



Cabinet 10 June 2026

Local Transport Plan

Public

Local Transport Plan – Consultation

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1. Synopsis

This report seeks Cabinet approval for the draft Local Transport Plan (LTP) for Shropshire and supporting documents to be published for a six-week public consultation period commencing in September 2026. This consultation will be supported by a range of pre-consultation engagement activities with stakeholders.

2. Executive Summary

- 2.1. Under the Transport Act 2000, Shropshire Council as the Local Transport Authority (LTA) has a duty to produce a Local Transport Plan (LTP). The next LTP for Shropshire will set out the long-term strategy for the development, management and maintenance of Shropshire's highway and transport systems and will run to 2037. The plan will have a direct link to how central government funding is allocated in Shropshire.
- 2.2. A draft LTP and supporting documents has been produced for Shropshire and reflects best practice, current government requirements and Shropshire specific evidence. It is intended that the LTP will also reflect the latest corporate priorities, as they emerge through the ongoing development and adoption of the new Corporate Plan 2026-2030.
- 2.3. The Transport Act 2000 also places a requirement on LTAs to undertake extensive consultation on their LTPs. A robust consultation exercise is crucial to:
 - Ensure that communities and stakeholders across Shropshire have appropriate and equitable opportunity to understand, comment on and influence the emerging LTP.
 - Enable Shropshire Council to clearly articulate the vision, objectives and benefits of the LTP to build understanding, trust and support amongst its stakeholders.

- Ensure that engagement is well-planned, inclusive and transparent and that it generates robust evidence.
- Demonstrates clear synergy and links to Council Corporate Plans and policy.

2.4. This report seeks Cabinet approval for the draft Local Transport Plan (LTP) for Shropshire and supporting documents to be published for a six-week public consultation period commencing in September 2026. This consultation will be supported by a range of pre-consultation engagement activities with stakeholders commencing at the end of June 2026, subject to approval of this report.

2.5. Feedback and changes will be presented to Cabinet early in 2027 with a view to the final LTP being presented to Council for approval and adoption in February 2027.

2.6. An external peer review of the draft LTP may be considered utilising the LGA or another source before final approval at Full Council.

3. Recommendations

3.1. To approve the development of an engagement and consultation strategy and associated programme of activities on the draft Local Transport Plan for Shropshire 2027-2037.

Report

4. Risk Assessment and Opportunities Appraisal

4.1. Under the Transport Act 2000, Shropshire Council as the Local Transport Authority (LTA) has a duty to produce a Local Transport Plan (LTP). The Transport Act 2000 also places a requirement on LTAs to carry out consultation on their LTPs. The new statutory guidance on LTPs¹ outlines the requirements and provides a suggested list of stakeholders for local transport authorities to consult where appropriate.

4.2. Whilst the development of a consultation package and associated materials will be commissioned through third party specialists, it is wholly reliant on internal Shropshire Council staff resource to host consultation webpages, provide online questionnaires using existing platforms and to lead on statutory publicity and media relations.

4.3. The recommendation to carry out an appropriate public consultation exercise will result in the following risks:

4.4. Risk table

<i>Risk</i>	<i>Mitigation</i>	<i>Link to Strategic Risk</i>
Risk of legal challenge and breach of statutory	<ul style="list-style-type: none"> • This formal request to Cabinet to approve a consultation exercise. 	No links identified.

¹ Department for Transport (2026) *Local Transport Plans*. Available at: <https://www.gov.uk/government/publications/local-transport-plans/local-transport-plans> (Accessed: 28 April 2026).

