

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

Date: Wednesday, 3 November  
2021

**Committee:**  
**Place Overview Committee**

**Date:** Thursday, 11 November 2021  
**Time:** 2.00 pm  
**Venue:** Shrewsbury/Oswestry Room, Shirehall, Abbey Foregate,  
Shrewsbury, Shropshire, SY2 6ND

You are requested to attend the above meeting.  
The Agenda is attached.

**There will be some access to the meeting room for members of the press and public but this will be limited for health and safety reasons. If you wish to attend the meeting, please email [democracy@shropshire.gov.uk](mailto:democracy@shropshire.gov.uk) to check that a seat will be available for you.**

**The meeting can be viewed live via Microsoft Teams using the link below. The recording will be made available on YouTube, this will be made accessible from the web page for the meeting shortly afterwards.**

<https://shropshire.gov.uk/PlaceOverviewCommitteeMeeting11November2021>

Tim Collard  
Interim Assistant Director – Legal and Democratic Services

**Members of Place Overview Committee**

Joyce Barrow (Chairman)	Geoff Elner
Paul Wynn (Vice Chairman)	Paul Gill
Andy Boddington	Dan Morris
Steve Davenport	Pamela Moseley
Julian Dean	David Vasmer

Your Committee Officer is:

**Sarah Townsend** Committee Officer  
Tel: 01743 257721  
Email: [sarah.townsend@shropshire.gov.uk](mailto: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 Previous Meetings (Pages 1 - 4)

To consider the minutes of the Place Overview Committee meetings held on 17<sup>th</sup> September 2021 (To Follow) and 25<sup>th</sup> October 2021 (Attached).

Contact: Sarah Townsend (Tel: 01743 257721)

## 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 Tuesday, 9<sup>th</sup> November 2021.

## 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 Tuesday, 9<sup>th</sup> November 2021.

## 6 Winter Maintenance

To understand progress in reviewing the winter maintenance policy and ensure council responds to recommendations of Task and Finish Group's report. (To Follow).

Contact: Andy Wilde (Tel: 01743 255472)

## 7 Footpath and Cycle Path Maintenance (Pages 5 - 10)

To examine current maintenance regimes for clearing and maintaining footpaths and cycle paths. (Attached).

Contact: Andy Wilde (Tel: 01743 255472)

**8 Local Transport Plan 4 (LTP 4) (Pages 11 - 30)**

To scrutinise findings of thematic consultation on emerging themes underpinning the draft local transport plan; To ensure the plan's priorities align with and support other council corporate priorities; To understand how the plan addresses competing and complementary priorities within the plan; To examine plan priorities and capital investment underpinning the plan. (Attached).

Contact: Steven Brown (Tel: 01743 253949)

**9 Scrutiny of Planning Enforcement - Draft recommendations (Pages 31 - 32)**

To consider the planning enforcement recommendations from the last meeting of the Place Overview Committee held on 25<sup>th</sup> October 2021. (Attached).

Contact: Danial Webb (Tel: 01743 258509)

**10 Place Overview Committee Work Programme (Pages 33 - 40)**

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

Contact: Danial Webb (Tel: 01743 258509)

**11 Date/Time of Next Meeting of the Committee**

The Committee is scheduled to next meet on Thursday, 27<sup>th</sup> January 2022 at 2.00 p.m.

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Place Overview Committee
11 <sup>th</sup> November 2021
2.00 pm

Item
<b>3</b>
Public

## MINUTES OF THE PLACE OVERVIEW COMMITTEE MEETING HELD ON 25 OCTOBER 2021

**Responsible Officer:** Sarah Townsend  
Email: sarah.townsend@shropshire.gov.uk      Tel: 01743 257721

### Present

Councillor Joyce Barrow (Chairman)  
Councillors Paul Wynn (Vice Chairman), Nick Bardsley (Substitute for Paul Gill), Steve Davenport, Julian Dean, Geoff Elner, Dan Morris, Pamela Moseley, David Vasmer and Andy Boddington (via remote link)

### 22 Apologies for Absence

Apologies for absence were received from Councillor Paul Gill (Substitute: Nick Bardsley).

### 23 Disclosable Pecuniary Interests

None were declared.

### 24 Minutes of the Previous Meeting

#### RESOLVED:

That the minutes of the Place Overview Committee meeting held on 4<sup>th</sup> August 2021 be approved as correct records.

Members noted that the minutes of the Place Overview Committee meeting held on 17<sup>th</sup> September 2021 will be considered at the next meeting of the Committee.

### 25 Public Question Time

Two questions were received from Mr Stephen Mulloy, relating to the enforcement of planning conditions and the entries on the Local Land Charges. A full copy of the questions and responses provided is attached to the web page for the meeting and also attached to the signed minutes.

### 26 Member Question Time

No questions had been received from Members.

## 27 Planning Enforcement

Tracy Darke, Assistant Director Economy and Place, presented a report to update members on progress that has taken place over the last twelve months to focus on improving the delivery of the planning enforcement service.

Members were advised that Shropshire Council have recently invested in enforcement; increasing resources by 40% and creating a dedicated team. This has had a positive impact on the service, seeing cases being nearly halved and a significant amount of cases now being closed.

Members were provided with a breakdown of cases which had been closed and those currently in hand.

Members noted that enforcement was a reactive service and must be proportionate to any harm being caused by a breach of planning permission and/or conditions.

The following suggestions were made throughout the course of the meeting:

- Members requested that further information was provided with regards to those cases that related to a breach of conditions. It was also felt that it would be beneficial to understand how many enforcement cases are new and those which have been outstanding for a long period of time.
- It was agreed that a briefing/presentation should be circulated to town and parish councils to provide more information regarding the enforcement process.
- It was felt that it would be helpful to gain an understanding as to how Shropshire Council compares with neighbouring authorities who are regarded as comparable as to the number of enforcement cases. A benchmarking exercise was suggested.
- It was further suggested that a case study could be carried out on larger developments to establish how Shropshire Council react to a breach of conditions and how developers respond.
- Members requested that outcomes of enforcement action are reported back to Members.

Members agreed to note and endorse the report. Members also agreed to meet separately to discuss their recommendations to the service, and to present them at the next meeting of the committee.

## 28 Planning Committee Structures

It was agreed that this item would be deferred to the next meeting of the committee to allow the results of the survey to be collated and considered by officers.

**29 Place Overview Committee Work Programme**

It was agreed that, due to a heavy work programme, an additional meeting of the Place Overview Committee would be held with a standalone item on committee structures.

**RESOLVED:**

That subject to the additional meeting date, the proposed committee work programme attached as appendix 1 be agreed.

**30 Date/Time of Next Meeting of the Committee**

Members noted that the next meeting of the Place Overview Committee was scheduled to be held on Thursday, 11<sup>th</sup> November 2021 at 2.00 p.m.

Signed ..... (Chairman)

Date:

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<u>Committee and Date</u>
<b>Place Overview Committee</b>
<b>11/11/2021</b>

<u>Item</u>
<b>7</b>
<u>Public</u>

## **FOOTWAY AND CYCLEWAY MAINTENANCE**

**Responsible Officer** Professor Mark Barrow; Executive Director of Place  
e-mail: Mark.Barrow@Shropshire.gov.uk Tel: 01743 258676

### **1. Summary**

- 1.1. Shropshire Council has 1,414 kilometres of footway and 5 kilometres of cycleway. The cycleways that form part of a footway are counted as part of footways; likewise cycle lanes on carriageways are included in carriageway lengths.
- 1.2. Unfortunately, in recent years funding levels have been such that the council has been managing a highway network in decline and this includes the footway and cycleway network. This is not unique to Shropshire with most highway authorities in England reporting a similar position. Indeed, the condition of the Shropshire network is considered above average compared to other highway authorities.
- 1.3. The service recognises the need to promote and encourage sustainable transport and encourage walking and cycling in Shropshire. However, our ability to maintain the surfaces under cyclical maintenance has been challenging, due to the pressure associated with reduced revenue and capital budgets over recent years.
- 1.4. The purpose of this report is to outline the current position and also highlight the issues currently facing the service, in relation to the maintenance of footway and cycleway assets.

