

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

Date: Date Not Specified
My Ref:
Your Ref:

Committee:
Place Overview Committee

Date: Thursday, 5 November 2020
Time: 10.00 am
Venue: THIS IS A VIRTUAL MEETING - PLEASE USE THE LINK ON THE AGENDA TO LISTEN TO THE MEETING

Members of the public will be able to listen to this meeting by clicking on this link:
<https://www.shropshire.gov.uk/placeoverviewcommittee5november2020/>

Please note that this meeting will be made available through Microsoft Teams Live Events - your device will need to meet the minimum specification as detailed on the Microsoft website at this link:
[Device Specification](#)

- You will need to download MS Teams (free) and click on the link to listen to the meeting if you are using a PC.
- If using a mobile device, you will need to download the MS Teams app (free) before clicking the link.
- Use the link at 10.00 am on the day of the meeting and click on 'Join as Guest'.
- You may receive an error message or a request for login details if you try to gain access before 10.00 am.

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

Claire Porter
Director of Legal and Democratic Services

Members of Place Overview Committee

Joyce Barrow (Chairman)
Andy Boddington
Julian Dean
Rob Gittins
Simon Harris

Paul Milner (Vice Chairman)
Dan Morris
Pamela Moseley
William Parr
Paul Wynn

Your Committee Officer is:

Sarah Townsend Committee Officer

Tel: 01743 257721

Email: sarah.townsend@shropshire.gov.uk

AGENDA

1 Apologies for Absence

2 Disclosable Pecuniary Interests

Members are reminded that they must not participate in the discussion or voting on any matter in which they have a disclosable pecuniary interest and should leave the room prior to the commencement of the debate.

3 Minutes of the Meeting held on 3rd September 2020 (Pages 1 - 6)

To consider the minutes of the Place Overview Committee meeting held on 3rd September 2020 (attached).

Contact: Sarah Townsend (Tel: 01743 257721)

4 Public Question Time

To receive any questions or petitions from the public of which notice has been given. The deadline for notification for this meeting is 10.00 a.m. on Tuesday, 3rd November 2020.

5 Member Question Time

To receive any questions of which Members of the Council have given notice. The deadline for notification for this meeting is 10.00 a.m. on Tuesday, 3rd November 2020.

6 Agricultural Vehicles and Rural Roads

To receive a verbal update following the consideration of this item at the Committee's last meeting.

7 North West Relief Road (Pages 7 - 22)

To receive and scrutinise the ongoing development of the proposed North West Relief Road (attached).

Contact: Matt Johnson (matt.johnson@shropshire.gov.uk)

8 Shrewsbury Shopping Centre Update (Pages 23 - 30)

To receive an update on the Shrewsbury Shopping Centres

Contact: Mark Barrow (Tel: 01743 258916)

9 Work Programme 2020/21 (Pages 31 - 40)

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

Contact: Danial Webb (Tel: 01743 258509)

10 Date/Time of Next Meeting of the Committee

To confirm the time and date of the next meeting

11 Exclusion of Press and Public

To resolve that in accordance with the provision of Schedule 12A of the Local Government Act 1972 and Paragraph 10.4 (5) of the Council's Access to Information Rules, the public and press be excluded from the meeting during consideration of the following item.

12 Exempt Minutes of the Last Meeting (Pages 41 - 42)

To consider the exempt minutes of the Place Overview Committee meeting held on 6th March 2020 (attached).

Contact: Sarah Townsend (Tel: 01743 257721)



Place Overview Committee
3 September 2020
10.00 am

Item
3
Public

**MINUTES OF THE PLACE OVERVIEW COMMITTEE MEETING HELD ON 3
SEPTEMBER 2020
10.00 AM - 12.35 PM**

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

Present

Councillor Joyce Barrow (Chairman)
Councillors Andy Boddington, Julian Dean, Rob Gittins, Paul Milner (Vice Chairman),
Dan Morris, Pamela Moseley, Paul Wynn and Nicholas Bardsley (Substitute) (substitute
for William Parr)

62 Apologies for Absence

Apologies for absence were received from Councillors Simon Harris and William Parr. Councillor Nick Bardsley was in attendance as a substitute for Councillor William Parr.

63 Disclosable Pecuniary Interests

Members were reminded that they must not participate in the discussion or voting on any matter in which they had a Disclosable Pecuniary Interest and should leave the room prior to the commencement of the debate.

There were no Disclosable Pecuniary Interests declared.

64 Minutes of the Meeting held on 6 March 2020

The minutes of the meeting held on 6th March 2020 were confirmed as a correct record.

65 Public Question Time

Three questions were received from members of the public.

From: Peter Clare, Member Selattyn and Gobowen Parish Council

Mr Clare's question related to significant development adjacent to inadequate, poorly maintained and often dangerous single track lanes. A full copy of the question and response provided is attached to the web page for the meeting and also attached to the signed minutes.

From: Martin Latham, Hengoed Lanes Group

Mr Latham's question related to the lanes of Hengoed having been subject to a huge increase in the volume and weight of traffic, due to the granting of planning permission and who was responsible for paying for the repairs to the damage caused on these lanes. A full copy of the question and response provided is attached to the web page for the meeting and also attached to the signed minutes.

From: Ms Janet Cobb, Restoring Shropshire's Verges Project

Ms Cobb's question related to whether Shropshire Council would consider splitting the Highways contract and bringing the Highways contract for country lanes back 'in house' to be managed locally. A full copy of the question and response provided is attached to the web page for the meeting and also attached to the signed minutes.

66 Member Question Time

One question was received from Councillor Ruth Houghton.

Councillor Houghton was in attendance to ask her question in relation to how the Council proposed to address the issues of litter, damages to verges and paths, parking in field gateways preventing farmer access and dogs off leads around livestock within Shropshire's beauty spots following the easing of the lockdown across the Country. A full copy of the question and response provided is attached to the web page for the meeting and also attached to the signed minutes.

67 Agricultural Vehicles and Rural Roads

The committee received the report of the Assistant Director of Infrastructure which reviewed the impact on the highway network in relation to agricultural vehicles and rural roads and recommended opportunities for future review.

Mr Mark Barrow (Director of Place), Mr Steven Brown (Head of Transport and Environment), Ms Karen Collier (Regulatory Services Operations Manager), Ms Clare Featherstone (Culture, Leisure and Tourism Manager), Mr Ian Kilby (Head of Planning Services), Mr Steve Smith (Assistant Director of Infrastructure) and Mr Andy Wilde (Interim Head of Highways) were in attendance on behalf of Shropshire Council to present this item.

Mr Paul Brereton (Farmer from Market Drayton), Mr Mark Taylor (Director of Farming for Yareal UK Ltd), Mr Robert Newbery (West Midlands Regional Director, National

Farmers Union (NFU)), Mr Thomas Price (Farm Safety and Farm Transport Policy Advisor, NFU), Mr Rod Lake (Traffic Management Advisor, West Mercia Police), Miss Charity Pearce (Assistant Policy Officer, Police and Crime Commissioner) and PC Tim Viner (West Mercia Police) were in attendance for this item, having been invited as guests.

The chairman of the committee introduced this item explaining that she had received numerous complaints concerning agricultural vehicles and damage to the countryside and heritage sites, particularly, damage to verges, highways, blocked drains, stones and mud in the road not being cleared up. Several photographs were displayed supporting these concerns.

