



Date: Monday, 1 February 2016

Time: 2.00 pm

Venue: Shrewsbury/Oswestry Room, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND

Contact: Tim Ward, Committee Officer
Tel: 01743 257713
Email: tim.ward@shropshire.gov.uk

ENVIRONMENT AND SERVICES SCRUTINY COMMITTEE

TO FOLLOW REPORT (S)

6 Petition re Removal of Speed Bumps on Wem Road Shawbury (Pages 1 - 14)

Report to Follow

8 Update on Provisions of Community Transport for Shropshire (Pages 15 - 22)

Report to Follow

This page is intentionally left blank



<u>Committee and Date</u>	<u>Item</u>
Environment and Services Scrutiny Committee	6
Monday 01 February 2016	<u>Public</u>

Petition for removal of speed cushions on B5063 Wem Road, Shawbury

Responsible Officer Richard Ayton – Project Manager (Capital Schemes)
e-mail: richard.ayton@shropshire.gov.uk Tel: 078100 50232 Fax:

1. Summary

- 1.1 This briefing note is intended to provide background information to the Environment and Services Scrutiny Committee in response to a petition received by Shropshire Council calling for removal of the speed cushions installed on the B5063 Wem Road, Shawbury, adjacent to RAF Shawbury. These speed cushions were installed as part of the 30mph speed limit extension safety scheme introduced at the site in Summer 2015.
- 1.2 The above scheme was introduced as part of a larger package of Safer Routes to School measures introduced in a number of areas around Shawbury starting in 2013. These measures were developed following concerns raised relating to the highway safety implications of the planned closure of the St Mary's Primary School located off the Wem Road on the northern fringe of Shawbury.
- 1.3 The primary concerns centred around the safety of the increased number of schoolchildren who would now be walking and cycling along the B5063 Wem Road on their school journeys to and from the soon to be amalgamated Shawbury Primary School located on Poynton Road on the southern fringe of Shawbury.
- 1.4 The two Shawbury schools, RAF Shawbury, Local Member (LM) and Parish Council (PC) therefore canvassed for an extension of the existing 30 mph speed limit on the B5063 Wem Road past the RAF camp to a point just north of the Dawson's Rough junction.

- 1.5 Within the informal and formal consultation process undertaken by Shropshire Council, officers consulted with West Mercia Constabulary (WMC) who are a statutory consultee. WMC had concerns regarding the extension of the existing 30mph limit as surveys showed that prevailing vehicle speeds were well in excess of 30mph and therefore supported the existing 40mph speed limit. They advised that they would only support the 30mph speed limit extension providing appropriate traffic calming measures were implemented to reduce speeds to a level commensurate with a self-enforcing 30mph speed limit.
- 1.6 Design options were discussed with WMC and a 30mph speed limit extension supported by a series of speed cushion traffic calming features was agreed.
- 1.7 The above safety scheme was implemented in Summer 2015 following further formal consultation with statutory consultees and other stakeholders. As part of this process, the proposals were discussed and agreed following comprehensive communications with the PC, LM, local residents and other stakeholders. This included notices and plans being placed in local shops, the library and on site. Formal plans and notices were erected on site on site for a month prior to the start of construction. No objections were received.
- 1.8 Following construction of the scheme some complaints were received by SC officers, LM and PC regarding the severity of the speed cushions and the need to slow down excessively. Some complainants also cited insufficient consultation and a subsequent lack of prior knowledge of the scheme.
- 1.9 Subsequently a petition was raised by local residents with a stated 1207 signatures (740 valid signatures) calling for the removal of the speed cushions. This is reproduced as Appendix 1.
- 1.10 In order to provide a detailed and objective response to individual complainants, monitoring of the scheme was undertaken and traffic surveys undertaken to measure vehicle speeds at the sites of the speed cushions and over the whole length of the 30mph speed limit extension. The results indicated that vehicle speeds were now well constrained in line with a self-enforcing 30mph speed limit, however not excessively so, and the results were summarised in an emailed response to complainants which is reproduced as Appendix 2.

2. Recommendations

- 2.1 The recommendation of this report is that the Scrutiny Committee support the retention of the existing scheme including the speed cushion traffic calming measures. Further monitoring can be undertaken should the need arise.

