried out on the LTP to date is currently being undertaken to identify any additional pieces of work that will be required to align to the guidance and associated timescales for completion. Our current aim is to make a draft suite of LTP documents available for public consultation at the earliest opportunity after the formal issue of the guidance. This is anticipated to be by the end of December 2022, subject the final issue date of the DfT guidance and approval to consult by Cabinet.

Question from:	Andy Boddington	
Subject:	ANPR Cameras	
Portfolio Holder:	Ian Nellins	

Shropshire Council is introducing ANPR cameras in Shrewsbury.

What plans does it have to assess sites that would benefit from ANPR across the county?

If the Crowmeole Lane ANPR enforced point closure scheme is to go ahead, it will run initially as a pilot scheme. This will give Council the opportunity to learn and evaluate the effectiveness and public acceptability of using the new civil enforcement powers to encourage more active travel. As noted in the Cabinet paper, Council will apply these learnings to assess the suitability of other sites that may benefit from ANPR-enforced closures. The Local Cycling and Walking Infrastructure Plan (LCWIP), which is currently under development, will identify those sites that will benefit from point closures and similar interventions that restrict vehicle access as well as the timeframes (short, medium and long-term) for delivery of schemes.

As one example, the Lower Corve Street in Ludlow is designated no vehicles except for access because it is a historic residential street. But it has become a rat run for hundreds of vehicles daily, a situation that is getting worse due to new housing developments.

What is the council's timetable for assessing the results of the Shrewsbury ANPR, assessing sites across the county where ANPR might make a significant difference to traffic management, safety and quality of life?

The Crowmeole Lane scheme will be funded from the Department for Transport's (DfT) Active Travel Fund Tranche 2. The DfT requires all local authorities to provide data on the deliverables that have resulted from this fund or to which this fund has contributed, at minimum, at scheme completion and 6 and 12 months after completion. High-level monitoring data also needs to be submitted to the DfT every two months. If the Crowmeole Lane pilot goes ahead, completion of the scheme is scheduled for early 2023, with 6 month monitoring scheduled for mid-2023 and 12-month monitoring scheduled for early 2024.