### **2. Decisions**

**The Committee is asked to;**

- 2.1. Note the contents of this report;
- 2.2. Identify areas of concern, not already considered within the report for consideration as part of the ongoing service improvements.

## **REPORT**

### **3. Risk Assessment and Opportunities Appraisal**

- 3.1. Existing funding is primarily targeted at safety. The council has a duty to maintain the highway (including footways and cycleways) to a safe and serviceable standard. The council has a comprehensive regime of safety inspections and any defects identified the council repairs (wherever these be on the carriageway, footway or cycleway). The defects are risk categorised as an immediate or potential risk to personal injury within 1, 5 or 28 days, depending on the assessed seriousness of the defect.
- 3.2. Routine maintenance activities such as small defect repairs, vegetation cut back, cleansing/ leaf clearance etc. are funded from revenue budgets which are under the greatest levels of pressure. Surveys show that Shropshire's revenue budget is approximately £2,000 per mile less than the average budget for highway authorities in the Midlands and as such means that the highways team is unable to afford to undertake as much of the basic maintenance required to ensure that footways and cycleways remain accessible as it may like.
- 3.3. The current limited funding environment means the service often has to financially prioritise higher 'risk' defects that present the public with the greatest risk to safety.

### **4. Financial Implications**

- 4.1. There are no direct financial implications as a result of this report.
- 4.2. Any alternative improvements proposed by Committee could have the potential to require additional resources to implement which may be unaffordable within existing revenue and capital budgets.

### **5. Climate Change Appraisal**

- 5.1. There are no direct climate change implications as a result of this report.
- 5.2. The service recognises the need to ensure that footway and cycleway assets are safe and serviceable in order to promote sustainable transport modes.

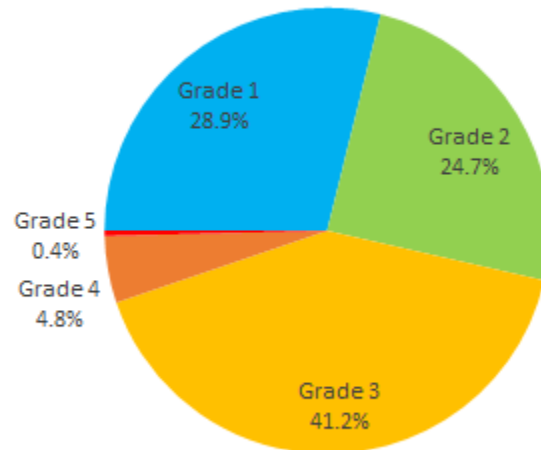
### **6. Background**

#### **Footway and Cycleway Maintenance**

- 6.1. Shropshire Council is responsible for 1,414 kilometres of footway and 5 kilometres of cycleway across the county.
- 6.2. The highways service undertakes routine safety inspection of the entire network at varying frequencies depending on the usage of footways. This

involves a detailed inspection by a trained highway inspector which identifies and records and issues observed on the date of inspection. The service has a comprehensive regime of safety inspection covering all carriageways, footways and cycleways across the county. We also respond to customer service requests raised directly with the service and any issues also added to the maintenance record.

- 6.3. Surveys show that the current structural condition the footways network is as shown below.



- 6.4. A grading of 1 to 3 (almost 95%) are deemed to be serviceable footways with no structural deterioration, albeit inspections may identify localised defects. A Grade 4 footway is typically showing some functional impairment such as minor surface cracking which without repair could lead to further deterioration. A Grade 5 footway is typically structurally impaired with either substantial cracking (crazing) or subsidence. Capital maintenance schemes are therefore targeted at grade 4 and 5 sites.
- 6.5. Our duty under the Highways Act 1980 s41(1) is “to maintain the highway as an absolute duty to keep the fabric of the highway in such good repair as to render its physical condition safe for ordinary traffic to pass at all seasons of the year..”
- 6.6. Therefore, from an Asset Management perspective, the network is in good physical structural condition as a whole and has been maintained to a good standard, particularly when compared to carriageways. Allocation of funding from capital schemes between carriageway and footways therefore reflects this situation.
- 6.7. Data from all sources is used to help inform the capital programme for investment on footway improvements within the annual programme.

## Insurance Risk

- 6.8. The table below shows the insurance claims received by Shropshire Council from the period April 2016 to March 2019, split between carriageway and footway.

	Carriageway	Footway	Cycleway	% Footway & Cycleway
2016/2017	200	29	0	12.7
2017/2018	422	29	2	6.9
2018/2019	585	31	0	5.0
2019/2020	980	30	7	3.7
2020/2021	705	13	0	1.8
2021/2022	326	5	2	2.1
<b>Grand Total</b>	<b>3,218</b>	<b>137</b>	<b>11</b>	

- 6.9. Over this period, there has been a rise in carriageway defects due to the deterioration of the highway asset. However, the service has slowly been able to reduce this risk in the last couple of years via a range of interventions and service improvements. Throughout the period of increases in carriageway claims, the number of claims on footways and cycleways has remained consistently low in comparison and represent a falling percentage compared to the total number of claims that the council receives.

## Financial Position

- 6.10. Shropshire Council, as is the case with a vast majority of highway authorities, is seeing a highways network in deterioration. This presents the council with significant challenges, especially with regards to 'risk' and trying to ensure that the network remains safe and serviceable for all users.
- 6.11. The carriageway presents the authority with the greatest insurance / claim risk; and as a result it has seen the majority of the investment. Put simply, money spent on paying claims is money that cannot be spent on the highway and so it is important that those areas where claims are highest are prioritised when considering budget allocation across various asset categories.
- 6.12. As a result the priority for the service has been to improve the underlying asset condition of the highway and reduce the maintenance backlog as quickly as possible. Since the start of the financial year, the service has repaired over 10,000 potholes and reduce the backlog by over 30%. The vast majority are fixed first time, permanently without need for a subsequent visit.
- 6.13. Whilst, the structural condition of the footway and cycleway network is generally sound, most requests for service tend to relate to overgrown vegetation (shrubs, tree's etc.) or narrowing of width of footway/ cycleways from grass/weed creep. As revenue budgets have reduced significantly over

the past decade and as the deterioration of the carriageway and drainage network has diverted ever increasing percentages of budget to pothole repair and gulley/ditch cleansing, it is becoming ever more difficult to prioritise such works within current budgets and so new approaches are having to be considered.

- 6.14. The service has been implementing a significant improvement programme initiated by a consultant who was brought into the council to ensure better value for money could be derived from budgets and this improvement programme has evolved still further with the new management team in Shropshire Highways.
- 6.15. These improvements have been delivered by a combination of better enablement of Kier to deliver value for money within the terms of the contract but also the development of the in-house workforce to supplement the work being carried out by Kier.
- 6.16. This team primarily undertakes more simple repairs on the network, to allow Kier to focus their resources on the more complex larger scale maintenance programme. The in-house team are focused on 'find and fix' operations, which not only involve carriageway defect repairs, but also cleaning of signs and cutting back vegetation. Over time this will give improvements on the existing footway and cycleway network. As pro-active approach develops it will see an increase in these types of pro-active routine maintenance taking place across Shropshire.
- 6.17. As part of the ongoing future service development, there is an ambition to see some local service delivery being carried out by town and parish councils. This could see more routine maintenance activities such as vegetation maintenance near footways and cycleways being carried out at a parish level, as part of the future operating model and parish grant schedule. This could enable local communities to focus on and prioritise work of local value and supplement activity areas which revenue pressures have led to a reduction in service.