<p>duty if consultation is not carried out or is not compliant with guidance leading to lack of statutory LTP.</p>	<ul style="list-style-type: none"> • Development of an Engagement and Consultation Strategy that outlines how the consultation duties will be met, that information is clear and accessible, and that reasonable time is given for participation / response. 	
<p>Risk of weak evidence base and failure to demonstrate an understanding of potential local impacts.</p>	<ul style="list-style-type: none"> • Development of an Engagement and Consultation Strategy to ensure that a range of stakeholders, in line with statutory guidance, have the opportunity to comment. The Strategy must outline how the consultation package is reasonable and proportionate. • Develop appropriate feedback mechanisms to ensure that evidence can be robustly and efficiently collated and analysed. 	<p>No links identified.</p>
<p>Risk of failure to meet duties under Equality Act 2010 (amended 2020/21) and evidence that equality impacts have been understood and that protected groups have had reasonable opportunity provide feedback.</p>	<ul style="list-style-type: none"> • Development of an Engagement and Consultation Strategy to ensure that a reasonable range of stakeholders, in line with statutory guidance, have the opportunity to comment. • Include an addition commission to carry out a specific Equality Impact Assessment (EqIA) for the consultation activity. • An Integrated Impact Assessment (IIA) has been commissioned as part of the LTP development and includes an EqIA. A 'Population and Equalities' objective is included in the IIA Framework, which aims to assess whether the LTP would work to increase the capacity, connectivity and efficiency of the transport network to support demographic changes, including improving access for all groups inclusively and reduce inequalities across the plan area. • Seek support from Shropshire Council's Business Insights and Intelligence Team to ensure that appropriate equality actions have been 	<p>No links identified.</p>

	carried out in the consultation design.	
Reputational risk where stakeholders feel that that they have been unable to provide meaningful feedback or influence change.	<ul style="list-style-type: none"> • Development of an Engagement and Consultation Strategy to ensure that a reasonable range of stakeholders, in line with statutory guidance, have the opportunity to comment. • Commission specialist support to ensure that the consultation content and purpose is easy to comprehend. • Ensure that appropriate expertise from Shropshire Council's Communications Team and Digital Services Team is engaged. 	No links identified.
Reputational risk where stakeholders may not understand the need for a long-term strategic plan given the financial emergency that has been publicly declared, leading to negative feedback.	<ul style="list-style-type: none"> • Commission specialist support to ensure that the consultation content and purpose is easy to comprehend. • Ensure that appropriate expertise from Shropshire Council's Communications Team and Digital Services Team is engaged to support with appropriate narrative. 	No links identified
Reputational risk where there is a disjoint between central government led statutory requirements and local aspirations.	<ul style="list-style-type: none"> • Commission specialist support to ensure that the consultation content and purpose is easy to comprehend and references a strong evidence base. • Development of an Engagement and Consultation Strategy that includes a period of pre-engagement activity to ensure that stakeholders feel that they have a meaningful opportunity to influence the plan. 	No links identified.
Significant negative feedback may mean substantial re-working of the LTP which will incur additional cost to Shropshire Council, delay in developing a statutory plan and transparent priorities.	<ul style="list-style-type: none"> • Development of an Engagement and Consultation Strategy that includes a period of pre-engagement activity to ensure early insight into potential areas of contention and the opportunity to make changes prior to the statutory consultation period. • Ensure that appropriate expertise from Shropshire Council's Communications Team and Digital Services Team is engaged to support with appropriate narrative. 	No links identified.

<p>Risk of inability to adopt the LTP leading to reduced central government funding in the future – see Financial Implications.</p>	<ul style="list-style-type: none"> • This formal request to Cabinet to consult. 	<p>No links identified.</p>
<p>Insufficient Shropshire Council resource to provide support and lead on consultation activities leading to work pressure on existing limited staff.</p>	<ul style="list-style-type: none"> • The Service Director for Infrastructure is to work with the Senior Leadership Team to ensure that sufficient resource is available to provide the necessary support from outside the Highways and Transport service area. • The Service Director for Infrastructure is to ensure that there is sufficient Transport and Highways staff resource to attend any in-person or virtual engagement and consultation events. 	<p>Health and Wellbeing of the Workforce</p>

5. Financial Implications

5.1. Shropshire Council continues to manage unprecedented financial demands and a financial emergency was declared by Cabinet on 10 September 2025. The overall financial position of the Council is set out in the monitoring position presented to Cabinet on a monthly basis. Significant management action has been instigated at all levels of the Council reducing spend to ensure the Council's financial survival. While all reports to Members provide the financial implications of decisions being taken, this may change as officers and/or Portfolio Holders review the overall financial situation and make decisions aligned to financial survivability. All non-essential spend will be stopped and all essential spend challenged. These actions may involve (this is not exhaustive):

- scaling down initiatives,
- changing the scope of activities,
- delaying implementation of agreed plans, or
- extending delivery timescales.

