

Shropshire Council
Legal and Democratic Services
Shirehall
Abbey Foregate
Shrewsbury
SY2 6ND

Date: 1st December 2020

**Committee:
Place Overview Committee**

Date: Wednesday, 9 December 2020
Time: 2.00 pm
**Venue: THIS IS A VIRTUAL MEETING - PLEASE USE THE LINK ON THE
AGENDA TO LISTEN TO THE MEETING**

Members of the public will be able to listen to this meeting by clicking on this link:
<https://www.shropshire.gov.uk/placeoverviewcommittee9december2020/>

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- Use the link at 2.00 pm on the day of the meeting and click on 'Join as Guest'.
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You are requested to attend the above meeting.
The Agenda is attached.

Claire Porter
Director of Legal and Democratic Services

Members of Place Overview Committee

Joyce Barrow (Chairman)
Andy Boddington
Julian Dean
Rob Gittins
Simon Harris

Paul Milner (Vice Chairman)
Dan Morris
Pamela Moseley
William Parr
Paul Wynn

Your Committee Officer is:

Sarah Townsend Committee Officer

Tel: 01743 257721

Email: sarah.townsend@shropshire.gov.uk

AGENDA

1 Apologies for Absence

2 Disclosable Pecuniary Interests

Members are reminded that they must not participate in the discussion or voting on any matter in which they have a disclosable pecuniary interest and should leave the room prior to the commencement of the debate.

3 Minutes of the Meeting held on 5th November 2020

The minutes of the meeting held on 5th November 2020 will be presented at the next meeting of the Committee.

4 Public Question Time

To receive any questions or petitions from the public of which notice has been given. The deadline for notification for this meeting is 2.00 p.m. on Monday, 7th December 2020.

5 Member Question Time

To receive any questions of which Members of the Council have given notice. The deadline for notification for this meeting is 2.00 p.m. on Monday, 7th December 2020.

6 Re-opening our Highstreets safely and social distancing response for COVID-19 (Pages 1 - 12)

To monitor the success and understand lessons learned from trials of changes to highways in Shrewsbury and other market towns resulting from the council's work to tackle the spread of Covid-19 (attached).

Contact: Steven Brown (Tel: 01743 253949)

7 Local Transport Plan 4 (LTP4) (Pages 13 - 22)

To consider the development of the new Local Transport Plan and how it relates to the delivery of the council's priorities (attached).

Contact: Steven Brown (Tel: 01743 253949)

8 Place Overview Committee Work Programme (Pages 23 - 30)

To consider the future work programme of the Committee (attached).

Contact: Danial Webb (Tel: 01743 258509)

9 Date/Time of Next Meeting of the Committee

To confirm the date and time of the next meeting.



<u>Committee and Date</u>	<u>Item</u>
Scrutiny – Place Overview Committee 9 th December 2020	6 <u>Public</u>

Re-opening our Highstreets safely and social distancing response for COVID-19

Responsible Officer Steve Brown – Head of Transport & Environment
e-mail; Steven.Brown@shropshire.gov.uk

1. Summary

- 1.1 This report will update Place Overview Committee on the approach and activity to date undertaken to facilitate reopening of high street safely and social distancing in our towns with our partners and stakeholders.
- 1.2 This report will update on possible next steps - post Covid-19 for discussion.

2. Recommendations

- a) **To note the activity and outcomes to date and provide Place Overview Committee an opportunity to review and comment.**
- b) **To note further reports to this committee on current and post Covid-19 activity will be provided as the reaction to the virus impacts upon our highstreets.**
- c) **To note that further work on capturing data in our wider market towns relating to footfall, anonymous mobile phone data to evidence and inform future responses is a piece of work that carefully needs to be considered and brought forward.**
- d) **To note the joint working across the council particularly with colleagues in Economic Growth and Public protection and with our Business Improvement Districts, Town Councils and Chamber of Commerce to facilitate this work in our towns.**

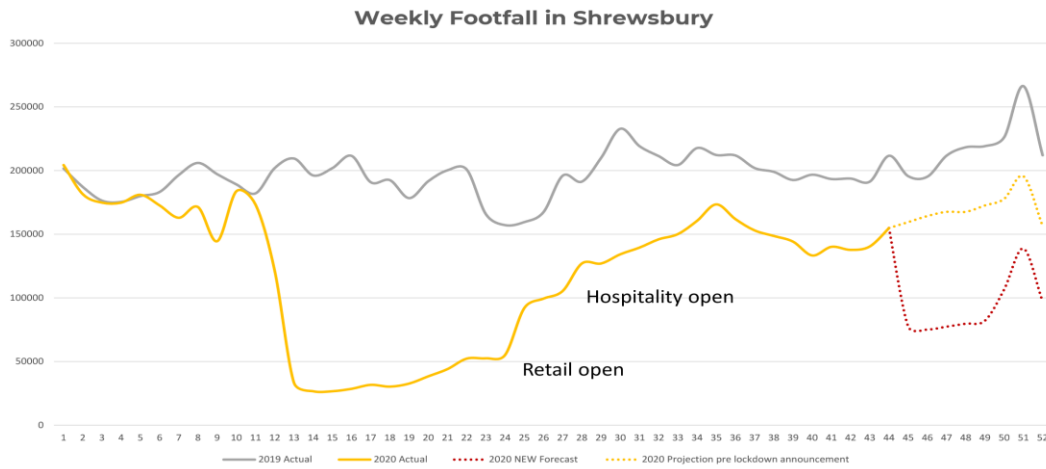
3. Background

- 3.1 The impact and ongoing pressure of Covid-19 on the economy across the country is now well rehearsed and understood. The impact upon our high streets, vibrancy of our towns and the economic and social impact continues to be significant. Combined work across all areas of the council, the joint working relationship with Economic Growth and Public Protection has provided outcomes and benefits that should not be unrecognised and has been undertaken to support and ameliorate this issue. Whether there be social distancing in town centres, marketing/promotion, issuing government grants and/or rate relief to local business, the activity and scale of works has been significant and has impacted upon the service and its staff. The activities detailed in this report perhaps underplay the time and trouble taken in negotiating and steering through, in some areas significant interventions, into town centres, and ensuring that a wide array of partners and groups are engaged with.
- 3.2 The beginning of the social distancing work began when Government publications, letters and guidance were received in preparing of the end of the first lock down, these communications were regarding preparing high street to reopen safely and provide level of confidence and “psychological “comfort to encourage a return. It should be clear that no such previous activity, experience or understanding of this work had previously existed, and in effect this was an iterative process based upon the guidance and documentation received.
- 3.3 The image below relating to footfall in Shrewsbury provides a visual of the issue at hand that was facing high streets in general, and to a degree the scale of the issue and the speed / quality of response is clear.