## **7. Conclusions**

- 7.1. The service has necessarily had to respond to the pressure of a deteriorating asset and reducing budgets by diverting funding to the most urgent areas of need. The introduction of an improvement plan and the additional staffing capacity of a consultant for 6 months, has enabled the service to look at a more proactive way in deriving value from its budgets through a range of improvements which has seen a significant transformation in service delivery over a short period. The service continues to be in a transitional phase and working towards a future operating model, which will see further improvements in highways over the coming years. There is a limit on what can be achieved without additional funding however.
- 7.2. The report demonstrates that we are meeting our duties under the highways Act and managing risks associated with the footway and carriageway asset

which we are responsible for and managing those effectively within the current funding constraints.

- 7.3. It is recognised that from a serviceability perspective, there are areas where public expectations around the standard of maintenance and improvement do not align with the budget position. The on-going maintenance of lining refreshment, sign cleaning, remove vegetation encroachment are revenue activities and it is these budgets have seen the greatest pressure.
- 7.4. The service recognises the importance of encouraging and facilitating walking and cycling. Further development of our lower-cost self-delivery model will enable a more pro-active service that will see routine maintenance and pro-active services improve. However, the current pressure on revenue budgets also means that prioritising investment on footway and cycleway maintenance may mean a reduction in maintenance in areas of greater risk and almost certainly an increase in claims which would negatively impact on the Councils budgets and reputation.
- 7.5. The service however recognises these challenges and have been actively transforming service delivery to derive the greatest value from budgets possible which has already seen significant improvements in service effectiveness.

<b>List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)</b>
None
<b>Cabinet Member (Portfolio Holder) - Cllr Dean Carroll</b>
<b>Local Member - All</b>
<b>Appendices - None</b>



<u>Committee and date</u>
Place Overview Scrutiny Committee
11 November 2021

<u>Item</u>
8
Public

## SHROPSHIRE`S LOCAL TRANSPORT PLAN (4)

**Responsible Officer** Steve Brown  
Email: steven.brown@shropshire.gov.uk

Tel: 01743 253949

### 1 Summary.

This report provides an update on progress with the development of the next Local Transport Plan for Shropshire (LTP4). This report builds upon previous reports brought to this committee on LTP 4 (December 2020)

The LTP will set out the long-term strategy for the progression, development, management and maintenance of Shropshire's highway and transport systems. The next LTP for Shropshire is being developed using 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. This approach was presented to Shropshire Council's Place Overview Scrutiny Committee on 9th December 2020 and all recommendations were approved. This should be noted by Scrutiny and indeed transport, the environment and societal change in the last few years.

The development of the LTP is taking place at a pivotal time for Shropshire's local communities and towns, as well as in a wider regional and national context. Transport has a key role to play in maintaining sustainable communities, encouraging economic growth, and strengthening links with environmental and health agendas.

This report provides Members with an overview of work carried out to date and the planned programme to the anticipated adoption of the LTP. The report also provides information on the engagement activities already carried out and proposed future engagement and consultation actions.

LTP4 will not sit in isolation and be an esoteric document, it will be fundamental, and consider its relationship to: -

- Local Plan
- Bus Service Improvement Plan (if approved by government)
- Local Cycling and Walking Infrastructure Plan
- Big Town Plan / Oswestry movement Strategy
- Carbon

The interrelationship and suite of work demonstrates the pivotal position for LTP in the years to come.

## **2 Recommendations.**

That the Place Overview Committee:

- **Approve the progress made to date in line with the agreed approach for development of the next Local Transport Plan (LTP4) for Shropshire.**
- **Approve the approach taken for engagement with stakeholders and the public.**
- **Support the proposed Members workshop on LTP 4 to be held in January 2022.**
- **Agree that a further report on the draft Local Transport Plan (LTP4) is reviewed by this committee prior submission to Cabinet for approval for public consultation.**
- **Agree that (assuming Cabinet approval of LTP4) a Performance Board, chaired by the Portfolio Holder for Transport is arranged. It is proposed that this Board would meet quarterly to review the implementation and performance of the approved plan. This Board would also oversee the production of an annual report on LTP4 which would be presented to this committee for further discussion prior to general release to ensure progression and delivery of intended outcomes of LTP4.**

## **3 Risk Assessment and Opportunities Appraisal.**

### **3.1 Opportunities**

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. In particular, there is the opportunity to integrate and align with formal and planned Shropshire Council strategies such as: the Local Plan, the Bus Service Improvement Plan (if approved by Government), the Local Cycling and Walking Infrastructure Plan (LCWIP), Shrewsbury Big Town Plan, Oswestry Movement Plan etc.
- A strategic framework that supports wider national, sub-national, regional, and local policy objectives.
- The opportunity to support the UK Government's target of bringing greenhouse gas emissions to net zero by 2050 and support Shropshire Council's target to be carbon neutral by 2030 by embedding low carbon policy within the LTP.
- The opportunity to recognise, respond to and influence rapidly changing travel behaviours because of the COVID-19 pandemic, Brexit, and climate change.



- 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.
- 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.

### **3.2 Risks.**

Shropshire Council does not currently have a formally adopted Local Transport Plan (LTP) which presents the following short and long-term risks:

- Shropshire Council is not fulfilling a statutory requirement to have a 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.

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

- Managing the public's 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 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.
- In October 2021, the Department for Transport (DfT) announced its intention to amend the guidance for local authorities who are developing Local Transport Plans. The development of the next LTP for Shropshire commenced in October 2020 and a significant amount of work and engagement has already been carried out. Discussions with the DfT are planned in order to understand the status and implications of this amendment for Shropshire and how this will be managed.

### 3.3 Equalities

An ESIIA was produced as part of the proposal to Cabinet to commission production of the LTP in 2018. It is proposed that this ESIIA is reviewed in line with the outcomes of this Scrutiny in terms of proposed future engagement activities.

### 3.4 Community, consultation and engagement

Engagement with Shropshire's communities and stakeholders, and those with whom we work across our borders, is integral to the planning for the future that the LTP will need to demonstrate.

An Engagement Plan has been developed as part of the LTP4 development. The following table shows the programme of completed, ongoing and forthcoming engagement opportunities in relation to the LTP:

Engagement actives	Date
Initial engagement with key stakeholders and officers	June – July 2021
Final Evidence Base, Place Plans Review and SWOT Analysis	July 2021
Final Sustainability Appraisal Scoping Report and statutory five-week consultation	July – August 2021
Officer options identification workshop	September 2021
Intervention delivery plan workshop and draft Intervention Delivery Plan	November 2021
Shropshire Council Scrutiny – Place Overview Committee	November 2021
Portfolio Holders and Assistant Portfolio Holders briefing	November 2021
Department for Transport (DFT) briefing on LTP 4 and national plans	November 2021
Engagement with strategic partners	To be determined
Engagement with young people	To be determined
Shropshire Council Members workshop	January 2022
Sustainability Appraisal statutory eight-week consultation with draft LTP	January 2022
Shropshire Council Cabinet for approval of draft LTP4 and approval to go to full public consultation	February 2022
LTP4 public consultation – eight weeks	March – April 2022
Shropshire Council Cabinet for approval of LTP4 following public consultation and required amendments	May 2022

The following sections provide an overview of the key engagement mechanisms employed so far:

#### LTP Project Board.

The LTP4 Project Board is a representative body of Shropshire Council officers with key interests in the document development or contents and WSP personnel leading on delivery

of the commission. The purpose of the Board is to act as the accountable body for the success of the LTP4 development project in terms of achieving corporate aims, programme and financial management, meeting customer needs and ensuring effective communication.

The main aims of the LTP4 Project Board are to:

- Provide overall guidance and direction to the project and ensure viability.
- Ensure effective management of risks and approve changes.
- Ensure delivery of a user and outcomes focussed LTP that recognises the future mobility needs of different people, places, and activities in Shropshire. The LTP will be an evidence based and widely consulted on document that has the confidence and support of the wider Shropshire and neighbouring communities.
- Foster 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.
- Support the 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.
- To formulate and promote a ‘Whole Council’ solution that will enable cross-organisational thinking and the development of integrated and mutually supporting policy.
- Effectively communicate with internal and external stakeholders.

