



Appendix A Accessibility action plans and partnership details

Outline of initial local accessibility action plans

The tables below give an outline of the initial accessibility action plans for each accessibility priority. These action plans will be developed further in the timescale shown in Table 4.19.

Priority	Improving access to market towns from rural areas, and access to major towns from market towns	
Aspect	Actions	Partners
Specific schemes and initiatives	<ul style="list-style-type: none"> Provide more flexible demand responsive transport services in rural areas in place of non-core rural bus services Enhance core inter-urban bus routes and increase more routes to an hourly frequency Support community and voluntary transport and facilitate improved co-ordination and efficiency Introduction of free local travel for over 60's; co-ordination and promotion of additional or alternative benefits offered by districts; consideration of impacts in relation to community transport 	SCC/ CT sector SCC SCC/CT sector District council/ SCC/ CT Consortium
Integration into transport policy development	<ul style="list-style-type: none"> Utilise accessibility analysis in determining the prioritisation for supported bus and DRT services and use of rural bus subsidy grant 	
Integration into other services policy development	<ul style="list-style-type: none"> Accessibility analysis used in development of local development frameworks. 	
Areas for further investigation	<ul style="list-style-type: none"> Investigate ways in which key services can be delivered more remotely to rural areas 	Rural Delivery Pathfinder/ SAP

Priority	Improving access to work particularly for job seekers and young people	
Aspect	Actions	Lead/Partners
Specific schemes and initiatives	<ul style="list-style-type: none"> Improvements to core inter-urban bus services, increasing the number of services offered on an hourly frequency Expansion of Wheels to Work scheme 	SCC Community Council/ AWM/ SCC
Integration into transport policy development	<ul style="list-style-type: none"> Adapt tendered bus services to accommodate the needs of new and expanding employment destinations e.g. Battlefield Enterprise park, Shrewsbury Business Park Workplace travel plans to also focus on access to work for those without access to a car Prioritise improvements to cycle networks which help connect urban areas of low car ownership to key employment areas 	SCC SCC SCC

Priority	Improving access to work particularly for job seekers and young people	
Integration into other services policy development	<ul style="list-style-type: none"> Accessibility to work issues considered in development of Local Development Frameworks Accessibility assessments used to help determine transport improvement requirements from travel plans/ 106 agreements for new employment developments. 	District Councils District Councils/ SCC
Areas for further investigation	<ul style="list-style-type: none"> Detailed investigation (employer questionnaire) into specific locations where current public transport service routes or timings could be improved Benefits of developing a car- share database for jobseekers Investigation of a scheme to reduce costs of public transport for young people 	SAP SAP/ Jobcentre plus SAP

Priority	Improved accessibility to hospitals, and increasing efficiency and effectiveness in providing access to health and social care	
Aspect	Actions	Partners
Specific schemes and initiatives	<ul style="list-style-type: none"> Seek improvements to public transport services to hospitals, particularly the Shrewsbury Town Centre to Royal Shrewsbury Hospital bus service (through a bus quality partnership agreement). To include the introduction low floor accessible buses. 	SCC/ Arriva buses
Integration into transport policy development	<ul style="list-style-type: none"> Increased co-ordination and efficiency of non- emergency transport to health services e.g. Single Contact Centre/ Community Transport Hub 	SAP
Integration into other services policy development	<ul style="list-style-type: none"> Development of multi agency Children's Centre areas for children, young people and their families and carers in areas of need 	SCC/PCT
Areas for further investigation	<ul style="list-style-type: none"> Accessibility considerations taken into account in appointment times etc. Investigate further ways of moving services into community settings nearer to where patients reside e.g. through use of multi use centres 	SAP PCT/ Rural Delivery Pathfinder/ SAP



Priority	Facilitate local access to council services	
Aspect	Actions	Partners
Specific schemes and initiatives	<ul style="list-style-type: none"> Developing a series of Customer First Points around the county (where customers can access council services face to face) a modern telephone contact centre and increasing the number of services available electronically via the Council website. 	
Integration into transport policy development		
Integration into other services policy development		
Areas for further investigation	<ul style="list-style-type: none"> Developing further e-access to CT/DRT networks, possibly to involve on-line bookings Further investigation of scope to provide local and mobile services 	SAP/ CT consortium SCC

Priority	Improve access to further education and training particularly for young people and people with low skill levels	
Aspect	Actions	Partners
Specific schemes and initiatives	<ul style="list-style-type: none"> Accessibility improvements to be provided through a travel plan should proposals to co-locate S-CAT and Shrewsbury sixth form college on the London Road site go ahead Improvements to core inter-urban bus services, increasing the number of services offered on an hourly frequency Expansion of Wheels to Work scheme 	Shrewsbury sixth form college/ S-CAT SCC Community Council/ AWM/ SCC
Integration into transport policy development	<ul style="list-style-type: none"> Prioritise improvements to cycle networks which help connect urban areas of low car ownership to key employment areas 	SCC
Integration into other services policy development	<ul style="list-style-type: none"> Accessibility assessments used to help determine transport improvement requirements from travel plans/ 106 agreements for new education developments 	SCC
Areas for further investigation	<ul style="list-style-type: none"> Detailed assessment of unmet access to education and training needs 	SAP

Priority	Improving flexibility, sustainability and efficiency of access to education	
Aspect	Actions	Lead/Partners
Specific schemes and initiatives	<ul style="list-style-type: none"> 90% of school to have developed a School Travel Plan. Safer routes to school programme to enhance walking and cycling facilities to schools 	Schools/ SCC SCC/ Schools
Integration into transport policy development	<ul style="list-style-type: none"> Utilise accessibility planning information and route planning software in undertaking education transport reviews to optimise efficiency and accessibility 	SCC

Priority	Improving flexibility, sustainability and efficiency of access to education	
Integration into other services policy development	<ul style="list-style-type: none"> Accessibility considerations to be integrated into decision on locations of new education facilities Accessibility assessments used to help determine transport improvement requirements from travel plans/ 106 agreements for new education developments 	<p>SCC</p> <p>SCC</p>
Areas for further investigation	<ul style="list-style-type: none"> Addressing access issues around creating opportunities for 14-19 year olds to access a curriculum appropriate to their needs including access to vocational qualifications and experiences Addressing access issues around provision of extended schools Addressing access issues around increased school choice 	<p>SCC/ Learning and Skills/ schools/ colleges</p> <p>SCC/Schools</p> <p>SCC</p>

Priority	Improved access to leisure provision, for people without access to a car	
Aspect	Actions	Partners
Specific schemes and initiatives	<ul style="list-style-type: none"> Support and expand community transport minibus brokerage scheme – introduce more SCC vehicles into scheme 	SAP/ CT consortium
Integration into transport policy development		
Integration into other services policy development	<ul style="list-style-type: none"> Improvements in local sports facilities 	sports partnership
Areas for further investigation		

Priority	Improve access for tourism and access to the countryside	
Aspect	Actions	Partners
Specific schemes and initiatives	<ul style="list-style-type: none"> Targeted information and marketing about transport options for visitors to Shropshire and access to countryside Provide more flexible demand responsive transport services in rural areas in place of non-core rural bus services Enhance core inter-urban bus routes and increase more routes to an hourly frequency Develop series of circular cycle rides from market towns throughout Shropshire 	<p>TESS/ Shuttles/ SAP</p> <p>TESS/ Shuttles</p>
Integration into transport policy development	<ul style="list-style-type: none"> Ensure access to rural areas incorporated into decisions on supported bus and DRT services and rural bus subsidy grant 	
Integration into other services policy development		
Areas for further investigation		



Priority	Improve convenience safety and security of access to local facilities by cycle and foot	
Aspect	Actions	Partners
Specific schemes and initiatives	<ul style="list-style-type: none"> Develop quality walking routes to key destinations, improving quality, safety, convenience and tackling the fear of crime Develop safer cycle routes to key destinations 	
Integration into transport policy development	<ul style="list-style-type: none"> Vulnerable road user audits to be piloted for all transport schemes 	
Integration into other services policy development		
Areas for further investigation		

Priority	Enhanced accessibility and mobility for people with disabilities and mobility impairments	
Aspect	Actions	Partners
Specific schemes and initiatives	<ul style="list-style-type: none"> Improving the pedestrian environment for those with mobility difficulties through a dedicated mobility improvement fund. Increase the number of low floor accessible buses Continue to support existing shop mobility schemes and look at scope to develop schemes in other towns 	
Integration into transport policy development	<ul style="list-style-type: none"> Vulnerable road user audits to be piloted for all transport schemes 	
Integration into other services policy development		
Areas for further investigation		

Shropshire Access Partnership

Draft Jobs and training working group draft membership

- Representative from Learning and Skills Council
- Representative from Business link
- Representative from Jobcentre Plus
- Representative from Connections
- Representative from Switch on Shropshire
- Representative from Colleges
- Representative from Shropshire Economic Forum
- Representative from Shropshire County Council Transport

Transport and health working group membership:

- Joint Commissioning, Social Care & Health (PCT)
- West Midlands Ambulance Service
- SCC Transport Coordination and operations
- SCC Contracts Manager, Community Services
- SCC Transport Planning
- Community Transport Consortium Chair
- Shropshire Primary Care Trust
- Transport Liaison Manager, Shrewsbury and Telford Hospitals
- Manager for Emergency Services, Shrewsbury and Telford Hospitals
- Development Manager, Robert Jones & Agnes Hunt Hospital

Draft Access to services group draft membership

- LSP Chairman
- SCC Senior Transport Planner
- SCC Rural and Community Transport Officer
- SCC Principal Public Transport Officer
- District council reps
- Active Sports Manager, Shropshire Sports Partnership
- A representative from Shropshire Community Transport Consortium
- A representative from the Joint Transport Working Group
- Rural Pathfinder Project Officer

Draft Leisure and tourism group draft membership

- Shropshire Tourism / Destination management partnership
- Tourism and Marketing officers
- Shropshire Hills AONB
- Visitor Information Centres Representative
- SCC Cycling Promotions Officer
- Shropshire Star Attractions
- SCC Rights of Way Officer
- SCC Tourism Officer
- SCC Interpretation Officer
- English Nature, The National Trust, English Heritage, British Waterways
- Arriva Trains, Central Trains.