- 2.2 Under Part 8 of the Shropshire Council Constitution, delegated powers are given to specified Senior Officers to ratify Scrutiny Committee recommendations. In the case of this Environment and Services Report, the decision will be made by Chris Edwards, Area Director.

REPORT

3. Road Safety Policy

- 3.1 One objective of Shropshire Council's Road Safety Policy is to overcome community concerns regarding traffic speeds, according to the function, nature and use of the road (to deal with perception of danger if considered appropriate).
- 3.2 In dealing with community led concerns, Shropshire Council's Road Safety Policy enables town and parish councils to take a primary role in filtering road safety concerns generated by the local community. Members of the general public are encouraged to approach town and parish councils directly with any road safety concerns. Town and parish councils accept these concerns first and then submit those that they support (and consider there to be a level of shared community concern) to Shropshire Council.
- 3.3 Shropshire Council does not look to town and parish councils to submit desired solutions; just communication of road safety concerns i.e. issues affecting vehicle, pedestrian or cyclist safety. Traffic engineers then use expertise and a toolkit of possible measures to determine the best, and most appropriate, measure to mitigate concerns. This may not always be a speed restriction. Further information on defining an appropriate scheme is contained later in this briefing note.
- 3.4 Community led concerns must have the support of: the Shropshire Council local member, the town or parish council, West Mercia Police, and the local Shropshire Council traffic engineer if they are to be put forward for prioritisation.

4. Defining an appropriate scheme

- 4.1 In developing potential schemes, Shropshire Council traffic engineers are required to give consideration to perceived danger and agree that a perception is 'fair'. Submissions made by town and parish councils are taken as being supported by a weight of community concern.
- 4.2 Road Safety Policy framework enables Shropshire Council traffic engineers to consider what traffic management measures will best

address a defined problem taking account of road function, existing traffic and accident data and community led concerns. Further liaison is typically undertaken with key stakeholders as part of this process.

- 4.3 The Road Safety design framework is based upon a 'toolkit' of measures available for use by Shropshire Council's traffic engineers, enabling individual sites of concern to be looked at and the most appropriate traffic management intervention for that site determined. The use of speed restrictions is only one measure within the toolkit that can be used to address road safety.
- 4.4 Where a speed restriction is considered, the DfT Circular 01/2013 "Setting Local Speed Limits", is used to aid decision making. It states that speed limits should:
- be evidence-led and self-explaining;
 - seek to reinforce people's assessment of what is a safe speed to travel, and
 - encourage self-compliance.

5. B5063 Wem Road, Shawbury: Summary Report

- 5.1 Following on from the scheme design, consultation and implementation which is summarised in section 1 of this report, three surveys were undertaken in October 2015 in order to assess the effectiveness and appropriateness of the scheme.
- 5.2 The results of these surveys, combined with regular site monitoring, were used in order to provide objective responses to the complaints received relating to the appropriateness of the scheme.
- 5.3 The first two automated surveys were undertaken for a full week (Friday 9/10/15 to Thursday 15/10/15 inclusive) at 2 representative sites within the series of speed cushions. The northern site was approximately 100 metres south of the Harcourt Close junction and the southern site approximately 70 metres north of the main RAF entrance. The results are summarised as follows:

Northern site:

Northbound - Mean speeds – 22.6mph, 85th percentile speeds (the accepted traffic engineering measurement, represents the speed exceeded by 15% of vehicles) – 29.8mph.

Southbound – Mean speeds – 22.3mph, 85th percentile speeds – 28.0mph.

Southern site:

Northbound - Mean speeds – 26.4mph, 85th percentile speeds – 31.3mph.

Southbound – Mean speeds – 23.5mph, 85th percentile speeds – 28.0mph.

Approximately 60% of all vehicles travelled at 20mph or over and approximately 14% of vehicles were buses, coaches, light, medium or heavy goods vehicles.

- 5.4 In order to give an even more representative assessment of vehicle speeds, an average speed survey was then undertaken over the whole length of the new 30mph speed limit. This was carried out on 24/11/15 and the results were as follows:

Northbound - Mean speeds – 23mph, 85th percentile speeds – 29mph.
Southbound – Mean speeds – 24mph, 85th percentile speeds – 30mph.

