



## **Shropshire Local Transport Plan**

### **Provisional Implementation Plan 2011- 2014**

March 2011

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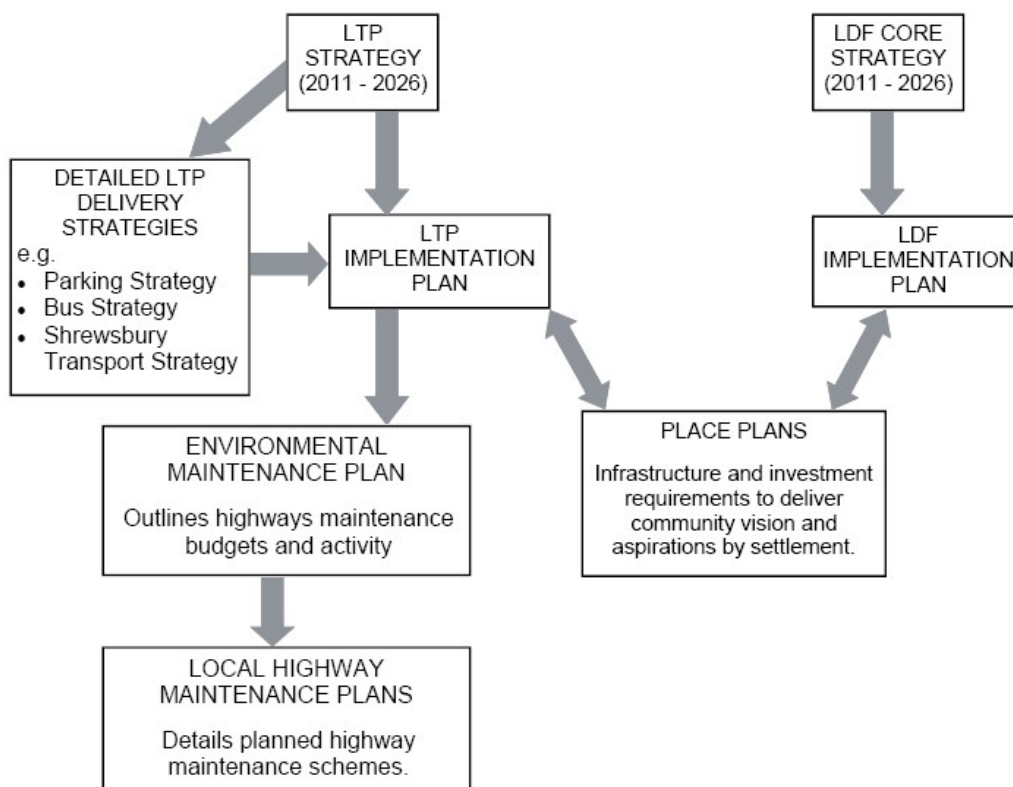
## 1. Introduction

This is the first Implementation Plan for the Shropshire Local Transport Plan (2011-2026). This document sets out how we intend to implement to policies set out in the LTP Strategy over the period from 2011 to 2014.

The LTP Implementation Plan will be reviewed and updated on an annual basis and includes:

- A summary of the key projects and schemes implemented in the previous year
- A review of progress in achieving the LTP objectives as demonstrated by performance indicators
- An overview of future funding available
- A summary of any key pressures, priorities and opportunities influencing the allocation of resources
- LTP capital programmes – setting out the specific schemes that we plan to deliver
- Other key projects, initiatives and improvement measures we intend to pursue over the coming year.

The LTP Implementation Plan is supported by a range of other documents as shown in the diagram below.



## 2. Delivery and Achievements

The LTP delivery Plan will be updated each spring. In future versions this section will provide an overview of schemes delivered in the previous year; and will report progress towards achieving LTP objectives, as demonstrated by the LTP Performance Indicators.

This section has not been completed for this initial Implementation Plan because a very detailed picture of our current position is provided in the in the 2011 LTP Evidence Base documents which are available at

<http://shropshire.gov.uk/traveltransport.nsf/open/EDF8C3199970786680257886003E5DA0> .

These documents provide a wide range of baseline data and summarise current strengths, weaknesses, opportunities and threats.

## 3. Funding

### 3.1. Council Revenue Funding

Revenue funding is used for activities which do not leave a long term asset. Revenue funded transport activities include subsidies for non-commercial bus services, non structural highways maintenance (e.g. operating street lights, cutting grass, clearing drains, winter gritting), road safety education and minor traffic management measures.

