

**PUBLIC QUESTIONS**  
**COUNCIL 6 JULY 2023**

**Question from Barry Greig**

The council declared a climate emergency in May of 2019 stating a pressing need to be net zero, both as a council and within the wider county by 2030.

The council advised in response to a recent FOI (Council ref RFI# 4853) that no planning and budgeting has taken place 1/3rd (four years) into the corrective period of the Council declared emergency. With no council plans or costings in place more than 4 years, the emergency clearly isn't anywhere near as important or pressing as the 'emergency' status would suggest or specifically warrant.

I feel compelled to ask why has the council made no structured and costed planning around a declared emergency situation 1/3 into a corrective action period?

I also ask is there any reason why the council should not immediately rescind their emergency declaration due to their own inactivity and as an elected body it is also something that has bypassed the election process with no involvement of the voters of Shropshire?

Finally, are there any good reasons why the Council should not remove all references to the 'emergency' on the council website?

**Question from Frank Smallman**

We are representatives from Condover and St Edwards Primary School Worship committee and are promoting children's voice within our local community.

We would like to ask you the question. How are you promoting children's voice within Shropshire Council?

**Question from Christopher Forde**

Looking at the Shropshire cycling & walking 10 year plan, I was surprised by the lack of information about those who would be unable to use plan. I am referring to people with Disabilities. From a personal point of view as a blue badge holder, it is essential for me to be able to travel independently by car iwithin the towns identified by in the 10 year plan.

A) Has any form for exploration / investigation been completed by the council to identify the needs of people with disabilities to travel, to, from and within Shropshire?

B) How many parking spaces in general will be increased or reduced, including curb side parking in Oswestry over the ten year plan.

C) How many blue badge parking spaces will be increased or reduced within in Oswestry over the ten year plan.

D) What are the number of council car parking spaces available both to the general public and to people with blue badges in each of the areas within the walking & cycling zones across Shropshire and the total numbers that will be increased or reduced over the ten year plan.

E) Have Shropshire council plans to increase, decrease or change the bus service over the 10 year plan within the walking & cycling zones, if so what are they.

F) Can Shropshire council confirm any plans or suggestion to reduce people's freedoms to travel by car, including whether by the use of cameras to issue fines or roads blocked off, reducing in one form or another people's right to travel that are not currently

### **Question from Rev. Paul Cawthorne**

The risk assessments of the proposed NorthWest road scheme seem culpably inadequate: financial, ecological and traffic flow downsides seem systematically underestimated. The environmental assessment wasn't even available to the public at time of WSP consultation .

Additional costs are clearly externalised or put off, such as:

- risk insurance for remediation of unintended disruption of town water supply by damage from roadworks
- new work needed on the Uffington roundabout to prevent gridlock at Battlefield roundabout for commuters from Hadnall
- increased costs of materials necessitating a more realistic cost-benefit calculation.

It seems obvious that councillors are being corralled into approving this scheme to free up land for housing rather than for the stated objectives of the road. Is the level of risk being proposed misfeasance in public office?

### **Question from Jamie Russell**

On 28 June 2023 the Committee on Climate Change (CCC), the government's climate adviser, published a report saying that the UK had gone backwards on progress towards net zero in the last 12 months and that urgent action was needed to get back on track.

In his covering letter the committee chairman, Conservative peer Lord Deben, writes: 'Our children will not forgive us if we leave them a world of withering heat and devastating storms where sea level rises and extreme temperatures force millions to move because their countries are no longer habitable. None of us can avoid our responsibility. Delay is not an option.'

The report recommends a national review of current and future road-building projects to assess their consistency with the government's environmental goals. This is to ensure that decisions do not lock in unsustainable levels of traffic growth. Schemes should only be taken forward if they meaningfully support cost-effective delivery of Net Zero and climate adaptation.

What are the implications of such a review for the proposed North West Relief Road, given that it will result in adding more CO2 into the atmosphere under any meaningful timescale?

**Question from Mike Streetly**

On 23 June 2023 DEFRA told Shrewsbury and Atcham's MP that, in relation to the proposed North West Relief Road, "The Environment Agency [has] outstanding concerns about issues to do with protecting the water resources aquifer from which Severn Trent Water draws water supplies for the town of Shrewsbury. The Environment Agency does not consider the information supplied by the Council and its representatives to demonstrate an appropriate level of assessment and risk mitigation."

If Shropshire Council builds the road-against the Environment Agency's advice, will it be liable for the costs of remediation/ replacement of the water supplies if they become-contaminated by a spill on the road and how would Shropshire-Council underwrite such a risk?