

## CABINET – 15 APRIL 2026

### MEMBERS' QUESTIONS

1. Alan Holford

Shropshire has 3,300 miles of roads. Increased vehicle performance, higher traffic volumes and additional housing on rural routes have left some roads subject to the national speed limit where a lower limit is widely regarded more appropriate. Two clear examples in my ward are the conjoined hamlets of Barkers Green and Aston, and the hamlet of Newtown.

**Barkers Green and Aston** – I've received seven requests from residents for a 30mph speed limit. There was a fatal accident involving a child pedestrian in 1983, and since then there have been several minor accidents and near misses involving pedestrians, cyclists and vehicles. This route is used by walkers, runners and cyclists, and reducing speeds would improve safety while aligning with local and national active travel objectives.

**Newtown** – This village includes a primary school and a dense concentration of housing along the main road. A 20mph limit is most appropriate here. Children are exposed to significant risks, both danger of collision and air pollution from accelerating vehicles, particularly as it is located close to a junction.

I'd therefore like to ask whether Cabinet will commit to investigating reductions of legacy national speed limits where there is clear demand from residents. How long is the process of investigation, planning and implementation? Finally, can the highways department take account of local knowledge and community concern alongside speed data, which may rely on limited surveys and fail to capture occasional but dangerous fast driving experienced by residents?

2. Harry Hancock-Davies

For years, residents in Battlefield have repeatedly raised concerns about the complete lack of a safe pedestrian crossing near Shillingston Drive, particularly for families and residents crossing between the Berwick Grange and Archery Fields estates and the bus stops near the Red Lion pub on Battlefield Road.

This is not a luxury request. It is a basic public safety issue. Children are having to cross a busy road to catch the school bus, while elderly residents, parents with pushchairs, and other bus users are left to take their chances because the Council has failed, year after year, to provide even the most basic crossing infrastructure in an area where it is plainly needed.

If the Council can always find money for consultants, strategies, and pet projects, why can it never seem to deliver straightforward, common-sense safety measures for ordinary people?

Will the Portfolio Holder now commit to a highways safety assessment at Shillingston Drive, including traffic speeds, vehicle flows, pedestrian demand, and school travel movements, and more importantly, confirm when the Council will finally stop delaying and deliver a proper pedestrian crossing at this location?