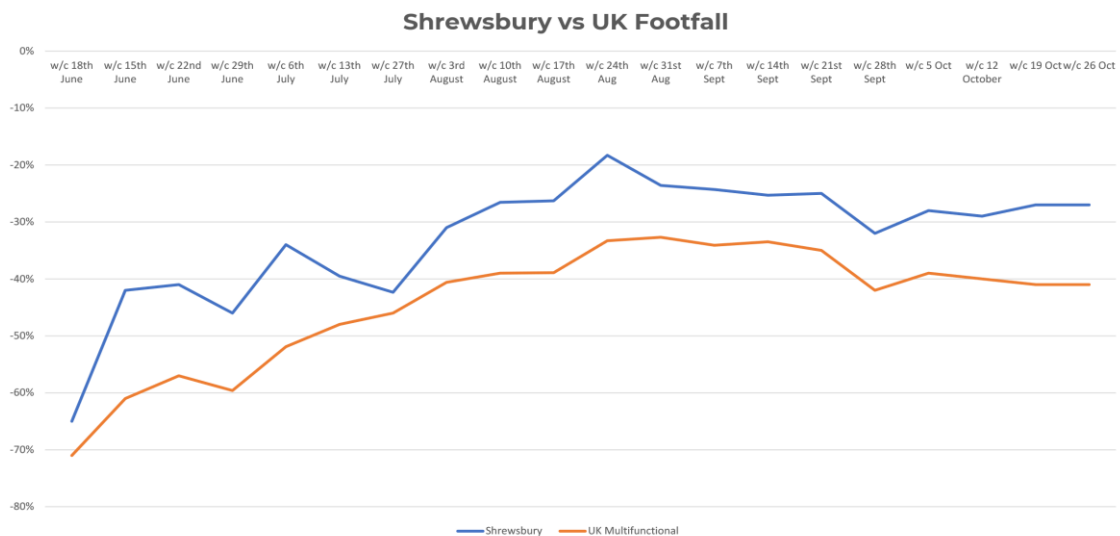
Weekly Footfall in Shrewsbury



3.4 The second image demonstrates how recovery and the second lock down impacted.



3.5 The two images provide a key representation of the issue at hand, and the point is accepted that similar foot fall counters and use of anonymous mobile phone data is a key area of work to progress upon is that quality data for other market towns can be generated.



3.6 It should be noted and made clear that the work and the funding is “reopening high streets safely” and the intent of the funding is to support our high streets, via social distancing and support the national Highstreet Task Force, and the conditions and parameters of that funding also dictate the work that can be undertaken. Hence the work is wider than social distancing as how: -

- Car parking was managed
- Bus routes redirected
- Liaison with Blue light services

- Internal liaison with colleagues in Economic Growth / Public Protection and Communications was intrinsic.
- Marketing and Promotion

As one item in isolation is probably not enough but a package of measures will support return to high streets'

3.7 It should be noted that social distancing (the scope of this report) was not the only "flurry of activity" being managed at the time by staff: -

- Public Transport issues buses.
- School transport
- Active Travel was coming into prominence
- Waste HRC'S and opening was also a key issue
- Routine aspect of work continued
- Car parking charges

Hence there was a requirement to receive, consult, interpret, understand and react to external funding requirements, and this should not be overlooked.

3.8 Government funding for Reopening High Street Safely was received to a value of £288,184 and an approach and way forward was presented to Directors and Groups leaders in May 20202 with an accompanying presentation that set out the approach and principles of how this work would be move forward.

3.9 This approach consisted of four key pieces of work

1. Install Covid-19 - social distancing signs, One-way system signs and demarcation lines on key footways across the County.
2. Consult, engage and implement Social Distancing Measures
3. Respond to issues with Partners and stakeholders (chamber of commerce, public transport, emergency services).
4. Ensure constant liaison and joint working with key partners such as Economic Growth, Public Protection, Public Health.

3.10 The chronology of events / activities is: -

23rd March 2020	Government announces first National Lockdown for Covid-19.
11th May 2020	Government published a national Covid-19 recovery strategy, setting out the conditions for easing lockdown and the steps that will be taken in England to enable more activities to take place whilst continuing to control the spread of Covid-19.
12th May 2020	Letter arrives from Government setting out the details of how to respond to the easing of lockdowns in preparation for the 4 th July 2020.
14th May 2020	Developed the town centre/Covid-19 Social Distancing Team to plan and deliver response.
15th May 2020	Town visits began to determine interventions with local members, town councils, BIDS and Chamber of Commerce.
27th May 2020	Presentation to Cabinet and Directors on Social Distancing and approach.
28th May 2020	Corporate Town Centre recovery Group is formed and meets monthly thereafter to coordinate activities and responses from a Corporate preservice. The group includes Shropshire Council (highways and transport, economic growth, Public protection, public health, communications).
28th May 2020	Shrewsbury town centre recovery group is formed to support the town centre recovery, and includes Shropshire Council (highways and transport, economic growth, Public protection, public health, communications), Shrewsbury BID, Shrewsbury Town Council.
4th July 2020	Lockdown eases and high streets and hospitality can reopen with appropriate social distancing Measures.
4th July 2020	Social distancing measures in high street start to be implemented.
16th July 2020	Social distancing Claim form is submitted to Government for full value of the grant.

28th September 2020	Update presentation to Cabinet and Directors on Social Distancing.
5th November 2020	Because of the lock down Shrewsbury and Ludlow Social Distancing measures are removed, pending reinstatement,

3.11 Aims of Social Distancing activity

The Aim of the Social distancing work was captured and presented to Cabinet and Directors, and followed the advice and guidance and funding requirements from central government as received, further other bodies such as the High Streets task force and the Grimsey report were providing information and perhaps provoking thoughts on the opportunities that could be offered.