- 5.5 The above analysis indicates that the new 30mph safety scheme delivers what the Parish Council, Local Member, RAF Shawbury, local schools and other stakeholders requested, namely a self-regulating 30mph speed limit with good compliance from motorists.
- 5.6 In order that an objective decision can be made as regards the current situation it is important to clarify the background to the development of the scheme:
- 5.7 SC officers were canvassed robustly for the scheme, the P.C. and Local Member citing the strong feelings of local residents (but in particular the RAF and the old school) in favour of a reduction in the speed limit from 40mph to 30mph. As the scheme was developed a comprehensive consultation was therefore undertaken which also gave a strong consensus in favour of it – no objections were received.
- 5.8 The Mouchel Design Engineer at the time was a Shawbury resident who attended Parish Council meetings and so SC officers had information and feedback disseminated directly from those meetings which was acted upon. Throughout this process, SC Officers and the police did highlight their concerns over the scheme and it was made clear that the police would not give approval unless the scheme was supported by traffic calming measures in order that the new speed limit was self-regulating and delivered good compliance from motorists. Based on an acceptance of this condition SC officers were directed to proceed with the scheme.
- 5.9 The detailed design of the scheme, incorporating the agreed speed cushion traffic calming measures, was therefore progressed along with the required statutory consultation. All statutory consultees, including the PC and Local Member, received copies of the plans and notices (which detailed all the scheme content including speed cushions), they were also placed in local shops, the library and on site for a period of approximately one month. Again no objections were received and the completed scheme was therefore delivered in line with demands.
- 5.10 The rationale behind the use of speed cushions was discussed during the design process. In this instance, the well proven speed reduction

effectiveness of speed cushions compared to other physical measures was a determining factor and accordingly they received the approval of the police. Other physical measures were considered and discussed (plateaus, chicanes, priority buildouts, rumble strips) however all were discounted for various reasons:

- 5.11 In the case of chicanes and priority buildouts, these are often unpopular with motorists who cite the problem of one traffic stream speeding up and rushing through the narrowing before the opposing traffic stream. This can perversely lead to increased speeds and also vehicular conflict.
- 5.12 In the case of plateaus and rumble strips these are often unpopular with motorists because they are full carriageway width and there is no opportunity to reduce the impact or vibration to the car by careful positioning (straddling). It is important to note that speed cushions allow emergency vehicles to negotiate them with care without too much disruption or discomfort which is particularly important in the case of ambulances of course. Accordingly, as has happened in the development of other schemes, it is unlikely that rumble strips or plateaus would have received the support of the emergency services.
- 5.13 The cushions used at the site are within the national design standards for a 30mph speed limit. These design standards allow a maximum height of 75mm and SC Officers authorised the use of 65mm height in this case. These cushions have been used extensively in other 30mph areas across Shropshire and indeed nationally.
- 5.14 It is important to understand of course, that any form of traffic calming will be a compromise between severity and the extent of speed reduction required. Substantial measures were required in this case in order to reduce speeds to a level commensurate with a 30mph limit. As the length of road in question is semi-rural in character with only sporadic development and few accesses, the natural speed for motorists when they are driving to the prevailing conditions is approximately 40mph. If a decision were to be made to remove or reduce the current measures then speeds will increase to around 40mph, as they were before the scheme was put in place. Experience shows us that motorists will not reduce their speed without the character of the road being changed and a signed only 30 would have poor compliance. Such an approach also leads to speed limits being brought into disrepute and would soon attract criticism from those locals and stakeholders who called for a genuine speed reduction. It would also lead to the police withdrawing their support for the scheme and no enforcement would be undertaken.

6. Risk Assessment and Opportunities Appraisal

6.1 Risks

- The petition could be seen as a challenge to the procedures and decision making processes undertaken by SC officers when developing highway safety schemes. This could undermine how similar requests are dealt with by Shropshire Council in the future.
- Lack of a transparent process and inconsistencies across the County could pose a risk to the reputation of the authority.
- Pursuit of less appropriate highway measures could raise expectations at other locations. Shropshire has a diverse highway network and schemes need to be appropriate to highway function and user needs.

6.2 Opportunities

- A decision to support the recommendation of this report will reinforce the need for a consistent approach to scheme development and the use of expertise both within Shropshire Council and outside through the use of partnership organisations.
- Such an approach will develop the most appropriate intervention for a given concern within any political, technical or financial constraints.

