

Shropshire Council  
Shirehall  
Abbey Foregate  
Shrewsbury  
SY2 6ND

Shropshire Town and Parish Councils

Date: 16 July 2018

My Ref: SB/NC/Div4160718

Dear Clerk,

**Proposed temporary interim suspension of new community led road safety concerns.**

I have taken this opportunity to formally update and clarify the position for this current financial year and the forthcoming financial year of 2019 / 2020, in regard to the statement of Community Concerns and Road Safety Policy. As you are aware Shropshire Council adopted a Road Safety Policy in 2013. A key feature of the policy is the recognition of the importance of perceived local safety concerns. In addition to schemes derived from accident data analysis, the current Road Safety Policy allows potential road safety schemes to be generated by the local community.

The policy enables town and parish councils to accept perceived local road safety concerns from the general public and then submit those that they support, and consider there to be a level of shared community concern, to Shropshire Council up to three times a year. Where supported by Shropshire Council's traffic engineers, submissions are put forward for a robust annual prioritisation exercise, which informs future programmes of design and construction work.

Community led road safety schemes are entirely funded from the Integrated Transport Block capital grant awarded by the Department for Transport. The priority for this grant is to fund statutory functions in relation to introducing measures that reduce the risk of road traffic accidents at defined high priority sites. In addition, the grant must also cover other transport capital improvements such as strategic transport initiatives, traffic signal enhancements, sustainable transport schemes and bus shelter grants.

Shropshire Council's entire Highways and Transport capital budget has been reduced by £5m in each of the next two financial years (2018/19 and 2019/20) and there has been a proportionate impact on the budget available to undertake Integrated Transport work. Therefore, an interim re-prioritisation of the use of the Integrated Transport settlement needs to be put in place. The following is proposed:

1. The focus of the Integrated Transport programme of work will continue to be accident cluster site schemes (based on recorded accident data) and post-scheme safety reviews.

This fulfils Shropshire Council's statutory duty to prepare and carry out a programme of measures designed to promote road safety. In particular, local authorities must carry out studies into accidents arising out of the use of vehicles and in light of those studies, take appropriate measures to prevent such accidents.

2. The submission of new community led road safety concerns from town and parish councils will be put on hold until the review of budgets in 2020.

A number of existing community led concern schemes have already had to be put on hold, leaving a significant list of pipeline schemes. It is therefore anticipated that Shropshire Council will be unable to progress with the development of new community led road safety concerns. This proposal is intended to avoid potentially abortive work by town and parish councils and to manage expectations.

The impact of the budget reduction does not apply to schemes funded through Shropshire Council's developer contributions or major schemes, such as the Shrewsbury Integrated Transport Package, which is funded through the Marches LEP Regional Growth Fund, and / or possibly Community Infra Structure Levy (CIL) or other external funding sources.

Town and parish councils should continue to contact the local highways teams to discuss areas of concern. This proposal only relates to the formal submission of collective road safety concerns by town and parish councils and the funding available with which to design and deliver new schemes for consideration in this (2018 / 2019) and next financial year (2019 / 2020).

Yours faithfully,



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Cc – SALC, Portfolio Holder for Highways and Transport, Donna Payne.