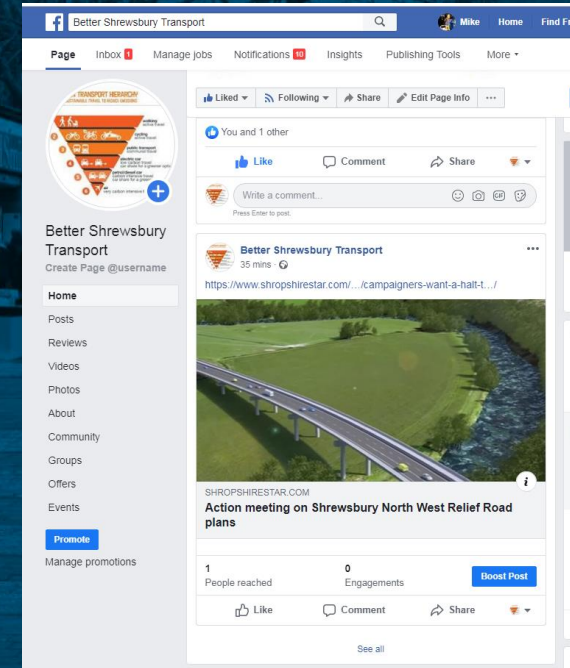


BeST – Better Shrewsbury Transport – BeST exists to promote up to date ideas for dealing with Shrewsbury's traffic. Encouraging walking, cycling and public transport will result in a more healthy, pleasant and prosperous town and the expensive, environmentally damaging North West Road can be cancelled

Key messages **Contact Us** **What is BeST?** **Useful links** **Have Your Say** **Events**



What is BeST?