Appendix B Strategic environmental assessment - non technical summary

Introduction

This is an Environmental Report of the Draft Local Transport Plan (LTP) for Shropshire 2006-2011. It sets out the results of the Strategic Environmental Assessment (SEA) of the emerging plan, which has been undertaken in compliance with the European Directive (2001/42/EC).

The SEA has looked at how the LTP would impact upon all aspects of the environment, including bio-diversity, population, health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage and landscape.

The SEA has been undertaken as an ongoing process throughout the development of the LTP. The SEA process has informed the development of a plan which has aimed to minimise negative environmental impacts and maximise environmental benefits.

Following consultation on the final draft LTP, and this Environmental Report, we will produce a statement summarising how the environmental considerations have been integrated into the final LTP. The final statement, and this full Environmental Report will be published as part of the Final LTP on 31 March 2006.

SEA objectives

The environmental assessment of the LTP has been undertaken in relation to a set of SEA objectives which reflect the desired evolution of each aspect of the environment. The SEA objectives are set out in Table B.1.

Table B.1 SEA Objectives and links to SEA topics

SEA Topic (SEA Directive Annex 1f)	Shropshire SEA Topic	Shropshire SEA Objective
Air	Local air quality	To reduce air pollution in line with National Air Quality Objectives
Climatic factors	Greenhouse gases	To reduce greenhouse gas emissions
Landscape	Landscape (visual and cultural impacts)	To protect and enhance the character of the landscape and minimise adverse development in particularly sensitive areas
Cultural heritage including architectural and archaeological heritage	Townscape and heritage	To protect, conserve and enhance the region's diverse historic environment and manage change in such a way that respects local character and distinctiveness and improves the public realm
Biodiversity (flora and fauna) and soil	Biodiversity (flora and fauna)	To maintain and enhance the populations and natural ranges of species and the quality and extent of wildlife habitats and ecosystems in Shropshire
	Soil & geology	To protect and improve soil quality and soil retention

SEA Topic (SEA Directive Annex 1f)	Shropshire SEA Topic	Shropshire SEA Objective
Water	Water quality, resources and flooding	To mitigate potentially adverse effects from new or extended development on water quality and water resources, and minimise the susceptibility of land use activities to flooding
<i>Not specifically mentioned but relates to Human health/ biodiversity</i>	Human health and population - noise	To minimise noise levels
Human health and population	Human health and population - physical fitness	To protect and enhance human health
Human health and population	Human health and population - accidents	To reduce death and serious injury from accidents
Human health and population	Human health and population - security	To reduce the fear of crime
Human health and population	Human health and population - accessibility	To enhance access to essential services
Material assets (including material/ natural resources)	Material assets	To maximise efficient use of materials and greater use of recycled and waste materials

Environmental baseline

For each aspect of the environment the current environmental baseline has been established and an assessment has been made of the likely evolution against the objectives set out above in the absence of a Local Transport Plan. A summary of this baseline information is presented in Table B.2.

Table B.2 Summary of likely evolution of baseline without LTP

SEA Topic	Likely events without a LTP	Likely effects on environmental baseline	Baseline evolution assessment
Local air quality	<ul style="list-style-type: none"> Increased traffic volumes Increasing congestion Cleaner vehicles Reducing background concentrations of NO₂ 	<ul style="list-style-type: none"> Slight reduction in NO₂ levels Un declaring of AQMAs Still some poor air quality hotspots where congestion increases in "canyon" type streets 	Slightly beneficial
Greenhouse gases	<ul style="list-style-type: none"> Increased traffic volumes Increased use of larger & faster vehicles Faster average speeds 	<ul style="list-style-type: none"> Increased carbon dioxide levels 	Moderately adverse
Landscape	<ul style="list-style-type: none"> Increasing traffic levels More indiscriminate parking 	<ul style="list-style-type: none"> Visual intrusion Loss of tranquillity Light pollution Loss of characteristics Shropshire's landscape is recognised for 	Slightly adverse
Townscape and heritage	<ul style="list-style-type: none"> Increasing traffic levels 	<ul style="list-style-type: none"> Visual intrusion (street furniture) 	Slightly adverse



SEA Topic	Likely events without a LTP	Likely effects on environmental baseline	Baseline evolution assessment
	<ul style="list-style-type: none"> More indiscriminate parking More air pollution, vibration and noise 	<ul style="list-style-type: none"> Light pollution Damage to historic buildings Negative change in ambience of conservation areas 	
Biodiversity (flora and fauna, and soil)	<ul style="list-style-type: none"> Increasing traffic levels and increased use of larger & faster vehicles increasing severance Negative changes to air quality, water quality, noise, vibrations & light emissions 	<ul style="list-style-type: none"> Road mortality Barriers to movement leading to habitat fragmentation Increased health problems and disturbance Reduction in both numbers and in species of wildlife 	Slightly adverse
Water quality	<ul style="list-style-type: none"> Increasing traffic levels and additional pollution in run-off 	<ul style="list-style-type: none"> Reduction in water quality Limited availability Poor quality of water for drinking and bathing, leisure activities and health implications for wildlife Floods (damage and / or loss to persons, wildlife, infrastructure) 	Slightly adverse
Noise	<ul style="list-style-type: none"> Increased traffic volumes Larger & faster vehicles 	<ul style="list-style-type: none"> Loss of tranquillity Poor quality of health Reduced quality of life 	Slightly adverse
Physical fitness	<ul style="list-style-type: none"> Increased car use and reduced walking and cycling 	<ul style="list-style-type: none"> Reduced fitness Poor quality of health Reduced quality of life 	Moderately adverse
Accidents	<ul style="list-style-type: none"> Increasing traffic Better safety features in more modern cars 	<ul style="list-style-type: none"> More slight casualty accidents but fewer serious and fatal accidents <p>Accidents could lead to:</p> <ul style="list-style-type: none"> Loss of life Reduced quality of life 	Neutral
Security	<ul style="list-style-type: none"> Fewer people walking and cycling More traffic 	<ul style="list-style-type: none"> Increased fear of crime 	Slightly adverse
Accessibility	<ul style="list-style-type: none"> Increased car ownership Reduced quality of public transport services 	<ul style="list-style-type: none"> More people with access to a car and good accessibility Poorer accessibility for those without a car 	Neutral
Material assets	<ul style="list-style-type: none"> Deteriorating road condition 	<ul style="list-style-type: none"> Increased fuel consumption for vehicles operating on poor quality roads Increased resource consumption in long term to fully replace highways 	Slightly adverse

Option identification and assessment

In the early stages of the development of the LTP three alternative strategic options were developed.

Option 1: Safety and accessibility - focused on those priorities which stakeholder consultation highlighted were of most importance to the people of Shropshire.

Option 2: Safety, accessibility, congestion and air quality - focused on addressing all four of the Government's key priorities,

Option 3: Safety, accessibility, congestion and air quality & quality of life issues - in addition to those issues addressed in option 2 this option also aimed to address a range of other quality of life issues.

The environmental effect of the three strategic LTP options was assessed and compared to a do-nothing option. A summary of the results of this assessment is provided in Table B.3.

Table B.3 Summary of the predicted significant environmental effects of LTP strategy options

SEA topic	Shropshire SEA Objective	Without LTP	Option 1	Option 2	Option 3
Local air quality	To reduce air pollution in line with National Air Quality Objectives	Slightly beneficial	Neutral	Moderately beneficial	Moderately beneficial
Greenhouse gases	To reduce greenhouse gas emissions	Moderately adverse	Strongly adverse	Strongly adverse	Slightly adverse
Landscape	To protect and enhance the character of the landscape and minimise adverse development in particularly sensitive areas	Slightly adverse	Moderately adverse	Moderately adverse	Moderately beneficial
Townscape and heritage	To protect, conserve and enhance the region's diverse historic environment and manage change in such a way that respects local character and distinctiveness and improves the public realm	Slightly adverse	Moderately adverse	Neutral	Moderately beneficial
Biodiversity (flora & fauna)	To maintain and enhance the populations and natural ranges of species and the quality and extent of wildlife habitats and ecosystems in Shropshire	Slightly adverse	Moderately adverse	Moderately adverse	Slightly beneficial
Soil and geology	To protect and improve soil quality and soil retention	No significant impacts	No significant impacts	No significant impacts	No significant impacts
Water resources, quality and flooding	To mitigate potentially adverse effects from new or extended development on water quality and water resources, and minimise the susceptibility of land use activities to flooding	Slightly adverse	Moderately adverse	Moderately adverse	Slightly adverse
Human health and population - noise	To minimise noise levels	Slightly adverse	Moderately adverse	Neutral	Slightly beneficial



SEA topic	Shropshire SEA Objective	Without LTP	Option 1	Option 2	Option 3
Human health and population - physical fitness	To protect and enhance human health	Moderately adverse	Moderately adverse	Slightly beneficial	Moderately beneficial
Human health and population - accidents	To reduce death and serious injury from accidents	Neutral	Moderately beneficial	Moderately beneficial	Moderately beneficial
Human health and population - security	To reduce the fear of crime	Moderately adverse	Moderately adverse	Slightly beneficial	Slightly beneficial
Human health and population – accessibility	To enhance access to essential services	Neutral	Moderately beneficial	Moderately beneficial	Moderately beneficial
Material assets	To maximise efficient use of materials and greater use of recycled and waste materials	Slightly adverse	Moderately adverse	Moderately adverse	Slightly beneficial

Significant environmental effects of the preferred option

The preferred strategic option for the LTP was Option 3. A detailed assessment of what additional environmental mitigation measures could be incorporated into option 3 was made. Table B.4 provides a detailed commentary on the significant environmental effects of the chosen option and the integrated mitigation measures.

