

COUND PARISH COUNCIL

Chair: Cllr Simon James
cpc@simonjames.uk

Clerk: Lisa Harris
Clerk@coundparishcouncil.gov.uk

MINUTES OF PARISH COUNCIL MEETING Held on 16 July 2026 at Cound Moor Village Hall

Present: Parish Councillors S James (Chair), R Davies, S Green, J Hall, T Roberts, R Sartain, M Smith and K Symonds

Clerk: Lisa Harris

No members of the public were present

24.26 Apologies for Absence

Apologies were received from Shropshire Councillor S Coleman. Councillor J Hall had advised that he would be delayed.

25.26 Disclosable Pecuniary Interests

- a) No disclosable pecuniary interests were declared.
- b) There were no applications for a dispensation regarding disclosable pecuniary interests.

26.26 Public Participation Session - *a period of 15 minutes will be set aside for the public to speak, with a strict 5-minute limit per speaker. Members of the public may speak on matters appearing on the agenda. However, if a matter does not appear on the agenda, a written request should be submitted to the Clerk no later than 2 working days before the meeting.*

There were no members of the public present.

27.26 To approve the Minutes of the Parish Council Meeting held on 21 May 2026

The minutes of the previous meeting had been circulated.

It was proposed by Councillor Roberts and seconded by Councillor Davies and
resolved (without opposition)

that the minutes of the Parish Council Meeting held on 21 May 2026 be accepted as a true record. The minutes were signed accordingly.

28.26 Clerk's report on matters arising since the Parish Council Meeting on 21 May 2026

- Received confirmation that despite emails of objection sent from Cound Parish Council and the efforts of Shropshire Councillor Susan Coleman, the Hills Ford Stages Rally would take place on Sunday 20 September and the route would pass through the Parish.
- Updated the website with the alternating venues for future meetings.
- AGAR and year end accounts published to the website.
- Environmental Maintenance Grant application had been successful and £1,000 had been received from Shropshire Council to match-fund the contribution made by the

Parish Council.

- The English Devolution and Community Engagement Act 2026 has inserted a new section 32A into the Localism Act 2011 which provides that, while details of all property in the area of their Authority in which a Councillor has an interest (including their usual residential address) must be disclosed to the Monitoring Officer, the register of Disclosable Pecuniary Interests published by the Authority must not include the usual residential address of a Councillor unless they specifically request that it is published. Shropshire Council is therefore currently in the process of removing councillors' home addresses from the published register to ensure that this is completed before 29 June 2026. This amendment is designed to enhance privacy and security for all council members.
- Fly-tipping - A fly-tipper who illegally dumped waste near Yockleton has been fined £500 following an investigation by Shropshire Council. The fly-tip was reported to Shropshire Council via FixMyStreet by members of the public who witnessed the offender fly-tipping. Following an investigation by Shropshire Council's enforcement team – which gathered witness evidence and carried out detailed enquiries – officers were able to identify the offender and issue a £500 Fixed Penalty Notice. This demonstrates how information from residents can directly lead to action against those who spoil Shropshire's environment. Shropshire Council have recently increased fixed penalty notices for fly-tipping, meaning offenders can now face fines of up to £1,000. Anyone who witnesses fly-tipping is encouraged to report it through the council website or the FixMyStreet app.
- At the Annual Parish Meeting, concerns had been raised about speeding in Upper Cound (Item 33.26). Following a request from a resident that a "policy briefing is sought from the relevant powers" regarding a 20mph speed limit in Upper Cound, Highways at Shropshire Council had been asked again about the feasibility of such a speed reduction being implemented. The response was basically unchanged from all previous requests:

"Thanks for your email. I am happy to provide some clarification again ahead of your July meeting.

National guidance (DfT Circular 01/2013) sets out that 20mph limits are most appropriate where there is a clear need based on place characteristics (e.g. residential streets, presence of vulnerable road users) and where speeds are already low. In practice, both mean speeds and the 85th percentile speed are considered when assessing suitability, as they provide an indication of typical and higher-end driver behaviour.

For a signed-only 20mph limit to be effective, guidance indicates that average (mean) speeds should generally already be around 24mph or below. Where speeds are higher than this, additional measures (e.g. traffic calming or engineering interventions) are usually required to achieve compliance, which has cost and deliverability implications.

