

MEMBER QUESTIONS COUNCIL 14 MAY 2026

Question from Councillor Beverley Waite

Would Council please report on progress made to date on the preparation of its Local Transport Plan 2026 – 2038 with reference to:

1. Engagement activities and
2. The key objectives being set for the Plan's short, medium and long-term goals.

Clarifying how and when active travel, a local cycling and walking infrastructure plan and 20's Plenty will be implemented as necessary throughout the county?

Question from Councillor Julian Dean

It was welcome news to see that the council has decided to both remove unauthorised flags from street lights and other highways assets and will seek to recover costs from those putting them up.

However, residents across the county continue to feel frustrated and annoyed that flags remain, and in some cases are being replaced, by a very small group of individuals. Can portfolio holders give an update on progress towards returning the counties highways to a less intrusive, divisive and at times dangerous state due to the unauthorised flags?

Question from Councillor Brian Evans

Cornovii Developments was created by the previous Conservative administration with ambitious promises on housing delivery, social value and financial return, all underwritten by very substantial council borrowing and presented to residents as realistic and deliverable.

Since then, those promises have been repeatedly revised, with reduced delivery forecasts, altered tenure assumptions and frequent reference to "viability challenges" and "market conditions".

Given that the original Cornovii model, borrowing exposure and business-case assumptions were set entirely by the former Conservative administration, and that Shropshire Council's finances are now under severe strain,

can the Leader or relevant Portfolio Holder state plainly:

- which specific assumptions in the original Cornovii business case have failed, and why.
- whether the current Liberal Democrat administration accepts that repeated claims of “viability issues” indicate a fundamental weakness in the inherited delivery model rather than short-term economic turbulence; and
- what decisive action has been taken since coming into office to challenge, constrain or fundamentally reset that model, rather than simply re-profiling targets and adjusting expectations.

Residents are not asking for reassurance or political blame-shifting. They want honesty about what was promised, why those promises are being revised, who bears the risk when “viability” fails, and how the council intends to avoid managing decline in a company funded by council taxpayers.

Repeatedly revising targets may be administratively convenient, but it does not address the core public concern: whether optimism has been allowed to replace realism in the stewardship of public money.

Question from Councillor Carl Rowley

Is now the time for a common-sense, seasonal approach to flying flags along town-centre roads, working with community groups to ensure the proper use of street furniture, respect for public assets, and the prominent display of flags reflecting our country, county and heritage, including the Union Flag, St George’s Flag and the Shropshire colour, as well as other flags that relate to our heritage and community groups during British Summer Time, when this can best support town-centre trade, tourism and civic pride, without unnecessary cost or damage?

Question from Councillor Rosemary Dartnall

Shrewsbury Movement and Public Open Space Strategy (Shrewsbury Moves) is designed to improve our county town. It will remove the negative impact of through-traffic, boost our local economy and provide a more pleasant environment for all who live in, work in and visit Shrewsbury. The strategy relies on some people choosing alternative ways of getting around, such as bus travel, walking and cycling. For these positive changes to come about, for people to be willing to reduce car use, Shropshire Council must provide alternatives that are efficient and affordable.

It's obvious that an improved bus network, including Sunday services, is needed. A wide-ranging network of safe walking and cycling routes must also be available. Bus travel, walking and cycling must be more convenient and cheaper than private car travel in order to encourage meaningful change.

Fortunately, the government has provided improved bus funding from 2024/25, with both capital and revenue allocations, provided up to 2028/29.

- How will this funding improve bus travel in Shropshire and in Shrewsbury?
- What are the plans to provide strong growth in public transport, and safe walking and cycling infrastructure, so that Shrewsbury Moves can be successfully implemented?
- When will meaningful action take place?

Question from Councillor Elizabeth Barker

Following the community cohesion meeting held in Albrighton on 23 April about the Afghan families housed at Cosford, concerns remain about the clarity of the information provided. Residents were told that 25 families are currently housed there, but when asked how many individuals this represents, no answer could be given. There was also conflicting information about how long families will remain at Cosford and whether any further placements may be made in future.

Can the Cabinet Member clearly set out Shropshire Council's plans for the Afghan resettlement scheme, confirm how many individuals are currently housed at Cosford, and clarify whether those housed there will be classed as homeless and how long they are expected to remain on camp before being found settled accommodation can he also clarify how much this will cost the taxpayers of Shropshire.