5.2. The Department for Transport (DfT) has introduced a new multi-year local transport funding system for Local Transport Authorities (LTAs). The Integrated Transport Fund (LTF) is a consolidated grant for local transport enhancements and highway maintenance. It comprises both capital and resource funding from 2026-2027 onwards. The total value of the consolidated fund is £228.2M. The draft programme headings deliver against the 12 action areas of the LTP set out in 7.2. The Local Transport Grant resource funding element of the LTF is intended to help LTAs to build capability and capacity including:

- developing and updating Local Transport Plans, and

- to effectively deliver local transport infrastructure priorities².
- 5.3. The 2026/27 Local Transport Grant Resource funding settlement for Shropshire is £328,600. A proportion of this will be used to procure the support necessary to deliver the comprehensive consultation activity requested in this report.
- 5.4. The consolidation of previous funding streams by the DfT has been put in place to give LTAs flexibility to use funding more effectively and efficiently across programmes and packages of spend to deliver priorities set out both national and in their LTP. LTAs are required to provide a single Local Transport Delivery Plan (LTDP) that sets out how all of the available funding has been prioritised.
- 5.5. LTAs will be required to report to DfT on progress against their LTDP and also the government's Local Transport Outcomes Framework. The Local Transport Outcomes Framework outline measurable priority outcomes government wants LTAs to achieve, reflecting shared national and local priorities for transport. This includes Priority Outcomes 8 (Health and Well Being), 13 (Environment, Circular Economy and Climate Change) and 14 (Transport and Local Infrastructure). Our locally set KPIs within the Councils Corporate Plan will match the national requirements of the Framework.
- 5.6. The DfT will offer support and intervention to LTAs in meeting their requirements where appropriate and necessary. However, the ultimate sanction to not complying with the requirements set out against the funding allocation will be either claw-back of funding or reducing future funding allocations.
- 5.7. Failure to have an LTP, which has a statutory requirement for consultation, will mean that Shropshire Council cannot produce a robust LTDP that demonstrates links to strategic priorities, as specified by the DfT, and may ultimately result in reductions in funding available to progress local transport and highways initiatives in Shropshire.

6. Climate Change Appraisal

Energy and fuel consumption

- 6.1. There is potential for a negative outcome if there is significant opposition to the interventions contained in the LTP that are specifically aimed at reducing transport emissions. Alternatively, strong support for the LTP will provide Shropshire Council with a strong mandate from which interventions with positive climate outcomes can be progressed.

Renewable energy generation

- 6.2. The outcomes of this report are not considered to create opportunities to generate renewable energy.

Carbon offsetting or mitigation

- 6.3. LTAs must use carbon analysis to inform the development of their transport strategies and schemes, and quantify their carbon impact. The Department for Transport (DfT) has stated that LTAs must use their Quantifiable Carbon Guidance

² Department for Transport (2025) *Resource allocations: 2026 to 2027 and 2028 to 2029*. Available at: <https://www.gov.uk/government/publications/local-transport-grant-allocations/resource-allocations-2026-to-2027-and-2028-to-2029> (Accessed: 30 April 2026).

(2025) when developing LTPs. As a result, carbon reduction will be reflected in the consultation materials shared and in opportunities for feedback.

- 6.4. Environmental non-government organisations will have the opportunity to participate in the public consultation exercise and comment on the LTP from a climate change and decarbonisation perspective.

