



## Foreword

### Shropshire Local Transport Plan 2001-2006

#### Delivery Report



**Councillor John Everall**

#### Portfolio Holder Environment and Sustainability

"In our first Local Transport Plan, published in July 2000, we set out our objectives and priorities for improving Shropshire's transport system.

Our aims were:

- To improve accessibility
- Support sustainable growth
- Reduce road accidents
- Improve integration
- Promote sustainable transport and protect the environment

We have reported annually on progress, and this Delivery Report sums up what we have achieved in the past five years.

I am particularly pleased with the dramatic reduction in the number of people killed and seriously injured on our roads, making Shropshire the 12<sup>th</sup> most successful out of 116 authorities in reducing casualties.

We are moving in the right direction in improving the condition of roads in Shropshire. Our principal roads are in good condition and our non-principal classified roads are being steadily improved. The condition of footways has been

greatly improved. We will continue investing to bring our network of minor, rural roads up to a better standard too.

Our commitment to sustainable transport means that we have seen improvements in some areas against the national trend. For example, levels of cycling and bus use increased overall in Shropshire, whereas they declined nationally over the same period.

We have made sensitive improvements in historic town centres such as Ludlow, Oswestry and Market Drayton, providing better conditions for pedestrians and improving bus services.

We have made public transport easier to use, with more accessible buses and better passenger information, including real-time systems. More people are using Park and Ride in Shrewsbury, helping to reduce congestion in the town centre.

We have made it easier for children to walk and cycle to school, through our successful "Safer Routes to School" programme and School Travel Plan initiatives, such as walking buses and 'park and stride' schemes.

We also completed the A53 Hodnet Bypass, providing much needed traffic relief to the village, improved safety and reduced delays. I am particularly pleased with the sensitive way this scheme has been integrated into the local environment.

We have made good use of the funding provided through the LTP, and have supplemented it with significant amounts of our own funding.

We have learnt a lot from delivering the first LTP programme, and this has already influenced the direction of our second LTP."

**John Everall**

## Contacts and further information

If you wish to obtain more information or you have a query or suggestion on any of the schemes or policies relating to the first Local Transport Plan please feel free to contact us.

Transport Planning  
Economy & Environment Services  
Shropshire County Council  
Shirehall  
Abbey Foregate  
Shrewsbury  
SY2 6ND

Tel: 01743 253008

[transport@shropshire-cc.gov.uk](mailto:transport@shropshire-cc.gov.uk)

This document, the first and second Local Transport Plans (LTP) and many supporting and related documents, are also available on our website. Follow the links to Transport Planning from the web address below:

<http://www.shropshire.gov.uk/ltp.nsf>

## Other formats

Please contact us if you require further copies of this or related documents in printed format or on CD-rom.

**If you or someone you know would like the publication in an alternative format e.g. large print, audio tape, alternative language, please contact us and this will be arranged.**

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## 1 Introduction

### 1.1 Introduction to Shropshire

1.1.1 Shropshire is a large, sparsely populated rural county situated on the western side of the West Midlands region, bordering both Wales and the North West. The County surrounds the neighbouring, predominantly urban, borough of Telford and Wrekin on three sides; and there are significant movements of people between the two authority areas.

1.1.2 Shropshire has a population of 285,000 with 23% of residents living in the county town of Shrewsbury and 39% living in the market towns and larger villages (with over 1,500 people). The remaining 38% of the population is distributed widely across the rural areas. A fifth of the population live in super sparse wards with population densities of less than 0.5 people per hectare.

1.1.3 The County is served by a trunk road and rail network catering for both local and through travel. The M54/A5 /A483 and parallel rail line provide links to the West Midlands conurbation and national motorway network, and to North Wales. The A49 and parallel rail line provides for north-south movements between centres in Wales and the Welsh borders area.

1.1.4 Shrewsbury is the hub of much of the County's road and rail network. It is the County town and an important sub-regional centre for employment, learning, shopping, cultural and tourism activities. It is a unique historic town with the mediaeval town centre almost entirely contained within a loop of the River Sever which places limitations on traffic movements. The town is surrounded on three sides by a by-pass.