During the discussion and responding to questions from the committee, it was explained:

- 46% of Shropshire's road network is considered to be rural road and as Shropshire is a largely rural county with a thriving agricultural sector, it is impacted by the issue of agricultural vehicles on rural roads far more than other local authorities.
- The issue of maintenance of rural roads is considered to be a national issue with approximately 15.67% of all unclassified roads being considered in need of repair. Shropshire has 16% of unclassified roads needing repair.
- Many rural roads are narrow historic lanes, which have not been designed and constructed to meet modern needs and as agricultural equipment has evolved over the years, growing both heavier and wider, an overrunning of verges in order to allow vehicles to pass on these highways is often seen.
- Mr Brereton raised concerns regarding the speeding of tractors on both rural roads and A and B roads, the exceeding of the maximum weight of tractor and trailer combinations, the young age of tractor drivers, the using of mobile phones whilst driving agricultural vehicles, the width of farm vehicles and the inappropriate use of lights on the front and top of tractor cabs.
- It was noted that in 2018 there were approximately 230,000 vehicles involved in road accidents in the United Kingdom. Of these, approximately 500 were agricultural vehicles.
- West Mercia Police commented that educating the farming, contracting and local communities was extremely important as whilst the policing of Shropshire roads was a priority, there were not enough police officers to police all of the roads all of the time. They also stated that various agricultural campaigns and policies were in place to address issues such as mud left on the road by agricultural vehicles. It was noted that West Mercia Police would put together a programme in which they would engage with the farming community, particularly Shropshire Young Farmers and the agricultural colleges.
- Operation SNAP is an initiative whereby members of the public can report and submit digital footage showing potential traffic offences that they have witnessed, and this also included agricultural vehicles. The footage is then looked at by the police and appropriate action taken, including prosecution. It is well publicised on the internet and Facebook.
- The NFU commented that illegal and illegitimate movements and activities concerning agricultural vehicles were in the minority and that in their experience, contractors operated highly skilled professional businesses, were well trained and experienced and generally used up to date, modern and well-

maintained equipment. They explained that information regarding the law was regularly communicated to members.

- Mr Taylor commented that compared to years ago, there was a lot more traffic on the roads, including the minor roads. In terms of the amount of movements of agricultural vehicles and particularly tractors, this has reduced as they had become larger over the years.
- It was felt that the size of agricultural vehicles could be quite intimidating, particularly when passing them.
- The importance of Section 106 (S106) agreements as a means of making improvements to the highway network was discussed, particularly routeing plans to mitigate traffic impacts when new buildings are proposed and the provision of passing places in rural areas.
- It was suggested that farmers could help prevent damage to highways by retaining more water on their land by the planting of trees and having better dug ditches. This would stop some of the water, particularly from flash flooding, from going onto the highways and causing damage.
- It was noted that Shropshire Council's Code of Practice for agricultural vehicles on rural roads required updating. The NFU commented that they would be happy to be engaged with this.
- In response to a question, West Mercia Police confirmed that if a tractor was found to be exceeding the speed limit, this would be dealt with as if a car was caught speeding.
- Concerns regarding damage to heritage sites should be reported to the Council's Historic Environment Team by calling 0345 678 9000 or emailing: historic.environment@shropshire.gov.uk
- Both the Police and the NFU indicated that they were happy to be involved in any working liaison group that were to be set up between themselves and the Council.
- English Heritage had been invited to attend the meeting but had sent their apologies. A statement was read out on their behalf which stated that incidents of substantial damage to national important heritage assets by agricultural vehicles appeared to be rare, especially considering the number of movements they make. The most common form of damage was down to vehicles (of all types) striking the counties many protected bridges.
- The Director of Place asked whether the NFU would be willing to issue an advice note addressing some of the issues that had been raised particularly regarding speed, local stewardship and damage to hedgerows. He also suggested that priorities for passing points and signage be flagged up in Place Plans so that resources such as the Community Infrastructure Levy (CIL) could help support the potential development of them.

RESOLVED:

1. That Shropshire Council set up a liaison group with West Mercia Police and the National Farmers' Union of England and Wales (NFU) to consider matters regarding agricultural vehicles and rural roads.
2. That Shropshire Council's Code of Practice for agricultural vehicles on rural roads be updated.

It was agreed that Shropshire Council would provide the administration for the liaison group and act as Chair. Councillor Bardsley and Mr Brereton indicated that they

were interested in being part of this group. The importance of members of the public knowing who they could contact should they have any issues was emphasised.

The Chairman of the Committee thanked everyone who had taken part in this item and for their attendance.

68 Biodiversity

The committee received the report of the Regulatory Services Operations Manager which provided an overview of the ecology work carried out by Shropshire Council's Regulatory Services, including how the team supports the Council to discharge its statutory biodiversity duty.

Ms Karen Collier (Regulatory Services Operations Manager), Ms Clare Featherstone (Culture, Leisure and Tourism Manager) and Ms Sue Swales (Ecology Team Leader) were in attendance to present this item.

During the discussion and responding to questions from the committee, it was explained:

- The Ecology Team provides ecology expertise to a broad range of services and projects which have an influence over biodiversity with partnership working being a key feature.
- A member of staff had been seconded into the Task Group of the Climate Change Action Group.
- A Green Infrastructure Strategy had been commissioned by the Council's Planning Policy Department as part of the Local Plan Review with the Ecology Team providing expert strategic and technical support throughout the process. The Strategy can be accessed by clicking on the following link:
<http://shropshire.gov.uk/media/15654/green-infrastructure-strategy-main-report.pdf>
- The Environment Bill which is currently in its passage through Parliament requires the mapping of Nature Recovery Networks and the production of Local Nature Recovery Strategies in order to identify where there is really good habitat, including wetlands and woodlands, and where restoration efforts need to be targeted in order to increase the amount of habitats.
- A question was asked regarding Rad Valley / Kingsland Valley between Longden Road and Kingsland in Shrewsbury. It was explained that this area is greatly valued in terms of its biodiversity and is part of the natural green corridor. It has had a number of planning permission requests, all of which had been turned down. It was explained that this was both a planning issue and a biodiversity issue and that legislation and national and local planning policies would be applied when addressing any planning application that was received.
- A Member commented that they wanted to consider Biodiversity Net Gain and particularly how it would be implemented, and the processes involved, at a future committee meeting. The Chairman stated that she was happy with this.

RESOLVED:

That the report of the Regulatory Services Operations Manager be noted and that the topic of Biodiversity remains on the Committee's Work Programme.

69 Work Programme

The committee considered its proposed work programme for the remainder of the municipal year. The following points were raised:

- That an examination into the effectiveness of the customer service part of the highways reporting system be considered. The Overview and Scrutiny Officer confirmed that this was due to be considered at the 28th January 2021 meeting.
- That the Director of Place provide a written report on the Shrewsbury Shopping Centres agenda item due to be considered at the 5th November 2020 meeting.

RESOLVED:

With the submission of a written report on the Shrewsbury Shopping Centres agenda item at the 5th November 2020 meeting, the committee’s work programme for 2020-21 was noted.

70 Date/Time of Next Meeting of the Committee

Members noted that the next meeting of the Place Overview Committee was scheduled for 10.00 am on Thursday, 5th November 2020.

71 Exclusion of Press and Public

The meeting of the Place Overview Committee ended at this point and therefore, this item was not considered.

72 Exempt Minutes of the Last Meeting

The Chairman stated that the exempt minutes of the Place Overview Committee meeting held on 6th March 2020 would be considered at the next meeting of the committee.

Signed (Chairman)

Date:



<u>Committee and Date</u>	<u>Item</u>
Scrutiny – Place Overview Committee 5 th November 2020	<u>Public</u>

Shrewsbury North West Relief Road (NWRR) – Project Update

Responsible Officer Matt Johnson – Strategic Projects Executive Manager
e-mail; Matt.johnson@shropshire.gov.uk

1. Summary

- 1.1 This report will update Scrutiny Committee Members on the NWRR project programme, budget forecasts, environmental assessment process, and the current opportunities and risks around a combined NWRR and Flood Alleviation Scheme (FAS).
- 1.2 The process of developing the Full Business Case for the NWRR incorporating these elements is then described.

2. Recommendations

- a) To note the NWRR budget and programme updates.
- b) To note that further reports will be brought back to Scrutiny, annually for the next 2 years, and then 6 monthly or quarterly as required, during the preparation of the Full Business Case, Contractor Procurement, and Construction phase.