Climate change adaptation

- 6.5. The LTP has been developed using a place-based approach to identify outcomes that best suit the different transport requirements of people, places, and activities in Shropshire. This will vary between urban and rural settlements, however there is a key objective to decarbonise transport in Shropshire by reducing the need to travel, achieving mode shift and adopting low carbon technologies. A comprehensive consultation package for the LTP will ensure that communities and stakeholders from across Shropshire have the opportunity to understand, comment on what this means for them.

7. Background

- 7.1. The Local Transport Plan (LTP) is a place-based, holistic strategy that sets out the long-term vision for travel, transport and highways in Shropshire and evidences an investment and delivery plan that will help people and goods get to the places they need, safely, securely and affordably. The LTP has been informed by a robust evidence base and a detailed understanding of transport challenges and opportunities and how these might change in the future. The draft document has been developed in close consultation with wider Council teams, to ensure alignment with other key policies and strategies, including the Local Plan. The new Shropshire Local Plan and the LTP are deeply integrated strategies designed to align long-term spatial development with the county's infrastructure networks. To ensure sustainable community growth, the land-use allocations and housing targets specified in the Local Plan are directly underpinned by the active travel, public transport, and highway management frameworks detailed within the LTP. This place-led alignment ensures that new housing and economic developments are positioned and scaled alongside robust transport assessments, minimizing environmental impact while promoting healthier, better-connected communities across Shropshire's unique market towns and rural areas.
- 7.2. The council has followed the new LTP guidance issued by the Government (Guidance issued in April 2026) to match the requirements of the Department for Transport whilst delivering local outcomes in connectivity, housing, health, employment and education. The LTP's various programme areas are designed to impact on the wider determinants of Health such as reduction in Adult and Child KSIs, preventable cardio-vascular and non-movement issues and address inequalities around socio-economic issues such as access to services and education.
- 7.3. The draft LTP vision and objectives focus on the provision of an inclusive, safe and sustainable transport system that supports thriving urban and rural communities, driving improved health and wellbeing, better connectivity, good economic growth and a decarbonised transport network, as well as the wider protection of Shropshire's unique natural, built and historic environment. Twelve draft action areas have been identified:

- Active Travel
- Road Safety
- Public Transport
- Inclusive Accessibility
- Rural Accessibility
- Protection of the Natural, Built and Historic Environment
- Freight and Logistics
- Digitalisation and Digital Connectivity
- Demand Management
- Spatial Planning and Development
- Climate Change Resilience, Decarbonisation and Air Quality
- Asset & Network Management

7.4. Under each action area a series of interventions has been identified, assessed and sifted to form an initial five-year Implementation Plan. This draft plan has been used to help inform the Local Transport Delivery Plan (LTDP), referenced in Section 5, which is a requirement for receipt of central government funding.

7.5. A draft Monitoring and Evaluation Plan has also been developed and sets out how the Council will monitor progress against the LTP objectives and the Local Government Outcomes Framework, which is also a requirement of the new central government funding mechanism (Section 5).

7.6. The Transport Act 2000 places a requirement on LTAs to undertake extensive consultation on their LTPs. A robust consultation exercise is crucial to:

- Ensure that communities and stakeholders across Shropshire have appropriate and equitable opportunity to understand, comment on and influence the emerging LTP.
- Enable Shropshire Council to clearly articulate the vision, objectives and benefits of the LTP to build understanding, trust and support amongst its stakeholders.
- Ensure that engagement is well-planned, inclusive and transparent and that it generates robust evidence.

7.7. It is considered that it is now the right time in the LTP programme to engage with stakeholders with a view to initiating a formal consultation exercise in September 2026. It would therefore be expected that a report requesting adoption of the final version of the LTP could be reviewed by Shropshire Council at their meeting in February 2027.

7.8. Subject to the approvals sought in this report, an Engagement and Consultation Strategy would be developed to ensure that a reasonable range of stakeholders, in line with statutory guidance, has the opportunity to comment. This work will inform the scope of any pre-consultation engagement and the consultation itself. It will also inform the appropriate mechanisms to targeting stakeholders and the type of mediums and materials to be used. The size of Shropshire, its dispersed population and a low number of Shropshire Council officers available to represent the Authority in-person presents particular challenges in terms of developing an inclusive and equitable engagement and consultation package.