Table B.4 Predicted environmental effects of preferred LTP strategy and mitigation measures

SEA topic	Description of LTP strategy and environmental effects	Integrated mitigation actions in LTP	Final assessment of impact on environment
Local air quality	<p>Air quality is still a relatively small, but growing problem in Shropshire. The trends towards increased traffic levels and congestion are likely to further exacerbate air pollution particularly in town centres.</p> <p>The LTP strategy will address this issue through air quality action plans in the designated AQMAs. However, this would not in itself prevent further problems occurring in other areas. The plan therefore also includes a number of further mitigation measures to encourage modal shift, fuel efficiency and alternative fuel use and control the levels of traffic in urban areas</p>	<ul style="list-style-type: none"> Enhancing and encouraging use of public transport More park and ride Improving conditions for cycling and walking Smarter choices Parking strategies to control car parking supply and charges and DPE Effective signing and routing of traffic and HGV restrictions Encouraging fuel efficiency and more fuel efficient fuels 	Moderately beneficial
Greenhouse gases	<p>Climate change is recognised as one of the greatest, if not, the greatest threat facing the world today. In Shropshire, transport is the biggest single contributor to greenhouse gas emissions.</p>	<ul style="list-style-type: none"> Enhancing and encouraging use of public transport More park & ride Improving conditions for cycling and walking 	Slightly adverse

SEA topic	Description of LTP strategy and environmental effects	Integrated mitigation actions in LTP	Final assessment of impact on environment
	<p>The LTP strategy aims to reduce the rate of growth in car use, as well as encouraging a switch to more efficient driving practices and alternative fuels. This should result in lower levels of emissions of greenhouse gases than would have occurred without the plan.</p>	<ul style="list-style-type: none"> Smarter choices Improve emission standards of bus fleet through quality partnerships and SCC contracts; Raise awareness off the links between car based travel & climate change Promote fuel efficiency within the authority by promoting greener driving techniques; purchasing more fuel efficient vehicles; using alternative fuels; and seek to increase the proportion of new, more fuel efficient buses in use in the County Investigate use of solar powered infrastructure 	
Landscape	<p>Shropshire's landscape plays an important role in the quality of life of local people and is one of the main reasons that Shropshire is an attractive place to visit, so contributes to the local economy.</p> <p>The LTP aims to reduce rates of growth in traffic levels, and implement traffic management measures to encourage HGV's and other vehicles to avoid the most sensitive landscape areas of Shropshire.</p> <p>The LTP also includes polices to reduce inappropriate design of road improvements and use of inappropriate materials which can "urbanise" rural roads and lanes, impacting on local character and distinctiveness.</p>	<ul style="list-style-type: none"> Enhancing and encouraging use of public transport, cycling and walking Ensure traffic uses the most appropriate routes; Effective signing and routing of traffic & HGV restrictions; Quiet lanes Parking restrictions and provisions to reduce visual intrusion from parked vehicles Guidance for management of roads in the AONB to ensure that our transport activities and practices minimise the impact on the Shropshire Hills AONB Decriminalised parking enforcement 	Moderately beneficial
Townscape and heritage	<p>Shropshire's historic environment is one of the county's greatest assets with features ranging from: prehistoric monuments; structures of the industrial revolution; historic townscapes to fields and gardens; castles to mansions.</p> <p>The Local Transport Plan, aims to improve the historic and built environment, through specific town centre enhancement schemes as well as ensuring that all schemes incorporate good design, sensitivity to historic styles, the use of quality materials and the reduction of unnecessary clutter.</p> <p>The plan also aims to manage levels of traffic including HGV's in or historic urban centres, reducing levels of noise, fumes and vibrations.</p>	<ul style="list-style-type: none"> Enhancing and encouraging use of public transport, park and ride, cycling and walking Parking strategies and other measures to manage traffic levels in urban areas Consideration of congestion charging in Shrewsbury HGV routing and restrictions Public realm enhancements including improved paving; better co-ordinated street furniture; more trees and planting Use of appropriate materials when implementing traffic & transport schemes in rural are historic areas Decriminalised parking enforcement 	Moderately beneficial
Biodiversity (flora & fauna)	<p>The most significant impacts on biodiversity from transport include wildlife casualties from collisions with cars; severance of populations by new roads or increased traffic; disturbance from noise and light and road maintenance cutting; spraying and planting practices that can have significant impacts on habitats and biodiversity.</p>	<ul style="list-style-type: none"> Enhancing and encouraging use of public transport, park and ride, cycling and walking; Roadside verge & hedgerow cutting practices which enhance habitats and minimise wildlife impacts; 	Slightly beneficial



SEA topic	Description of LTP strategy and environmental effects	Integrated mitigation actions in LTP	Final assessment of impact on environment
	<p>The plan aims to reduce rates of traffic growth therefore minimising impacts on biodiversity. It has specific policies to engage highway maintenance practices which support biodiversity. Furthermore, it will seek to reduce visual impacts and noise and to enhance biodiversity when undertaking new highway schemes and maintenance.</p>	<ul style="list-style-type: none"> ● Take opportunities to create new habitats as part of improvement schemes e.g. habitat for bats and sand martins in replacement bridge structures; ● Reducing severance and possibilities of road collisions through crossing provisions such as badger tunnels in upgraded or new highway infrastructure; ● Minimising winter salt to reduce impacts from salt run-off on habitats; ● Guidance for management of roads in the AONB to ensure that our transport activities and practices minimise the impact on the Shropshire Hills AONB. 	
Soil and geology	<p>Shropshire County Council currently has a shortage of data concerning soil and geology. This is an area where detailed information is likely to improve with the use of a soil map, which the Council is currently preparing.</p> <p>It is considered unlikely that the LTP will have any significant effects on soil and geology</p>	No direct mitigation actions	No Significant impacts
Water resources, quality and flooding	<p>Both the construction and use of transport infrastructure can affect the quality of water. Roads with flows of between 15,000 and 30,000 vehicles per day have a moderate impact on water quality while roads with flows of below 15,000 vehicles per day have a minor impact.</p> <p>The LTP aims to reduce the rate of traffic growth on roads in Shropshire, thereby keeping the traffic levels on many roads below the threshold where significant impacts on water quality could be expected.</p> <p>It has specific policies to engage highway maintenance practices which minimise environmental impacts. and any implications to nearby water ways would be considered when undertaking new highway schemes and maintenance.</p>	<ul style="list-style-type: none"> ● Enhancing and encouraging use of public transport, park and ride, cycling and walking ● Using appropriate construction methods and materials in highway enhancements and new schemes to prevent excessive run-off ● Minimising winter salt to reduce impacts from salt run-off 	Slightly adverse
Human health and population - noise	<p>The impact of noise on quality of life is increasing. Noise is a less obvious form of pollution because people learn to live with gradual change. Noise does not just cause annoyance; it can affect people's health.</p> <p>The main generator of background noise in Shropshire is traffic. The majority of Shropshire is rural and it should be noted that smaller volumes and changes to volumes of traffic are more noticeable in tranquil areas.</p> <p>The plan will seek to reduce rates of growth of traffic levels and encourage appropriate routing HGVs and traffic to reduce impacts of noise from road traffic.</p>	<ul style="list-style-type: none"> ● Enhancing and encouraging use of public transport, park and ride, cycling and walking ● Effective signing and routing of traffic & HGV restrictions; ● Quiet lanes ● Utilise low surfacing materials where appropriate when undertaking road maintenance 	Slightly beneficial