Shropshire
Wildlife Trust



Green Party
for the common good



Friends of the Earth



The countryside
charity

Liberal Democrats

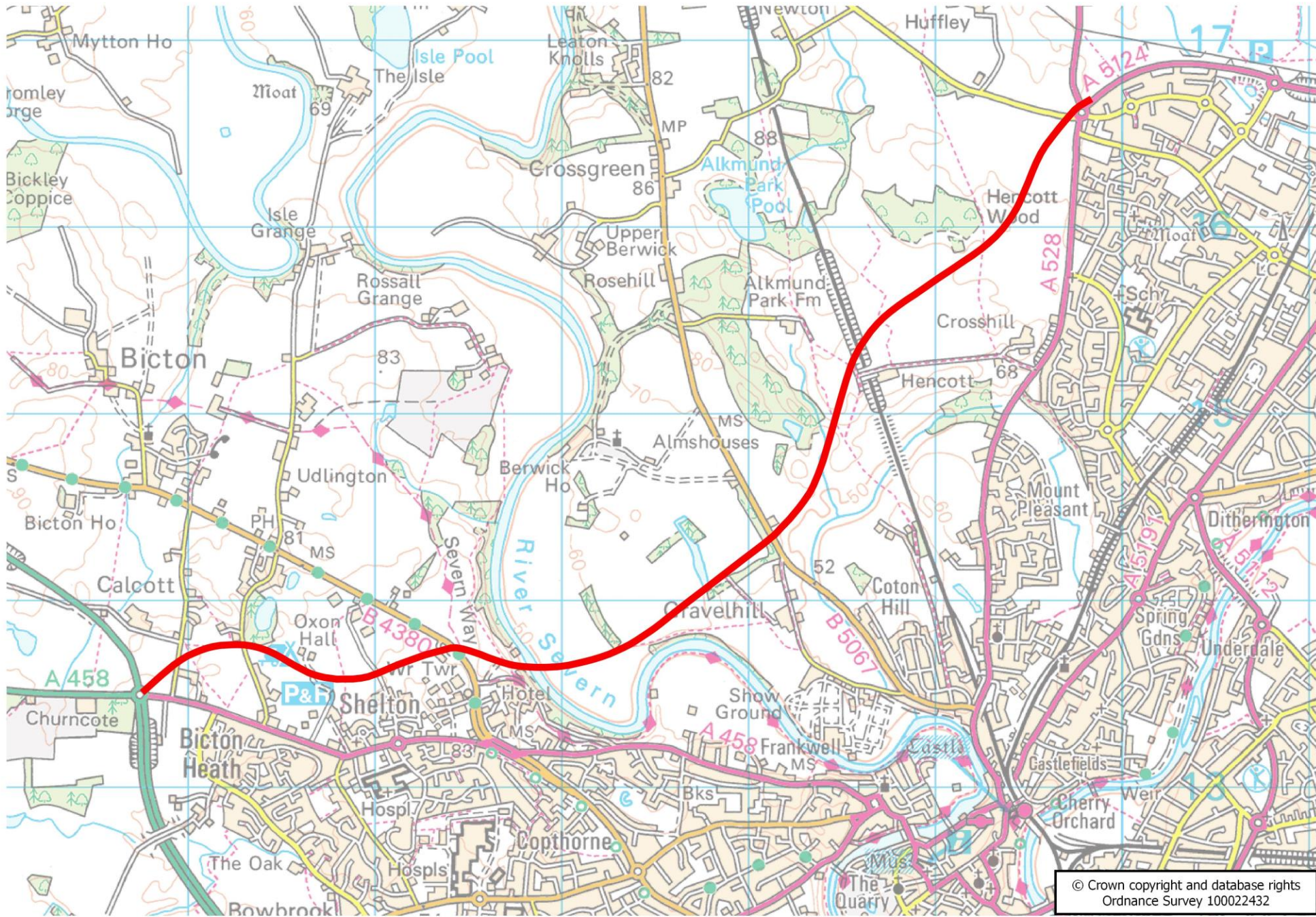