7.9. At this early stage, it is anticipated that the engagement and consultation could include the following general activities and timeframe to present a defensible consultation exercise that is reflective of Shropshire's demographics and dispersed population. An external peer review of the draft LTP may be considered utilising the LGA or another source.

Activity	Potential timescale
<ul style="list-style-type: none"> • Wide ranging engagement with key groups as an opportunity to influence draft LTP pre-consultation. 	June 2026
<ul style="list-style-type: none"> • Cabinet approval of LTP for consultation. 	Aug. 2026
<ul style="list-style-type: none"> • Preparation of consultation materials 	July – Aug. 2026
<ul style="list-style-type: none"> • A six-week consultation period which could be supported by targeted information material, dedicated in-person school activity sessions, drop-in events in key towns and two virtual drop-in sessions. 	Sept. – Oct. 2026
<ul style="list-style-type: none"> • Analysis of feedback, reporting and LTP revisions. 	Oct. – Dec. 2026
<ul style="list-style-type: none"> • Present consultation feedback and LTP revisions to Cabinet. 	Jan. 2027
<ul style="list-style-type: none"> • Member briefings on consultation feedback and LTP revisions to Cabinet. 	Feb. 2027
<ul style="list-style-type: none"> • LTP approval by Full Council 	Feb. 2027

8. Additional Information

Data management and governance

8.1. Robust data management is critical to ensure transparency, auditability and compliance with data protection legislation. Subject to the approvals sought in this document, a clear protocol will be set up for:

- Managing consultation responses;
- Coding and analysis of feedback, and
- Reporting and audit trails.

Integrated Impact Assessment: Preliminary Outputs

8.2. An Equality Impact Assessment (EqIA) has been integrated into the Integrated Impact Assessment (IIA) for the LTP, with a 'Population and Equalities' objective included in the IIA Framework, which aims to assess whether the LTP would work to increase the capacity, connectivity and efficiency of the transport network to support demographic changes, including improving access for all groups inclusively and reduce inequalities across the plan area. At this stage, the IIA has preliminarily concluded that there is potential for a significant positive effect on this objective, due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on the objective.

8.3. The LTP is expected to improve access to community facilities including healthcare, and employment opportunities, and provide improved access to employment and healthcare for all residents, including the elderly and those with disabilities. Population and Equalities are inherently considered in the LTP's vision, which aims to provide an inclusive, safe and sustainable transport system, which supports thriving urban and rural communities, and are also considered in the Objectives of the LTP.

8.4. Many of the LTPs policies, and actions outlined in the Implementation Plan, would contribute to the improvement of inclusivity and access for all users of the transport network. Policies aim to improve the quality, reliability and accessibility of the transport network, and improve active travel routes, which will make them easier to use.

8.5. The IIA has also preliminarily concluded that there is potential for a minor negative effect on this objective, as construction of any new or improved infrastructure may negatively impact access to the transport network, as well as services and facilities, for some demographics in the short-term, as works may result in temporary diversions, as well as increased traffic. However, it is assumed that in line with national and local planning policy, any proposals would seek to avoid and minimise accessibility impacts and provide enhancements where possible.

9. Conclusions

9.1. The LTP for Shropshire will be a key document in securing future funding and in planning for and prioritising activities on the highways and transport network. It has strategic links to a number of wider Council agenda, including accommodated development through the next Local Plan. A public consultation exercise is a statutory requirement in the development of an LTP.

9.2. A substantial amount of evidence gathering has taken place to inform the development of the draft LTP. This has been supported by engagement with specialist officers from across the Authority, and a workshop with Cabinet Members in December 2025. It is now the right time to develop an engagement and consultation programme to share the draft publicly and seek wider feedback on this statutory long-term strategy for highways and transport in Shropshire.

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

None

Local Member: N/A : The proposal affects all of Shropshire

Appendices

None