HIGH STREETS TASK FORCE Preparing to re-open June 2020

- Common plan for public space
- Enhanced sanitisation
- (Consistent) signage
- Identify hotspots
- Inclusive social distancing
- Walking & cycling
- Access & egress
- Communication with businesses
- Stewarding
- Adapting markets

Grimsey Report

- **Localism** – local people be empowered to redesign their own high street
- **Leadership** – need to have a broad range of dynamic & collaborative skills
- **Fewer Cars, More Green Space** – town centres must no longer be designed around the car
- **Supporting key market towns** – to recover and support business vitality but to ensure social distancing measures through the creation of safe spaces, walking and cycling routes, road closures, 20 mph, pedestrianisation, free carparking, relocating bus stops and use of car



parks for social distancing trading -Church Stretton Market, wider footpaths.

- **Working across the Council:** to coordinate a holistic response that supported town centres, provided as degree of safety to people returning to the high street, this was managed and steered via Corporate Town Centre Recovery Group with Public Health, Public Protection, Economic Growth, Communications our BID`s etc
- **Prioritising confidence in our town centres** –by reallocating space, wider footpaths, closed streets, pedestrianisation, one-way systems, signs–it feels and looks safer
- **Communication** –meeting town and parish councillors in their town (socially distance), talking to Chamber of Commerce(s), engaging with Members, working with our BID`s, briefing Directors, Portfolio Holders, Town Clerks and SALC.

The aims above were to consider, understand, manage and make appropriate decisions on issues such as:

- Should social distancing measures be applied in a location?
- Who needs to be consulted or engaged with?
- What issues would be caused?
- How would we adjust?
- Are we compliant with government advice, grant conditions?
- Are we confident in our legal and public health position?
- How do we manage feedback and responses?
- How do we communicate?
- How do we manage opinion and differing agendas?

3.12 Key Groups and communications

To facilitate all the above, three key groups were established in the spring period and are still operating and undertaking their activities to support the council in achieving its outcomes.

<p>Highways Social Distancing Group</p>	<p>The purpose of this group is to plan, prepare, consult deliver the technical requirements that ensure the legal basis for any change on the highway and ensure that basic communications is undertaken.</p> <p>The group is attended by Highways and Transport staff, Public Protection and Communications.</p> <p>Examples of activity has been: -</p> <ul style="list-style-type: none"> • Designing social distancing measures
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	<ul style="list-style-type: none"> • Liaison with town and parish councils and Chamber of Commerce as required. • Responding to feedback on the implemented measures • Implementing social distancing measures outside of schools • Coordination of Pavement Permits and Licences • Coordination of Car Parking activities. • Liaison with towns and parishes and local councils as required.
<p>Corporate Town Centre recovery Group</p>	<p>The purpose of this group is to coordinate and communicate activity and ensure a consistent approach across our town centres when considering the governments guidance, funding, grants, requests for information that may be received.</p> <p>The group is attended by highways and transport, economic growth, public protection, public health, communications, Insight and intelligence team.</p> <p>Examples of this work has been: -</p> <ul style="list-style-type: none"> • Informing and issuing grants to businesses • Informing of rate relief to businesses. • Issue of a business support pack and guidance • Surveying business on issues and impact of Covid-19 • Coordinating advice and guidance across numerous issues • Issue of public health advice, guidance and support • Redesign of a process for events and activities during Covid-19 • Consider all activities such as social distancing, car parking, pavement permits, public transport and ensure coordination and consistency with Covid-19 guidelines.
<p>Shrewsbury Town Centre Recovery Group</p>	<p>The purpose of this group is to support the wider town centre of Shrewsbury, and support is return following reopening on July 4th.</p> <p>The group is attended by highways and transport, economic growth, public protection, public health, communications, Shrewsbury Bid, Shrewsbury Town Council, Shopping Centres Manager.</p> <ul style="list-style-type: none"> • Social distancing measures and their effect / impact • Market and promotional activities • Liaison with Shop owners • Implementation of sanitation operatives • Town centre promotions • Business webinars on government grants, funding, legal issues • Joint sanitation project • Working with Public Health on support shop owners • Joint support and working with Shropshire Council and Shrewsbury Town Council

3.13 What has been achieved to date?

Across our Market towns the following schemes have been implemented.

Town	Intervention / Measure(s)
Bishops Castle	Prohibition of Parking to increase wider temporary footpaths.
Bridgnorth	<p>Implementation of High Street closure on Saturdays from 6am until 4pm to facilitate social distancing for the market and town centre traders.</p> <p>This was modified to install a running lane for cars and buses to allow traffic and maintain social distancing. This took significant work.</p> <p>During a few Saturdays there we concurrent survey groups in the town to either survey people on the road closure being maintained or survey on the road closure being removed.</p> <p>All agreed with all Members and Chamber of Commerce and Town Council.</p> <p>Issues with the historical market and narrow footpaths continue to raise social distancing issues and this work continues.</p>
Ellesmere	Traffic Management measures have been applied at Cross Street to increase the width of footways.
Ludlow	Closure of high street to aid social distancing on Fridays and Saturdays between 10am to 3pm as agreed with the town council and chamber of commerce.
Market Drayton	Suspension of car parking to aid social distancing - adjacent to the post office
Much Wenlock	Installation of a temporary wide footpath in the High Street, all agreed with the town council and Local Member.
Oswestry	Implementation of wider temporary footpaths in key areas of the town, in accordance with the Town Council, Oswestry Bid to support the town centre and key circulation areas.
Shrewsbury	<i>High Street</i> - closed for all traffic and Pedestrianised between 11am to 6pm
	<i>Wyle Cop</i> two wider temporary footpaths created, and a cycle lane installed, traffic utilise middle lane.
	<i>Victoria Quay</i> - road closed 7 days per week to traffic to allow for social distancing.
	<i>Queen Street</i> – contra flow one-way system and cycle route installed
Whitchurch	Installation of a high street road closure to pedestrians the high street. As agreed with local members and their town council*

3.14 Have any measures been removed? – Whitchurch Town Council asked for their social distancing high street closure to be removed, this was discussed with wider colleagues and was undertaken. All other social distancing measures have been continued or modified over time.

