

PUBLIC QUESTIONS COUNCIL 16 JULY 2026

Question from Graham Betts

On 18 January 2026 I wrote to Heather Kidd as Council Leader, and on 27 September and 9 November 2025, I wrote to David Vasmer as Highways Portfolio Holder. I received no reply from either.

On 11 August 2025 I wrote to Juan Hernandez Alliance Executive Manager Street Scene, asking for my complaint about dangerous drain gulleys fitted by the Council in the middle of Longden Road cycle lanes to be escalated and on 12 August 2025 I wrote to Geoff Brough 'Traffic Engineering' correcting a misunderstanding about money (CIL etc.) available for yellow lines on Red Deer Road junctions in Shrewsbury. I received no reply from either.

On 28 February 2024 I sent a cheque for £500 to Gemma Lawley, Highway Development Officer, for the provision of blue cycle path signs on Red Deer Road in Shrewsbury. This was a personal effort trying to improve safety and the unacceptable level of unlawful cycle path parking not being controlled by the Council. I received no reply. The cheque was cashed in August 2025 and there are still no cycle path signs.

My questions to the Council are: Given the duties laid out in the Nolan Principles and common courtesy costs nothing, is this an acceptable level of response from Shropshire Council as a public local authority, when will I get a reply, and when will the blue signs I have paid for be fitted, and why are they not fitted now?

Question from Kate Fejfer

Monkmoor Road serves as a vital artery for our local community, yet it remains one of the longest residential stretches in Shrewsbury with a significant deficit of safe pedestrian crossing points.

With the increasing volume of traffic and the high density of residents—including schoolchildren attending local primary and secondary schools, elderly citizens accessing local amenities, and families visiting the nearby parks—the current infrastructure is no longer sufficient. Residents frequently find themselves forced to 'dodge' traffic or wait for extended periods to cross a road that should, by design, prioritize the safety of its inhabitants.

The 'Active Travel' strategy promoted by this Council encourages residents to walk rather than drive; however, this is only viable if the environment is safe. A new Zebra Crossing would provide a designated, visible, and secure point for residents to navigate the road, particularly during peak school-run and commuting hours.

Will the Council commit to conducting an urgent pedestrian safety assessment on Monkmoor Road, with a specific view to installing a new Crossing to ensure the safety and well-being of the local community?"

Question from Jamie Russell

Over the last few months, Shrewsbury has seen a rise in far-right protests which have attracted nationally recognised extremists including Ryan Ferguson, a self-proclaimed neo-Nazi; and Ryan Bridge from Raise the Colours, who is currently charged with injuring a man in a hit and run attack in Birmingham. Other key members of Raise the Colours have been charged with the murder of a pub landlord in Lichfield and making indecent images of children.

The behaviour at these protests in Shrewsbury has been hateful and racist with chants including 'Deport, deport, deport the f***** lot!' and 'F*** Islam' ringing through our town. There have also been reports of aggressive and intimidatory behaviour towards members of the public and the illegal use of pyrotechnics.

These marches are having a chilling impact on local businesses, with many members of our community avoiding the town centre when they occur and public events being cancelled due to safety fears. Shrewsbury's reputation as a welcoming place to visit is at risk of irreparable damage.

Please can Shropshire Council

- 1) Outline how it will respond to future marches, including the one planned for 22 August.
- 2) Hold a community meeting in order for residents and businesses affected to voice their concerns and discuss them with council leaders?

Question from Angela Vnoucek

If I may, I am petitioning Shropshire Council to overturn their decision, announced on 18th June 2026, to close the Meole Brace (MB) Park & Ride Site.

It has become evident that this will create hardship for many residents who depend on this site in order to go about their daily lives, add to the already existing traffic congestion on the A5 and in the centre of town at best, and at worst, will be the most significant driver of making residents abandon the town and go elsewhere.

From talking to said residents and from reviewing comments on social media, which I am sure the council are aware of, there is one question which remains unanswered:

How can the public be certain the decision to close MB P&R is based on factual evidence?

- A. Where is the data to support falling user numbers and can this be made available to the public?

- B. Why was the signage at Darwin's Edge never replaced, which many believe led to a fall in user numbers of the service?
- C. Who are the partners the council has looked into going into collaboration with when the review of services was carried out?
- D. Is there pressure to sell the land to help with the council's financial crisis?

Question from John Palmer

In mid-September 2026 the Government will publish the new National Planning Policy Framework, which will detail the Spatial Development Strategy plan-making framework.

Has Shropshire Council changed any of its thinking on this since its Newsroom story on 27 March 2026? <https://newsroom.shropshire.gov.uk/2026/03/co-ordinated-plan-for-county-growth-and-prosperity-sent-to-government/>

Instead of just joining with Telford and Wrekin Council on a Spatial Development Strategy, is it accelerating consideration of being more closely aligned with the West Midlands Combined Authority, to fully benefit from Andy Burnham's enticing devolution revolution?

Question from John Adams

An elderly resident in a retirement development is unable to open her windows, leaving her flat above 28°C for several days and reaching over 32°C in the afternoons. The developer's advice is to leave doors open to internal corridors, but this creates fire and security risks. The upper-floor apartment has south-east and south-west facing sash windows with a fixed bottom sash; the only operable sash must be pulled down using two rings positioned too high for an average-height person, and the force required is beyond what many elderly residents could safely exert.

Two formal complaints have been submitted to the developer, as has one from Helen Morgan MP, without progress. The developer claims planning requirements prevented compliance with higher Building Regulations standards for window usability. These enhanced standards are voluntary unless adopted in the council's Development Plan, allowing developments to be marketed as suitable for older people without meeting essential accessibility criteria.

The development includes rental, shared-ownership, and purchased units. Because the resident owns her flat, Shropshire Council's housing enforcement team will not act, as any enforcement notice would fall on the resident herself, despite the developer retaining ownership and control of the windows.

What steps will Shropshire Council take to ensure residents in mixed-tenure retirement developments have equal access to council support in situations where building features are unsafe or unusable? And will the Council include the higher-level Building Regulations standards within the Development Plan to prevent similar cases in future?