Shropshire Council's current policy for the introduction of 20mph speed limits is that we will only consider them in the following locations:

- Directly in the vicinity of schools or where there are high numbers of vulnerable road users,
- On urban residential streets in specific cases (where wide community support can be demonstrated, where there is evidence that streets are being used by people on foot and on bicycles and where the characteristics of the street are suitable) and,
- On town centre streets/pedestrian dominated areas.

There is no school in Upper Cound, and urban residential streets refers to streets in built up town centre areas rather than roads/lanes in rural village locations.

In view of the above, unfortunately Upper Cound is not a location where we would currently consider the introduction of a 20mph speed limit.”

29.26 To receive report from Shropshire Councillor

As she had given her apologies, Shropshire Councillor Susan Coleman had submitted the following report in advance of the meeting:

“Shropshire Council finances continue to be a cause for concern: they are having to justify every penny they spend conscious that if they borrow the full £192million allowed by government this will be costing them £22million per year in interest. We have seen cuts to services such as the Helena Lane centre in Ludlow and the Meole Brace park and ride in Shrewsbury and we can expect to see more such cuts during this financial year.

I was very disappointed that my firm protestations about the Hills Ford Stages car rally coming through Cound have not been considered and the event has been allowed to go ahead by the Highways team and Portfolio Holder for Highways at Shropshire Council. It will cause tremendous inconvenience to both residents and businesses, such as our farmers, who I know have also complained about this rally to Shropshire Council. It will be interesting to see if between now and September the organisers are prepared to make amends to their route in respect to the concerns expressed and threats by large local businesses to continue using the road on the Sunday.”

30.26 To receive any relevant updates from parish councillors

- Councillor Roberts had performed the defibrillator audit checks and confirmed that they were ready to use as and when required. The Circuit had been updated.
- As Councillor Sartain was not present, Councillor Roberts gave a brief update on the Guildhall: It had recently hosted a charity cricket match; bookings were steady; a meeting of the Flicks in the Sticks committee would be convened shortly to finalise the autumn/winter programme; and a talk by renowned bell historian Chris Pickford will be taking place in aid of the Doom painting.
- Councillor Smith advised that work has now been completed on the Coronation Commemoration plaque and that it has been sited at the War Memorial. During the installation a fragment of an old clay pipe had been unearthed. This has been dated as being from between 1680 and 1729.

[Councillors Hall and Sartain joined the meeting]

- Councillor Symonds expressed her anger and disappointment at the news that Shropshire Council was ending the Meole Brace Park & Ride service later this year. Acting as a private citizen, she had written twice to Shropshire Councillor Rob Wilson, Portfolio Holder for Transport & Regeneration making a number of important points and asking pertinent questions, including:
 - Meole Brace P&R is a lifeline for the elderly members of rural communities in South Shropshire.
 - Oxon Park & Ride is already overloaded with hospital users so not a viable alternative.
 - Town centre parking is prohibitively expensive to many.
 - Consideration should be given to the “Green transport” aspect – P&R users mean less cars travelling into the actual town centre.

- Inevitable impact on Shrewsbury town centre businesses – people will choose to shop elsewhere with easier and cheaper parking.
- No consultation – the general public may have come up with valid ideas for an alternative to ending the P&R service such as paying increased fares, paying for the hours parked at a rate less than that charged in the town centre, reducing the timetable from running every 12 minutes to the previous 4 times an hour or even 2 buses an hour. All suggestions that would be more acceptable than no service.
- Until very recently, signage identifying Meole Brace P&R had been missing for at least the last year, meaning many potential users would have been unable to locate the site impacting on the number of service users. Over what period of time were the statistics that drove the decision based upon?

A response had been received from Councillor Wilson:

“The decision to suspend the Meole Brace Park & Ride service has not been taken lightly. It follows a comprehensive review of supported bus services across Shropshire as part of the 2026 bus retendering programme. The review considered passenger usage, operating costs, connectivity, and the role each service plays within the wider transport network.

The Council is facing significant financial pressures. Rising operator costs combined with reductions in government funding have created a funding gap of approximately £1.25 million within the supported bus network. Continuing all services at their current level was therefore not financially sustainable.

In determining how limited resources should be allocated, the Council has followed the priorities set out in Shropshire's adopted Bus Service Improvement Plan. This places particular emphasis on protecting essential inter-urban bus routes, especially those serving communities where there are few or no alternative transport options.