SEA topic	Description of LTP strategy and environmental effects	Integrated mitigation actions in LTP	Final assessment of impact on environment
	In addition where appropriate the use of low noise road surfaces will be used when road maintenance is undertaken		
Human health and population – Physical Fitness	<p>Physical fitness levels have a major impact on the occurrence of obesity and circulatory diseases (coronary heart disease, stroke and other related conditions). The trend towards increasing car dependency is a significant factor in reduced levels of physical activity</p> <p>The Local Transport Plan will seek to improve provision for and promotion of walking and cycling, and will also ensure that active modes of transport are made as safe and attractive as possible. This should help to increase levels of physical activity as part of everyday lifestyles.</p>	<ul style="list-style-type: none"> ● Better conditions for and promotion of cycling; ● Better conditions for and promotion of walking; ● Smarter travel choices ● School travel plans ● Workplace travel plans ● Trial vulnerable road user audits for new schemes ● Quiet lanes 	Moderately beneficial
Human health and population – accidents	<p>Road accidents are the largest cause of accidental death in Shropshire. The LTP aims to improve the safety of existing roads in Shropshire based on accident records and other risk factors.</p> <p>The LTP also includes extensive provisions for enhanced enforcement, publicity, education and training to enhance road safety.</p> <p>These measures should work to reduce the number of accident casualties on Shropshire roads</p>	<ul style="list-style-type: none"> ● Local safety schemes ● More road crossings for pedestrians ● Provision of safer cycle routes ● Addressing motorcycle accidents ● Addressing young driver accidents ● Safer routes to schools ● Road safety education, publicity and training ● Speed limit enforcement ● Decriminalised parking enforcement 	Moderately beneficial
Human health and population – security	<p>Fear of crime is an important aspect of quality of life and is linked to the quality of the environment. Despite the crime statistics which show that although Shropshire is a relatively low crime area, there appears to be a high fear of crime amongst the public which impacts on the way that people live.</p> <p>To tackle issues of security the plan contains programmes which see the undertaking of measures to improve surveillance and to provide secure vehicle parking facilities.</p>	<ul style="list-style-type: none"> ● Enhanced provision for walking and cycling ● Town centre enhancement schemes ● Quality walking routes ● Real time information ● More CCTV on buses ● CCTV at rail stations ● Improve walking routes to key stops & stations ● Improved lighting & security for pedestrians 	Slightly beneficial
Human health and population – accessibility	<p>In rural areas of Shropshire those people without access to a car can have poor accessibility to essential services.</p> <p>Through the plan, our aim is to work with a range of partners to narrow the ‘accessibility gap’ and improve opportunities for those most in need. This will be both through enhancing transport services and encouraging greater provision of electronic access, mobile services and local provision.</p>	<ul style="list-style-type: none"> ● Making public transport a more attractive travel option ● Further development of demand responsive transport services ● Passenger transport services which better meet travel needs ● Better quality & more accessible services and infrastructure ● Better integration of services ● Effective partnerships ● Better conditions for cycling 	Moderately beneficial



SEA topic	Description of LTP strategy and environmental effects	Integrated mitigation actions in LTP	Final assessment of impact on environment
		<ul style="list-style-type: none"> Better conditions for walking Mobility enhancements 	
Material assets	<p>The Local Transport plan through the detailed Asset Management Plan aims to ensure effective maintenance of Shropshire's highway and transport infrastructure in a way which minimising the use of natural materials.</p> <p>Particularly important will be the use of recycled materials in highways maintenance schemes.</p>	<ul style="list-style-type: none"> Seek to use appropriate construction materials to reduce whole life material asset use; Use of recycled materials in highway maintenance Through quality partnerships and SCC contracts, improve emission standards of bus fleet; Promote fuel efficiency within the authority by promoting greener driving techniques; purchasing more fuel efficient vehicles; using alternative fuels; and seek to increase the proportion of new, more fuel efficient buses in use in the County. 	Slightly beneficial

Environmental impacts of major schemes

In accordance with the DfT's Full Guidance on Local Transport Plans Second Edition (2004), new major scheme proposals have been developed and presented separately from the LTP. As such, specific potential major schemes such as the Shrewsbury North West Relief Road were not assessed in the strategic options assessment. Results of a Stage 2 Environmental Assessment of this scheme are provided in the environmental report.

Monitoring

A set of indicators has been established to monitor the actual environmental impacts at the LTP is implemented. Reporting on these SEA indicators will be integral to the LTP reporting process.

Appendix C Environmental statement

Introduction

A strategic environmental assessment was undertaken as part of the LTP development.

Consultation was undertaken at the scoping study stage and the final Environmental Report was made available in early 2006, along with the provisional Local Transport Plan and draft versions of key revised sections. This included revised programmes and accessibility strategy.

How SEA influenced plan development

SEA objectives influenced the development of LTP aims and objectives, this ensured that environmental related objectives were included in the plan (see section 2.3).

The environmental baseline assessment helped to inform the detailed analysis for the LTP environmental strategy (see section 5.4.)

The SEA option identification and assessment influenced the overall strategic direction of the plan (see section 2.5).

The option with the least likely negative impacts on the environment was chosen. Further mitigation measures have been added to this strategy

The SEA monitoring indicators have been integrated into the set of LTP performance indicators, (see section 11.2), and will be reported upon on an annual basis.

How stakeholder concerns have been taken into account in developing the final plan

We outline below how we have taken the comments from statutory environmental bodies into account in preparing the final LTP. (The way in which we have taken into account comments on the provisional LTP made by other stakeholders is set out in our separate consultation report).

The Countryside Agency, Landscape Access and Recreation - Overall considered that the SEA was very thorough and covered their interest in sufficient detail. It supported the choice of option 3 as it has the most benefits for landscape access and recreation. The CA suggested two additional mitigation measures, which have been incorporated into the final LTP:

- Contribution towards green infrastructure in urban areas (see section 5.6)
- Encouraging access to the countryside for recreational pursuits (see section 4.7)

The CA indicated concern over the local landscape impact of the NWRR and asked to be involved in the continuing environmental assessment work; this offer will be taken up as part of the stage 3 environmental assessment work

Additional SEA indicators were suggested. Two of these have been identified within the overall LTP performance management framework (see section 11.2). We will consult further with the CA to develop a robust methodology for measuring the suggested indicators.



- **Landscape character impact-** building on Shropshire Landscape character assessment
- **Tranquility-** composite of build development, traffic, noise and artificial lighting
- **Positive change on landscape due to sustainable transport substituting traffic** – this indicator is covered by other LTP indicators, including area wide traffic mileage

Environment Agency - The EA expressed concern that the due to timing of the SEA regulations that the SEA was not an original driver of the Shrewsbury North West Relief Road proposal. They have concerns about the potential irreversible land use and environmental impacts the potential major project, particularly in relation to potential impacts on Shelton Raw water intake and Shelton Boreholes Source Protection Zone 1.

These comments have been noted, however we do not agree with the comments made regarding the SEA process. The findings of the stage 2 environmental assessment of the potential NWRR major scheme are reported in the SEA. No decision on this scheme has been taken. The Environment Agency is and will continue to be involved in our further investigations, and we are looking at ways to address their concerns over impacts on water sources. A stage three Environmental Assessment is being undertaken.

Appendix D Shrewsbury air quality management area action plan

Introduction

An Air Quality Action Plan has been prepared in conjunction with SABC to address the Air Quality Management issues in the three currently designated Air Quality Management Areas (AQMAs) in Shrewsbury. The AQMAs cover:

- Frankwell /Town centre (F)
- Heathgates Island (H)
- Hereford Road (A49) in Bayston Hill (B)

The key actions are set out here. The full Action Plan can be viewed at: <http://www.shrewsbury.gov.uk/public/health/airquality/default.htm>

Key to tables

Lead role organisations

SABC EH	Shrewsbury and Atcham Borough Council Environmental Health
SABC ENG	Shrewsbury and Atcham Borough Council Engineering Services
SABC SO	Shrewsbury and Atcham Borough Council Sustainability Officer
SABC CDO	Shrewsbury and Atcham Borough Council Com. Development Officer
SABC PA	Shrewsbury and Atcham Borough Council Public Amenities
SABC PP	Shrewsbury and Atcham Borough Council Planning Policy
SABC DC	Shrewsbury and Atcham Borough Council Development Control
VI	Vehicle Inspectorate
PCT	Primary Care Trust (NHS)

Time scales/status

Short Term	Commencing 2006/07
Medium Term	Before the end of 2008/09
Long Term	Beyond 2008/09
Ongoing	Already underway



Air quality impacts on AQMAs

Low	Impact is likely to be low without other complimentary schemes
Medium	Proposed measure is likely to affect air quality but not to a great degree without complimentary schemes
High	Impact is likely to affect air quality in the AQMA to a high degree with or without complimentary schemes
Very High	Impact is likely to be very high within the AQMA with or without complimentary schemes

Cost

Low	Low Cost to implement in isolation up to approx £5,000
Medium	Medium Cost to implement in isolation approx £5,000-250,000
High	High Cost to implement in isolation (approx £250,000- £1,000,000)
Very High	Very high cost (approx £1,000,000 plus)

Table D.1 Alternative transport

Option	Timescale / Status Local Transport Plan Objective	Applicable AQMA	Lead Roles	Other Impacts	Cost	Potential Air Quality Impact
Public Transport Improvements						
Increased Public Transport Promotion and Information	Ongoing	All three	SCC SABC	Reduced congestion Increased patronage Higher profile for public transport	Low	F = Low H = Low B = Low
Upgrading of public transport infrastructure	Ongoing	All three	SCC	Reduced congestion Increased public transport patronage	High	F = Low H = Low B = Low
Expand the Shrewsbury Bus Quality partnerships (voluntary), with enhanced bus services	Ongoing	All three	SCC SABC Arriva Other operators	Reduced congestion Increased public transport patronage	Low	F = Medium H = Medium B = Medium
Investigate use of bus contracts to require operator improvements	Long Term	All three	SCC	Reduced congestion Increased public transport patronage	Low to investigate	F = Medium H = Medium B = Medium
Improve existing Park & Ride site facilities and services, including introduction of low emission vehicles	Ongoing	Heathgates Frankwell	SCC SABC	Reduced congestion Reduced town centre parking Increased public transport patronage	High	F = Medium H = Medium