3.0 Report

Background

3.1 The lack of a direct road link between the northern and western parts of Shrewsbury has been a major source of traffic problems for a very long time and the issue continues to grow. Both the northern and western approaches to the town centre are heavily congested at peak times, and the presence of

through traffic in the town centre leads to long queues and delays, blocking back through key junctions. None of these routes is suitable for this traffic, but there are no practical alternatives for most trips.

3.2 Shrewsbury continues to accommodate planned growth. New development is already under way at the southern Sustainable Urban Extension (SUE), and further growth is planned at the western SUE. Nationally, traffic levels are starting to rise again after the years of recession. The highway network is again under strain. One consequence of this is that incidents on one part of the network quickly lead to traffic backing up, or diverting, causing problems over a wider area. This lack of resilience is a concern. As traffic demand increases, we expect to see more traffic on the north-west corridor through the town, increased congestion, queuing and delay, adverse impacts on noise and air quality and increased transport costs to the regional and local economy.

3.3 Key problems;

The key problems are identified as:

- Traffic congestion
- Poor connectivity between the north and west of Shrewsbury for all modes of transport
- Unreliable journey times and long delays
- “Rat-running” traffic on unsuitable rural roads
- Inefficiency of the transport network, especially for buses
- Lack of network resilience
- Road accidents
- Poor air quality
- Carbon and other greenhouse gas emissions

3.4 In the future, as the town grows and background traffic demand increases, if nothing is done it is expected that all of the above problems will worsen. Traffic congestion is likely to get worse and journey times will become longer and less predictable as the network becomes less resilient, affecting both public and private transport. Rat-running could increase, as could accidents. In addition:

- Junctions on the existing bypasses (especially A5/A49 Dobbies Island) will become increasingly congested
- The Shrewsbury West Sustainable Urban Extension will suffer from poor accessibility to the north, making it less attractive to new development
- New transport investments, especially the Oxon Link Road and SITP, will not achieve their full potential as projects.

3.5 Aims and objectives

The **primary aim** of the Shrewsbury North West Relief Road is:

- To improve Shrewsbury as a place in which to live, work and invest, by reducing congestion.

The desired **high level or strategic outcomes** are:

- To reduce congestion
- To support the economic competitiveness of Shrewsbury and Shropshire
- To support the delivery of planned growth and development in Shrewsbury
- To enhance the benefits of other transport investment
- To protect and enhance Shrewsbury's built and natural environment
- To contribute towards a reduction in greenhouse gas emissions
- To improve the quality of life for people in Shrewsbury
- To improve road safety
- To support sustainable modes of transport

The **specific or intermediate objectives** are:

- To reduce traffic congestion
- To improve connectivity and accessibility between the north and west of Shrewsbury for all modes of transport
- To improve the reliability of journey times and reduce unforeseen delays
- To reduce the amount of traffic rat-running on unsuitable rural roads
- To improve the efficiency of Shrewsbury's transport network for all modes of transport.
- To improve the resilience of Shrewsbury's transport network.
- To enhance the benefits of the Oxon Link Road and Integrated Transport Plan schemes.
- To reduce the number of people killed or seriously injured on roads in Shrewsbury.
- To improve air quality, especially in the built-up areas of Shrewsbury
- To reduce net emissions of CO₂ and other greenhouse gases

The **operational objectives** are:

- To provide a new river crossing between the western and northern parts of the town, linking the A5 (west) to the A49 (north).
- To reduce traffic congestion in Shrewsbury town centre, on the north and west approaches to the town, and on the bypasses
- To significantly reduce journey times and distances between the north and west of Shrewsbury
- To significantly reduce the amount of traffic unnecessarily crossing the town centre
- To provide traffic relief to key junctions on the existing bypasses, including the A5/A49 Dobbies Island.
- To significantly improve the accessibility of the Shrewsbury West Sustainable Urban Extension.

3.6 A completed Outline Business Case (OBC) was submitted to DfT in December 2017 following Council endorsement (13th Dec 2017), of the funding profile, 5 year build plan, and the requirement for a local funding contribution.

3.7 Following a year of standstill pending DfT's announcement of successful LLM schemes, the award of funding and LLM Programme Entry Offer was finally confirmed 21st March 2019. The Programme Entry is based on a £54.4m offer (capped) towards estimated scheme NWRR cost in OBC of £71.4m, to be paid as a Capital Grant

3.8 The Oxon Link Road project was formally incorporated into the NWRR project at Council 27th Feb 2020, following agreement to do so through by the Marches LEP Board on 7th November 2019. – See Appendix 1

3.9 – Shropshire Council is now pursuing delivery of the NWRR (incorporating the former OLR section) as a single project and budget, with combined outcomes and outputs

4.0 NWRR Programme and Key Dates;

- DfT Funding Award – 21st March 2019
- Commenced Procurement (SCAPE Framework) – Summer 2020
- Planning Application Submitted – Feb 2021
- Planning Committee – Autumn 2021
- Public Inquiry – Autumn 2021 – Spring 2022
- Final DfT Full Business Case (FBC) Endorsement – Winter 2021
- Contract Award – Winter 2021
- Construction Starts – Spring 2022
- Road Open – Winter 2023
- Full construction (off highway) completed Spring / Summer 2024

5.0 Budget and outturn forecast

The overall funding package for the (now combined NWRR / OLR) scheme is:

- Estimated joint scheme cost at OBC **£87.1m** (Budget Approved)
Comprising;
- DfT Funding £54.4m
- LEP Funding - £4.2m
- Balance funded by Shropshire Council (CiL, s.106, land receipts);
- £19.8m (NWRR)
- £8.7m (OLR)
- Total Project Budget- £87.1m

5.1 Current Out-turn Forecast

Place Overview Committee 5th November 2020– Shrewsbury North West Relief Road – Project Update

NWRR Forecast Costs to Project Completion (01/06/2020)			
Expenditure Incurred to 30/03/20		5,846,160	Including; design Fees, Consultation, SC Internal costs
Pre-Construction Phase under SCAPE Framework (Fixed % stage 4 Entry Cost)		1,357,077	Optionally up to 2,713,888 . See note. Based on fixed % of value of scheme Option remains to include early Enabling Works of £726,744 and £630,067 of additional scope. This additional scope element will only be included if there is a high likelihood of saving more than the incurred costs
Construction Phase (Stage 5 Under SCAPE Framework)		69,304,959	
Project Constructuon Phase Risks	TBC – % Contractor / Council split	7,128,219	Risk holder and contingency allocation to be determined through negotiation with Contactor
Utility Diversions		4,478,137	Current reasonable worst case estimate. (C3/C4 Stages)
Shropshire Council Costs	Public Inquiry	100,000	Estimated Figure
Shropshire Council Costs	Project Management	500,000	Estimated Figure
WSP - from 01/04/20			
WSP Fees - DESIGN		3,928,342	
WSP Fees -Site Supervision		inc above	
WSP Fees - Project management		inc above	
Land Acquisitions			
Acquisition Costs		1,300,000	Based on worst case (2017) NWRR OBC Estimate, availability of existing SC landholdings around OLR and signed s.106 agreements with developers (£4.3m). UPDATED JULY 2020
Land agent Fees		100,000	Estimated Figure
Legal Costs		500,000	Estimated Figure
Estates Fees		200,000	Estimated Figure
Project Client Contingency (10%)		962,834	10% of worst case current SC estimates for scope outside of construction contract
	Current Total Project Outturn Cost Estimate (01/06/20200)	95,705,728	
Total approved budgets in Shropshire Council capital programme			
Oxon Link Road	LEP Grant	4,200,000	
	CIL	300,000	
	S106	8,265,277	
	NHB	168,945	
		12,934,222	
NWRR	DfT - Large Local Majors Fund	54,406,419	
	Shropshire Council Match	19,846,294	See Below
		74,252,713	
	Total Overall approved budget	87,186,935	
	Current Net Overrun	8,518,793	
	Current Forecast Outturn		
	<i>Possible Savings from Construction</i>	14,369,933	
	Reasonable Worst Case Scenario	8,518,793	Overspend
	Reasonable Best Case Scenario	-5,851,140	Underspend

- Current out-turn forecast window- £8.5m overspend to £5.8m underspend

- Estimated risk items currently still include construction phase risks and required utility diversions

5.1.1 Cost Mitigation opportunities

- Estimated risk items - £7.1m construction phase risks and £4.5m utility diversions
- Structures costs- Ground Investigation studies phase 2 now underway to inform detailed design
- SCAPE – Pre-Construction contract now awarded to explore programme and construction phase opportunities

5.1.2 At the time of this report, and at this stage of a project of this nature, it is to be expected that there remain unresolved cost items, pending further investigation and design leading to increased cost certainty. It should be noted that all remaining estimated costs are based on a reasonable worst case scenario, and that appropriate construction and client side risk allocations (of a value appropriate for such a project) remain in place to offset such matters until such time as cost certainty is in place.