3.15 The interventions listed above, have overall been met with a level of support and the outcome of providing confidence and providing a safer environment seems to have been achieved. Work to capture this in our wider towns and further business and residents' surveys and use of technology should be undertaken to provide this evidence.

3.16 It is also true that concerns for residents in town walls, and Bridgnorth High Street were also valid, and work to resolve these issues and balance the

3.17 What has been the financial cost?

The costs to date are circa £185,726 to date from an initial government award of £288,194. The current forecast is that this funding will expire by Christmas 2020, and then other council funds will need to be identified to support social distancing measures going forward.

3.18 The withdrawal of key social distancing measures during the second lockdown (high street, Wyle Cop and Victoria Avenue) will have supported the financial position, as there is a significant cost in placing these measures on and off during the day, this work is undertaken by a Traffic Management Company. However, ongoing social distancing costs will need to be met by the council (this has been flagged appropriately).

3.19 It should be noted that there is a complex system in place for reclaiming of funding incurred. Shropshire Council is working on defrayed expenditure for the social distancing work as agreed with the City and Local Government Unit of government. officers have been working with project manager on ensure compliance with the funding conditions A bid for the full £288,194 has been submitted there is high confidence that this will be received. This work has taken a significant amount of officer time.

3.20 Hence issues such as an up to date web site, referring the European Structural Investment Fund <https://www.shropshire.gov.uk/traffic-management/social-distancing-in-shropshire-market-towns/>

3.21 There have been no capital schemes yet, this is due to the issue that the funding is restricted to revenue funding only. However, this does not mean that opportunities have not been identified.

3.22 What are the opportunities

The response to Covid-19, has expedited issues and agendas, such as on-line shopping and our entire approach should be considered. Prior to

Covid-19 the effective pedestalisation of the high street had not been previously undertaken and perhaps was met with some scepticism. Now it perhaps (with valid concerns from some residents) is seen as a positive in supporting the towns.

3.23 There was significant support in Bridgnorth for improvements to the High Street the Repurposing space – new routes, cycling, walking remodel?

3.24 Work for future development is: -

Low Traffic Scheme for Shrewsbury is one of the key pieces of work, and a proposal to Shrewsbury Members, Shrewsbury Town Council Members and the Big Town Plan Board has been delivered and supported for further work

Public transport – public transport must be enabled to regrow into an efficient, attractive mode of transport once it is safe for more people to travel this way and bringing forward the Park and Ride “Shrewsbury Connect” project will support this initiative.

Economic recovery – we need to support businesses to survive the current Lockdown and to reopen as soon as practical. This work is ongoing across the council and by our colleagues in Economic Growth.

Low carbon, clean air recovery – capitalise on the reduced pollution over recent weeks.

Active Travel – bring forward this agendas and development of a Strategy for Shropshire link to LTP4 that is coming forward.

Improve use of town centre technology - footfall data and anonymous telephone data

Bringing forward Variable Messaging Signs for Shrewsbury - to support public information, direction to parking spaces to reduce circulation time

Understand Social Change – issues such as increased working from home, loss of car parking use, footfall in town centres, increase in on line shopping, use of technology, perhaps a change in attitudes now presents opportunities for consideration and the wider policies of the council?

4.0 Summary

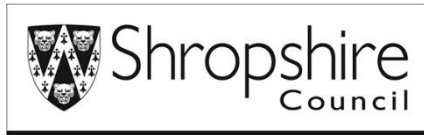
4.1 Implementing social distancing at pace, and with all the Government guidance and instruction received has been a task that has challenged staff. The volume of required work, level of demand and the need to communicate, make consistent decisions and deal with differing needs,

requirements and agendas has placed pressures on staff, to highlight this key highway and transport staff were manning road closures at 5am to ensure public safety , working seven days per week and attending numerous meetings to ensure a balance between public safety, social distancing, supporting high streets was achieved.

Cabinet Member (Portfolio Holder) Cllr Steve Davenport

Local Members; All - due to the nature of activities in town centres.

Appendices: None.



<u>Committee and date</u>	<u>Item</u>
Scrutiny - Place Overview Committee	7
9 th December 2020	<u>Public</u>

LOCAL TRANSPORT PLAN 4 (LTP4)

Responsible Officer Steve Brown

Email: steven.brown@shropshire.gov.uk

Tel: 01743 253949

1. Summary

- 1.1 This report outlines the proposed approach for the development of the next Local Transport Plan for Shropshire (LTP4). The Local Transport Plan process is a key document for the council and sets out the mechanism through which Local Authorities strategically plan for how the safe and effective movement of goods and people around the county will take place over the next ten to fifteen years
- 1.2 Transport has a significant role to play in place-making, supporting the economy of Shropshire and ensuring that everyone can have access to essential services and their daily needs and activities.
- 1.3 This report outlines a future ready approach that considers and prioritises the mobility needs of people, places and activities rather than the transport mode-based approaches that have been used for previous LTPs. Recognition of, and the provision for, these needs will be a key factor in building and maintaining sustainable communities, encouraging economic growth and informing other Council policies and strategies.
- 1.4 The approach will establish key links to other Shropshire Council agendas relating to economic growth, the environment and health. The approach will also support local aspirations that are reflected through the Place Plan process.
- 1.5 The timing of the development of LTP4 presents an opportunity to acknowledge and respond to significant changes in Shropshire that may influence how and why people travel and how goods are transported, such as the carbon reduction agenda, the Covid-19 pandemic and Brexit. The approach taken will also enable Shropshire Council to more dynamically mitigate similar impacts of social change that may happen in the future.
- 1.6 This report also outlines an approach for ensuring targeted, representative and meaningful engagement with officers, Local Members, key stakeholders and the public.
- 1.7 The Local Transport Act 2008 provides local authorities with the power to review and propose their own arrangements for local transport governance to

support more coherent planning and delivery of local transport. The Act retains the statutory requirements to produce and review local transport plans and policies. Authorities are expected to review their LTP to make sure it remains relevant. Each local authority can determine the time span for review of which this report aims to fulfil this requirement.