### Sprint strategic theme workshops

Twelve strategic theme workshops were held to provide the initial opportunity for stakeholder engagement on the development of LTP4 with the purpose of gathering evidence and identifying key challenges at an early stage. Each workshop focused on one of twelve topics to enable in-depth consideration and discussion. The twelve themes were:



COVID-19 and decarbonisation were not identified as specific themes, but there was the opportunity to cover these factors through all the workshop sessions in terms of the challenges and opportunities they present.

The workshops were programmed to take place as soon as possible after the Council elections and when Cabinet members had been appointed. Potential attendees were given at least two weeks to register a place.

Following liaison with Shropshire Council’s Rurality and Equalities Specialist and the team lead for Performance, Intelligence and Policy, workshop participants were identified using the following approaches:

- General publicity and marketing of workshops using Shropshire Council communications. Press information indicated that there was a limited number of spaces

available which were to be allocated on a first come first served basis. Individuals / group representatives were able to book on to up to three themed workshops of their choice.

- Direct invitation to special interest organisations that would be unlikely to respond to a general press release. Organisations were able to book on to up to three workshops to avoid assumptions on interest in particular themes. A list of over 100 special interest stakeholder groups was developed and reviewed with the specialist officers outlined above to ensure equality of representation. The screening of the stakeholder list indicated that there was a potential gap in engaging with young people. The LTP4 Board determined that a separate activity would be scoped and carried out later in the LTP4 development programme.
- A limited number of spaces was made available for town and parish council representatives. SALC was contacted and invited to provide representation for each themed workshop.
- A limited number of spaces was made available at each workshop for representation from political parties. An e-mail was sent to party leaders inviting one representative from each party (Conservative, Labour, Liberal Democrat, Green and Independents) to attend each workshop. It did not have to be the same representative for each workshop.
- Several spaces for each workshop were held in reserve to allow for targeted invitations if more equitable representation was considered desirable.

To demonstrate the Council's approach to ongoing engagement across all groupings in the community, in all communication material in relation to the workshops, an overview of the planned engagement milestones was provided so that people could see forthcoming opportunities to engage.

The workshops were 90 minutes long and facilitated by a specialist consultation team from WSP.

The workshops were held online via Microsoft Teams to demonstrate Shropshire Council's adherence to safe Covid-19 protocols and to climate change principles. This format also provided an opportunity for inclusive participation from across the rural county and from stakeholders who are farther afield.

The workshops used interactive Miro whiteboard technology, which presented the following opportunities:

- Recording of sessions, subject to agreement from participants.
- Additional inclusive engagement through the 'chat' function, allowing everyone an opportunity to share views,
- Opportunity for additional input from individuals outside of the workshop by making the whiteboards open for additional comments following the workshops.

Registered attendees were sent information on how to use Miro in advance of the session as well as being given a brief introduction by a WSP specialist during each session. WSP also provided direct support for any individuals experiencing difficulties during the session and where necessary, WSP and Shropshire Council staff added comments to the Boards on their behalf.

All workshops had an introduction by both the session facilitator and either the \*\*\* or \*\*\* to provide a brief overview of the LTP and needs of the workshop. During the workshop, participants were asked to consider the following, in the context of each theme:

- Current challenges – What challenges are we facing now?
- Future challenges – What future challenges will we need to respond to?
- Ideas for improvements – policy, services, infrastructure etc.

Further details on the initial stakeholder workshops are contained in Section 6.3.

### **Targeted engagement with Shropshire Council officers**

Technical officers from a range of departments from across Shropshire Council were provided with the opportunity to attend one dedicated online workshop to help identify the key challenges across the following themes and to better understand the linkages between different areas of work:

- Environment and Climate Change
- Community, Wellbeing and Place
- Mobility and Accessibility (Mass Transit, Roads, First Mile / Last Mile, Freight and Logistics)
- Economy (Employment & Education, Retail & Services, Healthcare and Tourism & Leisure)

A subsequent session was then held to identify potential options and a further session is due to be held in November that to inform the development of an intervention delivery plan. This further supports a 'whole-council' approach.

### **Sustainability Appraisal Scoping**

The Sustainability Appraisal Scoping Report has been subject to a statutory consultation exercise. The Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations) set specific requirements for consultation with the Statutory Environmental Bodies. In line with Regulations 12(5) and 12(6), statutory agencies, as defined under the SEA Regulations, were given five weeks for comments on the Scoping Report.

Further information on the appraisal is provided in Section 3.5 below.

#### **3.5 Environmental**

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

WSP have undertaken the Scoping Report (Stage A of the Sustainability Appraisal process) which provides baseline information on the environmental, social, and economic characteristics of the county, including the likely evolution of the baseline position which would occur without the LTP4. It identifies key issues and opportunities for the LTP and sets out several sustainability objectives, that will be used to assess the strategy at the next stage.

#### **3.7 New approach for LTP4**

The next LTP will be a lean, high level strategic document that is underpinned by a portfolio of more specific policies and strategies that can be updated more frequently if necessary. This piece of work relates to the development of the LTP only and several specific supporting policies that need to be updated or developed which will require additional funding and staff resource to be identified. Similarly, as opportunities arise, there may be a need to invest in primary data collection where there are existing gaps in the evidence base.

## **4 Climate change appraisal**

### **4.1 Energy and fuel consumption (buildings and / or travel)**

A Project Board has been set up to oversee and govern the development of the LTP. The Climate Change Team Manager sits on the Board and can advise on and identify 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.

### **4.2 Renewable energy generation**

The outcomes of this report are not considered to create opportunities to generate renewable energy.

### **4.3 Carbon offsetting or mitigation**

The presence of the Climate Change Team Manager on the LTP4 Project Board provides an opportunity to embed low carbon policy within planning for highways and transport and support the local authority's target to be carbon neutral by 2030.

The Shropshire Climate Action Partnership (SCAP) was represented at some of the initial stakeholder engagement events which provided an opportunity to help the project team to better understand the issues and opportunities for decarbonisation.

### **4.4 Climate Change adaptation**

The future mobility approach that is being used provides the opportunity to identify outcomes that best suit the different transport requirements of people, places, and activities in Shropshire. This will 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.

## **5 Background**

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). 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.

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.

### **5.1 The approach**

In response to rapid change in the strategic frameworks within which transport fits (i.e., climate, Brexit, Covid-19 pandemic etc.), Shropshire Council has decided to develop a new and relevant LTP for Shropshire. The approach that is being used for the development of the next LTP is intended to not only acknowledge the current challenges faced in Shropshire, but also to create a vision for transport and mobility in fifteen years' time that embraces the opportunities that the current state of change presents.

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. 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 is being 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.

## **5.2 Programme**

The current programme (Nov 2021) for the development of the LTP is as follows:

<b>Key milestone</b>	<b>Date</b>
Project Plan	Update
Updated Engagement Plan	Update
Summary of Strategic Framework and Challenge Themes	Update
Initial engagement with key stakeholders and officers	June – July 2021
Final Evidence Base, Place Plans Review and SWOT Analysis	July 2021
Production of outline briefs for Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA)	June 2021
Final Sustainability Appraisal Scoping Report and statutory five-week consultation	July – August 2021
Vision and Objectives Setting	September 2021
Officer options identification workshop	September 2021
Habitats Regulations Assessment Stage 1 screening	October 2021
Options identification, sifting, shortlists, and recommendations	November 2021

Intervention delivery plan workshop and draft Intervention Delivery Plan	November 2021
Shropshire Council Scrutiny – Place Overview Committee	November 2021
Strategic Environmental Assessment and reporting	November 2021
Engagement with strategic partners	To be determined
Engagement with young people	To be determined
LTP4 development	December 2021
Shropshire Council Members workshop	January 2022
Sustainability Appraisal statutory eight-week consultation with draft LTP	January 2022
Sustainability Appraisal amendments and finalisation	February 2022
Shropshire Council Cabinet for approval of draft LTP4 and approval to go to full public consultation	February 2022
LTP4 public consultation – eight weeks	March – April 2022
Shropshire Council Cabinet for approval of LTP4 following public consultation and required amendments	May 2022
Final LTP4 and formal adoption	May 2022

### 5.3 Current outputs

The following outputs have been completed:

#### Policy review

A policy review has been carried out and has identified the following key themes from national, regional and local strategic policy documents:

- Economic Growth;
- Future Technology;
- Transport and Accessibility;
- Environment and Climate Change, and
- Health and Social Wellbeing.