5.1.3 The Council is required to complete quarterly returns to DfT reporting on variations to the contracted spend profile and programme requirements, and has been doing so since Q1 2019. To date these have all been submitted on the basis that there are no changes required to overall spend, or drawdown profile and that the project is operating with acceptable tolerances.. If there are requirements to adjust the contracted programme or budget (at such time that the project is forecasting a variance in either), this will be taken through the existing governance structure for approval (Project Board, Executive Board and Capital Investment Board), prior to DfT engagement.

5.1.4 Further reports to Members will follow in due course as the outturn cost estimate is further refined. Full cost certainty at the time of the FBC and construction contract award will be required before a decision is taken to proceed.

5.2 Additional local value (non monetised)

Through use of the SCAPE Framework, the following additional contracted Social Value outputs can be incorporated into the construction phase;

- The NWRR scheme will create employment opportunities for local people, including those who have been in long-term unemployment, people with disabilities, and young people with fewer opportunities.
- The project will be committed to sourcing a proportion of materials through local supply chains, and as a result, will help the local economy.
- The NWRR scheme will provide training opportunities, such as BTEC, City & Guilds, NVQ and HNC qualifications for young apprentices.

- The contractor will be required to ensure funding is available for community initiatives.

6.0 Environmental Approach

6.1 Environmental Objectives (OBC):

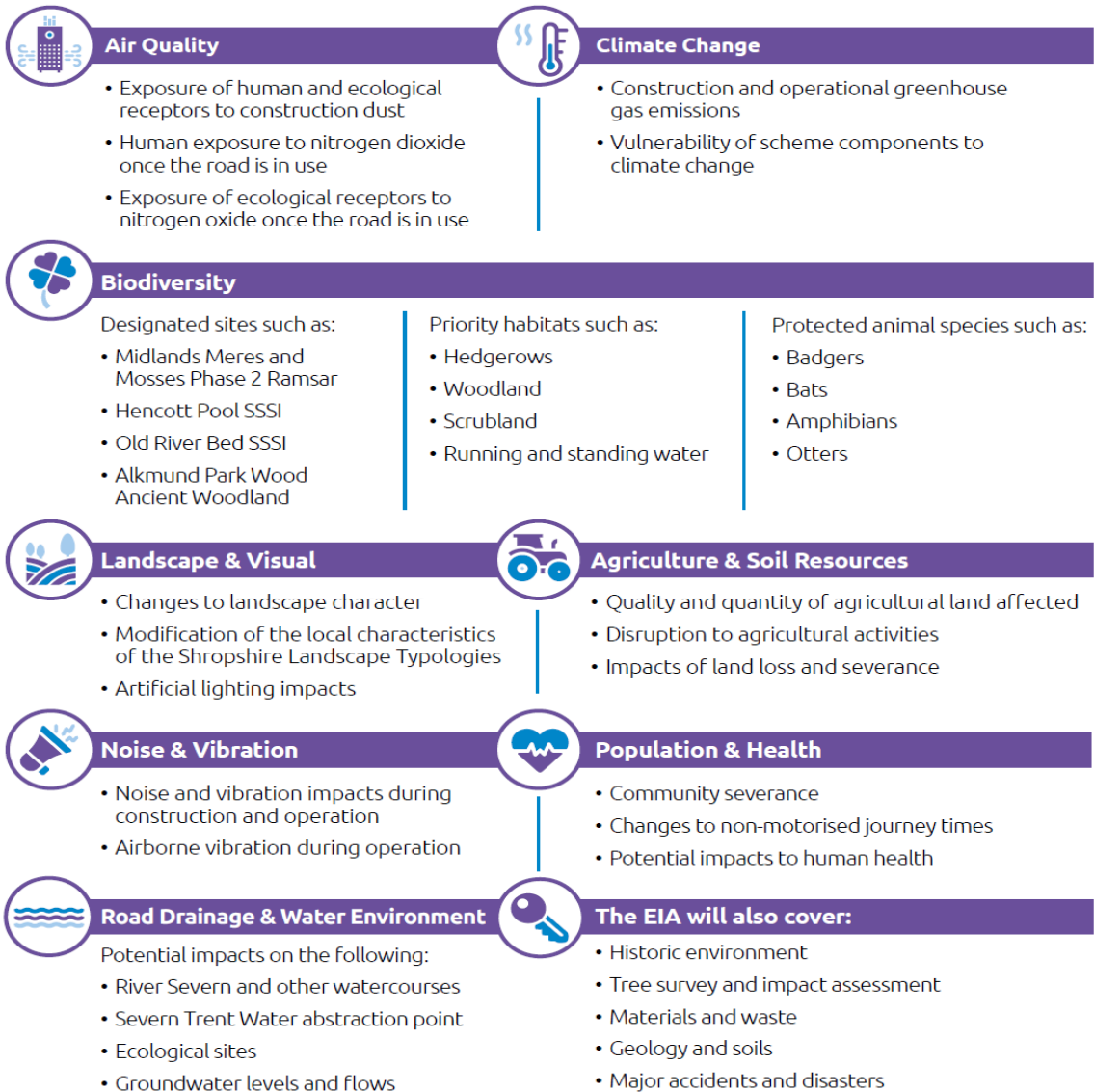
- To improve connectivity and accessibility between the north and west of Shrewsbury for all modes of transport incl. walking and cycling
- To reduce traffic congestion in Shrewsbury town centre and the north and west approaches to the town
- To improve the efficiency of Shrewsbury's transport network for all modes of transport, including increases in active travel modes.
- To enhance the benefits of the Shrewsbury Integrated Transport Package.
- To reduce the number of people killed or seriously injured on roads in Shrewsbury.
- To improve air quality, especially in the town centre and built-up areas of Shrewsbury
- To reduce net emissions of CO2 and other greenhouse gases.
- Legacy landscape, habitat and wildlife enhancements through design and construction phase

The Environmental Impact Assessment (EIA) will help Shropshire Council and the public understand the scale of potential environmental effects associated with the construction and operation of the North West Relief Road (NWRR). The Environmental Statement (ES) will summarise the findings of the EIA to inform the planning decision. The timeline is as follows:

STAGES	Scoping (the content of the EIA)	Preparation of the Environmental Statement (ES)	Submission of Planning Application and consultation	Decision Making
TIMEFAMES	Submission of EIA Scoping Report: 28/10/2019 ----- Receipt of Scoping Opinion: 28/01/2020	January to May 2020	Minimum 16 weeks from Planning Application	

Scope of Environmental Impact Assessment (EIA)

The scope of the EIA has been determined through consultation with statutory and non-statutory environmental bodies, and will include the following environmental elements:



Establishing the Baseline

The environmental baseline within the site and the surrounding area is established during the EIA process. This is based on desk based studies and field surveys undertaken for an extensive range of topics e.g. air quality, ecology, historic environment, landscape & visual, and noise.