2. Recommendations

2.1 That the Place Overview Committee:

- **Support the proposed approach for the development of the next Local Transport Plan (LTP4) for Shropshire, and**
- **Support the outline approach for engagement with stakeholders and the public.**
- **Request that progress on the development of the Local Transport Plan (LTP4) is reviewed by this committee again in Spring 2021 in advance of the draft strategy being presented to Cabinet for further approval to consult.**

REPORT

3. Risk Assessment and Opportunities Appraisal

Opportunities

- 3.1 The development and adoption of a new Local Transport Plan (LTP), in line the approach outlined in Section 6, will present the following potential benefits and opportunities:
- The delivery of a user and outcomes focussed LTP that recognises the future mobility needs of different people, places and activities in Shropshire.
 - Enable an 'all Shropshire' approach that broadly acknowledges the mobility impacts on all residents, businesses, locations and activities rather than focus solely on Council commissioning and service delivery parameters.
 - Adoption of a place-led approach that can link into Shropshire's Local Development Framework and recognise the local infrastructure aspirations identified through Shropshire's Place Plan process.
 - Formation of a 'Whole Council' solution that will enable cross-organisational thinking and the development of integrated and mutually supporting policy. The role of transport in place making, and in supporting broader outcomes relating to the economy, development, the environment and the health and wellbeing of Shropshire's residents, will be recognised.

- A strategic framework that supports wider national, sub-national, regional and local policy objectives.
- The potential to react to change more quickly by updating or developing specific and relevant policies that are reflective of the priorities and vision for transport and highway in Shropshire, rather than requiring frequent updates to the overarching LTP.
- The opportunity to recognise, respond to and influence rapidly changing travel behaviours because of the COVID-19 pandemic, Brexit and climate change.
- Greater chance of success in competitive external funding opportunities.
- An evidence based and widely consulted document that has the confidence and support of the wider Shropshire and neighbouring communities.

Risks

3.2 Shropshire Council does not currently have a formally adopted Local Transport Plan (LTP) although does have a plan available covering the period for 2011 – 2026 on the council’s web site which had received wide endorsement from key governance meetings. Non-adoption presents the following short and long-term risks:

- Shropshire Council is not fulfilling a requirement to have an adopted formal Local Transport Plan.
- Mode based plans that do not reflect varying mobility needs across Shropshire.
- Difficulty in making defensible short and long-term decisions through a lack of robust evidence of Shropshire Council’s priorities for highways and transport investment and how future activities will be influenced.
- Lack of a strategic framework within which specific policies can be developed and key linkages with wider council aspirations can be identified.
- Reduced likelihood of success in external funding opportunities and in attracting inward investment to Shropshire. It is highly likely that a first sift of applications for Department for Transport funding would be based on the existence of an up to date and adopted LTP.

3.3 The following risks associated with the production of a new LTP have been identified:

- Managing the public’s (including specific interest groups) perceptions on what the purpose and role of this document is and what can realistically be achieved. It is envisaged that the next LTP will be a lean, high level document that will be underpinned by a portfolio of more specific policies and strategies that can be updated more frequently, and in isolation, if necessary.

- The process of developing the next LTP may identify several specific supporting policies that need to be updated or developed. In some cases, there may be pressure to develop specific policies more quickly in order to respond to high profile initiatives such as active travel or funding opportunities.
- Potential difficulties associated with public engagement in response to limitations imposed by the Covid-19 pandemic.

Equalities

- 3.4 An ESIA was produced as part of the proposal to Cabinet to commission production of the LTP in 2018. It is proposed that this ESIA is reviewed alongside the ongoing development of the engagement plan for LTP4.

Community and consultation

- 3.5 An Engagement Plan is currently being developed as part of the LTP4 commission to outline all aspects of engagement and consultation throughout the development and adoption processes. The Engagement Plan will outline:

- **The stages of the commission at which engagement will be needed?**

Any engagement with the public and Local Members will be cognisant of the planned local elections in Shropshire in May 2021. Any engagement will consider other consultation exercises taking place to minimise consultation fatigue. There are currently no major consultations planned other than routine activities that take place annually between mid-December and mid-February.

It is estimated that updates will be brought to Scrutiny in June 2021 prior to the draft strategy being presented to Cabinet for approval to consult in autumn 2021. This will then return to Cabinet and Full Council to consider formal adoption of the plan.

- **Who will to be engaged with (i.e. Shropshire Council departments, Local Members, key stakeholders and the public).**

A comprehensive list of key stakeholders has already been developed. It is envisaged that this will be reviewed, and themed groups will be identified that are representative of areas of interest and types of people. For each themed group the intended outcomes and outputs of the engagement will be identified in order to target the engagement effectively and maximise the value of response.

There will also be specific consultation with Shropshire Council's neighbouring authorities.

Key linkages with other teams within the Council will be developed through a project reference group, as outlined in Section 6.

It is suggested that the approach outlined in Section 6, which acknowledges the mobility impacts on all people, all businesses, all locations and all activities, will secure greater support and action from stakeholders.

- **How the engagement will be undertaken, and which tools will be used.**

The Council has appointed a new Head of Communication and Engagement, although the postholder is not yet in place. This person will have key input to the engagement process and will provide guidance on how engagement can be effectively carried out within the restrictions of the current pandemic. It is envisaged that this role, or a delegated representative, will provide specialist input to the Project Governance team.

Where possible, stakeholder groups will be accessed via online forums. Opportunities to target communications through local newsletters, social media and My Shropshire etc. will also be explored.

- **How engagement activities and outcomes will be reported.**

- **How the outputs from engagement activities will be used.**

Environmental

3.6 A climate change appraisal has been completed and is contained in Section 5.

4. Financial Implications

4.1 It was agreed by Cabinet in 2018, that support for the development of LTP4 could be commissioned through Shropshire Council's Term Engineering Contract with WSP. Sufficient financial resource has been identified and secured to deliver the agreed work programme and strategy.

4.2 It should be noted that the scoping work that will take place as part of the LTP4 commission may identify additional streams of work that are necessary to strengthen the LTP. In this instance, a case for additional funding will be made.