Option	Timescale / Status Local Transport Plan Objective	Applicable AQMA	Lead Roles	Other Impacts	Cost	Potential Air Quality Impact
Investigate development of an additional Park and Ride site on the east side of Shrewsbury	Medium Term	Heathgates Frankwell	SCC SABC	Reduced congestion Reduced town centre parking Increased public transport patronage	Low to Investigate Very High to Implement	F = Medium H = Low
Walking and Cycling Improvements						
Footway and footpath improvements	Medium Term	All three	SCC SABC ENG	Improved pedestrian safety Improved general health Reduced congestion	High	F = Medium H = Low B = Low
Expand and integrate cycle network	Ongoing Medium Term	All three	SCC SABC PP	Reduced Congestion Better general health Increased safety of cyclists Provide realistic alternative to car travel through improved infrastructure	High	F = Medium H = Medium B = Medium
Enhance level of cycle training offered at primary, secondary and adult level	Medium Term	All three	SCC SABC SO PCT	Reduced congestion Better general health Increased safety awareness	Low	F = Low H = Low B = Low
Encouraging more Sustainable Travel						

Option	Timescale / Status Local Transport Plan Objective	Applicable AQMA	Lead Roles	Other Impacts	Cost	Potential Air Quality Impact
Continued lobbying of National Government to set a fiscal framework which encourages greater use of more sustainable transport	Ongoing	All three	SABC & SCC	Reduced congestion General health improvements Greater awareness of issue	Low	F = Medium H = Medium B = Medium
Implement SABC green travel plan	Short Term	All three	SABC SO	Reduced congestion General health improvements Greater awareness amongst employees Increased use of public transport / cycling / walking Operational constraints Leading by example	Low	F = Medium H = Low B = Low
Continue to Implement SCC Travel Plan and encourage other employers in Shrewsbury to implement Travel Plans	Ongoing	All three	SCC Travel Plan Co-ordinator	Reduced congestion General health improvements Greater awareness amongst employees	Low	F = Low H = Low B = Low
Encourage schools and other education establishments to implement Travel Plans and implement Safe Routes to School initiatives	Ongoing	All three	SCC School Travel Plan Co-ordinator PCT	Reduced congestion Health benefits Learning benefits 'New thinking' amongst younger generations	High	F = Medium H = Medium B = Medium



Option	Timescale / Status Local Transport Plan Objective	Applicable AQMA	Lead Roles	Other Impacts	Cost	Potential Air Quality Impact
			SCC Safe Routes to School Officer	Provide realistic alternative to car travel through improved infrastructure		
Undertake Targeted Travel Awareness initiatives and campaigns, including targeted individualised travel planning, Green Transport Week, TravelWise Week, Bike Week	Ongoing	All three	SABC SO SCC School Travel Plan Co-ordinator	Reduced congestion General health benefits Increased green travel awareness	Low	F = Low H = Low B = Low
Demand Management Measures						
Develop Car Parking Strategy / possible access charging and changes in car parking charges	Short Term	All three	SABC ENG SCC	Encourage use of Park and Ride and non town centre car parks Reduce congestion Shift to alternative modes Reduced income?	Medium	F = High H = Medium B = Low
TIF Investigation into a Congestion/ Access charging scheme for Shrewsbury town centre	Shrot Term investigation Long term if implemented	Frankwell Heathgates	SCC SABC	Reduce through traffic in town Reduce congestion Shift to alternative modes Increase funding for improvement of alternatives More pedestrian friendly Impact local economy?	Low to investigate High to implement	F = Very High H = Medium B = Low

Table D.2 Road network alterations

Option	Timescale/ Status	Applicable AQMA	Lead Roles	Other Impacts	Cost	Potential Air Quality Impact
Traffic Management Measures						
Review of signposting to identify AQMAS and alternative routes	Short Term Ongoing	All three	SCC	Reduced congestion Direct polluting vehicles away from AQMAS	Medium	F = Low H = Low B = Low
SCOOT control (Bus priority)	Medium Term	Frankwell Heathgates	SCC	Reduced congestion Increased appeal of public transport	Medium	F = Medium H = Low
Consider options for redesign of road layout at Heathgates roundabout to better cater for pedestrians and cyclists and reduce vehicle emissions	Medium Term	Heathgates	SCC	Reduce congestion Better conditions for walking and cycling	Medium	H = Medium
Consider options for redesign of road layout at Smithfield Road /Castle Foregate reduce vehicle emissions	Medium Term	Town centre	SCC	Reduce congestion	Medium	F= High
Look at options for reducing traffic speeds and smoothing flow of traffic	Medium Term	All three	SCC SABC	Reduced congestion Shift to alternative modes Increased pedestrian safety Possible increased vehicle emissions through lower speeds	High	F = Medium H = Medium B = Medium
Investigate restricting use of traffic signals to peak times only at Meole Brace Island to smooth traffic flow on Inner Distributor Road	Medium Term	Frankwell	SCC	Encourage alternative route for cross town traffic Reduced journey time for alternative route	Low	F = Medium
Restrictions on sizes and better timing /restrictions on deliveries to town centre	Medium Term	Frankwell Heathgates	SCC SABC	Reduced congestion More pedestrian friendly Effect on town centre businesses	Medium	F = Medium H = Low
Increased enforcement of waiting restrictions	Short Term	Frankwell Heathgates	SCC SABC	Reduce congestion Shift to alternative modes	Medium	F = Medium H = Low



Option	Timescale/ Status	Applicable AQMA	Lead Roles	Other Impacts	Cost	Potential Air Quality Impact
Identification, mapping and signing of recommended freight routes	Ongoing	All three	SCC	Reduce congestion Reduce unnecessary HGV traffic	Medium	F = Low H = Low B = Low
Investigate options for further pedestrianisation of Shrewsbury Town Centre	Long Term	Frankwell	SCC SABC	Pedestrian friendly Effect on town centre businesses Displaced traffic on adjoining roads	Low to investigate High to implement	F = High
New Road Schemes						
Make a decision on whether to pursue a North West Relief Road for Shrewsbury	Medium Term	Frankwell Heathgates	SCC	Reduce congestion	Very High	F = V High H = High

Table D.3 Vehicle emissions

Option	Timescale/ Status	Applicable AQMA	Lead Roles	Other Impacts	Cost	Potential Air Quality Impact
Investigate use of pavements able to absorb NOx for use in specific high pollution areas	Short term	Town centre	SCC		Low-medium depending upon area covered	F= Medium
Continued lobby of National Government to support greener fuels and provide financial assistance to convert existing/ new vehicles	Ongoing	All three	SCC SABC	Increase in alternative fuel vehicles on road Decrease in fuel cost Increased green fuel sales Increased awareness	Low	F = Medium H = Medium B = Medium
Pursue voluntary vehicle emissions testing in AQMAs	Medium Term	All three	SCC SABC EH VI	Increased public awareness Cost and manpower Increased profile of VI	High	F = Medium H = Medium B = Medium

Option	Timescale/ Status	Applicable AQMA	Lead Roles	Other Impacts	Cost	Potential Air Quality Impact
Introduce Licensing conditions to progressively reduce numbers of older, very high mileage taxis and private hire vehicles	Medium Term	All three	SABC EH	Improved passenger safety Costs to operators	Low	F = Medium H = Low B = Low
Signing of waiting areas / taxi ranks / bus station / car parks instructing 'Turn Off Engine'	Medium Term	Frankwell	SCC SABC ENG	Increased public awareness Increased cold start emissions Reduced complaints of noise and fumes Customers discomfort if no bus/taxi heating/air condition.	Low	F = Low
Encourage alternative fuel provision (particularly gaseous) at forecourts through LAPPC inspections (voluntary action)	Short Term	All three	SABC EH	Increase in alternative fuel vehicles on road Decrease in fuel costs Increased green fuel sales Increased public awareness	Low	F = Low H = Low B = Low
General promotion of alternative fuels in vehicles and Energy Savings Trust funding through PowerShift and CleanUp grants.	Possible future	All three	SCC	Increase in alternative fuel vehicles on road Decrease in fuel cost Increased green fuel sales Increased public awareness	Low	F = Medium H = Medium B = Medium
Investigate Energy Savings Trust funding for Hybrid, CNG, Biodiesel or fitting EminoX CR traps to bus fleet serving the County. Consider Euro 4	Medium Term	All three	SCC SABC Arriva Other Public Transport Operators	Lead by example	Low to investigate Medium to implement	F = Medium H = Low B = Low



Option	Status	Applicable AQMA	Lead Roles	Impacts	Cost	Air Quality Impact
Improve SCC & SABC vehicle fleet (CNG, Biodiesel or fit EminoX CR traps) (LPG mowers)	Ongoing	All three	SCC SABC PA	Lead by example Improved vehicle efficiency Better public perception	Medium	F = Low H = Low B = Low
Assess SCC & SABC tenders on environmental standards/sustainability of fleet (specify Euro 4 or future tighter standards)	Medium Term	All three	SCC SABC PA SABC SO	Lead by example Raises awareness amongst contractors	Medium	F = Low H = Low B = Low

Table D.4 Statutory roles

Option	Status	Local Transport Plan Objective	Applicable AQMA	Lead Roles	Impacts	Cost	Air Quality Impact
Use of Fixed Penalty Notices to enforce switching off of engines of parked vehicles (public, buses, taxis, HGVs)	Medium Term		All three	SABC EH SCC ? SABC ENG ?	Confrontational Costs of manpower / workload and registration Reduced complaints of noise and fumes Increased public awareness Increased cold start emissions Customers discomfort if no bus/taxi heating/air-con on	Low	F = Low H = Low B = Low
Integration of Air Quality into land use policy (LDF) and decision making process Assess implications of all major developments proposed in the Borough	Ongoing		All three	SABC PP & DC SABC EH	Prevention rather than cure Increased awareness of air quality issue amongst other departments Joined up working	Low	F = Medium H = Medium B = Low

