

## **CABINET**

**4 DECEMBER 2024**

### **RESPONSES TO PUBLIC QUESTIONS**

#### **Gareth Jones**

I was supportive of the original Experimental Traffic Order (ETRO) that was implemented outside the surrounding roads at Mereside School. However, the decision to extend the Experimental Traffic Regulation Order (ETRO) to cover any access to Sutton Way, Children's Way and part of Wenlock Road means parents who need to use their own transport can no longer access the only viable and safe car park at Mereside Community Centre I now have to park near and cross a busy main road with several children in tow. With the school having neither the budget or resource to support a 'Walking Bus' (as well as a lack of communication and support from the Sustainable Transport Team) What measures are the Shropshire Council putting in place to mitigate the impact to both pupils and parents impacted by this change?

#### Response

Thank you, Mr Jones, for your question. The School Street at Mereside was extended due to inconsiderate and anti-social parking from parents just outside the school street zone. We were in regular contact with the ward member for the area about the issues that were being presented. The initial scheme was put in place so people could access the car park at Mereside Community Centre, but there wasn't enough take up and we continued to see issues, regardless of an alternative car park being provided. The school were offered support and funding to set up a walking bus, but this wasn't something the school felt they could commit to. The Sustainable Travel Team have been in regular contact with the school to mitigate the impact of the extension. The information about the extension to the scheme was sent to and acknowledged by the school in August 2024. We offered the school a week's worth of scooter training, which the school undertook at the start of term, to encourage active travel to school.

#### **Mike Streetly**

How does the council propose to separate the Full Business Cases (FBC) for the North West Relief Road (NWRR) and the Oxon Link Road (OLR) and the traffic modelling that underpins them? Will the FBC for the NWRR assume that the OLR is already built and vice versa? If not, will the council be carrying out traffic modelling of each scheme in isolation?

#### Response

The Council can confirm that the FBC submission to DfT for the NWRR will be fully compliant with their requirements around traffic modelling. The required scenarios that have been modelled reflect the delivery of both the OLR and NWRR sections, although the benefits accrued from the NWRR in isolation are the main focus of the FBC submission. The full traffic modelling report, describing this FBC methodology in more detail, will be put in the public domain at the time of FBC submission to the DfT. It's to note that the Traffic Modelling methodology and results have been independently validated by Shropshire Council Highways and National Highways at Planning submission, and DfT in the preparation of the FBC.

## **Jamie Russell**

How much of the £37.1m of retained CIL at 31/3/24 noted on page 6 of the Annual Infrastructure Funding Statement is Shropshire Council planning to use on the Shrewsbury North West Relief Road

### Response

CIL funding will be sought to support the scheme as match funding, in line with the Infrastructure Funding Statement, and this will be outlined in detail in the FBC to go before Council in the new year.

**Huw Edwards – Please note, this question will be taken to full Council for a response**  
*I submit this question on behalf of a resident as an elected parish council official despite the fact that an officer of Shropshire Council states that “ whilst the interventions of local members and Town Councillors may be well intentioned, they are I’d suggest unhelpful and indeed counterproductive.” This attitude is unprofessional at best. Speaking truth to power may be uncomfortable but it is absolutely necessary. Shropshire Council have statutory rights to enforce Section 143 notices under the Highways Act 1980. As this allows Shropshire Council to be the prosecution, judge and jury please explain the steps followed to ensure that these are only ever properly and legally applied especially as there is no right of appeal. Without strict adherence to formal process and legal standards these notices are a breach of human rights, democracy and natural justice. If such a notice was issued to a resident who is deemed to obstruct a highway citing evidences which cannot define a boundary, please explain how this can be justified under the terms of your own policy on Better Regulation and Enforcement, particularly in terms of accountability, transparency, proportionality and consistency. The resident has provided copies of the correct legal documents and qualified professional opinion which confirm the resident’s boundary is correct yet Shropshire Council refuse to accept their validity and require further legal advice on a fundamental aspect of property law which should have been reviewed prior to serving the S143 notice. What will Shropshire Council do to resolve this issue?*

## **Emma Bullard**

The recently published Carbon Assessment reports for the North West Relief Road (NWRR) show that the amount of CO2 to be mitigated as a result of the scheme has at least doubled since it was put to the Northern Planning Committee. Meanwhile the applicant still has no quantified or costed proposals for how this mitigation should be done. They note that it will be "challenging" and might cost double the £1.2M initially planned.

These reports also show that the draft Local Transport Plan 4 is likely to conclude that "a business-as-usual transport future in Shropshire" will not yield the required emission reductions. Given that Shropshire Council is committed to "owning" these emissions, and that they look likely to make the challenge of a net zero transport system in Shropshire much harder to meet, will the council now stop all ongoing expenditure on the NWRR and properly consider alternatives to the scheme.

### Response

The Council remains fully committed to the NWRR as a key piece of transformational infrastructure for the town and the County. The revised carbon assessment released in November 2024 was undertaken to meet the particular requirements of the DfT's Full Business Case evaluation process, which is both new this year and different to that used for planning purposes. However, in order to continue to meet the highest level of probity and scrutiny on this key issue, this alternative calculation formula has been shared with the Local Planning Authority. As part of the Planning Condition 41 (draft) issued by Northern Planning Committee in February 2024, the project is required post planning notice issue, to submit a robust and deliverable Carbon Management Plan. This will be reviewed and approved by the Local Planning Authority (LPA) prior to the commencement of works, and then monitored and overseen by the LPA in delivery, in order to ensure that the scheme is fully compliant with the requirements of both the local planning regime and the wider carbon commitments of the Council. We expect no net zero impact arising from this process.

***Julia Jones - Please note, this question will be taken to full Council for a response***  
*Hunting with dogs was banned in England and Wales nearly 20 years ago. Despite this, it is still commonplace across Shropshire and the country as a whole under the guise of 'trail' hunting. Trail hunting is now widely recognised as a cover for illegal hunting, with organisations such as Natural Resources Wales, the National Trust and Malvern Hills Trust banning it in recent years. It has been banned in Scotland and the UK Government has recognised in its manifesto the need to end it in England and Wales too. Senior police officers, such as Temporary Acting Deputy Chief Constable Matt Longman, the National Police Chiefs Council lead on fox hunting crime have also recognised the widespread misuse of trail hunting. Longman has described illegal hunting as "prolific", and trail hunting a "smokescreen". Senior police officers have also extensively discussed the weaknesses of the current law and the difficulties that presents to proper enforcement of the law. While we wait for action from the Government to strengthen the legislation, landowners, especially public landowners, hold a responsibility to ensure that their land is not being misused for illegal fox, stag and hare hunting. What is Shropshire Council doing to prevent the use of its land for illegal hunting, including trail hunting which is illegal hunting by deception*