Revenue funding for transport activities is generally allocated from Shropshire Council's overall revenue budget, derived from a combination of central government funding and local council tax. Some specific ring-fenced grants come directly from central government.

Shropshire Council is currently facing extreme pressure on its revenue budget with a freeze on council tax and reductions in central government grant of 26% over the next four years; with a 13% cut from 2010/11 to 2011/12. There has also been the withdrawal of a number of specific government grants, including the road safety fund grant.

As a result of the revenue budget pressures Shropshire Council has identified the need to save approximately £700, 000 from the public transport budget in 2011/12. Changes to concessionary fares policy and bus services as a result of these savings have been consulted upon (see [www.shropshire.gov.uk/traveltransport.nsf/open/718FE540380A7ECE802577FC00353700](http://www.shropshire.gov.uk/traveltransport.nsf/open/718FE540380A7ECE802577FC00353700))

Some additional savings will need to be found from transport budgets post 2012, although transport, and particularly highways is being treated as a priority area for the Council.

The base revenue budgets for 2011/12 are shown below

#### ***Key Transport and Highways Revenue Budgets 2011/12***

	£
Winter Maintenance	1,659,000
Street Lighting	
Routine Highway Maintenance	1,835,000
Routine traffic management	2,572,750
Bus subsidy	3,139,770
Concessionary fares	3,079,000
Total	12,555,270

In addition to these base budgets, a grant of £3.6M has been allocated for 2011/12 by central government to help cover additional highway maintenance requirements caused by the particularly harsh winter in 2010/11.

### 3.2. LTP Capital

Capital funding is used for activities which provide or improve a long term asset, such as the highway network.

Most capital funding used for investing in Shropshire roads comes from a specific allocation from the Department of Transport (DfT). Shropshire's capital settlements for 2011/12 and 2012/13, and indicative settlements for the following two years are set out below.

Block (£)	Settlement 2011/12	Settlement 2012/13	Indicative Settlement 2013/14	Indicative Settlement 2014/15
Integrated Transport	1,590,000	1,696,000	1,696,000	2,385,000
Highways Maintenance	13,518,000	13,096,000	12,712,000	11,973,000
<b>TOTAL</b>	<b>15,108,000</b>	<b>14,792,000</b>	<b>14,408,000</b>	<b>14,358,000</b>

The 'Integrated Transport' allocation is for small scale improvements to the transport network in line with LTP policies. For example it can be used to fund new pedestrian facilities, cycle routes, traffic management measures, safety improvements and bus infrastructure. There has been a very significant reduction in Integrated Transport funding compared to recent years.

In the four year period 2006-2010 Shropshire received a total of £17.5M for Integrated Transport (including road safety capital grant); in the 4 year period 2011 to 2015 we expect to receive £7.4M, this is a 58% reduction in funding.

The 'Highways Maintenance' allocation is to fund the structural maintenance and renewal of highways, bridges and street lighting. Again there has been a reduction in funding compared to recent years. In the four year period 2006-2010 Shropshire received £58.9M for Highways Maintenance (including additional allocations for detrunked roads and special bridge works); in the 4 year period 2011 to 2015 we expect to receive £51.3M, this is a 13% reduction in funding.

The DfT's allocations are not binding upon the Council, insofar as the Council has flexibility through the 'Single Capital Pot' to reallocate the capital funding it receives from central government in line with its own priorities. However, the Council has decided that in 2011/12 and 2012/13 transport capital programmes will be set in line with the settlement levels.

### 3.3. Prudential Borrowing

Additional capital funding has been identified by Shropshire Council for some transport related capital projects through Prudential Borrowing (borrowing paid back over a 25 year period). The amount of borrowing the council is undertaking has been significantly reduced due to the significant and long term revenue implications. Schemes now included in the prudential borrowing programme are either essential works that can't be funded from direct grants or 'invest to save' schemes where revenue savings will outweigh the interest charges (such as street lighting upgrades). Transport and highways schemes identified for prudential borrowing in the next 2 years are:

- Bridges £875,000- Porthill Footbridge, Shrewsbury; and Castle Street retaining wall, Ludlow
- Street lighting £150,000 - Column replacement programme

- Market Drayton Inner Relief Road £1,550,000- Capital funding used to purchase land; this will be resold with a condition for a road to be provided as part of new development. As well as providing a road improvement, this scheme will achieve regeneration aims by opening up development land close to the town centre.

### **3.4. Grant funding**

Shropshire Council actively seeks to secure additional sources of funding for highways and Transport projects. Grant funding is usually secured for a specific purpose.