4.3 Project governance and management activities will be carried out using existing Shropshire Council staff resource.

5. Climate change appraisal

Energy and fuel consumption (buildings and / or travel)

5.1 The proposed approach for the development of the next LTP, as outlined in Section 6, will provide an opportunity to identify the required highway and transport infrastructure and strategies that support clean energy and low carbon developments. Through taking a mobility and place led approach, appropriate policy and infrastructure interventions can be identified that support efficient and sustainable movements of people and goods.

Renewable energy generation

- 5.2 The decision arising from this report is not considered to create opportunities to generate renewable energy.

Carbon offsetting or mitigation

- 5.3 The development of a new LTP will provide an opportunity to embed low carbon policy within planning for highways and transport which will reinforce Shropshire's 2019 climate emergency declaration and support the local authority's target to be carbon neutral by 2030.
- 5.4 Part of the engagement approach for the LTP will be for Shropshire Council officers to liaise and participate with the Shropshire Climate Action Partnership (SCAP) to ensure that the LTP maximises opportunities for decarbonisation.

Climate Change adaptation

- 5.6 The future mobility approach that is proposed will provide the opportunity to identify outcomes that best suit the different transport requirements of people, places and activities in Shropshire. This is likely to vary between urban and rural settlements, however there will be a focus on encouraging the increased use of more sustainable and active modes of transport that can help people to become fitter and healthier.

6. Background

- 6.1 Strategic planning for transport is key to how we shape environment, economy and communities. The main mechanism through which local authorities can strategically plan and prioritise highways and transport investment and interventions is through the adoption of a Local Transport Plan (LTP).
- 6.2 Local Transport Plans enable Local Authorities to set out their policies and corresponding implementation plans, which best meet an area's needs for all aspects of transport and highways.
- 6.3 An LTP for Shropshire is necessary to:
- To understand the views and priorities for highways and transport from Shropshire's public and key stakeholders.
 - To enable strategic planning for the development of a highways and transport system that meets the mobility needs of Shropshire and acknowledges strategic linkages with wider Council agendas.
 - To provide a framework by which Shropshire can secure investment, respond to change and manage, maintain and monitor its transport and highways system.

6.4 Since LTP3 was produced in 2011, there have been several changes both at Shropshire Council and at wider national and regional levels. The strategic framework for transport is currently changing rapidly, for example:

- Shropshire Council declared a climate emergency in 2019 and set a target to be carbon neutral by 2030.
- Shropshire Council is due to submit a new Local Plan in 2021 which will prioritise and shape development in Shropshire up until 2026.
- The outcomes of Brexit may change patterns of freight and agricultural movements.
- Rapid innovation and adoption of smart technologies and digital communications.
- The ongoing Covid-19 pandemic has changed public perception of transport needs and enabled new questions to be asked about how transport will be used in the future. Whilst strong digital communications have prompted an unprecedented level of home-working and corresponding reductions in commuter-based travel movements, uncertainties around the use of public transport has not only resulted in more people choosing to walk or cycle but also an increase in pressure to use private cars to access work, education, shopping and leisure.

6.5 It is therefore considered necessary to develop a new and relevant LTP for Shropshire that suits the needs of this significantly different norm. The following approach that is proposed for developing the next LTP for Shropshire is intended to not only acknowledge the current challenges faced in Shropshire, but also to create a vision for transport and mobility in ten to fifteen years' time that embraces the opportunities that the current state of change presents.

6.6 Transport, and use of the highway, is largely not an activity, it is a means to an end, a function of spatial distribution of economic activity. The need for travel, and therefore transport, is generated by the movement of people and goods to facilitate activity (e.g. employment, education, healthcare, leisure, retail, etc) as part of an economy, whether that be local, regional, national or international.

6.7 Previous LTPs have been developed using a transport mode-based approach. However, in reflection of this period of significant change in Shropshire, the next LTP will be developed using an alternative and future ready approach that considers and prioritises:

- **People**

The different characteristics of people that have an impact on their levels of accessibility i.e. age, gender, mobility, ethnicity etc. and the transport issues that they may experience.

- **Places**

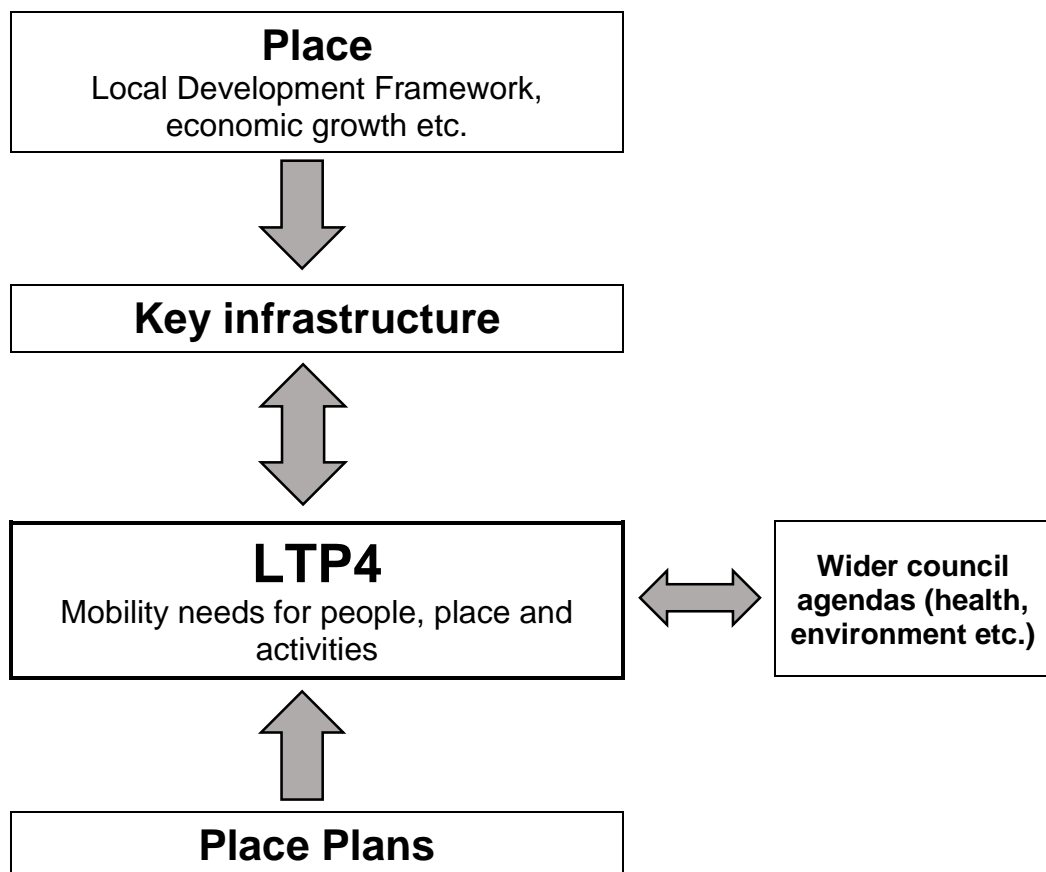
The different spatial characteristics across the County in terms of urban and rural variations, the scale of settlements, connectivity within and between the towns and rural communities of Shropshire and external connectivity for international, national and regional movements.