Option	Status	Local Transport Plan Objective	Applicable AQMA	Lead Roles	Impacts	Cost	Air Quality Impact
Use of LAPPC powers to minimise emissions of NOx from industrial processes	Ongoing		All three	SABC EH	Not appropriate for many processes Minor reduction of background NOx	Low	F = Low H = Low B = Low
Encourage alternative fuel provision (particularly gaseous) at forecourts associated with major developments through S106 Agreements	Short Term		All three	SABC DC	Increase in alternative fuel vehicles on road Decrease in fuel costs Increased green fuel sales Increased public awareness	Low	F = Low H = Low B = Low
Increased provision of air quality information to public	Medium Term		All three	SCC SABC EH	Increased public general awareness	Low	F = Low H = Low B = Low

Table D.5 Monitoring and joint working

Option	Status	Applicable AQMA	Lead Roles	Impacts	Cost	Air Quality Impact
Continued monitoring of air quality and traffic data at three sites	Ongoing	All three	SABC EH	Provide comprehensive database of information	Medium	Low
			SCC	Allow success rates to be evaluated		
Monitoring at other sites: air quality traffic data	Ongoing	N/A	SABC EH SCC	Allows problem areas to be identified	Medium	N/A
Continued cross boundary working with neighbouring authorities	Ongoing	All three	SCC SABC EH SSDC	Consistent cross boundary thinking and policy formulation	Low	Low



Option	Status	Applicable AQMA	Lead Roles	Impacts	Cost	Air Quality Impact
			NSDC OBC BTW			

Appendix E Rights of way improvement plan progress report

Introduction

It is a requirement of the Local Transport Plan 2006-2011 to provide a report on progress in developing the Rights of Way Improvement Plan (ROWIP). Shropshire County Council's ROWIP, called the Shropshire Countryside Access Strategy (SCAS) is due to be completed by March 2007. This report provides an overview of progress in preparing this plan, the outcomes to date, draft actions and its strong links with the Local Transport Plan. The ROWIP will be fully integrated into the LTP from 2010.

Legal requirement

The Countryside and Rights of Way Act 2000 introduced a duty for all local highway authorities to prepare a Rights of Way Improvement Plan. ROWIPs will:

- Provide an assessment of the need to which rights of way meet the present and future needs of the public
- Provide an assessment of the opportunities provided by local rights of way for exercise and recreation
- Provide an assessment of the accessibility of local rights of way to all members of the community, including those with visual impairment and mobility problems

Scope - A Countryside Access Strategy for Shropshire

Shropshire is crossed by a network of 5,535 km of public rights of way (PRoW) consisting of:

- 4,322 km of footpaths
- 1,012 km of bridleways
- 92 km of byways open to all traffic
- 109 km of 'road used as public path'

The rights of way network provides broad access to services, leisure and recreational opportunities. However the Council are not only considering this network within the plan but will take a broader view of access across Shropshire. Rights of way in Shropshire are a significant asset but there are also many other ways to enjoy access to the countryside.

People use forest tracks, tow paths, disused railways lines, commons, open spaces and a host of additional access opportunities provided by different landowning bodies. The County Council alone manages 16 Countryside Heritage sites. Others including Parish, Borough and District Councils, The National Trust, Shropshire Wildlife Trust and the Forestry Commission also encourage recreational access on many of their sites.



Furthermore Open Access Land will provide significant new opportunities for walkers. In addition many individual landowners provide permissive access opportunities through initiatives such as 'Environmental Stewardship'. The transport network forms a vital link to this access structure and its value as a recreational and functional resource has been recognised.

'**The Shropshire Countryside Access Strategy**' will respond to local needs and concerns in modernising access provision in order to make Shropshire a welcoming and safer place for everyone to enjoy.

Shropshire is England's largest inland county and initial consultation has shown that the demand for and provision of access varies widely across the county. In order that this is reflected within the Access Strategy access provision is being considered within five separate areas, each with distinctive landscape and population distributions:

- Shropshire Hills
- Shropshire Plains
- Clun Hills
- Mid Severn
- Oswestry Uplands

The shared priorities for transport

Shropshire is a large rural county, with a relatively small population, served by an extensive road network. Integral to this road network is the Rights of Way network, which creates shared priorities with the LTP. Shropshire's Countryside Access Strategy will contribute to these shared priorities, as follows.

- **Accessibility** – making improvements to the PRow network will increase access for all users. New or improved links to communities and services promote increased access at a local level.
- **Environment** – raising the profile of and encouraging the wider use the PRow network as an alternative to travelling by car. Promoting integrated links with public transport and the network to increase sustainable travel thus reducing pollution and congestion.
- **Economy** – a well maintained and promoted path network that encourages walking, horse riding and cycling provides opportunities for rural tourism and other local economic benefits.
- **Safer and healthier communities** – developing and improving safe non-vehicular routes linking communities. Advocating the use of the PRow network to improve the health and well-being of communities.

Progress report

Shropshire's Countryside Access Strategy is due for completion in March 2007. Currently we are at the stage where all information regarding the existing access provision has been collected. The use of GIS mapping has enabled us to capture access opportunities both recreational and utilitarian within each of the five identified landscape character areas. This data has enabled us to establish:

- Density of existing PRow network

- Provision of other known access opportunities
- Safe routes away from busy roads
- Access to attractions and facilities
- Circular routes
- Local routes close to populations that enable people to go about their daily activities safely
- Access to newly designated open access land
- Gaps in the network
- Strategic and promoted routes

The analysis of this data has been used as a basis for widespread local consultation to establish the needs and demands of users.

To date, 2500 individual residents have replied to consultation on how they want the rights of way network to be improved and developed in the future. In addition to this consultation with community groups, Parish Councils, Rights of Way user groups and forums, focus groups and neighbouring authorities were used to gain views on countryside access provision. This consultation has strongly indicated the following needs of the residents of Shropshire:

- A well maintained rights of way network accessible for all sections of society. 41% of respondents would use the countryside more if improvements to infrastructure were made. 25% of Parish Councils in Shropshire want to have more physical improvements to their local networks for access and better signage.
- Improved information on and better promotion of the network to increase people's choices and knowledge on where to go. In particular the development of more short, circular walks linked to health and/or tourism initiatives.
- Many Parish Councils through their Parish Plans have also identified improvements to their local networks which underpin wider initiatives such as school travel plans, community projects and easier access schemes for the elderly and young families.
- Access improvements which make the network easier to use, for example gates rather than stiles or for people with disabilities.

More specifically the consultation has initially revealed that:

- 88% of respondents walk on the network
- 77% of respondents use the network for exercise
- 65% of respondents use the network for relaxation
- 50% of respondents use the network to improve their health

In terms of problems encountered on the network the table below indicates the major problems from the user's perspective:



Maintenance issue	% of respondents
Overgrown Vegetation	58.5%
Lack of signposting and way marking	56.3%
Physical obstruction	39%
Ploughing and Cropping obstructions	41%
Problems with stiles and gates	28.5%

Obviously the need for safe structures in a good condition is essential to the maintenance of the PRow network and the demand for these goes hand in hand with the demand for accessible routes.

The lack of signage and waymarking was raised by over 50% of those who completed our general public questionnaire and was also raised as a significant issue by Parish Councils. There are 9,500 individual Rights of Way within the county, 2,000 of which cross or adjoin 'A' or 'B' class roads. These routes are important links for rural communities as well a tourism resource. The improvement of roadside signage on public rights of way will improve the accessibility of the network to all abilities.

- Significant funding will need to be made available to address this issue. Destination signing will improve the accessibility of the network and will be introduced where possible within the Action Plan.

Access for walkers

Walkers can use the whole of the PRow network. Footpaths alone form 4,322km of this network and are the most widely used access resource. Although the majority of these footpaths fall within the rural parts of the county many also follow urban footways through housing estates, or run along alleyways. These footpaths provide important, safe, access to services, leisure and recreational opportunities, and link communities without involving use of the car. Many Parishes want to promote short circular walks, the usage of which will increase the health and wellbeing of local communities. It is also recognised that walking is a major tourism resource for Shropshire and improvements to the Rights of Way network will encourage this activity and benefit the rural economy. Through the Access Strategy we will be looking to:

- Identify key missing links key links in the footpath network, particularly around the urban fringes.
- Undertake a survey on all urban Rights of Way looking at surfaces and signage.
- Identify footpaths that form vital links between communities or as access to utilities that might be suitable for improvements.
- Work with communities in identifying short circular walks <http://www.pateo.com/article6.html>
- Advocate the use the Rights of Way network as a tool to improve peoples health and well-being
- Encourage the use of the network as a means of non-motorised access between communities and the wider Shropshire countryside.

Access for equestrians

Equestrians can use bridleways, and byways. Bridleways form 1,012km, of the network and the increase in horse ownership for leisure purposes means this resource is becoming increasingly valued. Carriage drivers also form part of the equestrian sector though their access is limited to

byways and 109km of RUPP's. A lack of bridleways is an issue in Shropshire, particularly in the north of the county where the fragmented network makes the use of roads essential. Horses and fast moving traffic do not mix. The Access Strategy will look to address this through the LTP by:

- Identifying the roads that are well used by equestrians or that provide important links with the existing bridleway network.
- Provide more horse warning signs and traffic calming measures on these roads.
- Maintain the verges on these linking roads, where possible, in a manner that enables horses to get off the tarmac surface safely should the need arise.
- Give consideration to the type of surfacing carried out on roads in areas that are well used by equestrians; particularly the use of SMA which has been raised as an important safety issue by riders.