1.1.5 Shropshire market towns play an important function in providing for local shopping, employment, learning and leisure opportunities for their rural and largely agricultural hinterlands. The largest market towns are Oswestry (population: 16,660), Bridgnorth (11,891), Market Drayton (10,407), Ludlow, (9,548) and Whitchurch (8,673).

1.1.6 The towns and villages of Shropshire contain many historic buildings and the rural areas boast a range of attractive and distinctive landscapes. The Shropshire Hills Area of Outstanding Natural Beauty covers 23% of the area of the County.

Figure 1.1 Shropshire



## 1.2 Overview of Local Transport Plan for Shropshire (2001-2006)

1.2.1 The aim of the first Local Transport Plan (LTP) for Shropshire was:

1.2.2 ***“To develop and maintain a high quality integrated transport system for Shropshire which is sustainable, safe, inclusive and efficient, working in partnership with others and in consultation with local communities”***

1.2.3 The plan was the product of two years work involving extensive analysis of transport problems and potential solutions, the County's biggest ever transport debate (through an extensive and inclusive consultation process)



and an iterative process of strategy and programme development, appraisal and refinement.

1.2.4 The resulting Local Transport Plan for Shropshire set out to address the following key issues:

- The difficulties of getting around without using a private vehicle, particularly in the rural areas of the county, for those without access to a car
- The demand for safer roads and slower traffic speeds in villages and towns
- The rapid rate of traffic growth, and the impact of this traffic on the environment and quality of life
- The need for well maintained roads and efficient transport systems to meet the needs of local people and support the economy of Shropshire

1.2.5 The LTP set out 5 objectives:

- **Better integration**- between different types of transport and different policy areas
- **More sustainable transport**- to protect our environment
- **Improved safety and health**- to reduce casualties and encourage healthier forms of transport
- **Transport for all**- to tackle social exclusion
- **Better accessibility**-to support Shropshire's urban and rural economy

1.2.6 To achieve these objectives a strategy was set out across 5 themes:

- **Widening personal travel choices**
- **Improving travel safety**
- **Managing traffic**
- **Raising travel awareness**
- **Developing and maintaining the highway network**

1.2.7 Under the 5 themes, the LTP set out a number of more detailed strategies, each containing specific objectives and key tasks. The LTP also included details of the proposed capital works programme, and set out a series of LTP targets in relation to core national indicators and our own local performance indicators.

### 1.3 Delivery of LTP1

1.3.1 The delivery of the first Local Transport Plan has been closely monitored and progress has been reported annually through the LTP Annual Progress Reports.

1.3.2 The programmes of capital works have been effectively delivered. We have made full use of the capacity, skills and cost saving opportunities of working through term contracts in a three way partnership with private sector engineering consultants and a works contractor.

1.3.3 Each year we have used the full capital allocations provided by the DfT through the LTP process for both maintenance and integrated transport works to implement schemes that contribute towards the delivery of our transport objectives. In addition, we have also contributed considerable County Council capital and revenue expenditure, and have been very successful in levering in additional grant, developer and partner funding to support the LTP projects and programmes.

1.3.4 The DfT have almost consistently considered our progress in delivering our LTP to be above average. Our good performance in delivering our LTP has resulted in additional "performance related" funding which we have used to make additional progress in delivering outputs against our objectives and targets.

Progress Report	Score	Assessment
APR 2001	80%	Above average
APR 2002	71%	Average
APR 2003	78%	Above average
APR 2004	76%	Above average
APR 2005	83%	Good
Provisional LTP2 (2006-11)	Very promising	

## 1.4 This delivery report

1.4.1 Over £131 million has been spent over the last 5 years on delivering against the transport objectives and priorities set out in the first Local Transport Plan. This document is required by Central Government to provide evidence of the progress that has been made during that time, and is also intended to provide information on those achievements that will be of interest to local stakeholders. This five-year delivery report is provided in place of the normal LTP Annual Progress Report.

1.4.2 The remainder of the delivery report includes:

- Chapter 2- analysis of the overall impact on Shropshire achieved through the implementation of the first LTP, including how it has contributed towards achieving transport aims and wider objectives, and the lessons that have been learnt
- Chapter 3- The progress made against the core LTP targets, and an overview of progress on highways maintenance during the LTP period
- Chapter 4- Evidence of how we delivered against our detailed strategies for improving public transport, road safety, sustainable transport, school travel and cycling.