

PUBLIC QUESTIONS
COUNCIL JULY 18 2024

Question from Shauneay Connor

Given the current financial situation of Shropshire Council, can I ask whether any plans exist to further develop the Swimming and Leisure facilities in Market Drayton?

Question from Jamie Russell

The Shrewsbury North West Relief Road is projected to cost around £200m. At present the DfT has only committed to a grant of £80m for the road's costs (as per the department's response to [Highways Magazine](#)).

Does the council have written confirmation that the DfT will contribute more than £80m to the project? If yes, what is the maximum the DfT has agreed to spend?

How much does the council currently expect the NWRR to cost?

If the DfT contribution is capped at £80m and the NWRR is due to cost more than this, will the council be able to proceed with the road without bankrupting itself?

Please explain how.

Question from Graham Betts

Parking and speeding are issues of Community concern on the Darwin's Walk and connected Bowbrook Meadows developments in Shrewsbury. West Mercia Police have commented they are unable to 'police' the situation because of the road design.

Unlawful parking in contravention of the 1988 Road Traffic Act section 21 (parking on cycle paths) is a repetitive problem. When some residents highlighted unlawful parking on the cycle paths, the offenders stated they did not know it was a cycle path because it is not correctly signed and marked.

Can the Council explain:

- 1) Why there are no traffic, pedestrian, cycling, or school signs posted on Darwin's Walk and Bowbrook Meadows, other than a single and nearly obliterated pavement cycle sign.
- 2) Why the cycle path on the developments is not signed in accordance with Department of Transport guidance LTN 1/20 or its predecessor?
- 3) Why none of the designated £777,250 raised from s.106 and CIL payments has been used to sign the developments roads? This compares poorly with the adjacent Bank Farm Road which is the same route to school, and has 149 signs and markings.

- 4) Why the design of the roads prevents West Mercia Police from applying the law?

Question from Frank Oldaker

Regarding the "open market tendering exercise" for the North West Relief Road, being carried out to feed into the cost estimate to be included in the Final Business Case, can the following please be clarified.

1. If the project goes ahead will these tenders be open for acceptance or will there be a chance for contractors to revise their offers?
2. Does the form of contract allow for extra costs - eg for repeated flooding of the works - to be met by the Council?
3. How are costs for undecided requirements, such as those still to be agreed with the Environment Agency and Severn Trent to protect the water sources at Shelton, being allowed for in the estimate.