Access for cyclists

The majority of cyclists use the road network and the remit for cycling has historically fallen to Highway departments. However, cyclists can and do use the bridleway and byways network and there is a demand for safe off road cycle routes. Some sections of the National Cycle Network use these off road routes as they provide a traffic free environment for users. There is also an issue of who should take the lead on the growing number of mountain bikers who access the Shropshire countryside. Cycle tracks, which are normally within urban areas, can come about through the upgrading of public footpaths. We need to have a more coordinated approach to the creation of these routes. The Access Strategy will look to address this through the LTP by:

- Identifying, from the survey of urban footpaths, routes that might provide important off road links for cyclists to access services.
- Identification of cycle tracks, how they link to the PRoW network and how they could be shown on the Definitive Map.
- Develop a policy regarding surfacing of multi use off-road routes for all users.

Byways Open to All Traffic

Although Byways Open to All Traffic form only 92km of the network, the fact that they carry public vehicular rights increases the health and safety responsibility.

- Safety warnings need to be erected where all BOATS emerge onto County roads
- Improvements to surface maintenance should be considered at key sites.

LTP links with Access Strategy

Once completed Shropshire's Countryside Access Strategy will incorporate an Action Plan that will include more detail of links to LTP and its funding, timescales and actions. We will be working with LTP partners over the next 12 months to produce this plan in time for the first LTP annual report.



Appendix F Transport asset management plan report

Shropshire County Council is committed to developing an asset management plan for its major transport assets. We have yet to publish our first Transport Asset Management Plan (TAMP) but we have demonstrated our commitment to these plans by the following actions:

The *CONFIRM integrated highway management system* has been implemented and is being used throughout the Network Management division and other divisions. The system is currently used to manage financial, contractual, operational and customer relations activities as well as to undertake pavement management according to the requirements of UKPMS. Further development and integration of the CONFIRM system is on-going.

We actively participate in the *Midlands Service Improvement Group (MSIG)*. A group of 13 local authorities from across the Midlands has been formed to co-ordinate the production of TAMPs and to exchange best practice amongst members.

An *Asset Planning Champion* has been appointed to oversee the development of the TAMP for highways and transport. The champion is also responsible for the development of CONFIRM; this will ensure that the system will be an integral part of the future management of transport assets in Shropshire.

We are currently undertaking significant work to complete an adequate inventory of our transport assets. A suitably comprehensive inventory of major assets is required for both the asset management plan and the future move towards Whole of Government Accounts (WGA),

The TAMP will include dynamic elements such as details on operations and legislation as well as more static elements covering strategic goals and budget plans.

It is planned to review the plan annually and update as required. An annual review of the plan is essential to accommodate the legal, political and operational obligations of the authority.

The initial plan to be published in 2006 will be subsequently developed in a number of ways:

- We have decided to focus the initial plan on a four key highway assets: carriageways, footways, street lighting and structures. These key assets are expected to comprise the great majority of the value of the asset. Other asset types may be added to the plan in future revisions.
- Since many of the funding decisions for 2006 have been made before the asset management process was fully established, the initial TAMP can only reflect the expectations for our highway assets based on the current decisions. For future funding arrangements, asset management will form a more fundamental part of the decision making process; a revised TAMP can then be published in which long-term, strategic parts of the plan are established.
- Three revised codes of practice were published in 2005 covering highway maintenance, street lighting and structures. We are currently reviewing these codes to determine the required changes to our operating procedures. It is anticipated that not all of the required changes will be undertaken in time for the publication of the initial plan, but these will be reflected in future plans as adopted.

An aim of the asset management system is to maintain transport assets in a cost-effective way. The plan will utilise asset valuation techniques that are in accordance with the published guidance to provide a measure its performance. Good stewardship of transport assets can be demonstrated by the preservation or development of the value of the assets.

What has already been achieved?

A review of current practice for the management of transport assets has been completed and key areas for improvement have been identified as necessary to align processes with an asset management approach.

A review of the extent and reliability of existing data has been completed. Although adequate data exists for many key asset groups, this review considered the data requirements for the TAMP and identified areas where improvements could be made. The review produced a number of recommendations for improvement which we will be adopting.

A generic content and detailed structure of the 1st Edition TAMP has been developed in collaboration with the MSIG. This collaborative approach will produce asset management plans which are easily comparable and include best practice from a number of local authorities.

An Asset Management Working Group has been established. This group co-ordinate the activities required to conduct asset management of our highways assets. The group is currently working on the initial plan.

Draft life cycle plans have been established for most of the key asset types. Each lifecycle plan has identified the cost and anticipated life of treatment options, and details the decision making procedure that has been adopted to assess the relative effectiveness of different treatment strategies. Specific effort has been put into the identification of preventive maintenance interventions so that the whole life cost of the assets are minimised. *Risk Management* is an integral part of the asset life cycle plans. Our corporate risk management procedure has been used to identify and assess many types of risk for each asset type, as well as the additional actions that are necessary to mitigate high risks.

Levels of Service have been established based on our statutory obligations, local objectives and the recommendations included within the codes of practice; these levels of service have been established to clearly support the current LTP objectives. SMART performance measures based on those included in the codes of practice and additional local measures have been formed to demonstrate the achievement of the stated levels of service.

An attempt has been made to make a *valuation* of the gross replacement cost of carriageways and street lighting in accordance with the published guidance on asset valuation. Unit rates have been determined either directly from our Contractor's rates or published national rates that have been validated using our Contractor's rates.



Remaining challenges/ progress towards a whole-life asset management maintenance plan:

Establishment of an Asset Information Strategy (AIS). Progress has been made for the collection of asset inventory data; however a strategy is required for maintenance of this data. The AIS will consider how the information will be stored; who will be responsible for the data and how the data will be kept up-to-date. It is recognised the improvement in data management and its use will be required to support a greater use of asset management.

Asset Valuation. We will value their transport assets according to the published guidance. Asset valuation is a key part of the TAMP as this provides an important tool to select maintenance options and to assess the success of the outcome of schemes.

Option Identification. A fully developed set of maintenance options for our highway assets must be developed for long-term funding decisions to be made. These options will identify the potential impact on funding, levels of service and risk relating to highway assets; they will be presented to members so that strategies can be established for the revised plan; due in 2007.

Production of an Integrated Forward Works Programme. A product of the asset management system will be a forward works programme that is integrated with our transport schemes. An integrated forward works programme is essential to minimise whole life cost.

Development of an Improvement Action Plan. It is accepted that the 1st draft TAMP will provide significant opportunity for improvement. It is important that the plan is reviewed annually, and amended as necessary, in order to maintain best value for our customers. A further detail review will be undertaken every five years in order to account for details in the future LTP submissions.

Ambition and realism of LTP Asset Management targets:

Shropshire County Council is progressing towards an asset management system and has clearly shown commitment to achieving this goal. The programme under development will set out clear target dates for completion of elements of the plan to allow implementation of 1st edition Transport Asset Management Plans in 2006. An enhanced edition is expected in 2007 that will cover the changes resulting from current codes of practice, improved valuation and fully developed budget decisions.

Whole-life maintenance resource implications of the major and other integrated transport schemes proposed in local transport plans:

Whole life cost assessment is a key process in the development of lifecycle plans. These assessments will be developed for each significant asset group as the TAMP progresses through the development of lifecycle plans that detail how the rationale for creation of new assets will incorporate the assessment of long term maintenance implications. For major schemes, such as the A41 Sandford bypass scheme, and other significant expenditure, whole life cost assessments will be made on a scheme-by-scheme basis. For more minor schemes, such as the installation of improved signing on quality walking routes, a generic whole life cost assessment will be employed to aid efficient decision making.

The whole life maintenance impact of new proposals for transport schemes will be fully considered prior to inclusion within the LTP. These will be documented and included within the TAMP.

The implications of any LTP proposals to delay or bring forward maintenance work:

The TAMP will define the current and desired levels of service and the corporate risks associated with these. Once these have been established, an integrated renewal and maintenance programme can be developed.

Long term planning for maintenance will facilitate the analysis of the timing of maintenance interventions and the programming of preventive maintenance treatments, thus leading to better whole life cost solutions.

An integrated forward work programme will also facilitate the coordination of planned maintenance schemes with major and other integrated transport schemes; this is essential for our obligations under the Traffic Management Act (2004). Once long term programmes have been developed for all assets (as a result of the development of lifecycle plans for each asset) and for each service area (as an output from other LTP strategy development) it will be possible to identify conflicts and the possibility for developing hybrid schemes (i.e. schemes that meet two or more different sets of objectives concurrently) for further economies.



Appendix G Major scheme proposals

We set out below a summary of our major schemes proposals for the LTP period.

Approved Major Scheme - A53 Hodnet Bypass

Shropshire County Council currently has one approved major scheme, the A53 Hodnet bypass. The scheme was opened in 2003, however there is still some residual expenditure anticipated to be incurred during the second LTP period. The total scheme cost is expected to be £15,515,000. The anticipated remaining scheme costs from 2006/07 to 2008/09 are set out in Table G.1. The total remaining cost is therefore £563,000

Table G.1 A53 Hodnet bypass revised expenditure profile (£'000s)

	Pre 2006/7	2006/7	2007/8	2008/9	Total
Total cost	14,588	209	52	302	15,515

New major scheme proposals

We are proposing to put forward at least one new Major Scheme during the LTP period, although we have not yet submitted a fully worked up and appraised proposal (Annex E document) for any new major scheme. There are three potential major scheme bids under consideration:

Sandford Bypass (A41)

Scheme description

This scheme would involve construction of a short (1.9 km) bypass at the village of Sandford which lies on the A41 south of Whitchurch. The scheme would remove a dangerous sharp bend from this main road. There are frequent accidents at this site which not only result in personal injury, but also cause significant structural damage to an historic bridge which has sandstone parapets. There are subsequent long term traffic delays as bridge reconstruction work takes place. Between November 2002 and November 2004 three separate incidents resulted in a need for temporary traffic signals. During that period, shuttle working was in place for a total of 69 weeks (or 66% of the period).