#### Strategic framework and challenge themes

A Strategic Framework and Challenge Themes report (March 2021) set out the key themes around challenges and opportunities that the next Shropshire LTP will need to consider.

At a global and national level, there are major trends that will impact on people, place, activity and behaviours at a local level, including Shropshire. These major future trends provide an overview of how transport and society may be impacted, and how places can adapt to embrace the future. This work provided an overview of four key trends that are likely to influence transport and mobility across Shropshire. These include future environmental, social and economic trends, as well as the impact of the COVID-19 pandemic on transport and society.

After identifying the opportunities and challenges, the report summarised the findings across three central themes: economy; communities and wellbeing; and environment and climate change, as summarised in the following table:



Key theme	People	Place	Activity	Mobility and Accessibility
<b>Economy</b>	<ul style="list-style-type: none"> <li>▪ Covid-19</li> <li>▪ Affordability and proportion of income</li> <li>▪ Economic exclusion</li> <li>▪ Changing attitudes</li> <li>▪ Technological isolation</li> <li>▪ Population growth and migration</li> </ul>	<ul style="list-style-type: none"> <li>▪ International connectivity</li> <li>▪ National connectivity</li> <li>▪ Regional connectivity</li> <li>▪ Urban connectivity</li> <li>▪ Inter-urban connectivity</li> <li>▪ Rural to urban connectivity</li> <li>▪ Rural economy</li> <li>▪ Viability of rural settlements</li> </ul>	<ul style="list-style-type: none"> <li>▪ Changing demand</li> <li>▪ Productivity and competitiveness</li> <li>▪ Supporting key economic sectors</li> <li>▪ Rural accessibility to employment, education and other opportunities</li> <li>▪ Access to education and training</li> <li>▪ Cross border activities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Future of mobility</li> <li>▪ Digital connectivity</li> <li>▪ Reduction in workplace trips due to increase in working from home</li> <li>▪ First, middle and last miles of journeys</li> <li>▪ Journey time, reliability and resilience</li> <li>▪ Maintenance</li> <li>▪ Partnerships</li> <li>▪ Funding</li> <li>▪ Mobility as a Service (Maas)</li> </ul>
<b>Communities and wellbeing</b>	<ul style="list-style-type: none"> <li>▪ Social inequality, exclusion and loneliness</li> <li>▪ Family composition</li> <li>▪ The old and ageing population</li> <li>▪ Young people</li> <li>▪ Gender</li> <li>▪ Physical activity</li> </ul>	<ul style="list-style-type: none"> <li>▪ Rural isolation</li> <li>▪ Rural services (retail, healthcare, education, etc)</li> <li>▪ Rural digital connectivity</li> </ul>	<ul style="list-style-type: none"> <li>▪ Access to childcare</li> <li>▪ Physical and virtual access to health and social care</li> <li>▪ Access to retail and services</li> <li>▪ Access to leisure and tourism and widening the County's offer</li> <li>▪ Access to emergency services</li> </ul>	<ul style="list-style-type: none"> <li>▪ People-focussed development</li> <li>▪ Safety and security</li> <li>▪ Community and social care transport</li> <li>▪ Active travel</li> <li>▪ Choice</li> <li>▪ Rural transport options</li> <li>▪ Rural digital accessibility</li> </ul>
<b>Environment and climate change</b>	<ul style="list-style-type: none"> <li>▪ Air quality</li> <li>▪ Noise</li> </ul>	<ul style="list-style-type: none"> <li>▪ Climate change emissions and resilience</li> <li>▪ Water quality and management</li> <li>▪ Habitats and wildlife</li> <li>▪ Historic and built environment</li> </ul>	<ul style="list-style-type: none"> <li>▪ Access to, and desirability of, open spaces</li> <li>▪ Access to activities and services during extreme weather event</li> </ul>	<ul style="list-style-type: none"> <li>▪ Decarbonisation including cleaner modes</li> <li>▪ Low carbon energy sources</li> <li>▪ Place-making and urban realm</li> </ul>

### Shropshire Council officer input

A range of officers from across the Council have been given the opportunity to input to the ongoing development of LTP4. An overview is provided in Section 3.4.

### Evidence base collation and report

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 evidence base identifies the Shropshire specific issues and challenges across each strategic theme, which have been used to support the development of the vision and objectives.

The evidence base review and supporting gap analysis provide a central source of where further evidence is available to support the findings. The evidence gap analysis also highlights where there is no data currently available and highlights specific evidence needs.

As opportunities come forward, such as funding and delivery of interventions, there is likely to be a need to undertake primary data collection to fill these evidence gaps.

### **Place Plans review**

The initial development work on LTP4 has used a place-led approach to link into Shropshire's Local Development Framework and recognise the local infrastructure aspirations identified through Shropshire's Place Plan process.

A Place Plan Review was undertaken in June 2021 to review the 18 'Place Plans' produced by Shropshire Council. These plans give an overview of specific infrastructure needs and objectives for Shropshire by area. This spatial focus review analysed whether the LTP4 would benefit from differentiation by place as identified by the place plans or through a wider county approach. It was concluded that a county wide approach would be beneficial for the LTP4. However, consideration should be given to the different challenges faced by those in rural and urban areas.

The proposed improvements in each of the Place Plans were often locally specific and stated objectives such as local junction improvements, road resurfacing or location-specific bus improvements. However, a key theme running throughout all 18 Place Plans was the need to improve pedestrian facilities and encourage active travel.

### **Timeframe**

The proposed timeframe for LTP4 is 2022 to 2038, to align with the draft Shropshire Local Plan (2016 – 2038).

### **Strapline**

The next LTP will enable a mobility system 'for the whole journey' through a 'whole Shropshire' and 'whole Council' approach. On this basis the following strapline has been developed:

**"For the whole journey"**

The approach is shown as follows:

#### **For**

- Shropshire Council supporting local communities
- Improving quality of life for all who live, learn, work and visit Shropshire

#### **The Whole**

- Everyone and everywhere
- 'Whole Council and 'whole Shropshire'
- Delivery the LTP together with leaders, partnerships, stakeholders and users

## Journey

- Through people's lives
- To net zero
- The evolution of the future mobility ecosystem

## The Whole Journey

- Providing door-to-door journeys to provide better alternatives to the private car
- Covering the whole LTP period up to 2038, not just focusing on the first few years
- Current and future focussed

## Vision, Objectives and Delivery Principles

A strapline, vision, delivery principles set of objectives have been developed and informed using all the work carried out to date. These have been circulated to officers from across the Authority and to the Portfolio Holders for Highways and Transport for comment.

Following review of any comments received, the LTP4 Project Board formerly approved these items on 21<sup>st</sup> October 2021, however it was noted that these would be further reviewed with Portfolio Holders as the LTP4 development progresses.

The proposed vision is as follows:

**By 2038, inclusive and connected mobility will be at the heart of a prosperous, accessible and healthy Shropshire that contributes towards decarbonisation and improving the quality of life for all who live, learn, work and visit the County.**

A people-centric approach will ensure that mobility in Shropshire will be inclusive, safe and accessible for everyone. The LTP will enable equitable mobility options and opportunities for all communities, businesses and services across the County.