Indicative environmental mitigation measures

The following measures are already included in the design of the NWRR to **avoid** and/or **minimise** potential adverse environmental effects:

Provision of multi-species culverts (e.g. allowing badgers and bats to cross the scheme) along the route of NWRR



Development of a landscape strategy to help integrate the NWRR within the landscape and enhance biodiversity value



Highways realignment to avoid potential impacts on ecological sites and irreplaceable habitats



Identification of opportunities to minimise the export and import of material resources



The following mitigation are examples of measures which will be adopted to **minimise/rectify/reduce/offset** potential adverse environmental effects:

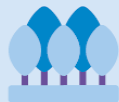
Implementation of traffic management and construction environmental management plans



Provision of earth mounding or acoustic fencing where required



Protection of retained trees during construction



Construction timing to avoid disruption of nearby properties and notable species



6.1.2 Air Quality and Carbon Assessment

One of the objectives set out in the OBC for the NWRR, which was issued in December 2017, is to “contribute towards a reduction in greenhouse gas emissions”. The analysis included in the OBC predicts that the proposed

scheme will lead to an overall reduction in greenhouse gas emissions, compared with the “Do Minimum” situation.

The Environmental Impact Assessment (EIA) currently being completed for the NWRR will include updated predictions of greenhouse gas emissions generated by the proposed scheme. Embodied carbon during construction and operational carbon will be considered. The EIA will also consider the proposed scheme’s vulnerability and resilience to the effects of climate change.

The Board of the NWRR has already commissioned a further study in respect of assessing the carbon performance of the new road in terms of both embodied carbon (i.e. construction) and operational carbon effects. This report is now received in draft form and is being reviewed jointly by the NWRR Project Board and Shropshire Councils Carbon Team.

Shropshire Council has stated firm commitments to tackling climate change and becoming carbon neutral by 2030. The NWRR has a potential role to play in this by removing some through journeys from Shrewsbury town centre (where traffic is often stationary or slow moving) and offering some of them an alternative, more fuel efficient route which will result in a reduction in CO2 emissions.

The traffic modelling work undertaken for the NWRR uses a variable demand model which includes an element of induced traffic. This acknowledges that by making the highway network more efficient the NWRR will result in some additional trips when compared to the without NWRR situation. These additional trips will increase CO2 emissions. The Environmental Impact Assessment will assess the overall net change in CO2 emissions and this will be reported in the Environmental Statement.

The NWRR proposals have been amended to protect ecologically important sites and the proposals include green infrastructure to enable and encourage journeys by pedestrians and cyclists between north and west Shrewsbury.

The Full Carbon Report and EIA will be part of the Full Planning Application

7.0 Identified Opportunities and Synergies

With the improved resilience of Shrewsbury’s transport network and reduced levels of through traffic within the historic centre, there are a number of parallel strategies and ambitions that will benefit considerably from the delivery of the NWRR. The direct linkages will be explored further as part of the Full Business Case, however to note at this stage, these will include;

- Public Transport- Improved journey time reliability and quicker transit times can improve uptake of bus based journeys. This will reduce traffic levels further and could also reduce in the medium to longer

- term the requirement for Council bus subsidy payments as services approach a great level of commercial viability.
- Park and Ride – Improvements in transit time and journey time reliability will be a key aspect around the success of the planned improvements in Shrewsbury’s Park and Ride offer.
 - Shrewsbury Big Town Plans delivery on its ambitions (below) for “Improving Movement and Place” will be to a large extent interrelated to the opening of the NWRR;
 - Developing a great walking environment;
 - Creating a cycling culture;
 - Reducing the impact of parking in the centre;
 - Developing an overall traffic management strategy
 - Strategic connectivity / land value uplift to SUE West – The completion of the former OLR section as part of the wider NWRR will deliver on contracted outputs (through mitigation of the traffic generated) relating to the Councils current housing and employment land allocations. An estimated 7 min journey time from Battlefield to the SUE West area could add considerably to the markets appetite to develop.
 - Wider medium and long term growth and redevelopment of Shrewsbury town centre. – The reduction in through traffic will facilitate the potential reallocation of current road space to developable land (Smithfield Rd), and assist in widening opportunities for a new access point to the north of the town (via Berwick Rd) for potential new Park and Walk / Ride services.

8.0 Combining the NWRR and a Water Resource Scheme

The Severn Valley Water Management Scheme (SVWMS) is one of the first projects to be considered by the River Severn Partnership. Whilst at a very early stage of development, the project is aiming to reduce flood risk to nearly 3000 homes along the River Severn. This initiative aims to mitigate and manage flood events up to and including those with a 1% chance of occurring in any given year (i.e. a 1 in 100 year return period flood event). In addition, the design will include an allowance for the impact of future climate change. To set that in context, the flooding impacts seen throughout Shrewsbury during the flood events in 2007 and 2020 would not have been experienced were this scheme to have been in place.

8.1 At the time of this report, the NWRR Project and the SVWMS (being developed through the Environment Agency) are working collaboratively to explore options and opportunities around the joint delivery of a road and flood scheme. This has caused the current delay in a full Planning Application for the NWRR from July 2020 to date. Such a standstill can be accommodated in the short term by the NWRR project (within current contracted DfT spend and programme commitments), however a further decision on proceeding jointly,

and the scope of any future planning application, will need to be resolved in advance of a programmed February 2021 Planning Application. Further reports on this progress will be brought before Members in due course.

8.2 Joint Opportunities;

- Environmental gain and carbon offsetting
- Joint and combined planning approach
- Design and construction cycle cost saving potential to the public purse
- Joint and enhanced overall outputs
- Enhanced potential for local and regional land release for planned growth in housing and employment
- Fast track design and construction option through the existing SCAPE framework engagement under NWRR

8.3 Joint Scheme Short Term Plan

- Public and Stakeholder Engagement Phase 1 - Oct – Dec 2020
- Joint governance arrangements – Ongoing
- Joint design and scope evaluation - Ongoing
- Shared planning approach evaluation – Ongoing
- Public and Stakeholder Engagement Phase 2 – Jan – March 2021
- Planning application (NWRR, potentially to incorporate SVWMS accommodating works as resolved at the time) – Feb 2021

9.0 The Full Business Case (FBC)

The NWRR OBC was made up of five separate cases, as prescribed in DfT guidance. These are:

- The strategic case which shows that there was a robust ‘case for change’, closely aligned to wider strategic and public policy objectives
- The economic case which shows that the scheme would provide high value for money, based on a formal appraisal undertaken in line with DfT guidance
- The financial case which explains how much the scheme will cost and how it will be paid for, showing that it is affordable
- The commercial case which shows that the scheme is commercially viable
- The management case which shows that the scheme is achievable in practical terms, and explains how the project will be managed to ensure it achieves its objectives

9.1 The FBC will revisit each of the 5 cases and refresh the existing OBC information to include traffic modelling, costs, local funding contributions, the

programme for construction, environmental outputs and modelling etc. Once complete and approved by Full Council, the FBC will be submitted to DfT for evaluation. Instances of considerable or material change in the 5 case approach from OBC will be evaluated and assessed by DfT against the criteria of the Large Local Majors funding stream. Based on acceptable variations (where and if these occur) to the OBC project output requirements, and the overall FBC Value For Money assessment, DfT's approval of the FBC will then see the release of the construction funding to the Council for completion of the NWRR project.