6.3 Human Rights

- There are not considered to be any substantive human rights implications.

6.4 Equalities

- This scheme was primarily developed to address the concerns raised relating to the safety of school children and other vulnerable road users. Any decision to reduce the level of traffic calming within the scheme and therefore the effectiveness of the scheme by increasing traffic speeds would adversely impact on children and vulnerable adults. This would have implications under the Equalities Act.

7. Financial Implications

The cost of removing the speed cushions and replacing with other measures would be in the region of £10-20k depending on what measures were chosen and the funding of this would be at the expense of another capital project. If this decision was made then the speed cushions could be reused at another site at some point, thus reducing costs to some degree.

8. Conclusions

- 8.1 The monitoring and traffic surveys undertaken demonstrate that the existing scheme is effective and appropriate. Vehicle speeds have been reduced to a level commensurate with a self-enforcing 30mph speed limit which was the directive given by WMC.
- 8.2 Demonstrable local support was apparent for the scheme and appropriate informal and formal consultation with stakeholders and local residents was undertaken. No objections were received.
- 8.3 Any revisions to the scheme would undermine its effectiveness and the 30mph speed limit would cease to comply with the requirements of DfT Circular 01/2013 “Setting Local Speed Limits” (see Section 4.4). If revisions were made and speeds did increase then WMC would withdraw its support. It is highly likely that without the traffic calming features speeds would revert back to a level commensurate with a 40mph speed limit and WMC would then request the reintroduction of the former 40mph speed limit.
- 8.4 Reintroduction of the former 40mph speed limit would necessitate a new legal order (Traffic Regulation Order under the Highways Act 1980) for the 40mph limit which would require further statutory consultation. This would be likely to result in robust objections from those stakeholders who called for the introduction of the 30mph scheme, primarily RAF Shawbury and Shawbury Primary School.
- 8.5 Clearly, whatever decision is made there will be some residents and stakeholders who will be unhappy with the outcome. However, the balance of evidence substantially supports the retention of the existing scheme with the speed cushion traffic calming measures.

<p>List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)</p>
<ul style="list-style-type: none">• DfT Circular 01/2013 “Setting Local Speed Limits”
<p>Cabinet Member (Portfolio Holder)</p> <p>Simon Jones – Portfolio Holder for Highways and Transport</p>
<p>Local Member</p> <p>Simon Jones</p>
<p>Appendices</p> <ol style="list-style-type: none">1 Petition from local residents calling for removal of speed cushions.2 Emailed response to complainants.3 Drawing No. 1047428-C-1202: Scheme Drawing

Subject: NEW 30MPH SPEED LIMIT - B5063 WEM ROAD, SHAWBURY: TRAFFIC SURVEY MONITORING

Dear Sir

Thank you for your recent email regarding the above highway scheme.

I have noted the concerns you have raised and accordingly a site monitoring exercise has now been undertaken. This has incorporated traffic surveys in order ascertain the extent of any issues relating to the effectiveness and appropriateness of the new speed limit.

I have now collated the scheme information which is summarised below, this also includes the background and rationale behind the design which I hope you find informative and helpful.

This information has been submitted to your Local Member Simon Jones and Shawbury P.C. however I understand a petition has been raised by local residents to allow this matter to be formally discussed at Shropshire Council's February Scrutiny Panel. Any decision relating to the scheme will therefore be made by Elected Members following representations made and information submitted to the Scrutiny Panel.

Scheme Summary Report:

Three surveys were undertaken; the first two automated surveys were undertaken for a full week (Friday 9/10/15 to Thursday 15/10/15 inclusive) at 2 representative sites within the series of speed cushions. The northern site was approximately 100 metres south of the Harcourt Close junction and the southern site approximately 70 metres north of the main RAF entrance. The results are summarised as follows:

Northern site:

Northbound - Mean speeds – 22.6mph, 85th percentile speeds (the accepted traffic engineering measurement, represents the speed exceeded by 15% of vehicles) – 29.8mph.

Southbound – Mean speeds – 22.3mph, 85th percentile speeds – 28.0mph.

Southern site:

Northbound - Mean speeds – 26.4mph, 85th percentile speeds – 31.3mph.

Southbound – Mean speeds – 23.5mph, 85th percentile speeds – 28.0mph.