- **Activities**

The different activities that people and organisations in Shropshire use transport and mobility to access or facilitate and how these needs may be changing. An understanding of the requirements for the movement of people and goods in Shropshire, now and in the future will be key.

6.8 Whilst the LTP will acknowledge all aspects of transport and highways in Shropshire, including walking, cycling, public transport, car-based travel, freight, and the management and maintenance of highways it is envisaged that the next LTP will be a lean, high level strategic document that is underpinned by a portfolio of more specific policies and strategies that could be updated more frequently if necessary.

6.9 The Local Transport Plan will be developed within a high-level framework of national, regional and Shropshire Council based policies relating to health, education, the economy and the environment. The place-led approach will link into Shropshire’s Local Development Framework and recognise the local infrastructure aspirations identified through Shropshire’s Place Plan process.



- 6.10 Following approval by this committee, clear project governance arrangements will be established. An LTP Project Board will be set up and will include a Project Director and Client Project Manager, supported by other key Council officers who have an interest in the governance of the commission. The Project Director will be the Assistant Director of Infrastructure and will lead on decision making. Change and risk registers will be routinely reviewed by the Board.
- 6.11 In addition, it is proposed that a Project Reference Group of Shropshire Council officers, Members and key stakeholders is set up to represent wider Shropshire Council interests (place plans, planning, economic growth, carbon reduction etc.). This forum will be used to ensure that emerging needs are relevant and appropriately prioritised. The LTP4 Project Board will determine attendees and agree agenda items.
- 6.12 It is currently envisaged that a draft LTP will be presented to Cabinet for approval to consult in autumn 2021. The following list provides an overview of indicative project milestones (all dates will be reviewed and confirmed by the Project Governance Team):

Milestone	Estimated delivery date
Project Plan	November 2020 [Completed]
Engagement Plan	November 2020 [Live document, first draft completed]
Summary of Strategic Framework and Challenge Themes	November 2020 [Completed]
Engage with Scrutiny	December 2020
Engagement with officers and key stakeholders	January 2021
Evidence base review / SWOT analysis	January 2021
Review of 2019/20 Place Plans	January 2021
Vision and Objectives Setting	February 2021
Strategic Environmental Assessment and Habitats Regulations Assessment	March 2021
Options Identification, Sifting, Shortlisting and Recommendations	March 2021
Draft Intervention Delivery Plan	April 2021
Engage with Scrutiny	June 2021
Cabinet	Summer 2021
LTP4 Engagement	Autumn 2021
Final LTP4 Development	Autumn / Winter 2021
Cabinet / Council adoption	Winter 2021

7. Additional Information

- 7.1 The Local Transport Act 2008 provides a statutory requirement for Local Transport Authorities (LTAs) to have a local Transport Plan (LTP). The Act allows LTAs the freedom to replace LTPs as and when they see fit rather than

requiring a five-year planning cycle as in previous legislation (Transport Act 2000).

- 7.2 The LTA 2008 provides local authorities with the power to review and propose their own arrangements for local transport governance to support more coherent planning and delivery of local transport. The Act retains the statutory requirements to produce and review local transport plans and policies. Authorities are expected to review their LTP to make sure it remains relevant. Each local authority can determine the time span for review.
- 7.3 Shropshire Council adopted its first Local Transport Plan in July 2000 and it's second in March 2006. A draft third Local Transport Plan (LTP3) was published for public consultation after going to both Scrutiny Committee and Cabinet in March 2011. The provisional LTP3 has been made public on the Shropshire Council website since that date acting as a 'working document'.
- 7.4 On 17th January 2018, it was resolved by Shropshire's Council's Cabinet that the development of a new LTP would be commissioned.

8. Conclusions

- 8.0 The approach outlined in this report will result in a high quality, well researched strategic transport plan that has been widely consulted upon and that is reflective of the future mobility needs of Shropshire's people, places and activities. The document will enable cross-organisational thinking and support broader outcomes relating to the economy, development, the environment and the health and wellbeing of Shropshire's residents.

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

Shropshire Council. 2018. *Local Transport Plan [LTP] 4 - Approval to proceed and consult*. (Cabinet report 17-01-2018). [Online]. Shrewsbury, Shropshire Council. [Accessed: 22-10-2020]. Available from: <http://shropshire.gov.uk/committee-services/ieListDocuments.aspx?CId=130&MId=3428&Ver=4>

Cabinet Member (Portfolio Holder)

Steve Davenport, Portfolio Holder - Highways and Transport

Local Member

This report relates to a proposed County wide strategy.
The Local Members' Protocol is contained at Page E45 of the Constitution.

Appendices – None.



Place Overview Committee	<u>Item</u>
9 December 2020	8
	<u>Public</u>

Place Overview Committee Work Programme

Responsible officer

Danial Webb, scrutiny officer

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[01743 258509](tel:01743258509)

1.0 Summary

1.1 This paper presents the Place Overview Committee's proposed work programme for the remainder of the municipal year. The council's overview and scrutiny committees have based their programmes on topics from Shropshire Council's Strategic Action Plan. The committee also

- scrutinises thematic priorities
- responds to emerging issues and
- follows up on previous work.

2.0 Recommendations

2.1 Committee members to:

- agree the proposed committee work programme attached as **appendix 1**
- note the current task and finish groups attached as **appendix 2**
- suggest changes to the committee work programme and
- recommend other topics to consider.