Secured grant funding includes:

- Shrewsbury Growth Point Pump Priming Grant- £500,000. An element of the total grant received from the Department for Communities and Local Government will be used to help address the traffic problems at the Chester Street Gyrotory in Shrewsbury Town Centre.
- Connect 2 - £310,000. This is the remaining funding from the Sustrans' Big Lottery Grant that will be used to help fund the completion of the Connect 2 cycle and pedestrian improvements in Shrewsbury, in the Town Centre and Greenfields.

We will continue to seek further opportunities to secure additional funds to help deliver transport improvements. Known potential sources of grants funding include:

- Local Sustainable Transport fund- A £4.99M bid has been submitted to this fund (see below)
- Regional Growth Fund- This is a £1.4bn national fund (2011-2014) to stimulate economic growth and employment. Support for infrastructure improvements that remove barriers to growth are eligible, however bids must be able to demonstrate how they will deliver private sector investment and jobs. A bid could be put forward for economically beneficial transport improvements in Shropshire. Bid should be endorsed by the Marches Local Enterprise Partnership
- Sustrans- There is potential for further small scale grant funding from Sustrans for links to schools and additional Connect2 project funding

### **3.5. Local Sustainable Transport Fund**

The Department of Transport has allocated £560m (60% revenue and 40% capital funding) to a Local Sustainable Transport Fund. Local Authorities can bid to support packages of sustainable transport interventions that support economic growth and reduce carbon emissions in their communities; as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion.

The first bidding round is in April 2011 with funding available for the second half of 2011/12 to 2014/15. The Council has submitted a bid for £4.99M to this fund; and plans to submit in June an expression of interest in a larger value bid which could extend the project ideas further.

The LSTF bid is available at:

[www.shropshire.gov.uk/traveltransport.nsf/open/87FA92B12AB8B93C80257871002D24DB](http://www.shropshire.gov.uk/traveltransport.nsf/open/87FA92B12AB8B93C80257871002D24DB) .

Our package focuses on facilitating more walking and cycling for local journeys, targeted public and community transport improvements to improve access to jobs, schemes to encourage more efficient car use and enhance the efficiency of the road network. The bid focuses primarily on the towns of Shrewsbury, Oswestry and Ludlow.

The funding profile of the Shropshire bid is outlined below. We will be informed at the end of June if our bid has been successful.

<b>LSTF £4.99M bid ( £000's)</b>	2011-12	2112_13	2013-14	2114_15	Total
Capital	268	357	536	714	1,875
Revenue	446	893	893	893	3,124
<b>Total</b>	<b>714</b>	<b>1,250</b>	<b>1,428</b>	<b>1,607</b>	<b>4,999</b>

### **3.6. Developer Funding**

Where new developments generate site-specific highways and transport requirements we will continue to use 'planning conditions' and 'section 106 agreements or undertakings' to ensure the required infrastructure is provided as part of the development, or funding is secured to pay for it's provision.

In addition, during 2011 Shropshire Council will introduce a Community Infrastructure Levy. This levy will apply to all new residential developments (except affordable homes), ensuring that all new development contributes to improving community infrastructure. The majority of the Levy will go to support local infrastructure, in or close to the locality in which the development is situated, with a minority proportion of the funding used to support strategic infrastructure.

The Community Levy is anticipated to raise approximate £4 million per year. Transport and highway improvements will be one of the eligible areas for funding raised to be spent, along with leisure, education, medical, social facilities and other infrastructure measures. Schemes eligible to be considered for funding will be listed in the LDF Implementation Plan: Place Plans.

Further information is provided in the Draft SPDF on Developer Contributions

<http://www.shropshire.gov.uk/planning.nsf/open/840C6E1F226556E58025781D0038E66B>

and CIL Preliminary Draft Charging Schedule

<http://www.shropshire.gov.uk/planning.nsf/open/69F7D8A6E6AA71D68025781D003BCCE6>

## 4. Objectives, Priorities and Aspirations

### 4.1. Delivery of LTP Objectives

The LTP strategy set out 10 objectives. We aim to use the capital and revenue funding sources available to us and our partners to deliver against these objectives. The table below highlights which programme areas will contribute to the delivery of each objective. Key contributions are highlighted in bold.

