

**CABINET**  
**11 SEPTEMBER 2024**  
**RESPONSE TO MEMBERS' QUESTIONS**

**Rob Willson**

In January 2020, the Shropshire Star reported that the Welsh Bridge in Shrewsbury needed to undergo “an extensive and ‘very costly and disruptive’ repair programme”. According to Shropshire Council’s engineering services and bridges manager at the time, “A comprehensive maintenance/refurbishment scheme will... be required to replace the entire parapets on both sides of the bridge.”

What is the current status of the Welsh Bridge? What works have been carried out and what is still required?

As Cabinet may be aware a detailed bridge inspection in 2019, identified numerous defects with the stone balustrade parapets over the historic grade II listed Welsh Bridge in Shrewsbury. To address these defects works will inevitably be disruptive and require either lane or road closure.

Consequently minimal work has been undertaken to date albeit monitoring ensures any safety considerations are addressed. The entire balustrades will require replacement when repairs are undertaken.

Cabinet will also be aware of the Shrewsbury Big Town Plan and that the Riverside Redevelopment may also have an impact on Welsh Bridge. Current thinking is that the opportunity should be taken to coordinate any necessary works arising from these Plans with the proposed repairs to the Bridge in order to minimise potential and future disruption.

As yet there are is no clear timetable for the repairs.

**Cllr Andy Boddington**

With food waste collection due to be suspended from 1 October 2024 until 1 April 2026:

1) What is estimated tonnage of food waste that will not be collected?

The amount of food waste presented with garden waste is not measured by Veolia however, further to recent modelling this is expected to be only 2300 tonnes per annum of the total 43,000 tonnes of food and garden waste collected. Based on this assumption the estimated amount of food waste that will not be collected withy the garden waste is 3,450 tonnes.

2) What is the estimate of how much of this will be consigned to the back bin, rather than composted?

We have estimated that 70% of this food waste will be put into the general waste bin so 2,415 tonnes.

3) What is the estimate of additional CO<sup>2</sup> emissions from the incinerator as a result of burning food waste?

As the waste flows through the ERF are constantly changing the additional emissions from the 2,415 cannot be accurately assessed, as different waste mixes produce different calorific values and subsequent emissions.

## **Cllr Alex Wagner**

### Taking better care of The Square

The Square is at the heart of Shrewsbury, with footfall higher than anywhere else in town – almost 2,000 people per day visited in August, with footfall of 58,419 in total.

Despite this, many of the iconic York Stones remain shabby, cracked, and in many cases have been 'temporarily' repaired with tarmac, rather than stone. This is in part due to the use of Princess Street as a cut-through, with many cars and HGVs passing by every day, despite the fact the area is meant to be access only. Alongside this, a very concerning situation has developed where people park anti-socially on Market Street for free, which residents and business find very frustrating and which demeans the area.

What is Shropshire Council planning to do to rectify this situation, in which the part of Shrewsbury with the highest footfall and some of the county's greatest heritage is being impacted very negatively by anti-social driving and parking?

Shropshire Council has a statutory responsibility to remove the trip hazards within a designated time, which will usually be either 1 or 5 days due to the significant risk of trips and injuries to members of the public.

An enhancement scheme was carried out before unitary Council, which involved a mixed range of different depth york stone sets, ranging from 20mm to 50mm depth. The 20mm slabs cannot handle the weight of delivery and refuse vehicles, but the more robust 50mm slabs can. This has impacted on many of the sets, and there is insufficient depth in most locations to install a more resilient 50mm slab, due to concrete reinforcement under the square which structurally strengthens the Old Market Hall.

This has left us with little option but to repair with tarmac, which is unpopular and not the approach we would like to take.

To tackle the issue at the core, we have been working positively with the Shrewsbury BID to engage business owners to try and find a way forward. The BID have undertaken a consultation exercise of businesses located in the square, in order to identify access requirements. We hope we can prevent or limit HGV access to a designated delivery corridor, which may be an improved basis for moving forward. Once that is understood and the future funding arrangements with the central government, we can progress with scheme proposals.