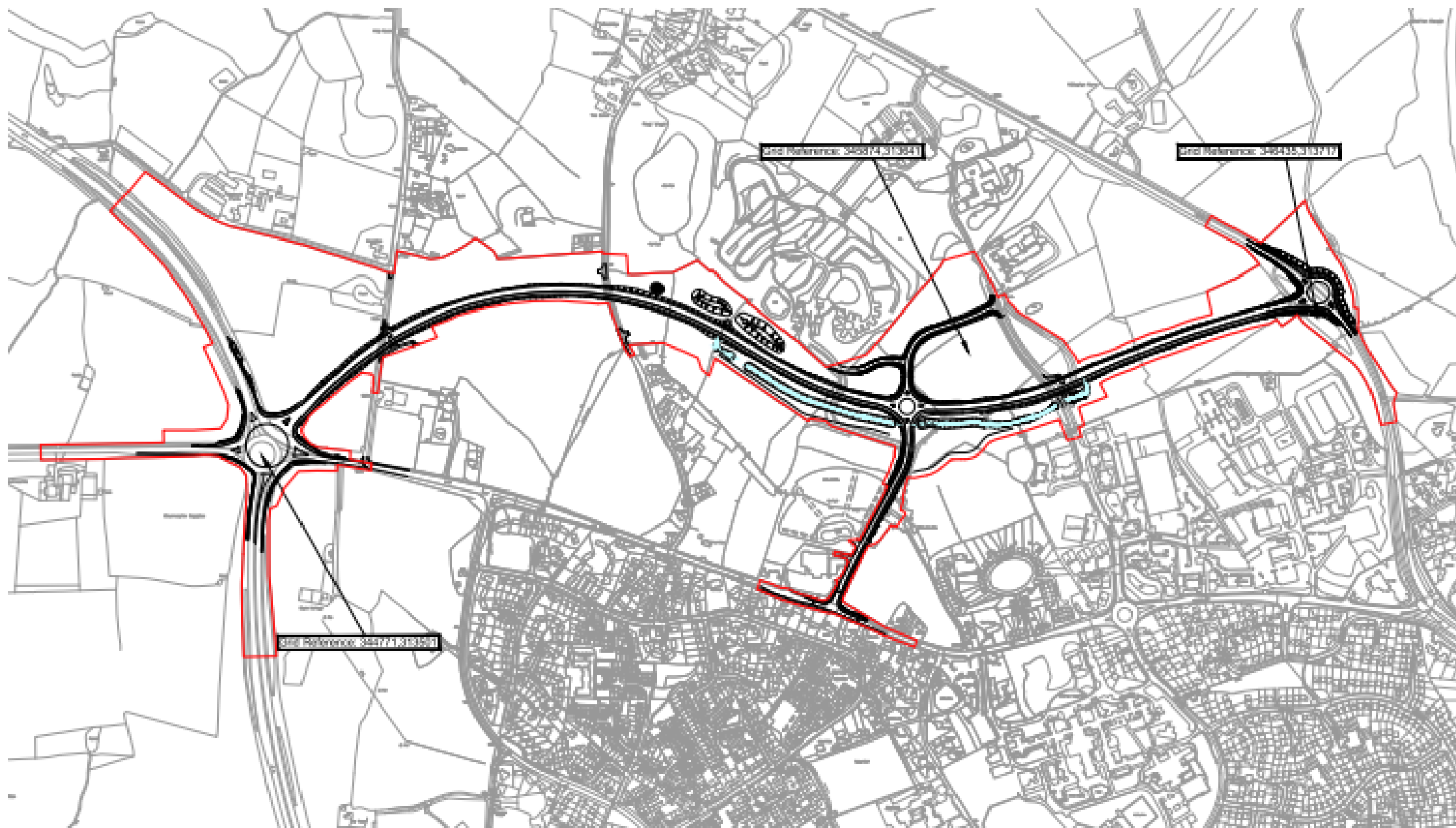
extinction rebellion



**Shrewsbury North West Road, a Critical Appraisal,
Dave Green, Shrewsbury Friends of the Earth,**