LTP Goal	LTP Objectives	LTP Capital Programmes					Other Capital	Revenue Programmes		
		Highway Maintenance	Safety and Speed Management	Network Management and Efficiency	Walking and Cycling	Public Transport	Developer Contributions , including CIL, 106	Strategic Transport authority investment e.g. trunk roads, railways	Supported bus services	Road Safety (Education, Training and Publicity)
Economy	Improve connectivity and access, particularly by sustainable transport modes			✓	✓	✓		✓	✓	✓
	Improve journey time reliability and reduce unforeseen delays			✓				✓		
	Support growth and ensure new housing and employment areas encourage more sustainable travel behaviour			✓	✓	✓	✓		✓	✓
Environment	Reduce transport related carbon emissions	✓	✓	✓	✓	✓				✓
	Minimise the impacts of transport on our local environment and communities			✓						✓
	Maintain the condition of the highway network	✓								
Community	Enable older, younger, disabled and other excluded people to more easily access a range of services and facilities				✓	✓			✓	✓
	Encourage more travel by active modes of foot and cycle				✓				✓	✓
	Reduce the risk of death or injury due to transport accidents		✓		✓				✓	
	Help people feel safe and secure when travelling and protected from traffic in their communities		✓	✓	✓				✓	✓

- ✓ Key contribution
- ✓ Secondary contribution

## 4.2. LTP Priorities

Some objectives are considered to be a higher priority than others and hence will receive a greater priority when distributing funding. Some of the factors influencing the distribution of LTP funding to different programme areas are:

- **Public priorities**<sup>1</sup> – we know from the 2009 IHT survey that safer roads, highway condition and pavements are considered to be the most important aspects of transport and highways provision, with highways condition the aspect for which satisfaction levels are lowest. These results are similar to the 2004 people panels survey which showed that slower speeds, safer routes to schools and safety measures were the most supported interventions followed by highways maintenance.
- **Stakeholder priorities**<sup>2</sup>- Local stakeholders consulted at the 2010 stakeholder event identified improvements to access for those without a car, reducing carbon, reliable networks and maintaining highways as the highest priorities.
- **Commitments and external funding opportunities**- In developing the outline programme we need to consider areas where expenditure is already committed or is required to act as match funding to draw in external funding; sustainable transport is one such area where there is a commitment to completion of the Connect 2 project and the opportunity for additional LSTF funding.
- **Pressures**: There are a number of pressure areas including:
  - Highway maintenance due to the impact of two consecutive severe winters; there are also a number of bridges in the county requiring maintenance; and inefficient street lights at the end of the life requiring replacement with modern energy efficient lights.
  - Traffic and congestion in Shrewsbury, addressing this problem is a high priority; we need to start to invest in low cost measures that will form part of the Shrewsbury Transport Package
  - Growth areas- although many of the site specific improvements required to accommodate housing and employment growth will be provided through developer contributions, additional sustainable transport and network management measures may be required to sustain acceptable traffic levels in growth towns. Whitchurch has already seen significant growth in recent years, and major new urban extensions in Oswestry and Shrewsbury are expected to be started in the next few years.

## 4.3. Local Aspirations- Shropshire Place Plans

The Shropshire Place Plans are important new tools for identifying the local priorities and infrastructure requirements for each of Shropshire's communities. They are being developed by Shropshire Council in partnership with local communities, Parish and Town Councils and local infrastructure and service providers. They include all infrastructure aspirations including transport and highway improvements. The 18 Shropshire Place Plans can be found at

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<sup>1</sup> See 'LTP Evidence Base Part 2: Consultation Report'

<sup>2</sup> See 'LTP Evidence Base Part 2: Consultation Report'

<http://www.shropshire.gov.uk/planning.nsf/open/A5AB0E0E32A014918025784E00557AFC>.

The plans will be updated annually.

In developing the LTP capital programme the aspirations and requirements set out in the Shropshire Place Plans have been reviewed. Where project ideas are sufficiently developed, broadly in line with the LTP objectives, and potentially deliverable and affordable within the LTP funding they have been considered for inclusion in the LTP programme using the prioritisation mechanism set out in section 5.3.

A number of the transport aspirations set out in the Place Plans need some further work to develop the ideas into deliverable schemes before they can be put into the LTP prioritisation process. Work will be ongoing over the next year to further developing these ideas.

## 5. LTP Capital Programmes

### 5.1. Developing the LTP Capital Programme

In order to determine how the available capital funding is spent we use a 2 phase process.

- The first phase develop an outline programme
- The second phase it to identify and prioritise specific schemes within each programme area.

### 5.2. Outline Programme

As a result of considering the LTP priorities and pressures, a provisional outline LTP capital programme has been developed for 2011/12 and 2012/13, and indicative programmes for future years; these are subject to future review.