For your information approximately 60% of all vehicles travelled at 20mph or over and approximately 14% of vehicles were buses, coaches, light, medium or heavy goods vehicles.

In order to give an even more representative assessment of vehicle speeds, an average speed survey was then undertaken over the whole length of the new 30mph speed limit. This was carried out on 24/11/15 and the results are as follows:

Northbound - Mean speeds – 23mph, 85th percentile speeds – 29mph.

Southbound – Mean speeds – 24mph, 85th percentile speeds – 30mph.

The above analysis indicates that the new 30mph safety scheme delivers what the Parish Council, Local Member, RAF Shawbury, local schools and other stakeholders requested, namely a self-regulating 30mph speed limit with good compliance from motorists.

In order that an objective decision can be made as regards the current situation it is important to clarify the background to the development of the scheme:

SC officers were canvassed robustly for the scheme, the P.C. and Local Member citing the strong feelings of local residents (but in particular the RAF and the old school) in favour of a reduction in the speed limit from 40mph to 30mph. As the scheme was developed a comprehensive consultation was therefore undertaken which also gave a strong consensus in favour of it – no objections were received.

The Mouchel Design Engineer at the time was a Shawbury resident who attended Parish Council meetings and so SC officers had information and feedback disseminated directly from those meetings which was acted upon. Throughout this process, SC Officers and the police did highlight their concerns over the scheme and it was made clear that the police would not give approval unless the scheme was supported by traffic calming measures in order that the new speed limit was self-regulating and delivered good compliance from motorists. Based on an acceptance of this condition SC officers were directed to proceed with the scheme.

The detailed design of the scheme, incorporating the agreed speed cushion traffic calming measures, was therefore progressed along with the required statutory consultation. All statutory consultees, including the PC and Local Member, received copies of the plans and notices (which detailed all the scheme content including speed cushions), they were also placed in local shops, the library and on site for a period of approximately one month. Again no objections were received and the completed scheme was therefore delivered in line with demands.

The rationale behind the use of speed cushions was discussed during the design process. In this instance, the well proven speed reduction effectiveness of speed cushions compared to other physical measures was a determining factor and accordingly they received the approval of the police. Other physical measures were considered and discussed (plateaus, chicanes, priority buildouts, rumble strips) however all were discounted for various reasons:

In the case of chicanes and priority buildouts, these are often unpopular with motorists who cite the problem of one traffic stream speeding up and rushing through the narrowing before the opposing traffic stream. This can perversely lead to increased speeds and also vehicular conflict.

In the case of plateaus and rumble strips these are often unpopular with motorists because they are full carriageway width and there is no opportunity to reduce the impact or vibration to the car by careful positioning (straddling). It is important to note that speed cushions allow emergency vehicles to negotiate them with care without too much disruption or discomfort which is particularly important in the case of ambulances of course. Accordingly, as has happened in the development of other schemes, it is unlikely that rumble strips or plateaus would have received the support of the emergency services.

The cushions used at the site are within the national design standards for a 30mph speed limit. These design standards allow a maximum height of 75mm and SC Officers authorised the use of 65mm height in this case. These cushions have been used extensively in other 30mph areas across Shropshire and indeed nationally.

It is important to understand of course, that any form of traffic calming will be a compromise between severity and the extent of speed reduction required. Substantial measures were required in this case in order to reduce speeds to a level commensurate with a 30mph limit. As the length of road in question is semi-rural in character with only sporadic development and few accesses, the

natural speed for motorists when they are driving to the prevailing conditions is approximately 40mph. If a decision were to be made to remove or reduce the current measures then speeds will increase to around 40mph, as they were before the scheme was put in place. Experience shows us that motorists will not reduce their speed without the character of the road being changed and a signed only 30 would have poor compliance. Such an approach also leads to speed limits being brought into disrepute and would soon attract criticism from those locals and stakeholders who called for a genuine speed reduction. It would also lead to the police withdrawing their support for the scheme and no enforcement would be undertaken.

The cost of removing the speed cushions and replacing with other measures would be in the region of £10-20k depending on what measures were chosen and the funding of this would be at the expense of another capital project. If this decision was made then the speed cushions could be reused at another site at some point, thus reducing costs to some degree.

Please note the content of this email has also been sent to other correspondents separately for data protection purposes.