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

National Policies

- Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen. Local Transport White Paper, 2011:
- Roads Investment Strategy 2015/16 to 2019/11
- National Infrastructure Delivery Plan (2016 – 2021)
- Roads Investment: The Roads Funding Package
- National Planning Policy Framework (NPPF)

Regional Policies and Guidance

- The Midlands Engine for Growth Prospectus and Midlands Connect Strategy
- The Marches Strategic Economic Plan: “Accelerating Growth through Opportunity
- The Marches LEP –Strategy for Growth (2013 – 2022)
- The Marches Growth Deal
- The Marches and Mid-Wales Freight Strategy

Local Policies

- Shrewsbury Growth Point
- Shropshire Local Plan (2011 - 2026)
- Shrewsbury and Surrounding Area Place Plan
- Shropshire Local Transport Plan (2011 – 2026)
- Shropshire Economic Growth Strategy (2017 - 2021)

Dec 2017 NWRR Outline Business Case -

<https://www.shropshire.gov.uk/roads-and-highways/shrewsbury-north-west-relief-road/>

Cabinet Member (Portfolio Holder) Cllr Steve Davenport

Local Members;
Cllr Peter Adams
Cllr Lezley Picton
Cllr Peter Nutting
Cllr Alexander Phillips
Cllr Ioan Jones
Cllr Dean Carroll

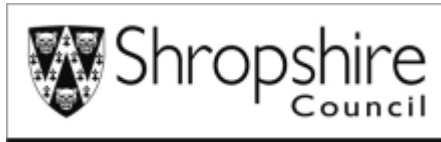
Appendices

Appendix 1 – Combined OLR / NWRR Alignment Map

Appendix 1 – Combined OLR / NWRR Alignment Map



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<u>Committee and Date</u>	<u>Item</u>
Place Overview Committee 5 November 2020	

Responsible Officer Mark Barrow Executive Director of Place
e-mail: Mark.barrow@shropshire.gov.uk Tel: ext.

1. Summary

- 1.1. The Pride Hill, Darwin and Riverside shopping centres, Shrewsbury, were acquired by Shropshire Council in January 2018. Since that time the centres have been successfully managed to achieve the key objective to 'facilitate the economic growth and regeneration of Shrewsbury town centre' (Cabinet report December 2017).
- 1.2. This report provides an update to Place Overview Committee on:
 - the latest performance of the shopping centres;
 - progress with the programme for the next phases of development; and
 - an update on the next phases of the Big Town Plan and the Strategic Development Framework for Riverside.
- 1.3. The financial year 2020/21 has seen exceptional circumstances for the centres with the significant impact the Covid 19 pandemic, as well as severe flooding in February 2020. The pandemic national lockdown dictated a closure of the centres for all but essential traders over the period 23 March 2020 to 14 June 2020. This has resulted in the non-payment of rent and service charges for a significant number of tenants, placing financial pressure on their operation and hence future viability. The shopping centres reopened on the 15 June 2020 only after significant investment in Covid-safe measures, including signage enhanced security and increased cleaning regimes.
- 1.4. Since the Council acquired the shopping centres, high streets and town centres have seen unprecedented challenges and changes in the way in which the retail environment functions and operates. The recent impacts of COVID 19, as set out above, alongside existing challenging trading environments has accelerated many adverse impacts on retail, commercial, leisure and hospitality businesses and the communities they serve.
- 1.5. However, through the Shrewsbury Recovery Taskforce, part of the Big Town Plan partnership with the Shrewsbury Town Council and Shrewsbury Business Improvement District (BID) and Shropshire Council, the Council has put in

place measures to mitigate impacts, support businesses and traders, as well as ensuring residents and visitors can access the town safely.

- 1.6. Despite the impacts and additional pressures resulting from the Covid pandemic, and previously the severe flooding in February 2020, the Council has continued to drive forward the business plan for the economic and strategic development and robust management of the shopping centres.

2. Recommendations

- 2.1. Place Overview Committee are requested to note the findings of this report. In the context of the unprecedented challenges facing Shrewsbury shopping centres and the wider town centre, acknowledge the progress made to date, performance of the centres and specifically the repurposing of Pride Hill and Darwin centres and the redevelopment potential of Riverside.

3. Risk Assessment and Opportunities Appraisal

- 3.1. There is a project risk assessment for the Shrewsbury shopping centres that is the responsibility of the project team. This includes a detailed schedule of all tenant activity including lease renewals. An operations group meets monthly involving Council officers and the lead consultants to ensure that this is closely monitored, and recommendations reported to the Board of Trustees for each of the three centres for decision. The shopping centres steering group involving Council officers and the lead consultants meet monthly to review strategic direction and business plan and recommendations reported to the board of Trustees for decision.
- 3.2. The Council's decision to purchase the shopping centres was to support the economic growth and regeneration of the town centre. The further investment in the centres aligns with this primary objective and provides opportunities for the town centre to transform and grow; a situation that may have been unlikely had they remained in private ownership. This approach has been adopted successfully by Councils elsewhere and ensured economic failure in the high street, and in other situations, has been avoided.
- 3.3. The Council is proactively investing in the future of the shopping centres to ensure that the use and value of such assets is resilient in a shifting retail market and the Council is well placed to identify and realise future development and commercial opportunities. Investment includes feasibility and development appraisals that inform these opportunities as well as identify the Council's role, such as the redevelopment of the Riverside area, including the shopping centre.

4. Financial Implications

- 4.1. The management of the shopping centres is closely monitored as part of the Economic Growth service budget and by the shopping centres steering group and is delivered through the management accounts for each of the centres held as Jersey Property Unit Trusts.

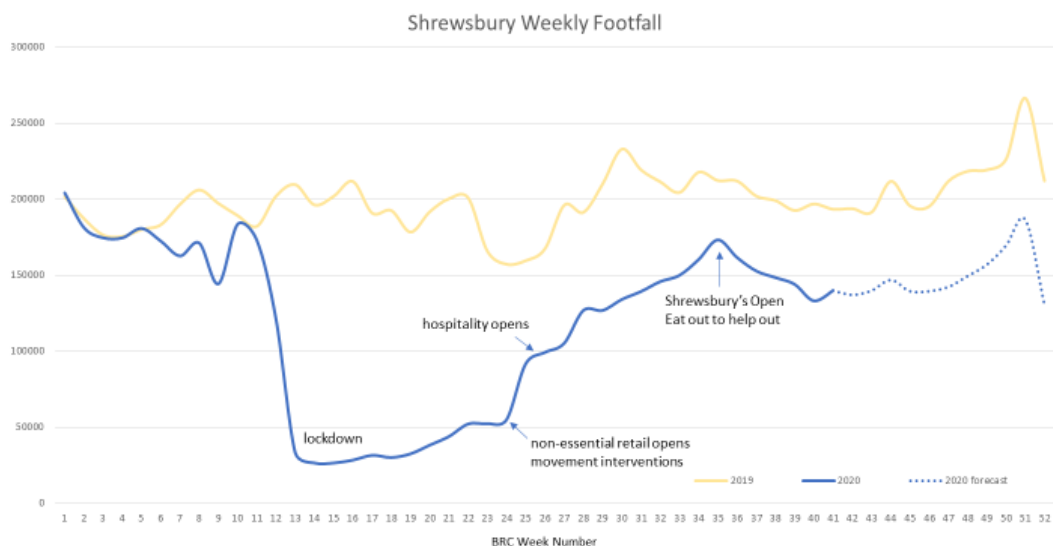
- 4.2. Any future requirements for capital expenditure will need to be agreed by Council as part of the Capital Programme, approved by Council annually and monitored by Cabinet through quarterly monitoring reports.
- 4.3. Revenue implications for the Council are reported through the regular quarterly monitoring reports to Cabinet.

5. Report

- 5.1. The Council purchased the assets to be able to control a key part of the town centre for future sustainable development and growth, recognising retail would change, and it was therefore considered a long-term investment in the future of the town and Shropshire.
- 5.2. The overwhelming and unprecedented challenges facing retailers this year cannot be underestimated and in summary include:
 - COVID 19 pandemic: the adverse impact on trading during the lockdown period has been significant. There was only a limited number of traders remaining open to provide essential products and services, such as Home Bargains, Marks & Spencer's, Green Options, Cool Trader and Wilko's;
 - Social distancing: limited capacity to the centre and further reduced footfall to retail premises;
 - Uncertainty and lack of consumer confidence to return to public places: the national lockdown has deterred many from returning to 'high street shopping' at the level experienced pre-Covid;
 - Supply chain implications: consequential delays in stock availability to retailers, both from UK and import/export markets;
 - Severe flooding (February 2020): significant loss of trade and/or damage to premises for many traders and businesses; and
 - Significant increase of established high street stores have entered into administration or Company Voluntary Arrangements (CVA)¹.
- 5.3. At the height of the lockdown in May, online purchases made up 32.8% of total retail sales, an all-time high according to the Office for National Statistics. That percentage had fallen to 28.1% by July but is markedly higher than the 18.7 per cent recorded in July 2019 and 6.7 per cent a decade ago.
- 5.4. However, through the Shrewsbury Recovery Taskforce several initiatives have been implemented to support retailers and the town to recover. This includes Bounce Back Shrewsbury campaigns, social distancing measures, movement recovery planning and supporting business to operate safely.
- 5.5. Data which has been collected by the BID shows how Shrewsbury has performed over the year in comparison to 2019.