3.0 Background

3.1 Overview and Scrutiny's committees base this work programme on topics from Shropshire Council's Strategic Action Plan. They also

- scrutinise thematic priorities
- respond to emerging issues
- follow up on previous work and
- carry out cross-committee work through task and finish groups.

3.2 A refreshed overview and scrutiny work programme for this committee is attached as **appendix 1**. A refreshed list of current task and finish groups is attached as **appendix 2**.

4.0 Next steps

- 4.1 Overview and scrutiny updates this report on an ongoing basis and presents it to each overview and scrutiny committee. This will allow members the opportunity to contribute to its development at each committee meeting.

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

None

Cabinet Member (Portfolio Holder)

All

Local Member

All

Appendices

Overview and scrutiny work programme

Overview and scrutiny task and finish groups

Appendix 1

Overview and Scrutiny work programme until end of municipal year 2020-2021

Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
Highways response to Covid-19	<ul style="list-style-type: none">Monitor the success and understand lessons learned from trials of changes to highways in Shrewsbury and other market towns resulting from the council's work to tackle the spread of Covid-19, including:<ul style="list-style-type: none">road closures and pavement widening andpavement permits.	Overview report	Director of Infrastructure	Changes to highways layouts support public health, transport and town centre management objectives.	9 Dec 2020
Local Transport Plan	<ul style="list-style-type: none">Consider the development of the new Local Transport Plan and how it relates to the delivery of the council's priorities.	overview report presentation	Head of Commissioning	Contribute to development of Local Transport Plan. Provide assurance that the plan contributes to housing and economic growth plans.	9 Dec 2020
WSP and Kier annual reporting	<ul style="list-style-type: none">Review the performance of the council's two principal highways' contractors	Annual reports	Director of Place	Ensure that our contractors provide a high level of service and value for money.	28 Jan 2021

Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
Highways performance monitoring	<ul style="list-style-type: none"> Regular monitoring of the performance of Shropshire Highways. 	Overview report	Highways, Transport and Environment Commissioning Manager	Shropshire Highways' contracted work is completed to a high standard.	28 Jan 2021
Communicating highways works and repairs	<ul style="list-style-type: none"> Understand how the council communicates disruptions to the highway. Make recommendations on future development of communications 	Overview report	Technology and Communications Manager	People in Shropshire receive timely and relevant information about disruptions to the highway.	2 Mar 2021
Night-time economy and licensing	<ul style="list-style-type: none"> Understand the value of the night time economy in Shropshire Scrutinise policies pertaining to the night time economy 	Overview report Presentation	TBA	Shropshire's towns have vibrant, well-supported night-time economies. Night-time economies contribute to the vibrancy of town centres.	TBA

Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
Local Plan	<ul style="list-style-type: none"> Understand the Local Plan seeking to respond to the Climate Change emergency Comment on the draft plan before its presentation to Council. 	Overview report	Head of Place		TBA
Shrewsbury town centre masterplan	<ul style="list-style-type: none"> Scrutinise proposals for redevelopments in Shrewsbury town centre 	Overview report	Director of Place	Assists Shrewsbury town centre transition from a primarily retail focus to a thriving centre for commerce, leisure and retail.	TBA

Appendix 2
Current and proposed task and finish groups

Title	Objectives	Reporting to
Financial Strategy and Innovation and Income Generation	<ul style="list-style-type: none"> • To understand the process and activity stages for developing the Financial Strategy and how these translate into the Council’s annual budgets • To consider and scrutinise the proposals and emerging plans for the whole Financial Strategy and 2021/2 budget, including how they align to the four pillars. This will be through their development and their implementation, in particular for innovation and raising income. • To consider the recommendations and areas for action identified in the Corporate Peer Challenge report relating to the Financial Strategy, and how they are being addressed. • To consider the direct and indirect impacts, including risks, of 2021 budget proposals on current services and customers. • To complete specific pieces of work to identify and work up alternatives to emerging plans, including the feasibility of any alternative proposals • Make evidence based recommendations in relation to plans and approaches for innovation and income generation, and alternative proposals for future budget setting. 	Performance Management Scrutiny Committee

Title	Objectives	Reporting to
Road casualty reduction	<ul style="list-style-type: none"> • Understand the nature of road traffic collisions in Shropshire. • Understand feelings of road safety, and the effect of feeling unsafe when travelling. • Understand the factors that contribute to safer travel • Scrutinise how Shropshire Council and its partners work together to make travel safer. • Explore how Shropshire Council responds to new models of Government transport funding. 	Place Overview Committee
Community Transport	<ul style="list-style-type: none"> • To understand how community transport operates in Shropshire, and the demand for community transport services. • Identify how the community transport groups, the council, and other partners can work together to provide community transport to people in Shropshire who do not have access to public or private transport. 	Communities Overview Committee
Brexit	<ul style="list-style-type: none"> • To consider the information brought together to develop a view for Shropshire of the possible implications of Brexit for the Shropshire economy and the achievement of the Economic Growth Strategy. • To identify, with the relevant officers, the key evidence and related requirements of what Shropshire would require from a future UK funding approach. • To make evidence based recommendations to Cabinet. 	Performance Management Scrutiny Committee

Title	Objectives	Reporting to
Section 106 and Community Infrastructure Levy	<ul style="list-style-type: none"> • To understand how Shropshire Council currently uses Section 106, CIL and NHB and the impact that this has had • To understand how Section 106, CIL and NHB could be used in Shropshire to enable or encourage projects or initiatives for economic growth and prosperity • To learn from other places how they have used Section 106, CIL and NHB to enable or encourage projects or initiatives for economic growth and prosperity • To make evidence based recommendations on how Section 106, CIL and NHB could be used in Shropshire to enable or encourage projects or initiatives for economic growth and prosperity 	Performance Management Scrutiny
Climate Change	<ul style="list-style-type: none"> • To review Shropshire Council's existing work to reduce its CO2e output. • To scrutinise existing council policy and practice and recommend policy changes that would support further carbon reduction. • To identify and evaluate opportunities to reduce spending and generate income by adopting low-carbon technology and practices. 	Place Overview Committee