Grid Reference 2-50745013-21

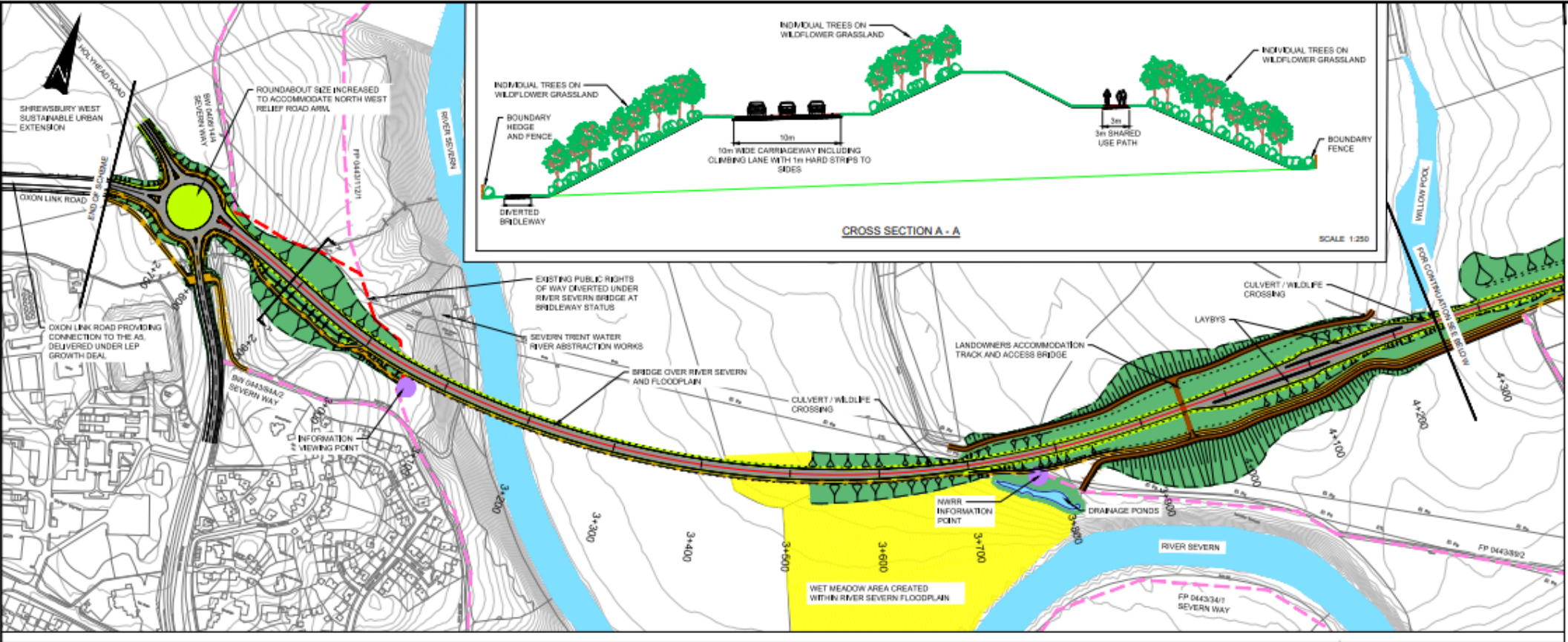
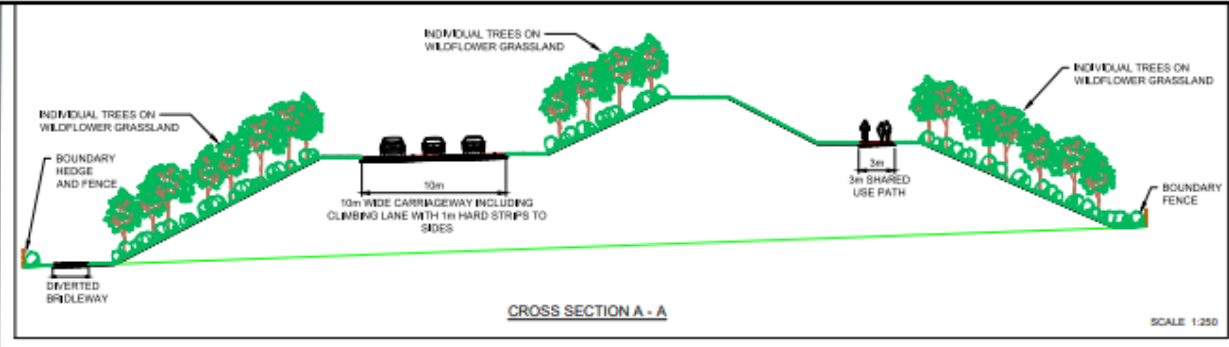
Grid Reference 2-50745013-17