Impact on LTP targets and objectives

This scheme would make a significant and positive contribution to two priorities:

- **Reducing road accident casualties** - There were a total of 40 personal injury accidents on the section of route which would be by-passed in the 5 year period 2000-2004, an average of 8 per year. Construction of a much safer stretch of road would therefore help us to achieve our accident reduction targets.
- **Reducing and preventing congestion** - Accidents on the existing road alignment cause significant local congestion on a primary route. Construction of the bypass would result in an

overall reduction in travel time, particularly when the frequent need for shuttle working during bridge repairs is taken into account.

Impact on LTP implementation programme

It is necessary for this scheme to be completed in one go, not incrementally. Progressing this scheme without major scheme funding is not a viable option. The cost would consume over a quarter of annual block allocation for maintenance and integrated transport. The detriment to other priorities and other areas of the County would therefore be very significant. The only opportunity to gain the additional benefits outlined above that would result from this scheme would be through additional major scheme funding.

Anticipated costs

An initial scheme assessment considered four options. We will be undertaking further work into the two options which have produced a positive benefits to costs ratio. The anticipated total scheme cost for both of these options is approximately £5 million.

Cost benefit

The initial assessment of benefit to cost ratio has shown that the most favourable option would have a ratio of approximately 2.

Proposed timescale

We currently anticipate submitting an 'Annex E' proposal for the Sandford Bypass during 2006. If successful we would anticipate starting construction on the scheme in 2008. The main works would be expected to take 15 months. An estimated cost profile for this scheme will be provided in the financial tables

Shrewsbury North West Relief Road (NWRR)

Scheme description

This scheme would provide a new road to the north west of Shrewsbury. It would include a major new river crossing, and provide traffic relief to the town centre and arterial roads by providing an alternative route between the north and west sectors of the town.

The scheme proposal would also include some form of demand management measures, probably including reduced road capacity in the town centre. This would enhance conditions for buses, cyclists and pedestrians and also enable the benefits of the new road to be "locked in" preventing town centre traffic levels from rising again.

Shropshire County Council have not yet made a decision as to whether to progress with a bid for this scheme. Detailed assessment of a number of road and alternative 'non-road' options were subject to a detailed public consultation during May/June 2005. As a result of this exercise we are currently developing a preferred route based on three outer options – Green, Black and Red (Option 1).



Impact of major scheme on LTP

This scheme would make a very significant contribution to the following priorities:

- **Improving air quality in the Shrewsbury town centre and Heathgates AQMAs** - as a result of reduced traffic levels and congestion in these areas. The level of traffic reduction which a NWRR could bring should be sufficient to enable our air quality targets to be met and to remove the need for two declared AQMAs.
- **Improving the local environmental quality and reducing the impact of traffic in Shrewsbury town centre and some arterial routes** - Reduced traffic would result in reduced noise, severance and visual intrusion from traffic, this would have significant benefits for the attractiveness of Shrewsbury town centre as a shopping, tourist and cultural centre helping to support its economic vitality.
- **Reducing and preventing congestion in Shrewsbury town centre and its approaches** - The traffic assessment indicates that a new NWRR road would reduce traffic on Smithfield road within Shrewsbury town centre by upto 40%. Journey times would reduce significantly both for those using the new road and existing roads that would be relieved of traffic.
- **Reducing road accident casualties** - significant benefits would result from traffic reduction on town centre roads

However, the scheme would also have negative impacts on the local environmental quality of the town on the approaches to the route where traffic levels would increase, and significant impacts on the existing high quality green space which the road would cross.

Any subsequent bid for funding for a preferred route scheme will include detailed information on how we would significantly stretch our performance targets in response to a successful bid. We would expect to set very significant targets for reduction of traffic in Shrewsbury town centre and related benefits including improved air quality and increased levels of bus and cycle use and walking.

Impact on LTP implementation programme

The most significant impact on the LTP implementation programme of a definite and successful bid for a NWRR major scheme would be the reallocation of block funding to other area of the County. We estimate that there would be a reallocation of approximately £2.5M of the total £21.5M (12%) integrated transport funding for the 5 year period. This would be because the expected benefits to public transport, pedestrians, cycling, safety, environment and congestion in Shrewsbury that we are currently seeking to achieve from this expenditure would instead be delivered, and to an even greater extent, through the North West Relief Road Package. The reallocated funding would be distributed to achieve benefits in other areas of the county in line with LTP priorities. Full details will be provided in any major scheme bid for the NWRR.

Anticipated costs

The cost for different route options varies but the scheme could cost up to £50 million. The County Council has insufficient allocated funding to progress this scheme and would require major scheme funding. In line with DfT requirements, the initial assessment has indicated that a Private Finance Initiative would not be suitable for this project.

Cost benefit

The cost benefit ratio for the various route options are between 6 and 10.

Proposed timescale

Following the determination of a preferred route in summer 2006 a decision will be taken on whether to put forward a formal "Annex E" proposal for this scheme. This decision will need to be made in the context of the Transport Innovation Fund Study that the County Council is currently undertaking and is due for completion in summer 2007. A NWRR may be part of an eventual Transport Innovation Fund project for Shrewsbury.

If a scheme went ahead the earliest possible date for a NWRR scheme would be April 2008. It is anticipated that the main works would take 2.5 years. An indicative cost profile for this scheme (should it go ahead) will be provided in the financial tables.

Shrewsbury Parkway Station

Scheme description

We have made initial investigations into the feasibility of a new "Parkway" station for Shrewsbury near to the junction of the A5 and the A49 on the Shrewsbury Bypass at Preston Boats. This would also act as an additional bus and rail based park and ride site for Shrewsbury town centre.

Impact of major scheme on LTP

Reductions in the number of car based journeys to the rail station in Shrewsbury town centre would help to support the following priorities:

- **Improve air quality in Shrewsbury town centre**
- **Improve the local environmental quality and reducing the impact of traffic in Shrewsbury town centre**
- **Reduce and prevent congestion in Shrewsbury town centre and its approaches**

The scheme would also support priorities to:

- **Reduce greenhouse gas emissions from transport:** The scheme would make access to the rail network easier for many people and thereby encourage more long distance trips to be made by train
- **Support rural regeneration** - by enhancing access to the rail network from rural areas

Impact on LTP Implementation Programme

If successful this scheme would negate the need to develop a separate fourth park and ride site for Shrewsbury. Funding that would have been allocated to this project could be distributed to other public transport improvements in other areas.



Anticipated costs

It is anticipated that the full capital cost of providing the rail station and park and ride service would be in excess of £5M

Cost benefit

The cost benefit ratio for this scheme has not yet been determined

Proposed timescale

Further investigation will be undertaken as part of the Transport Innovation Fund Study. If the scheme is progressed we would look towards submitting a formal "Annex E" proposal towards the middle of the LTP period. The scheme could form part of a Shrewsbury Transport Innovation Fund project. In either event we would expect construction to be towards the end of the LTP period.

Prioritisation of major schemes

The priority order for our major scheme bids can only be finalised after a preferred route has been established for the Shrewsbury North West Relief Road and the Transport Innovation Fund (TIF) Study has been completed. However, at this stage it seems likely that the North West Relief Road will be our highest priority Major Scheme bid. If a decision is made not to pursue a North West Relief Road or it becomes part of a TIF project it is likely that the Sandford Bypass will be our highest priority major scheme.

Appendix H Glossary

AIS	Asset Information Strategy
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BVPI	Best Value Performance Indicator
CCP	Councils for Climate Protection
DDA	Disability Discrimination Act
DEFRA	Department for Environment and Rural Affairs
DfT	Department for Transport
DMP	Destination Management Partnership
DPE	Decriminalised Parking Enforcement
EU	European Union
GOWM	Government Office of West Midlands
GVA	Gross Value Added
HA	Highways Agency
HGV	Heavy Goods Vehicles
ICT	Information Computer Technology
ITS	Intelligent Transport System
KSI	Killed or Seriously Injured
LDF	Local Development Framework
LEA	Local Education Authority
LSP	Local Strategic Partnership
LTP	Local Transport Plan
LTS	Local Transport Strategy
MTI	Market Towns Initiative
NSDC	North Shropshire District Council
NWRR	North West Relief Road
OBC	Oswestry Borough Council
PCT	Primary Care Trust
PTW	Powered Two Wheelers
ROWIP	Rights Of Way Improvement Plan
RPG	Regional Planning Guidance
RRZ	Rural Regeneration Zone
RTP	Rural Transport Partnership
RTPI	Real Time Passenger Information
SABC	Shrewsbury and Atcham Borough Council



AIS	Asset Information Strategy
SCC	Shropshire County Council
SEA	Strategic Environmental Assessment
SRA	Strategic Rail Authority
SRTS	Safer Routes to School
SSDC	South Shropshire District Council
STP	School Travel Plan
TAMP	Traffic Asset Management Plan
TEN	Trans European Network
TIF	Transport Innovation Fund

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