

COUNCIL 22 SEPTEMBER 2022

PUBLIC QUESTIONS

Question from Bob Saunders

Further to the reply to my question on 7th July 2022 about the timing of pedestrian crossings in Shrewsbury Town Centre I would like to know whether the Council is legally obliged to use the timings quoted or could the amount of time for pedestrians be increased at the expense of road traffic? As mentioned, the green man period is very short and creates concern for pedestrians, does nothing to encourage active travel and seems to be primarily for the benefit of motorists. If the Council is serious about Active Travel and Net Zero, this is something they should implement.

Response from Councillor Dean Carroll, Portfolio Holder for Physical Infrastructure

The Council is not legally obliged to use the timings quoted, however it is always good practice to follow the guidance provided for National consistency. The timings are often set to the optimum balance between pedestrian and vehicular (including buses and cycling) movement to ensure that all modes are able to move around expediently. Whilst the Green Man timings may be short, the green light for vehicles is not triggered until pedestrians have completed their crossing movement. The service however will review that this remains the case.

Question from Rachel Connolly

Almost exactly one year ago to the day I brought a petition of over 2,000 signatures to this Council asking you to involve elected members in the decision as to whether or not to close the two highways depots in the East of the County. Following a very confusing vote in which members asked repeatedly for clarity, a small majority voted to allow a temporary closure to go ahead whilst you conducted additional research and consulted those affected. Now that 12 months have elapsed, I am astonished that the depots remain closed. As a local town councillor for Bridgnorth I am regularly contacted by residents with concerns about reduced highways provision since the closure of our local depot. During the floods there were not enough sandbags available on the East of town; during the icy weather the school routes were insufficiently gritted which led to a 17% increase of injuries at our local Minor Injuries Unit; and our potholes are left and left until dangerous because - according to the contractors- we are too far away from the depots for the materials to be easily

transported. All of our concerns that closing a local depot would negatively impact service delivery in Bridgnorth have been proven to be accurate. How long does the Council consider "temporary" to be? What research has the Council conducted into the sites? What consultation has the Council conducted with those affected? On what date will the review into this temporary closure, be brought to a satisfactory conclusion?

Response from Councillor Dean Carroll, Portfolio Holder for Physical Infrastructure

All these metrics show an improvement in performance in every single one of the 16 areas analysed including those previously serviced from Bridgnorth and Hodnet. All concerns about winter maintenance were investigated and each incident found to be not on a route that was on the winter maintenance schedule and therefore would not have been gritted prior to the depot being closed and whilst it is acknowledged that there are some delays in the repair of potholes, this is not inconsistent with the rest of the County and has considerably improved compared to timescales prior to the closure of the depot.