As part of the review, the Council concluded that it could not continue to fund all three Park & Ride services while also protecting vital bus connections elsewhere in the county. The decision was therefore taken to focus investment on the Oxon and Harlescott sites, enabling the delivery of an enhanced two-site Park & Ride network, including improved facilities, newer vehicles and extended evening services, while reducing overall operating costs.

A further consideration was that the Meole Brace service had lower overall usage than the other Park & Ride sites and required a higher level of subsidy per passenger. While the service remains valued by many users, particularly those travelling from South Shropshire, the Council had to balance local benefits against the need to maintain a sustainable countywide transport network.

The review also recognised that some residents have concerns about signage, development activity around the site and traffic conditions affecting patronage. Those concerns have been acknowledged and recorded, but the financial challenge remained such that improvements to signage or promotion alone would not have addressed the underlying affordability issue.

The Council recognises that the suspension of the service will be disappointing for many regular users. However, the decision has been made in the context of ensuring that limited public funding continues to support the greatest number of people across Shropshire, particularly those who rely on essential bus services for access to work, education, healthcare and other key destinations. The impact of these changes will continue to be monitored.”

Parishioners are being encouraged to email both Councillor Wilson (Rob.Wilson@shropshire.gov.uk), and the MP for South Shropshire, Stuart Anderson (stuart.anderson.mp@parliament.uk) to voice their concerns about the planned cessation of the Meole Brace Park and Ride service.

ACTION: Clerk to email both Councillor Rob Wilson and Stuart Anderson MP on behalf of the Parish Council urging for the decision to be reconsidered.

31.26 Current financial matters

a) Payments

Payee	Description	Amount
Miss L Harris	Clerk's expenses June/July	£ 61.00
Miss L Harris	Clerk's salary June/July	£ 703.20
HMRC	PAYE on Clerk's salary June/July	£ 175.60
Mr T Roberts	Printing of papers for noticeboards	£ 4.80
Mr D Burn	Environmental maintenance April/May/June	£ 720.00
TOTAL		£ 1664.60

It was proposed by Councillor James and seconded by Councillor Roberts and

resolved (without opposition)

that the above accounts be approved for payment.

b) Bank reconciliation to 9 July 2026

The bank was reconciled at £12,815.73, being the online banking balance on the date the meeting agenda was prepared. The bank reconciliation was agreed and signed accordingly.

32.26 Planning

1. Decisions to note

None.

2. Planning applications for consideration

None.

33.26 To consider matters arising from the Annual Parish Meeting

- Reduced speed limit in Upper Cound – already discussed at 28.26
- Dissemination of parish council information – some parishioners felt that details about parish council meetings were not being adequately conveyed to the community. Agendas and minutes are always published in a timely manner on www.coundparishcouncil.gov.uk but some residents are not online. Agendas and minutes will now be posted on the Parish Council noticeboards throughout the Parish (Guildhall, Upper Cound, Cound Moor). Locks will be fitted to the noticeboards to ensure there is adequate space available for the parish council notices, as requested by parishioners.
- Play facilities for local children – The parish of Cound does not own any land other than the site of the War Memorial. When there is development in a parish, such as the recently built housing estate in Cross Houses, the developers have to pay what is called a Community Infrastructure Levy (CIL) to fund things such as playgrounds in growing communities. Berrington Parish Council has therefore been in receipt of a significant

amount of CIL money. Cound is extremely fortunate that no significant development is taking place within the Parish. This means that there just isn't the money for play facilities. Cound Parish Council has less than £4,000 in reserves (a statutory requirement). In order to provide a playground, land would first need to be purchased. Then the equipment. A playground would have to be insured and also inspected regularly by RoSPA. This would be prohibitively expensive (in the region of £50K excluding land) for such a small parish with no developer input and could only be financed with an exceptionally large increase in the precept. After a full discussion, an alternative was suggested. There is a small, grassed area, which appears to be secure, at Cound Tennis Club. Could this possibly be used by local children, even if they are not members of the Club, to play on?

ACTION: Clerk to write to Cound Tennis Club enquiring whether the seemingly unused piece of grass next to the hard court, could be used by local children.

34.26 Correspondence

Nothing beyond what already covered.

35.26 Future agenda items

- None

36.26 Date of next meeting

Thursday 17 September 2026, 7.00pm at Cound Guildhall.

The Chair thanked everybody for attending and the meeting closed at 7.54pm.

Signed by Chair:

Date: 16 July 2026