Regards

Richard Ayton
Project Manager Capital Schemes

This page is intentionally left blank

This page is intentionally left blank



<u>Committee and Date</u>	<u>Item</u>
Environment and Services Scrutiny Committee	8
1 February 2016	<u>Public</u>

Community Transport in Shropshire

Responsible Officer James Willocks – Transport Commissioning Manager
e-mail: james.willocks@shropshire.gov.uk Tel: 01743 252474 Fax: 01743 252480

1. Summary

Community Transport in Shropshire provides a key safety net service enabling those people for who public transport is not suitable or available, access to essential services and facilities. These services are dependant in the main upon volunteers to operate and meet the needs of the local communities they serve.

The purpose of this report is to set out how the Community Transport System is currently operating and the measures in place to deliver this service.

2. Recommendations

To consider the attached report on Community Transport in Shropshire.

REPORT

Strategic Context

Bus Based Community Transport Schemes

Small bus Community Transport schemes in Shropshire operate under a number of different structures and have different operating objectives. However all of them provide a 'safety net' style service and have a strong community base, involving users in the design and delivery of its service.

All the schemes are independent of Shropshire Council in terms of their management structure and trading status. Shropshire Council retains an observer / mentor position on the board of each group. The sector as a whole is now formalised as a Community Transport Consortium. This has further strengthened the identity of the sector and provides additional options for development and integration amongst the community transport operators in the future.

The transport they provide is designed to meet local needs that conventional transport services leave unmet. This is usually due to non-availability of a conventional service or passengers mobility issues which makes traditional public transport unsuitable. The use of all Community Transport schemes is based on membership, this being based on meeting eligibility criteria. Although the criteria vary from operator to operator, this is a necessary part of the legal vehicle licensing framework under which they operate.

All of the schemes operate Dial-a-Ride style services where journeys must be pre-booked. Generally these journeys are essential in nature and provide access to local services and amenities such as healthcare appointments and shopping opportunities. Shropshire Councils' grant funding is given to support these journeys.

Figure 1

Group	Fixed Route	Multiple pickups to one destination	Multiple Destinations	Community Cars	Excursions* or Trips	Contracts
Bishops Castle Dial a Ride	Y			Y	Y	
Bridgnorth Bus	Y	Y		Y	Y	Y
Church Stretton Ring & Ride		Y		Y	Y	
Friendly Bus	Y			Y	Y	Y
North Salop Wheelers	Y	Y			Y	
Oswestry Dial a Ride	Y			Y	Y	Y
Corvedale Buzzard	Y	Y			Y	
Ludlow Traveller		Y		Y	Y	Y
Shrewsbury Dial a Ride			Y	Y	Y	Y

*Not funded by Shropshire Council

As part of the Concessionary Travel scheme Shropshire Council provide a capped level of funding to allow schemes to offer free or reduced cost travel for passengers on their services. This fare reimbursement is for journeys accessing essential services only.

Following Shropshire Councils review of rural bus service provision, The Community Transport Consortium agreed to undertake service operation following the cessation of the ShropshireLink service. By undertaking these services through its members on a zero value, call off contract basis, Shropshire Council has been able to continue to offer a minimum level of rural accessibility to residents, but in a much more focussed and affordable way.

Other activities undertaken by the groups include group based and brokerage style journeys. The purpose of these is more social and leisure and as such the cost of these trips is borne entirely by the users on the day with no Council support.

The Community Transport schemes do not cover all areas of the County but are concentrated on the conurbations of Shrewsbury, Oswestry, Ludlow, Church Stretton and Bridgnorth or where a particular local need has been

identified by a group. Shropshire Council currently grant assists ten local Community Transport (CT) initiatives annually, each under an SLA.

Financial Considerations

Shropshire

The table below shows Shropshire Council's base grants to the CT schemes and the contribution towards their fare income taken from the budget for Concessionary Travel.