¹ A limited company that becomes insolvent, can use a Company Voluntary Arrangement (CVA) to pay creditors over a fixed period; if creditors agree, the limited company can continue trading.

Shrewsbury Footfall Data (taken from Springboard)



- 5.6. This shows how footfall into the town centre has been impacted on by the flooding in February, COVID 19 and the national lockdown in March, the changes because of lock down easing in June and as result of any additional measures which have been put in place.
- 5.7. The shopping centres footfall has on average been down by 35-40% this year compared to last year however, this in line with national trends.
- 5.8. The Shopping centres closed apart from access to those retailers classified as essential in line with national lockdown rules. The centres reopened fully in line with national guidance in June.
- 5.9. However, during this year work has, where possible continued to drive forward the business plan for the shopping centres and in line with any government guidance and regulations.

Darwin

- 5.10. The major refurbishment of the middle level of the centre is now complete. This was part of the capital program planned with the acquisition of the Shopping Centres in 2018. Brand new toilets and a Changing Places facility, have been created to meet all the needs of the town's shoppers. A brand-new family room has also been created, which features a baby changing area, breast feeding zone, play area and dining counter, as well as a kitchenette and family toilet facilities. The Changing Places unit allows accessible toilet and changing facilities for adults and carers and is the most modern and up-to-date facility of its kind in Shrewsbury. Shop fronts have been upgraded and this work completed despite the pandemic.

- 5.11. An innovative shopping gallery for independent traders, called The Collective, is being constructed in the Darwin centre. This will allow the relocation of existing tenants from Pride Hill, and elsewhere, to move into new facilities, consolidating and supporting the independent retailers in this recently refurbished centre. Construction began on 14 October 2020 with an anticipated opening date in advance of the pre- Christmas shopping period.
- 5.12. The Shropshire Local unit has opened in recent months and we have seen some new retailers locate into Darwin over the last year, including Sketchers and the relocation of Meg Hawkins and Mollies Sweets; all of which are helping to support Darwin to become a retail focus centre.

Pride Hill

- 5.13. The Pride Hill centre is being repurposed to strengthen and support the commercial offer, leisure experience and cultural vitality in the town centre. Opportunities under consideration include contemporary office/co-worker space, civic functions, cultural and leisure activities.
- 5.14. The repurposing of the Pride Hill requires the relocation of existing retail tenants to the Darwin; this will consolidate the retail offer within the town as well as provide specific accommodation, The Collective summarised above, for the many independent traders in the town.

Riverside

- 5.15. The redevelopment of the Riverside is a priority for the Council and the Big Town Plan Partnership. The Council has been working on a Strategic Development Framework (SDF) for the Riverside Development Area with an expert team led by LDA Design and development advisors Cushman & Wakefield. It is recognised that the shopping centres will require significant investment to maximise their future value, both commercially and to support wider economic growth objectives, as well culture, leisure and tourism, securing the long-term growth and sustainability of the town centre. The SDF will set the redevelopment principles and strategy for both the Riverside and Frankwell quay and clearly define the Council's aspiration for this priority site within the town centre.
- 5.16. The SDF will also guide the approach to further commercial investment decisions whilst ensuring social value is maximised. The emerging findings of the development framework is identifying a mixed-use scheme is likely to be the most viable option, potentially including residential, offices, leisure, retail, education, culture, arts, and hotel uses.
- 5.17. The SDF has involved engagement with key stakeholders, including developers and agents. With the current uncertainties in the development market impacting on the investment landscape, development options have been subject to detailed scrutiny from commercial advisers, Cushman & Wakefield, to ensure proposals are relevant, viable and attractive to future investors.

- 5.18. The emerging SDF will identify the scale, scope, sequence and phasing of demolition required to facilitate future redevelopment. The demolition programme of the Riverside shopping centre, multi-storey carpark, former medical practice and associated structures will be a potentially complex process. A detailed technical appraisal of the site and its buildings is concluding by 30 October 2020 and this will inform the demolition programme, sequence and phasing, cost estimates, statutory consultations and approvals, all aligned to the redevelopment aspirations of the SDF.
- 5.19. Demolition will only commence after consultation with key stakeholders, including local businesses, residents, government agencies (i.e. Environment Agency), has been undertaken, as well as discussions with potential developers.
- 5.20. There are currently no dates identified to commence demolition works; it is not however, imminent. With the Riverside SDF and the demolition technical appraisal, both concluding by mid-November 2020, a progress update with an outline programme for delivery will be provided by 30 December 2020.
- 5.21. Various options are being considered for the phasing and sequencing of the demolition and subsequent redevelopment, to ensure the most cost effective and expedient solution is delivered; subject to extensive consultation programme under development.

6. Implications

- 6.1. The transformation of the shopping centres will support many of the ambitious aspirations for Shrewsbury, as articulated in the Big Town Plan. In this context Shropshire Council's ownership of the centres is considered a long-term strategic intervention that supports the delivery of a vibrant, sustainable and commercially successful town centre.
- 6.2. However, the Covid pandemic, as well as significant flooding in February 2020, and wider changes in the national retail market, has resulted in specific issues for the Jersey Property Unit Trusts and the Council, since becoming beneficial owner of the shopping centres in Shrewsbury; these include:
- some retailers having not renewed leases, resulting in empty units that increase the Council's void service charges, rates and insurance liabilities;
 - some retailers have entered into a Company Voluntary Arrangement (CVA), resulting in less favourable terms/position for landlords;
 - some lease negotiations have resulted in lower rents than anticipated and/or concessionary terms, including those with established retailers such as H&M and Topshop; and
 - several stores have entered administration resulting in an increase in bad debts for which there is currently a Government moratorium on pursuing non-payment of rent during the Covid crisis. This is making the collection of rent and service charge extremely challenging. It is probable several retailers, who are continuing to trade now whilst there can be no debt

recovery action, will cease trading and enter administration when pursued in due course for the outstanding arrears.

- 6.3. The above impacts are being mitigated through intensive property and asset management to maintain business viability, including sustained and regular negotiation with tenants via the Council’s appointed agents.

7. Conclusions

- 7.1. This year has and continues to be a significantly challenging and unprecedented, in terms of impact nationally to all retailers and town centres. The high street was already going through changes in shopping patterns, behaviours and function, however this has severely detrimentally impacted on retailers, along with the flooding in February, Shrewsbury has suffered significantly.
- 7.2. However, footfall continues to rise, and the town continues to perform well against the national picture. It is more important than ever that the Council continue to support through its asset ownership of the centres, the redevelopment, refocussing of uses and potential opportunities that the shopping centres provides. Without the Council ownership, it would be left to the market to determine the future of significant areas of retail space in the town. The Council had the confidence and vision to purchase the shopping centres and continues to work to ensure it supports the aspirations of the Big Town Plan and support the town to grow and flourish.

