

COUNCIL 7 JULY 2022

MEMBER QUESTIONS

Question from Councillor Kate Halliday

If it goes ahead the proposed Health and Wellbeing Hub in Shrewsbury will result in 6 GP practices in South Shrewsbury moving into one building (possibly in Meole Brace) in 2025. This would result in the majority of the 45,000 patients involved being required to travel further in order to see their GP/ primary care practitioner. It is likely that this will also increase travel for staff. Many residents are stating that they will need to rely on the bus service in order to attend an appointment, where previously they had walked. This could involve 2 bus journeys each way for many residents. In an interview on Radio Shropshire on 17th May 2022 the Clinical Lead for the proposed Health and Wellbeing Hub stated that any transport infrastructure for the proposed hub would need to be met by Shropshire Council. Is this Shropshire Council's understanding, and if the Health and Wellbeing Hub goes ahead, would Shropshire Council plan to increase the bus services for patients and staff, with direct bus services for the areas effected, and would the council improve active travel (walking and cycling) to the new hub in the areas involved?

Response from Portfolio Holder for Physical Infrastructure

Shropshire Council have also been invited to, and attend, Shrewsbury Health and Wellbeing Hub meetings along with other partners as key stakeholders. As a stakeholder at these meetings and with the Council's role in developing transport infrastructure including the Local Transport Plan, the Council has agreed to lead the work to consider the transport infrastructure required around the proposed hub and co-ordinate any response. However, the Council is not solely responsible for meeting this transport infrastructure.

The Integrated Impact Assessment, requested by officers, will consider impact and risks associated with a change in location of services and will include consideration of local traffic and congestion, travel times and access. Work will need to be undertaken to mitigate any perceived negative impacts. Shropshire Council will consider the findings of the Integrated Impact assessment in any proposed response.

In the meantime, the Council is in initial discussions with the Project leads for this programme; considering the evidence and needs, to support the transport element. The Council acknowledge that this will include looking at the bus infrastructure in this location, and additional support. This work would need to read across Closely to the Local Transport Plan 2022-2032 and the Active Travel plan.

Question from Councillor Julia Evans

A review of Shropshire Council's parking strategy is long overdue. In pre-budget discussion earlier this year the portfolio holder for finance and corporate resources indicated that a review would take place this year, but so far there is no sign of this.

A new parking strategy could;

Reconfigure car parking, both in terms of placement and charge levels, to support council objects around modal shift, decarbonisation of transport and increasing the use of active travel options for short journeys and public transport options for longer journeys.

Provide much needed relief to those on the edges of town centres facing on-street free parking by non-residents.

Provide additional income to help develop schemes envisaged in LCWIP, LTP4 and BSIP, which risk sitting on a shelf without funding.

When can we expect news of a parking review and strategy? Given constraints on capacity, would it make sense to look for appropriate consultants to carry out such a review, with a specific requirement in the terms of reference that a parking strategy should promote and enables modal shift.

Response from Portfolio Holder for Physical Infrastructure

The highways team remain committed to reviewing Shropshire Councils' Parking Strategy this year to ensure that it better meets the future needs of the County. A paper will be submitted to Scrutiny Committee in the coming weeks to kick start this project and resources are currently being scoped to move this project forward.

Question from Councillor Roger Evans

We had, according to a council report in 2015 around 18,500 street lights in Shropshire. In 2018 it was reported that 12,500 of these lights had been converted to automatically turn off at midnight before coming back on again at 5am. The switch-off had been organised as part of a drive to save money.

By December 2018 it was reported that just 3,000 of these had been converted to LED ones. In this 2018 report it also stated that the

remaining 16,523 street lights we then had would all be converted during the following 3 years.

Can Council please be told how many street lights remained to be converted at the end of the last financial year and will all lights be converted by the end of this financial year.

Can we also be told for each of the last 7 financial years:

- How much energy was used by our street lights.
- The actual cost of this energy.

Finally for this financial year.

- How much was in the original Street Light energy budget that was agreed by council a few months ago.
- How much energy is expected to be consumed by our street lights and what is the latest estimate that this energy will cost us.

Response from Portfolio Holder for Physical Infrastructure

Can Council please be told how many street lights remained to be converted at the end of the last financial year

End of April 2022, 12,707 lanterns remain to be converted to LED out of 19,959 assets

Will all lights be converted by the end of this financial year.

No, end of March 2024 is the target completion date for the Salix LED lantern conversion project

Can we also be told for each of the last 7 financial years:

- How much energy was used by our street lights.
- The actual cost of this energy.

Year	Street lighting Energy Consumption (kWh)	Street lighting Only energy cost (Annual)
2022/23	5,085,358	£665,000
2021/22	5,177,261	£667,327
2020/21	5,518,744	£744,846
2019/20	5,568,890	£812,328
2018/19	5,551,419	£750,450
2017/18	5,572,329	£684,341
2016/17	5,586,364	£598,700

**Estimated*

Finally for this financial year.

- How much was in the original Street Light energy budget that was agreed by council a few months ago.

Street lighting energy costs are incorporated into a total energy budget which includes for Street lighting, Traffic Signals, Illuminated signs & bollards & electronic signs.

Approved Energy budget 2022-23 = £1,162,470.00

- How much energy is expected to be consumed by our streetlights and what is the latest estimate that this energy will cost us.

Energy consumptions estimate 2022-23 = 5,085,358 kWh

Forecast energy estimate for 2022-23 = £665,000 for Street lighting only.