The table overleaf shows the provisional LTP programme, and also related works funded from other funding sources (including external grants and council prudential borrowing). The table provides the 2010/11 outline programme for comparison purposes.

The programme has retained the Highways Maintenance and Integrated Transport allocations set out in the Government's settlement

In the Highways Maintenance programme the pressures on the counties bridge stock are such that existing levels of funding for Structural Maintenance of bridges has been retained. The programme provides sufficient funding for Principal and Secondary Road Maintenance to maintain basic structural integrity at a medium risk level.

In the Integrated Transport programme, although total funding has reduced significantly, the amount of spend on tackling speeding and improving safety has been protected reflecting public demand and the council's statutory duties for road safety.

The programme also provides substantial investment in sustainable travel modes. This will contribute to enhancing accessibility, improving health and reducing carbon. It will also enable the Council to make the most of secured external contributions e.g. Connect2 and to support a bid for Local Sustainable Transport Funding grant.

Public Transport is a predominantly revenue expenditure area. The capital budget has been reduced as previously funding was required to fund the initial purchase of Shropshire Link Vehicles; vehicle replacement is now to be funded through operational budgets.

The Integrated Transport programme supports the economy by focusing investment on making the existing network more efficient; recognising that investment in new infrastructure and street enhancement works cannot be accommodated at this time within the level of funding available.

We will continue to seek additional grant and developer funding to enhance the LTP programme.

Provisional Outline LTP Capital Programme	2010/11		2011/12	2012/13	2013/14	2014/15	% of programme (2011-2014)	
	Actual	%	Provisional	Provisional	Indicative	Indicative		
<b>Highways Maintenance</b>								
Structural maintenance - principal roads	4,920	29	3,693	3,471	-	-	27	
Structural maintenance - secondary roads	10,136	59	7,700	7,500	-	-	57	
Bridges (LTP)	2,086	12	2,000	2,000	-	-	15	
<i>Bridges (Prudential Borrowing)</i>			315	650	165			
Street Lighting LTP	175	1	125	125	-	-	1	
<i>Street Lighting (Prudential Borrowing &amp; Revenue Contribution)</i>			225	275	225	125		
<b>LTP Total</b>	17,317	100	13,518	13,096	12,712	11,973	100	
<b>Non LTP Total</b>			540	925	390	125		
<b>Integrated Transport</b>								
Safety and Speed Management	599	24	652	695	695	982	41	
Network Management & Efficiency	608	25	413	441	441	623	26	
<i>Network Management- External Funding</i>				710				
<i>Network Management &amp; Efficiency - Market Drayton Inner Relief Road (Prudential Borrowing)</i>			1,550					
Walking & Cycling	483	19	413	441	441	623	26	
<i>Walking and Cycling- External Funding</i>			90	10				
Public Transport Infrastructure	330	13	80	85	85	120	5	
Safer Routes to School	275	11	<i>(incorporated into safety programme)</i>					0
Street Enhancements	130	5	-	-	-	-	0	
Monitoring	55	2	32	34	34	47	2	
<b>LTP Total</b>	2,480	100	1,590	1,696	1,696	2,395	0	
<b>Non LTP Total</b>			1,640	720	-	-		
<b>LTP Total</b>	19,622	0	15,108	14,792	1,696	2,395	100	
<b>Non LTP Total</b>	0	0	2,180	1,645	-	-	0	

### 5.3. Scheme Prioritisation

Having established the allocation of funding to different programme areas it is necessary to prioritise individual schemes within these programmes.

For each programme area prioritisation criteria have been established to determine which schemes will contribute most effectively to delivering against the LTP objectives. The prioritisation criteria for the Integrated Transport programmes are outlined in Appendix A. The budget allocation methodology used for Highways Maintenance is detailed in the Environmental Maintenance Plan which can be found at [www.shropshire.gov.uk/hwmaint.nsf/open/F4F072C769A54A4580256CCD005B40C0](http://www.shropshire.gov.uk/hwmaint.nsf/open/F4F072C769A54A4580256CCD005B40C0)

#### **5.4. Detailed Capital Programmes**

The provisional detailed capital programmes for bridges and Integrated Transport are provided below. The detailed highways maintenance programmes including lists of local road maintenance schemes will be available by the end of May in the Environmental Maintenance and Local Highways Maintenance Plans at

<http://www.shropshire.gov.uk/hwmaint.nsf/open/F4F072C769A54A4580256CCD005B40C0>

Any further Integrated Transport schemes suggestions made as part of the provisional LTP Implementation Plan consultation process will be considered alongside named but uncommitted schemes using the appropriate prioritisation criteria.

