



Committee and Date

Council

21 September 2017

PORTFOLIO HOLDER REPORT FOR HIGHWAYS AND TRANSPORT

Portfolio Holder: Cllr Steve Davenport
e-mail: steve.davenport@shropshire.gov.uk

Shrewsbury Integrated transport Plan – SITP

SITP, is a package of transport measures designed to improve the transport system in Shrewsbury, and stimulate a new period of sustainable economic growth within the town and the surrounding area. Key outputs on completion will be to:

- Contribute to economic growth
- Alleviate congestion on the inner relief road
- Reduce the volume of traffic flows through the historic and commercial town centre
- Improve the reliability of journey times
- Improve air quality in the town centre
- Encourage sustainable modes of transport
- Enhance the built environment
- Improve safety for all road users

Funding

The proposed SITP has been secured and will comprise a total of £12.1 million of external investment in the town. This has been secured through the following sources:

- 50% funded through The Marches LEP Regional Growth Fund
- 50% funded through Shropshire Council's developer contributions

SITP includes delivery of the following infrastructure:

- **Key junction improvements** at Reabrook Roundabout, Meole Brace Roundabout, English Bridge Gyratory and Coleham Head. These involve upgrading current highway infrastructure, including traffic signals to improve vehicle capacity and pedestrian and cycle facilities, with the aim of reducing congestion
- **Implementing further phases of the SCOOT* network** to improve traffic signal operation and manage traffic flows on main arterial routes. This would include new VMS (variable message signage), which would direct town centre through-traffic onto the inner relief road or, alternatively, towards car parks

and park and ride facilities, integrating new infrastructure with the emerging priorities and ambitions of the developing Parking Strategy.

** SCOOT (split cycle offset optimisation technique) is a technology for managing and maximising the efficiency of traffic signal junctions in urban areas.*

- **Enhancements to pedestrian and cycle links** to increase accessibility to the town centre for active and sustainable modes of transport, and improve awareness of these links in Shrewsbury
- **Improved pedestrian wayfinding* within and around the 'river loop'** to generate a highly accessible and connected town centre for pedestrians

**Wayfinding within SITP refers to information systems that guide people through and around the town, and enhance their understanding and experience of it. This element is being developed in partnership with Shrewsbury BiD and Shrewsbury Town Council*

- **Enhancements to the public realm***, such as Pride Hill, Shrewsbury Square and Mardol to improve the public realm and highlight pedestrian facilities. This closely links to the traffic management measures

**The public realm refers to all the spaces between buildings that can be freely accessed, it encompasses all outdoor areas including roads, parks, squares, pedestrian routes and cycleway.*

Shrewsbury North West Relief Road

The NWRR remains on the Councils strategic pipeline schemes list, but with the evidence base being in need of further development work. Shropshire Council submitted a bid for funding under the Department for Transport's Local Major Fund (LMF). This application was submitted via, and supported by, the Marches Local Enterprise Partnership. Shropshire Council was successful in being awarded £942,875 of external project development funding under the LMF, this being matched with £49,625 of Council funds.

A refreshed Outline Business Case (OBC) will now allow Shropshire Council to put the concept of a NWRR into a present day setting, where such initiatives as the Shrewsbury Integrated Transport Package and the Oxon Link Road are now programmed for delivery over the next 5 years.

Stakeholder Programme

- Dec 2016 – March 2017 - Initial engagement with DfT / LEP and WSP – Finalised scope and agreed outputs for the study. The study will observe the required and current DfT evaluation approaches to costs and benefits, and current criteria in assessment of Value for Money. Establishment of Internal Project Board. – COMPLETED
- Jan 2017 – Nov 2017 – Delivery of Technical programme ONGOING
- Dec 2016 – Dec 2017 Key Stakeholder Consultation. To include landowners, business bodies, Shrewsbury BiD, Members of Parliament, Shrewsbury Town Council, campaign groups and Shropshire Council Members as required. – ONGOING

- Public and Stakeholder Consultation, updating the previous consultation exercise held in 2007, will be undertaken in October 2017 (dates, locations and comprehensive stakeholder list to be confirmed in due course) Responses will be collated and submitted as part of the OBC refresh.
- Dec 2017 – Shropshire Council Cabinet and Full Council receives completed OBC
- 22nd December 2017- Completed NWRR submission date to DfT

Shropshire (draft) Parking Proposal

Shropshire Council is currently consulting on the proposed (draft) car parking proposal for Shropshire. The consultation exercise is a 12 week consultation that closes on the 17th October 2017.