The LTP seeks to support sustainable personal and freight mobility throughout the whole journey, which will help deliver economic, wellbeing and environmental benefits across both rural and urban Shropshire. Enhancements to Shropshire's mobility will enable:

Businesses to thrive

Carbon emissions to be reduced

Improved quality of life for all in Shropshire

New advances in technology to be embraced

Rural isolation to be reduced

The following draft statement has been produced to support the vision:

The Shropshire LTP will support mobility 'for the whole journey' through a 'whole Shropshire' and 'whole Council' approach and align with wider Shropshire ambitions.

Inclusion of everyone and everywhere will be at the heart of mobility in Shropshire, by providing accessible and sustainable journeys and supporting home working where possible, rather than focusing on individual mobility modes.

In supporting the UK Government's target of bringing greenhouse gas emissions to net zero by 2050, mobility in Shropshire will be revolutionised through a significant decline in petrol and diesel vehicles as new low carbon and electrified propulsion systems (including battery and hydrogen) become more dominant in vehicle fleets. Shropshire will be supported by enhanced sustainable infrastructure which will promote active travel and sustainable transport choices where travel is needed. Furthermore, the need for unnecessary journeys will be reduced through improved digital connectivity and provision of local community services, particularly in rural areas. The decarbonisation of mobility in Shropshire will lead to a substantial reduction in carbon emissions and improved air quality across the County.

Health and wellbeing of Shropshire communities will be improved through enhanced connectivity for the whole journey; improved safety across the whole journey; enhanced active travel infrastructure leading to increased walking and cycling; improved local air quality; and improved access to opportunities for everyone.

Digital services will enable people to access health and social care online without the need to travel, allowing more of the ageing population to live in their own homes longer. Digital services will enable more people to stay in touch socially, combating contemporary social challenges including loneliness and isolation. Improved multi-occupancy shared mobility and passenger transport will increase the ability of those people to travel when desired.

Innovation and technology will drive increased sharing of mobility, which will provide a more flexible system of on-demand shared mobility services across the whole of Shropshire. There will be a growing trend of households without their own cars, with the ability to purchase mobility only when needed, making travel more affordable for all communities. Shared mobility, including Demand Responsive Travel, will encourage sustainable travel throughout Shropshire by providing shorter, direct and more flexible routes in comparison to traditional public transport.

By 2038, the population of Shropshire will have grown through planned housing and employment growth; with the Shropshire Local Plan 2016 – 2038 taking an 'urban focus' towards new development. New housing developments will be delivered with sustainable travel at the heart of their development; providing strong digital connectivity, extensive active travel and improved public transport networks to support more sustainable travel choices.

Mobility in Shropshire will drive inclusive economic growth and support the sustainable recovery from COVID-19. Inclusive access to opportunities for everyone to engage with all aspects of the economy will be delivered through enabling more choice in if, when, how, and where people travel, promoting the collective responsibility for accessibility and travel and the impacts these have. As such, the daily needs of people and businesses will be met through equitable mobility that benefits everyone. This in turn will make the economy more productive, increasing education, employment and incomes and making Shropshire more prosperous overall.

Shropshire will be ready to attract and make the most of opportunities offered by new advances in electric, shared, connected and automated mobility, as well as the business models that support them. Developments in digital networks will continue to change the

way we access our daily needs with many more people having the ability to work, learn, manage our health, shop and socialise without the need to physically travel. Where travel is needed, there will be more sustainable transport choices in how that travel happens.

Improvements to technologies will improve the efficiency and safety of transport, making the best and most efficient use of existing physical infrastructure and increasing resilience. This may have enabled a transfer of investment towards supporting services and improving maintenance. New infrastructure will have been future proofed to enable further technology advances to be delivered more easily.

Both road and rail freight connectivity will be enhanced within Shropshire, enabling the County to support the Welsh Marches and West Midlands, as well as enhancing cross border regional and national strategic linkages. Innovation and technology will drive the delivery of safe and seamless journeys to improve both personal and freight connectivity, boosting local and regional economies in and around Shropshire.

In the urban areas of Shropshire, the need for people to drive will be reduced through better alternatives, improved management of parking and more options to leave vehicles at the edge of the urban areas. As such, traffic congestion will have reduced enabling traditional and new forms of multi-occupancy, shared mobility and passenger transport systems to operate more efficiently, making them more attractive alternatives to the private, single occupancy car drivers and encouraging commuter cycling and walking.

In the rural areas of Shropshire, social isolation will be significantly reduced through the delivery of improved and reliable digital connectivity, as well as providing more local services. Innovative methods of enhancing rural mobility will be embraced, including shared mobility, demand responsive transport, rural mobility hubs and technological advancements; all helping to contribute to increasing access to opportunities for rural communities.

New business models will develop for mobility, being customer-focussed, with both the public and private sectors continuing to have roles and new partnerships developing, with both businesses and councils taking a lead in the evolution of mobility. Partnerships will be both strategic, with Sub-National Transport Bodies, the LEP and infrastructure providers, and at a local level across public, private and voluntary sectors. This will support a changing population and help secure social, economic and environmental benefits for Shropshire and its communities.

The following set of strategic **Objectives** have been formulated to achieve the Local Transport Plan vision and outcomes for Shropshire:

- To steer and lead the **decarbonisation of mobility** in Shropshire through low carbon transport, supporting active modes and reducing unnecessary journeys
- To **maintain and enhance** Shropshire's assets, including the **natural, built and historic environment**, as well as delivering environmental net gain
- To drive **inclusive and sustainable economic growth**, improving accessibility and enabling opportunities for everyone to engage with all aspects of the economy including employment, education, healthcare, goods, services and leisure
- To **support the delivery of future development** that provides economic growth while enhancing our places and environment, and supports decarbonisation of mobility

- To **support the sustainable movement of people and freight**, both locally and beyond Shropshire
- To deliver mobility that works **as one system providing for whole ‘end-to-end’ journeys** providing genuinely realistic and attractive alternatives to sole occupancy private car use
- To **support positive impacts of mobility on health and wellbeing** by making journeys safe and secure; encouraging active lifestyles; enhancing leisure and tourism experiences; and improving local air quality
- To **strengthen our communities** through both better accessibility and enabling people to do more locally
- To **integrate personal and freight mobility** with economic, spatial, energy and digital policy and delivery
- To **provide mobility that is inclusive and supports everyone**, irrespective of their characteristics
- To deliver mobility that builds on Shropshire’s **current strengths** while **integrating new innovative and decarbonised options**
- To **make the best use of, and maintain, the existing infrastructure** and seek investment to support **the improved reliability and resilience for the whole journey**

The following **delivery principles** set out the approach that Shropshire Council will take to support the delivery of the LTP vision and objectives:

- Take a ‘whole Shropshire’ approach that supports the development of Shropshire as a whole; meeting the needs of, and ‘levelling up’ opportunities for, both urban and rural communities
- Take a ‘whole Council’ approach to supporting wider Shropshire Council ambitions to ensure holistic alignment with key strategic documents (including the Shropshire Local Plan Review, Air Quality Action Plan Review and Local Cycling and Walking Infrastructure Plan)
- Embrace the latest and emerging ambitious national strategies to inspire innovative and sustainable mobility solutions
- Proactively engage with neighbouring authorities and strategic partners to ensure the alignment of wider strategic aims and objectives to enhance cross-border connectivity both nationally and regionally
- Deliver in partnership with stakeholders to deliver holistic LTP benefits across all sectors
- Make best use of the existing transport infrastructure through innovative technology solutions
- Ensure that green digital and energy infrastructure are in place to enable Shropshire to uptake future mobility opportunities
- Plan for the whole journey approach where integration across all modes is integral to mobility in Shropshire, rather than focusing on a single mode of mobility

- Take a long-term approach to decision making so that whole life costs and whole life carbon modelling are always considered

## A Structure for the LTP document

A working structure for the LTP has been produced but has not yet been approved by the Project Board. The draft structure is as follows:

<b>Foreword</b>	<ul style="list-style-type: none"> <li>• A supporting statement by a senior elected member from Shropshire Council</li> </ul>
<b>1. Introduction and context setting – ‘For the whole journey’</b>	<ul style="list-style-type: none"> <li>• ‘For the whole journey’ – introduction setting out this banner statement</li> <li>• Setting ‘whole Council’ and ‘whole Shropshire’ approach and that the environment, economy, communities and people, health and wellbeing, behaviour, places, and activities are at the heart of the LTP</li> <li>• Purpose and audience of the LTP</li> <li>• Structure of LTP including daughter documents</li> </ul>
<b>2. Preparing for the whole journey ahead</b>	<ul style="list-style-type: none"> <li>• Links to other policies and programmes</li> <li>• Key trends/disruptors, challenges: issues and opportunities</li> <li>• Both current and future-focussed</li> <li>• Setting out why Shropshire Council and partners need to respond and intervene</li> <li>• How change is planned for and responded to</li> </ul>
<b>3. The journey to our vision and objectives</b>	<ul style="list-style-type: none"> <li>• A short vision building on ‘the whole journey’</li> <li>• Supporting vision statement</li> <li>• Objectives to deliver vision</li> <li>• Set out hierarchy of users</li> </ul>
<b>4. Protecting the whole climate and environment</b>	<ul style="list-style-type: none"> <li>• Targeting zero carbon</li> <li>• Preparing for climate change</li> <li>• Energy</li> <li>• Air quality</li> <li>• Noise</li> <li>• Water quality and management</li> <li>• Habitats and wildlife</li> <li>• Historic environment</li> <li>• Built environment, place-making and urban realm</li> </ul>
<b>5. Supporting the whole economy</b>	<ul style="list-style-type: none"> <li>• Sustainable development – transit orientated development</li> <li>• Supporting housing and employment growth</li> <li>• Access to employment</li> <li>• Access to education and skills</li> <li>• Access for businesses and freight</li> <li>• Access for tourism</li> </ul>
<b>6. Supporting our communities</b>	<ul style="list-style-type: none"> <li>• Supporting gender, the old, young, mobility impaired, excluded (socially, economically, technologically), different life stages, supporting race, ethnicity, religion and culture</li> <li>• Reducing the wellbeing impacts of transport (social isolation, loneliness, safety, security, plus air quality and noise)</li> <li>• Access to childcare</li> <li>• Access to health and social care – supporting the post-COVID recovery of the NHS</li> <li>• Access to retail and services</li> </ul>

	<ul style="list-style-type: none"> <li>• Access to leisure and social interaction</li> <li>• Physical activity and active travel</li> </ul>
<b>7. Influencing travel across the whole journey</b>	<ul style="list-style-type: none"> <li>• Digital as a Mode</li> <li>• Demand management</li> <li>• Traveller behaviour and behaviour change</li> <li>• Information and journey planning</li> <li>• Payment, ticketing including Mobility as a Service</li> </ul>
<b>8. Strategic connectivity for all people and goods</b>	<ul style="list-style-type: none"> <li>• International gateways</li> <li>• National connectivity</li> <li>• Regional connectivity</li> <li>• Major county corridors and inter-urban connectivity</li> <li>• Major hubs</li> <li>• Freight</li> </ul>
<b>9. Urban connectivity for all people and goods</b>	<ul style="list-style-type: none"> <li>• Urban connectivity (15-minute neighbourhoods)</li> <li>• Urban to rural connectivity</li> <li>• Urban networks</li> <li>• Local hubs</li> </ul>
<b>10. Rural connectivity for all people and goods</b>	<ul style="list-style-type: none"> <li>• Viability of rural settlements (30-minute rural communities)</li> <li>• Intra-rural connectivity</li> <li>• Rural to urban connectivity</li> <li>• Rural networks (including cross-boundary co-operation)</li> <li>• Rural hubs</li> </ul>
<b>11. Implementing the LTP</b>	<ul style="list-style-type: none"> <li>• Programme</li> <li>• Partnership – roles and responsibilities - the vision cannot be delivered by SC alone</li> <li>• Delivery in partnership and engagement with stakeholders</li> <li>• Existing and emerging funding</li> <li>• Setting out approach to monitoring and evaluation of the LTP and interventions</li> <li>• Setting the review timescales (timescales can be reactive to changes and proactive in setting timetables for updates and full review) and process (enabling the document to be live)</li> </ul>
<b>12. Back page</b>	<ul style="list-style-type: none"> <li>• Where to find more information and engage with appropriate teams at Shropshire Council</li> </ul>

## 6 Future performance management

It is proposed that post adoption of the LTP, an LTP4 Performance Board will set up. This Board would be chaired by the Portfolio Holder for Transport and would:

- Meet quarterly to review the implementation and performance of the approved LTP;
- Oversee the production of an annual monitoring report of progress against the intended outcomes of the LTP. It is proposed that this report would be presented to the Place Overview Committee prior to being made available publicly.

## 7 Additional Information

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).



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.

Shropshire Council adopted its first Local Transport Plan in July 2000 and its 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

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 ongoing development of the document will continue to foster 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. 2020. *Local Transport Plan 4 (LTP4)* (Report to Scrutiny – Place Overview Committee 09-12-2020). [Online]. Shrewsbury, Shropshire Council. [Accessed: 22-10-2020]. Available from: <http://shropshire.gov.uk/committee-services/documents/s26114/Scrutiny%20091220%20LTP%20FINAL.pdf>

Shropshire Council. 2018. *Local Transport Plan [LTP] 4 - Approval to proceed and consult.* (Report to Cabinet 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 Members (Portfolio Holders)**

Cllr Dean Carroll  
Cllr Cecilia Motley  
Cllr Ian Nellins

### **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

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<b>Committee and Date</b>	<u>Item</u>
<b>Place Overview Committee</b>	<b>9</b>
<b>11 November 2021</b>	<u>Public</u>

## **Scrutiny of planning enforcement Draft recommendations**

### **Responsible officer**

Danial Webb, scrutiny officer  
[danial.webb@shropshire.gov.uk](mailto:danial.webb@shropshire.gov.uk)  
[01743 258509](tel:01743258509)

### **1.0 Summary**

1.1 This paper provides draft recommendations for committee approval, following the committee's recent scrutiny of Shropshire Council's planning enforcement function.

### **2.0 Recommendations**

2.1 Committee members may wish to do any of the following:

- agree the draft recommendations
- amend and then agree the draft recommendations or
- reject the draft recommendations.

## **REPORT**

### **3.0 Background**

3.1 At its meeting on 25 October 2021, the Place Overview Committee scrutinised Shropshire Council's planning enforcement function and proposed broad recommendations for the service. It agreed to meet after the meeting had concluded to specify the wording for its recommendations, and to publish these draft recommendations at a future meeting for approval.

3.2 The committee agreed to recommend that Shropshire Council:

- To provide training to town and parish councils on the planning enforcement function.
- To ensure that town and parish councils receive enforcement decisions made within their area.
- To update elected members on enforcement action in their division and the results of those actions.
- To review how planning enforcement decisions are communicated to relevant local communities and to Shropshire residents more broadly.

- To provide regular reporting to overview and scrutiny on:
  - Enforcement case numbers by type and
  - Commentary on emerging issues in enforcement.

#### **4.0 Next steps**

4.1 Officers will forward any agreed actions to the relevant officers or portfolio holders for a response.

<b>List of background papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)</b>
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None
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<b>Cabinet Member (Portfolio Holder)</b>
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All
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<b>Local Member</b>
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All
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<b>Appendices</b>
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None
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<b>Committee and Date</b>	<u>Item</u>
<b>Place Overview Committee</b>	<b>10</b>
<b>11 November 2021</b>	<u>Public</u>

## Place Overview Committee Work Programme

### Responsible officer

Danial Webb, scrutiny officer  
[danial.webb@shropshire.gov.uk](mailto:danial.webb@shropshire.gov.uk)  
 01743 258509

### 1.0 Summary

1.1 This paper presents the Place Overview Committee’s proposed work programme for the 2021-2022 municipal year.

### 2.0 Recommendations

2.1 Committee members to:

- agree the proposed committee work programme attached as **appendix 1**
- suggest changes to the committee work programme and
- recommend other topics to consider.