**Provisional Programme Capital Programme 2011/12: Bridges**

	£ '000s	
<b>Bridgeguard works</b>		
Nut Tree Bridge	25	Replace jack arch ties.
<b>Major Maintenance Work</b>		
Chirbury No 2 Bridge	70	Rebuild collapsed spandrel wall and strengthen heavily leaning wing wall.
Platt Mill Bridge	70	Rebuild collapsing wing wall.
Dingle Bridge	60	Rebuild collapsed wing wall.
Pont Duncan	25	Install concrete invert.
Old Forge Bridge	50	Install concrete invert and repairs to the arch barrels.
Pimley Manor and Uffington Bridges		Expansion joint nosing repairs – on hold
Phoenix Bank No 3 Ret Wall	20	Final payment of work started in 2010/11.
Windmill Lane Canal Bridge	10	Ballast box repairs and repaint.
Atcham Old Bridge	15	Wing wall parapet repairs.
Badger Heath Pool Retaining Wall	70	Repairs to collapsing retaining wall. Contribution to joint scheme with Staffs CC
Llanyblodwel Bridge (access improvement work)	45	Work to improve access onto the bridge at its northern end.
Lawley Culvert South	35	Parapet and substructure re-construction work.
Daddlebrook Culvert	40	Partial concreting of the invert.
Dean Bridge	40	Extensive repointing of the brick barrel and invert repairs.
Outrack Bridge	35	Installation of safety fencing. Joint scheme with Highway Manager.
Friars Street Retaining Wall	20	Grout void between concrete block wall and facing bricks.
St Mary's Steps	30	Complete wall re-building work.
Bank Steps	35	Retaining wall repairs.
Broad Street Ret, Wall	80	Take down and re-build bulging retaining wall.
Ludford Bridge	60	Repair collapsed spandrel wall.
Walkmill No 1 Bridge	30	Complete parapet re-construction work.
Capitalised high priority work from 2009/10 bridge inspections.	150	
Capitalised high priority work from 2010/11 bridge inspections.	150	
Boreton Road Bridge	6	Installation of width restriction barriers.
Coachman's Canal Bridge	10	Installation of fender and repairs to soffit steel protective plate.
<b>Vehicle Incursion Measures (Railway Bridges)</b>		
Pepper Street Bridge	25	Provision of road markings and kerbing (triefs?).
Tilstock Bridge	2	Provision of additional signs and road markings.
County Lane	3	Provision of additional signs and new fence.

Little Stretton Railway Bridge	30	Provision of signs and safety fencing.
Dorrington Station	3	Provision of signs and road markings.
<b>Weak Bridge Signing</b>		
Eaton No 3 Bridge	5	
Farm Lane Bridge	5	
Wheelbarrow Bridge	5	
Walkmill No 1 Bridge	5	
<b>Other works</b>		
Underwater inspections	25	New programme of inspections.
Teme Bridge, Tenbury Wells	30	Capacity review, 50% Worcestershire CC
Bridgnorth rock face inspections.	25	
Fees	409	
Miscellaneous	210	
Release of Retention	60	Completed schemes
<b>Total LTP expenditure</b>	<b>£1,923</b>	
<b>Additional Capital Funding (Prudential Borrowing)</b>		
Castle Square Ludlow, Car Park Ret Wall	5	Design and tender analysis
Porthill Suspension Bridge (investigation work)	100	Investigation work for refurbishment scheme for construction in 2012/13.
<b>Total additional capital expenditure</b>	<b>£105</b>	
<b>TOTAL</b>	<b>£2,028</b>	

**Provisional Capital Programme - Safety & Speed Management**

£'000	Indicative			
	2011/12	2012/13	2013/14	2014/15
TOTAL	652	695	695	982
Commitments from 2010/11	41			
Safety prioritised interventions Incl. Safety Barriers & Passively Safe Policy	75	200	215	275
Speed Limits				
Village speed limits	75	80	80	200
Urban Speed Limits	100	55	20	0
Rural speed limits	100	95	95	170
Vehicle Activated Signs (VAS) programme	65	65	65	65
Safer Routes to School	196	200	220	272

**Provisional Capital Programme - Public Transport**

£'000	Indicative			
	2011/12	2012/13	2013/14	2014/15
TOTAL	80	85	85	120
Passenger Transport interchange facilities	80	85	85	120
Park & Ride facilities				
Rail station improvements - joint schemes				
Bus station improvements				
Bus stop and shelter improvements				