The draft proposal which has been approved by Cabinet to be consulted upon, will shape and determine the way the council manages car parking, on and off street parking including new arrangements and changes to operations and how fees and payments can be made.

The consultation is divided into four parts:-

1. Proposals for Linear Parking (price per hour).
2. Proposed new policy and tariff's) for weekly, season tickets, residents parking, street permits, coach and HGV parking.
3. Proposed changes to Shropshire's Councils on street residents parking permit scheme.
4. Proposed changes to the car parking Waiver system.

Local meetings are being held such as LJC`s, SALC meetings with all 5 area communities, consultation events with Shrewsbury BID etc. to gather the widest views and opinions possible.

Once the consultation period has ended, a thorough evaluation of the evidence will be undertaken and a report prepared for Cabinet to consider, and this will determine the final way forward.

Local Transport Plan 4

The Transport Act 2000 places a requirement on all local transport authorities in England (outside of London) to produce a Local Transport Plan (LTP). Further the Local Transport Act (LTA) of 2008 places a requirement upon local authorities to review and propose their own arrangements for local transport governance to support more coherent planning for the delivery of local transport. The act constraints a statutory duty to produce, review and publish a local transport plan and supportive policies.

Shropshire Council will be developing a new LTP: version 4. The LTP4 will be instigated later this month and will take a year to develop a meaningful draft for consultation. This will include a review and refresh of LTP3. The plan will consider all aspects of transport, typically:-

- Highways Maintenance and management
- Walking

- Cycling
- Public Transport
- Car and vehicle based travel
- Freight

The new LTP4 will consider and build upon current key strategies and plans that the council and key stakeholders utilise, for example:

- Economic Growth Strategy
- Corporate Plan
- Department for Transport policies and guidance
- Marches LEP strategic economic plan
- Midlands Connect action plan and priorities

Thus the plan will be developed, consulted, drafted etc. over the next year (September 2017 - September 2018).

- **Highways Term Maintenance Contract**

Shropshire Council is currently in the process of re-procuring the Highways and Term Maintenance Contract (HTMC); the current contract expires at the end of its full term, and a new contract arrangement is required from April 1st 2018. Cabinet will be receiving a report for consideration over the autumn period.

Over the previous summer and winter an extensive market testing exercise has been undertaken to determine the most effective way forward, consisting of surveys, discussions, visits to other authorities and perspective contractors, internal workshops, staff consultations etc. to develop a contract and specification.

The HTMC contract is one of the council's key contracts, both in monetary value, circa £21 million per annum, and covers areas of work such as :-

- Highways Maintenance
- Highways Projects
- Street Scene
- Street Lighting
- Vehicle Workshops
- Emergency responses
- Weather responses – Winter maintenance and flooding
- Bridges and Structures
- LTP scheme delivery
- Flooding and drainage

As the current bids are being evaluated, there are commercial issues that the council is bound by and must be aware of, however, all Members will be invited to a workshop and briefing session on the new contract, its requirements and implications during late October 2017, invites will be distributed to all Members shortly.

Asset Management Transfer of Open Spaces to town and Parish Council's

Shropshire Council is working with a number of town and parish councils whom have submitted an Expression of Interest (EOI) for open spaces, play areas etc. to be transferred into their operation.

Currently 105 parcels of land are being considered and the financial and legal issues are being worked upon by a team consisting of Highways and Transport , Community Enablement , Estates and Legal to undertake the necessary due diligence and fact finding to begin the transfer process in partnership with local councils. Ongoing consultation with local councils is in place as the work move forwards.

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

Cabinet Member (Portfolio Holder)

Steve Davenport

Local Member

All Members