Community Transport Grant Payments 15/16

	Base Grant	Concessions	Total
Albrighton Flyer	£5,000	£4,600	£9,600
Bishop's Castle Dial-a-Ride	£13,650	£2,000	£15,650
Bridgnorth Community Bus	£12,000	£5,425	£17,425
Broseley & Much Wenlock Friendly Bus	£10,080	£9,000	£19,080
Church Stretton Area Ring-&-Ride	£37,524	£20,400	£57,924
Corvedale Buzzard	£6,891	£2,000	£8,891
Mamble & Bayton Community Bus	£250	£0.00	£250
North Salop Wheelers	£5,500	£4,000	£9,500
Oswestry Dial-a-Ride	£35,300	£6,000	£41,300
Shrewsbury Dial-a-Ride	£53,199	£54,400	£107,599
Shropshire Link Replacement Budget "zero hour contract"	£70,000	£70,000	£70,000
CT Consortium	£20,000	£0.00	£20,000
Total	£269,394	£177,825	£377,219

As not-for-profit organisations, Shropshire's CT groups' annual expenditure is structured to match their annual income, and fares are set to ensure sufficient revenue for the service to continue operating whilst remaining affordable for passengers. In addition to fares, the CT groups receive income from other

sources. All groups receive an annual grant from Shropshire Council. The groups in Shropshire vary in size considerably and subsequently so do their turnovers, but their financial structures are broadly similar. Their total yearly income can be broadly split;

25% Shropshire Council grant

25% contracts (less or nil for the smaller CT groups)

25% fund-raising, Bus Service Operators Grant (BSOG) , donations, bequests and sponsorship

25% fares and concessionary fares compensation

National

During financial years 2011 / 2012 and 2012 / 2013 Shropshire Council received payments of £189,000 each year from the Department for Transport (DfT) to assist in securing and developing community transport in the County.

Projects have included vehicle replacement, Eco driver training and the purchase of an online booking management system for two operators, funding support towards the setup of an incorporated Community Transport Consortium and volunteer driver training events.

Community Transport continues to be on the national agenda and in 15/16 the Department for Transport are making further grants available to CT groups for vehicle purchases.

Local Transport Plan 4 (LTP4) – Revised Bus Strategy 2015/16 onward.

Community Transport will continue to provide a key role within local communities going forward. Their role as non-statutory, locally managed and independent providers will be fully acknowledged within a revised Bus Strategy (a mandatory document supporting the wider ambitions of the LTP4 currently in preparation) due April 2016.

Much of the transport provided by the sector in many ways facilitates the delivery of key statutory services by Shropshire Council and other key local providers. These range from access to day-care and support services to non-essential medical and doctors' appointments.

A key challenge remains the recognition within many service providers of the true cross sector benefit of this Shropshire Council funded activity, and Shropshire Community Transport Consortium continues to explore options to allocate transport services directly to the commissioning body.

A number of local CT groups are already established on the Councils Framework of Operators and are operating under commissioned contracts

directly. Grant dependency could be reduced as CT groups enter into further contractual agreements with the council and other agencies.

Given the local volunteer involvement and the economies within their locally managed operations, it is acknowledged that Shropshire Council would not be able to replicate the current level of activity within the sector itself in a financially sustainable way. Based on coverage and availability, the sector provides transport to its users under the current grant arrangements in the most affordable and effective way.

Shropshire Community Transport Consortium

The SCTC does not provide transport services directly but it is a countywide organisation made up of ten CT groups. The groups provide their members with services for children and young people, the elderly, the disabled and people with specific mobility issues, plus people in rural areas who cannot access services due to a lack of, or inability to use, PT (the SCTC's member groups are highlighted in figure 1).

Next 5 Years

To further understand how the CT sector can develop, it is recommended that we engage directly with the Manager of the Community Transport Consortium.

Conclusions

Community Transport schemes in Shropshire provide an essential service to those people for whom public transport is not suitable or is unavailable. These services are only available to members of the scheme, this being based on eligibility.

Less than 50% of the CT sectors annual base funding is provided by Shropshire Council and the sector are also reimbursed for revenue foregone for accepting concessionary travel passes. The rest of their income is generated through fare income and contracts with other bodies including the PCT.

The CT sector have the ability to raise additional funding by providing contracted services for Shropshire Council or any other agencies with any surplus being used to offset the costs of their voluntary operations. The CT sector, through the Consortium, are looking to better position themselves to potentially provide these services, within the limits of their resources, legislation and local capacity. Shropshire Council continues to support them in doing this.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

Cabinet Member (Portfolio Holder) – Simon Jones

Local Member – All members

Appendices - None

This page is intentionally left blank