**Provisional Capital Programme - Network Management & Efficiency**

£'000	Indicative			
	2011/12	2012/13	2013/14	2014/15
<i>Total from LTP</i>	413	441	441	623
<i>Total grant</i>		710		
TOTAL	413	1151	441	623
Commitments from 2010/11				
Chester Street Gyratory	50	860		
Other residual expenditure	65			
Parking Strategy Implementation - on street (note off-street funded from parking revenue budget)	50	50		
Shrewsbury	148	141	316	448
<i>Schemes under consideration</i>				
Urban Traffic Management Control System				
Traffic signal and junction upgrades:				
Ditherington Rd / Mt Pleasant Rd junction - refurb / Mova / Pedestrian Phase				
Brixton Way Mini Roundabout improvement				
Whitchurch Road/ Morrisons Junction				
Ellesmere Rd / Hubert Way - new mini rbt & ped refuge				
Inner ring road junction enhancements/ signalisation				
Claremont Bk / Barker St Mova Upgrade (link with Welsh Bridge signals)				
A49/Sundorne Rd Rbt capacity improvement				
Market Towns & Rural Areas	100	100	125	175
<i>Schemes under consideration</i>				
Legg Street Oswestry, One way street				
Upper Brook St / Church St Oswestry - refurb / upgrade				
Middleton Rd / Salop Rd , Oswestry				
A53 Shawbury/ Wem Road -signal refurbishment / MOVA / Pedestrian phase				
Mill Street, Wem, Weight Restriction				
Aston Street, Shifnal, Weight restriction				
Peper Street Whitchurch, Vehicle restrictions				
A488 Guilden Down Junction, nr Clun				

### Provisional Capital Programme - Walking & Cycling

£'000	Indicative			
	2011/12	2012/13	2013/14	2014/15
<i>Total LTP</i>	413	441	441	623
<i>Total grant</i>	90	10		
<b>TOTAL</b>	<b>503</b>	<b>451</b>	<b>441</b>	<b>623</b>
<b>Shrewsbury</b>				
<i>Commitments</i>				
Mytton Oak Road - Toucan to RSH cycle track	45			
Raven Meadows junction - ped/ cycle & junction improvements	300			
Connect 2 - Greenfields/ Bagley Brook		22		
Cycle contraflows	25			
Roushill/ Raven Meadows - raised plateau & 20mph limit	40			
<i>Schemes under consideration</i>	0	80	150	250
Moreton Crescent/ Longden Road pedestrian crossing				
Radbrook Road Toucan and mini-roundabout				
London road cycle route, north				
London road cycle route, south				
English Bridge area cycle facilities				
Town Walls Pedestrian safety				
Monkmoor Rd Pedestrian Crossing Facility				
Hazeldine Way - subway ramp (option 2)				
Accessible link to Dana (low cost scheme only)				
Bellstone - Ped crossing				
Meole Brace Rbt Ped facility improvements				
Crowmere Rd roundabout pedestrian improvement				
<b>Market Towns &amp; Rural Areas</b>				
<i>Commitments</i>				
Castle St to Horsemarket Ped crossing - residual expenditure	5			
Greenway - Pontesbury to Minsterley A488 walking & cycling route	25	225		
<i>Schemes under consideration</i>	25	80	250	330
New Street Footway, Oswestry				
Greenway - R45 Bridgnorth riverside walking and cycling route				
Church Stretton High Street pedestrian improvements				
Frogmore Road, Market Drayton - Ped crossing upgrade				
Castle Street/Castle St, Oswestry - Ped crossing upgrade				
B4373 Ironbridge Road, Brosley- Pedestrian refuge				
B5067 Walford College- signalised pedestrian crossing facility				
Greenway -Oswestry to Gobowen disused railway walking and cycling route and Eastern Oswestry routes				
A53 Shawbury Pedestrian Crossing				
B4368 Clun Road pedestrian route improvements				
Ludlow cycle route improvements				
Market Drayton cycle route improvements				
Urban rights of way access and signing improvements				
General - Cycle parking, signs, minor wks & travel awareness	38	44	41	43

## **5.5. Other actions planned for 2011/12**

- Local Sustainable Transport Fund; a bid has been submitted for an additional £5M over the next 4 years to fund a package of sustainable travel measures. We will hear if we have been successful at the end of June 2011.
- Development and consultation on detailed Shrewsbury Transport Strategy
- Development of a detailed Road Safety Strategy including review of existing speed policies
- Bus Strategy implementation
- Parking Strategy implementation
- Review of Shropshire Link service to further improve responsiveness to customer demand
- Master planning for new sustainable urban extensions in Shrewsbury and Oswestry- including development of detailed transport plans for each area