List of Background Papers-

Cabinet Reports December 2017, November 2018 and December 2018
Place Overview Committee report November 2019

Cabinet Member (Portfolio Holder)

Cllr Steve Charmley, Portfolio Holder for Assets, Economic Growth and Regeneration

Appendices – None

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Place Overview Committee	<u>Item</u>
5 November 2020	<u>Public</u>

Place Overview Committee Work Programme

Responsible officer

Danial Webb, scrutiny officer

danial.webb@shropshire.gov.uk

[01743 258509](tel:01743258509)

1.0 Summary

1.1 This paper presents the Place Overview Committee's proposed work programme for the remainder of the municipal year. The council's overview and scrutiny committees have based their programmes on topics from Shropshire Council's Strategic Action Plan. The committee also

- scrutinises thematic priorities
- responds to emerging issues and
- follows up on previous work.

2.0 Recommendations

2.1 Committee members to:

- agree the proposed committee work programme attached as **appendix 1**
- note the current task and finish groups attached as **appendix 2**
- suggest changes to the committee work programme and
- recommend other topics to consider.

3.0 Background

3.1 Overview and Scrutiny's committees base this work programme on topics from Shropshire Council's Strategic Action Plan. They also

- scrutinise thematic priorities
- respond to emerging issues
- follow up on previous work and
- carry out cross-committee work through task and finish groups.

3.2 A refreshed overview and scrutiny work programme for this committee is attached as **appendix 1**. A refreshed list of current task and finish groups is attached as **appendix 2**.

4.0 Next steps

- 4.1 Overview and scrutiny updates this report on an ongoing basis and presents it to each overview and scrutiny committee. This will allow members the opportunity to contribute to its development at each committee meeting.

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

None

Cabinet Member (Portfolio Holder)

All

Local Member

All

Appendices

Overview and scrutiny work programme

Overview and scrutiny task and finish groups

Appendix 1
Overview and Scrutiny work programme 2021-2021

Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
Agricultural vehicles and rural roads	<ul style="list-style-type: none"> Receive an update from officers and partner agencies following the outcome of committee's meeting in September 2020. 	Verbal update	West Mercia Police and Crime Commissioner Portfolio Holder for Transport and Highways	Agricultural vehicles are able to use the road safely.	5 Nov 2020
North West Relief Road	<ul style="list-style-type: none"> Scrutinise ongoing development of the proposed relief road. 	Overview report	Director of Infrastructure	Shropshire Council's full business case for the relief road is fit for purpose.	5 Nov 2020
Shrewsbury shopping centres	<ul style="list-style-type: none"> Receive an update on the development of the council-owned shopping centres in Shrewsbury. 	Overview report	Director of Place	Shropshire Council makes good use of its investments.	5 Nov 2020

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Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
Highways response to Covid-19	<ul style="list-style-type: none"> Monitor the success and understand lessons learned from trials of changes to highways resulting from the council's work to tackle the spread of Covid-19, including: <ul style="list-style-type: none"> road closures and pavement widening and pavement permits. 	Overview report	Director of Infrastructure	Changes to highways layouts support public health, transport and town centre management objectives.	Dec 2020
Kier and WSP annual reports	<ul style="list-style-type: none"> Review the annual reports of the council's two principal highways' contractors Ensure that our contractors provide a high level of service and value for money. 	Annual reports	Director of Place		28 Jan 2021
Highways performance monitoring	<ul style="list-style-type: none"> Regular monitoring of the performance of Shropshire Highways. 	Overview report	Highways, Transport and Environment Commissioning Manager	Shropshire Highways' contracted work is completed to a high standard.	28 Jan 2021

Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
Communicating highways works and repairs	<ul style="list-style-type: none"> Understand how the council communicates disruptions to the highway. Make recommendations on future development of communications 	Overview report Presentation	Technology and Communications Manager	People in Shropshire receive timely and relevant information about disruptions to the highway.	28 Jan 2021
Quarterly budget scrutiny	<ul style="list-style-type: none"> Analyse the impact of budget changes to service delivery. Scrutinise any proposals for reconfigured services. Consider progress on meeting agreed budget savings. 	Overview report	Director of Place	Shropshire Council budgeting and spending reflects council priorities.	18 March 2021
Local Transport Plan	<ul style="list-style-type: none"> Consider the development of the new Local Transport Plan and how it relates to the delivery of the council's priorities. 	overview report presentation	Head of Commissioning	Contribute to development of Local Transport Plan. Provide assurance that the plan contributes to housing and economic growth plans.	18 March 2021

Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
Night-time economy and licensing	<ul style="list-style-type: none"> Understand the value of the night time economy in Shropshire Scrutinise policies pertaining to the night time economy 	<p>Overview report</p> <p>Presentation</p>	Director of Place	<p>Shropshire's towns have vibrant, well-supported night-time economies.</p> <p>Night-time economies contribute to the vibrancy of town centres.</p>	TBA
Local Plan	<ul style="list-style-type: none"> Understand the Local Plan seeking to respond to the Climate Change emergency Comment on the draft plan before its presentation to Council. 	Overview report	Head of Place		TBA

Appendix 2
Current and proposed task and finish groups

Title	Objectives	Reporting to
Financial Strategy and Innovation and Income Generation	<ul style="list-style-type: none"> • To understand the process and activity stages for developing the Financial Strategy and how these translate into the Council’s annual budgets • To consider and scrutinise the proposals and emerging plans for the whole Financial Strategy and 2021/2 budget, including how they align to the four pillars. This will be through their development and their implementation, in particular for innovation and raising income. • To consider the recommendations and areas for action identified in the Corporate Peer Challenge report relating to the Financial Strategy, and how they are being addressed. • To consider the direct and indirect impacts, including risks, of 2021 budget proposals on current services and customers. • To complete specific pieces of work to identify and work up alternatives to emerging plans, including the feasibility of any alternative proposals • Make evidence based recommendations in relation to plans and approaches for innovation and income generation, and alternative proposals for future budget setting. 	Performance Management Scrutiny Committee

Title	Objectives	Reporting to
Road casualty reduction	<ul style="list-style-type: none"> • Understand the nature of road traffic collisions in Shropshire. • Understand feelings of road safety, and the effect of feeling unsafe when travelling. • Understand the factors that contribute to safer travel • Scrutinise how Shropshire Council and its partners work together to make travel safer. • Explore how Shropshire Council responds to new models of Government transport funding. 	Place Overview Committee
Community Transport	<ul style="list-style-type: none"> • To understand how community transport operates in Shropshire, and the demand for community transport services. • Identify how the community transport groups, the council, and other partners can work together to provide community transport to people in Shropshire who do not have access to public or private transport. 	Communities Overview Committee
Brexit	<ul style="list-style-type: none"> • To consider the information brought together to develop a view for Shropshire of the possible implications of Brexit for the Shropshire economy and the achievement of the Economic Growth Strategy. • To identify, with the relevant officers, the key evidence and related requirements of what Shropshire would require from a future UK funding approach. • To make evidence based recommendations to Cabinet. 	Performance Management Scrutiny Committee

Title	Objectives	Reporting to
Section 106 and Community Infrastructure Levy	<ul style="list-style-type: none"> • To understand how Shropshire Council currently uses Section 106, CIL and NHB and the impact that this has had • To understand how Section 106, CIL and NHB could be used in Shropshire to enable or encourage projects or initiatives for economic growth and prosperity • To learn from other places how they have used Section 106, CIL and NHB to enable or encourage projects or initiatives for economic growth and prosperity • To make evidence based recommendations on how Section 106, CIL and NHB could be used in Shropshire to enable or encourage projects or initiatives for economic growth and prosperity 	Performance Management Scrutiny
Climate Change	<ul style="list-style-type: none"> • To review Shropshire Council’s existing work to reduce its CO2e output. • To scrutinise existing council policy and practice and recommend policy changes that would support further carbon reduction. • To identify and evaluate opportunities to reduce spending and generate income by adopting low-carbon technology and practices. 	Place Overview Committee
Dog fouling and dangerous dogs	<ul style="list-style-type: none"> • To scrutinise how the local authority tackles <ul style="list-style-type: none"> ○ dog fouling ○ dog attacks ○ stray dogs • licenced dog breeding 	Performance Management Scrutiny Committee

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By virtue of paragraph(s) 5 of Part 1 of Schedule 12A of the Local Government Act 1972.

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