### 3.0 Next steps

3.1 Officers will present a refreshed work programme at each committee meeting. In addition the committee will meet informally between committee meetings to discuss which topics they wish to scrutinise at future meetings.

**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

## Appendix 1

### Overview and Scrutiny work programme for municipal year 2021-2022

#### Place Overview Committee

Topic	Objectives	Participants	Information required	Date
Roadworks diversions	<ul style="list-style-type: none"><li>• Scrutinise current practice for implementing diversions for roadworks.</li><li>• Make recommendations to strengthen existing arrangements.</li></ul>	Assistant Director, Infrastructure	<ul style="list-style-type: none"><li>• National guidance</li></ul>	4 August 2021
Post Covid-19 economic renewal	<ul style="list-style-type: none"><li>• Understand Shropshire Council's strategy for economic renewal following the pandemic</li></ul>	Assistant Director Economy and Place	<ul style="list-style-type: none"><li>• Business start-up and closure rates</li><li>• Employment and average wage rates</li><li>• Retail centre occupancy rates</li></ul>	17 Sep 2021
Roadworks Diversions working group terms of reference	<ul style="list-style-type: none"><li>• Agree terms of reference for agreed working group.</li></ul>	Overview and Scrutiny Officer	<ul style="list-style-type: none"><li>• Draft terms of reference</li></ul>	17 Sep 2021

## Place Overview Committee

Topic	Objectives	Participants	Information required	Date
<b>BRIEFING</b> <i>Planning enforcement</i>	<ul style="list-style-type: none"> <li>Overview of changes to the planning enforcement team.</li> </ul>	Assistant Director for Economy and Place	<ul style="list-style-type: none"> <li>Number of alleged planning breaches reported to Shropshire Council.</li> <li>Time taken to investigate reported breaches.</li> <li>Percentage of reported breaches investigated by Shropshire Council.</li> </ul>	21 Oct 2021
Planning enforcement	<ul style="list-style-type: none"> <li>Scrutinise impact of changes to planning enforcement team.</li> </ul>	Assistant Director for Economy and Place	<ul style="list-style-type: none"> <li>Number of alleged planning breaches reported to Shropshire Council.</li> <li>Time taken to investigate reported breaches.</li> <li>Percentage of reported breaches investigated by Shropshire Council.</li> </ul>	25 Oct 2021
Winter maintenance	<ul style="list-style-type: none"> <li>Understand progress in reviewing the winter maintenance policy</li> <li>Ensure council responds to recommendations of task and finish group's report.</li> </ul>	Head of Highways	<ul style="list-style-type: none"> <li>Winter service protocol</li> <li>Task and finish group report</li> <li>Service review reports</li> </ul>	11 Nov 2021

**Place Overview Committee**

<b>Topic</b>	<b>Objectives</b>	<b>Participants</b>	<b>Information required</b>	<b>Date</b>
Footpath and cyclepath maintenance	<ul style="list-style-type: none"> <li>Examine current maintenance regimes for clearing and maintaining footpaths and cycle paths,</li> </ul>	Head of Highways	<ul style="list-style-type: none"> <li>Expenditure on footpath and cycle path maintenance.</li> <li>Planned schedules of maintenance and cleansing.</li> </ul>	11 Nov 2021
LTP 4	<ul style="list-style-type: none"> <li>Scrutinise findings of thematic consultation on emerging themes underpinning the draft local transport plan.</li> <li>Ensure the plan's priorities align with and support other council corporate priorities.</li> <li>Understand how the plan addresses competing and complementary priorities within the plan.</li> <li>Examine plan priorities and capital investment underpinning the plan.</li> </ul>	Assistant Director, Infrastructure	<ul style="list-style-type: none"> <li>Draft local transport plan</li> <li>Findings from thematic workshops</li> <li>Regional transport strategies</li> </ul>	11 Nov 2021
<b>BRIEFING</b> Shrewsbury Big Town Plan	<ul style="list-style-type: none"> <li>Update from officers on work to develop and implement the Shrewsbury Big Town Plan</li> </ul>	Executive Director of Place		6 Dec 2022



## Place Overview Committee

Topic	Objectives	Participants	Information required	Date
Planning Committee Structures	<ul style="list-style-type: none"> <li>Review the outcome of Shropshire Council's decision to reduce from three to two planning committees</li> <li>Scrutinise the impact of delegations</li> </ul>	Assistant Director for Economy and Place	<ul style="list-style-type: none"> <li>Interviews with committee chairs</li> <li>Number of decisions made by existing committees, compared with previous committees</li> <li>Focus groups/questionnaires with elected members, town and parish councils</li> <li>Delegation processes</li> <li>Appeals made, split by delegation outcome</li> </ul>	Dec 2021 (date tbc)
Communicating highways works and repairs	<ul style="list-style-type: none"> <li>Understand how the council communicates disruptions to the highway.</li> <li>Make recommendations on future development of communications.</li> </ul>	Assistant Director, Infrastructure	<ul style="list-style-type: none"> <li>Draft local transport plan</li> <li>Findings from thematic workshops</li> <li>Regional transport strategies</li> </ul>	27 Jan 2022
Further update on signs, banners and barriers task and finish group	<ul style="list-style-type: none"> <li>Receive an update on implementing recommendations from the task and finish group, to cover:               <ul style="list-style-type: none"> <li>Fees for housing development signage</li> <li>Policies for banners, bunting and Christmas decorations.</li> </ul> </li> </ul>	Director of Place	<ul style="list-style-type: none"> <li>Task and finish group report</li> <li>Verbal update from officers</li> </ul>	27 Jan 2022

**Place Overview Committee**

<b>Topic</b>	<b>Objectives</b>	<b>Participants</b>	<b>Information required</b>	<b>Date</b>
Roadworks Diversions working group final report	<ul style="list-style-type: none"> <li>Final report from working group.</li> </ul>	Overview and Scrutiny Officer	<ul style="list-style-type: none"> <li>Final report</li> </ul>	27 Jan 2022
Highways capital programme	<ul style="list-style-type: none"> <li>Review the council's capital programme for highways and transport for the period 2021-2025.</li> <li>Ensure Shropshire Council has the staffing and infrastructure in place to plan and deliver programmes of work made possible by increased capital funding.</li> <li>Ensure adequate funding is allocated to programme investments within LTP4.</li> </ul>	Executive Director of Place	<ul style="list-style-type: none"> <li>Financial strategy 2021-2025</li> <li>Capital investment plan</li> </ul>	27 Jan 2022
WSP contracting arrangements	<ul style="list-style-type: none"> <li></li> </ul>			TBC February 2021
Market town renewal schemes	<ul style="list-style-type: none"> <li>Scrutinise progress in drafting and implementing renewal schemes</li> </ul>	Assistant Director Economy and Place		24 Mar 2022

## Place Overview Committee

Topic	Objectives	Participants	Information required	Date
Active Travel Strategy	<ul style="list-style-type: none"> <li>• Scrutinise draft active travel strategy</li> <li>• Examine capital funding underpinning strategy</li> <li>• Explore how the strategy will meet the objective of the draft local transport plan</li> </ul>	Head of Environment and Transport		24 Mar 2022
WSP/Kier annual performance monitoring	<ul style="list-style-type: none"> <li>•</li> </ul>			TBA June 2022

### Other topics for further consideration for inclusion:

- Decarbonising housing – progress and update
- 20mph limits in schools and colleges
- Biodiversity – early 2022
- Waste and recycling
- LED street lighting programme

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