## **5.6. Continual Improvement and Better Value for Money**

We are continually seeking to improve the way we deliver Highways and Transport services to improve customer service and satisfaction as well as reduce costs in order to respond to reducing funding. Some examples of ways we are actively working to reduce both capital and revenue costs include:

- New Highways and Environment Term Contract- A new highways maintenance contractor is being procured in conjunction with Cheshire West Authority, to gain economies of scale.
- Scheme co-ordination- The whole capital programme is co-ordinated to ensure the maximisation of opportunities to integrate maintenance and works on new schemes to achieve efficiencies in terms of overall costs and reduced delays to traffic.
- Public Transport Services procurement- The use of e-auctions has been introduced to increase competition and drive down the costs of contracted passenger transport services.
- More efficient buses- The new Shrewsbury park and ride buses which came into operation in February 2010 meet the latest Euro 5 emission standards, this is helping to reduce local air pollution and carbon emissions, and is saving over half a million pounds over the 5 year contract. We will continue to seek efficiency savings on new contracts.
- Mobile Working- We are currently trialling more effective methods of notifying road defects through mobile working using the latest communications technology; this will help to reduce costs and improve response times.

## Appendix A: Integrated Transport Programme Prioritisation Criteria

Integrated Transport Programme Area	Objectives									
	Improve connectivity and access, particularly by sustainable transport modes	Improve journey time reliability and reduce unforeseen delays	Support growth and ensure new housing and employment areas encourage more sustainable travel behaviour	Reduce transport related carbon emissions	Minimise the impacts of transport on our local environment and communities	Maintain the condition of the highway network	Enable older, younger, disabled and other excluded people to more easily access a range of services and facilities	Encourage more travel by active modes of foot and cycle	Reduce the risk of death or injury due to transport accidents	Help people feel safe and secure when travelling and protected from traffic in their communities
<b>Safety and Speed Management</b>				✓					✓	✓
Safety prioritised interventions	Schemes prioritised on accident statistics, anticipated safety benefits and costs									
Village speed limits	Schemes prioritised in line with policy at: <a href="http://www.shropshire.gov.uk/hwmaint.nsf/open/915A6A26D44DC522802575E400570558">www.shropshire.gov.uk/hwmaint.nsf/open/915A6A26D44DC522802575E400570558</a>									
Urban Speed Limits	Schemes prioritised in line with policy at: <a href="http://www.shropshire.gov.uk/hwmaint.nsf/open/72B33479522CE3428025765D0036A9AD">www.shropshire.gov.uk/hwmaint.nsf/open/72B33479522CE3428025765D0036A9AD</a>									
Rural speed limits	Schemes prioritised in line with policy at: <a href="http://www.shropshire.gov.uk/hwmaint.nsf/open/72B33479522CE3428025765D0036A9AD">www.shropshire.gov.uk/hwmaint.nsf/open/72B33479522CE3428025765D0036A9AD</a>									
Vehicle Activated Signs (VAS) programme	Schemes prioritised in line with policy at: <a href="http://www.shropshire.gov.uk/hwmaint.nsf/open/709BEB8BC52A450E802575E600503C04">www.shropshire.gov.uk/hwmaint.nsf/open/709BEB8BC52A450E802575E600503C04</a>									
Safer Routes to School	Schemes prioritised based on school commitment, number of pupils benefiting, potential to reduce car use and improve safety, wider benefits and cost									
<b>Network Management &amp; Efficiency</b>	✓	✓	✓	✓	✓					✓
Residents parking policy implementation	Schemes prioritised on level of support from residents and magnitude of impact on residents and other roads users									
Shrewsbury	Schemes prioritised on magnitude of contribution to enhancing reliability, achieving strategic traffic management aims, reducing environmental (e.g. air quality) and community impacts and cost									
Other areas	Schemes prioritised on magnitude of contribution to reducing environmental (e.g. air quality), community impacts and enhancing reliability and cost									
<b>Walking and Cycling</b>	✓		✓	✓			✓	✓	✓	✓
All schemes	Schemes prioritised based on estimated level of use, potential to achieve modal shift, level of actual or perceived safety problem, contribution to strategic networks development and cost									
<b>Public Transport</b>	✓		✓	✓			✓			
All schemes	Schemes prioritised based on estimated level of customer benefit and potential to achieve modal shift									

