

CABINET
12 FEBRUARY 2025
PUBLIC QUESTIONS

Keith Trubshaw

FAO: The Leader Of The Council

RE Booking into Waste disposal site. Why, when it will cause...

Traffic chaos when vehicles are even slightly early and can't get in,
Fly tipping increase.

There have never been issues of chaos.

Will far less use, because of the inconvenience, give you an excuse to close it?

Graham Betts

I did not understand the reply to my question at Cabinet on 17 July 2024. I was advised to contact Councillor Schofield for clarification. I received no reply. May I please have a reply?

Having read the details provided [*by Councillor Schofield*] I must clarify my question referred specifically to Red Deer Road which has been adopted, and not the attached Bowbrook development, which has not been adopted. You provided details of various legislation, but did not mention the 1988 Road Traffic Act, section 21, [*unlawful parking on cycle paths*] and how SC propose to work with the Police to ensure adequate compliance of the law. The issue of concern is not that the route is a cycle path, but cars are repeatedly parked on it and the lack of signage is cited as a fundamental cause.

Regarding the specific mention of Section 11.11.3, Chapter 3 Traffic Signs Manual 2019, I do not understand the subsequent comment "*Due to the current status of the route and the guidance, it is not a requirement to provide repeater signs*". Can you expand on this, in particular the term 'current status'? Red Deer Road cannot have a status beyond adopted?

I also refer to 11.11.4 in the 'manual' and the designated sign 1057. Only one of these exists with nothing to notify persons that it is a cycle track from Mytton Oak Road toward Hanwood Road. This is an omission needing immediate address. Additionally, the sign at Hanwood Road is becoming obliterated.

Emma Bullard

Shropshire Council's Active Travel Manager has left the authority and so has at least one Shropshire Highways officer who was dealing with active travel schemes.

Please can you tell us whether the authority any longer has capacity to improve active travel infrastructure? If so, has the relevant work programme been published and where can it be seen? When will it be available if it is not currently?

In particular:

what work is being done to design and implement the priority LCWIP schemes? (the Local Cycling and Walking Infrastructure Plan was approved by Cabinet in March 2024)

what work is being done to design and implement active travel schemes in Shrewsbury town centre? Despite what Cllr Morris claimed in September 2024, such schemes are not dependent on whether the North West Road is delivered. This has been made clear in numerous reports including the Big Town Plan, Shrewsbury Moves strategy and the Masterplan for the Riverside redevelopment.

Recently a toucan crossing was installed on Oteley Road, Shrewsbury, and the design has made conditions on that busy road substantially worse for cycling. Was the design of that scheme signed off by anyone with a brief for active travel or sustainable school travel?

Matt Lakin

Albrighton Village Action Group (AVAG)'s campaign against Boningale Homes' opportunistic overdevelopment proposal has highlighted why Shropshire's Local Plan is so important.

Local Plans are critical in preventing unsustainable, inappropriately-sized developments on the wrong side of villages - far from commuter train stations and motorways - and causing irreparable damage to our communities, heritage, farmland, and vital Green Belt.

Green Belt surrounding Albrighton is of paramount importance, not only to Shropshire but also to the distinctive character and agricultural landscape of the broader Black Country and Birmingham region.

Shropshire's proposed response to the Planning Inspectorate presents two potential outcomes:

If accepted, the Council will have six months to identify sites for 1500 additional houses using existing Sustainability Assessments; followed by launching a New Local Plan and Call for Sites from Autumn 2025.

If not accepted, a New Local Plan and Call for Sites would need to start immediately - just eight months earlier!

In either scenario, how will Shropshire ensure that speculative, unsustainable developments do not proceed? We must avoid housing projects that are unsuitable for our communities, poorly scaled, located away from transport hubs and encroach on critical Green Belt land.

This risk is underscored by 1120 objections registered on the Shropshire Planning portal and over 3700 residents who petitioned against Boningale Homes' unsustainable proposal. This is 80% of Albrighton's electoral roll.

Shouldn't a New Call for Sites be initiated now to allow ample time to identify the most suitable locations and secure the best possible outcome for Shropshire?

Mike Streetly

The Financial Strategy identifies a budget uplift of £111M for the NWRR, a movement of £99M from previous strategies. This is very late in the day for such a large movement when the council knew in autumn 2022 that the cost had at least doubled. It seems from the strategy document that the council believes that the £111M will all be met by additional grant funding.

- 1) Could you please clarify what other sources of income (apart from grant funding) are identified within the Financial Strategy for meeting the full cost of the NWRR/OLR and how much is expected from each?
- 2) The Full Business case for the North West Relief Road was due to be submitted to Full Council for consideration in Sept 2024. Could you please confirm the date that it will now be submitted and the reasons for this delay?
- 3) Could you also please confirm the implications of this further delay on the construction programme (start and end dates) and cost and whether these further increases are factored into the Financial Strategy?

Dr Jamie Russell

Item 6 (Climate Change) in the Financial Monitoring Report for Quarter 3 2024/25 states: "The Council's Financial Strategy supports its strategies for Climate Change and Carbon Reduction in several ways".

However, the Financial Strategy itself includes a £100m uplift provision for the North West Relief Road (NWRR). Recent carbon reports have shown that building the NWRR will prevent the council from achieving its net zero by 2030 target. Meanwhile, I understand that a complaint has been made to the monitoring officer about the Northern Planning Committee unilaterally voting to scrap the net zero 2030 target that was previously agreed by full council. Clearly, the NWRR is not compatible in any way with the council's previously-agreed net zero plans.

With this in mind, please can you correct the wording of Item 6 to read: "The Council's Financial Strategy means that it will no longer be able to achieve its stated aims for Climate Change and Carbon Reduction"?