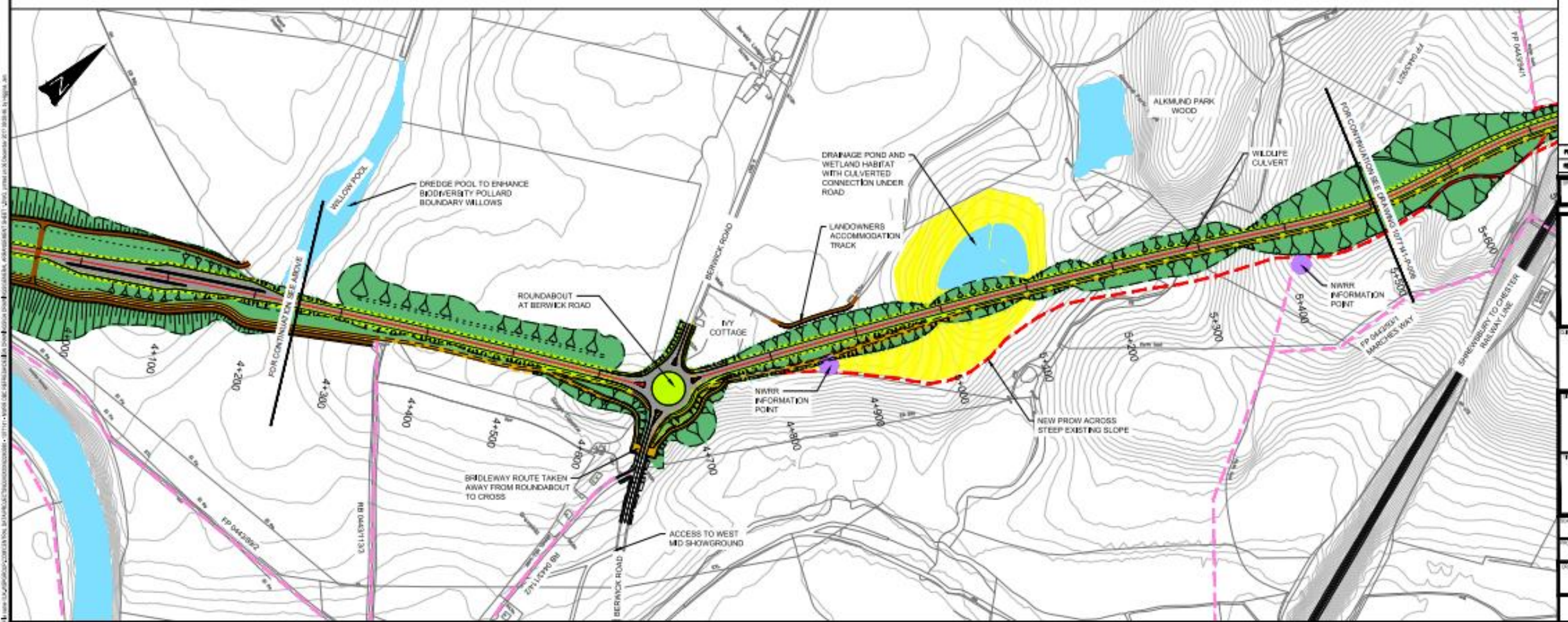
Grid Reference 2-50745013-20

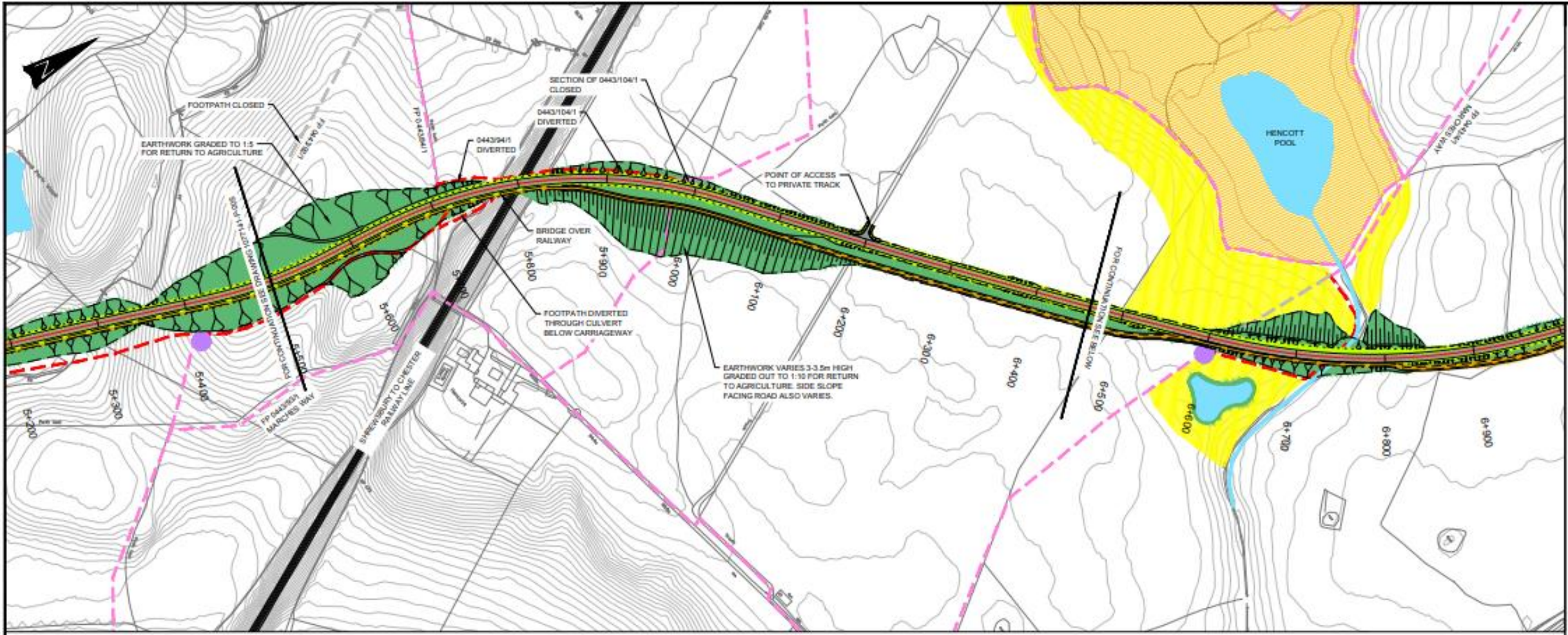
DO NOT SCALE

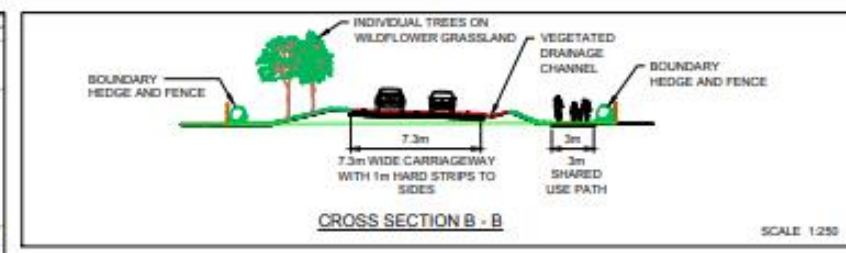
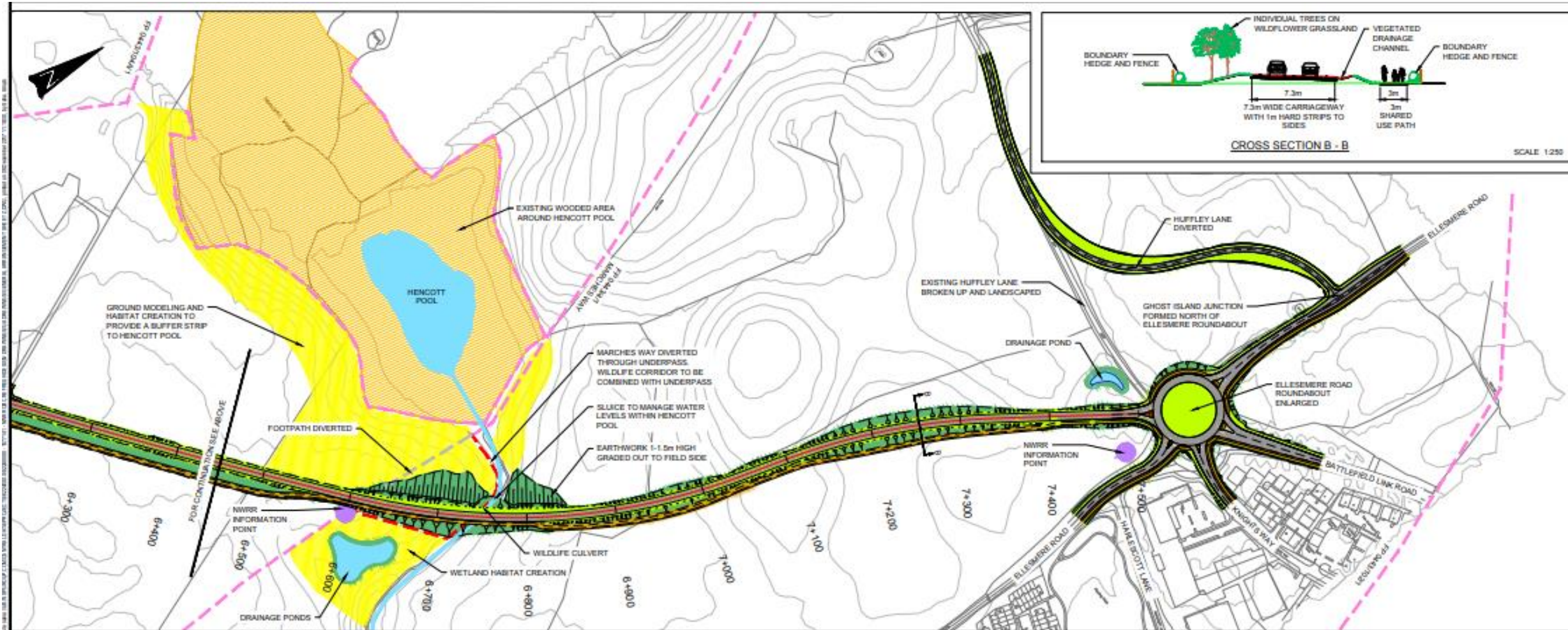
KEY:

-  CARRAGWAY
-  VERGE
-  EMBANKMENT
-  SHARED USE PATH
-  LANDOWNERS ACCESS TRACKS
-  WETLANDS HABITAT AREAS
-  INFORMATION POINT
-  EXISTING FOOTPATH
-  PROPOSED FOOTPATH DIVERSION









FOR INFORMATION ONLY: THIS PLAN IS FOR INFORMATION ONLY AND DOES NOT REPRESENT A CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL INFORMATION AND CONDITIONS ON SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

It is clear that

“In almost any vision of a Zero Carbon Britain there must be a shift from the car to more efficient forms of transport”

(Centre for Alternative Technology ZCB 2030 report pg 132).

CAT suggest a reduction in personal car miles of 40%,

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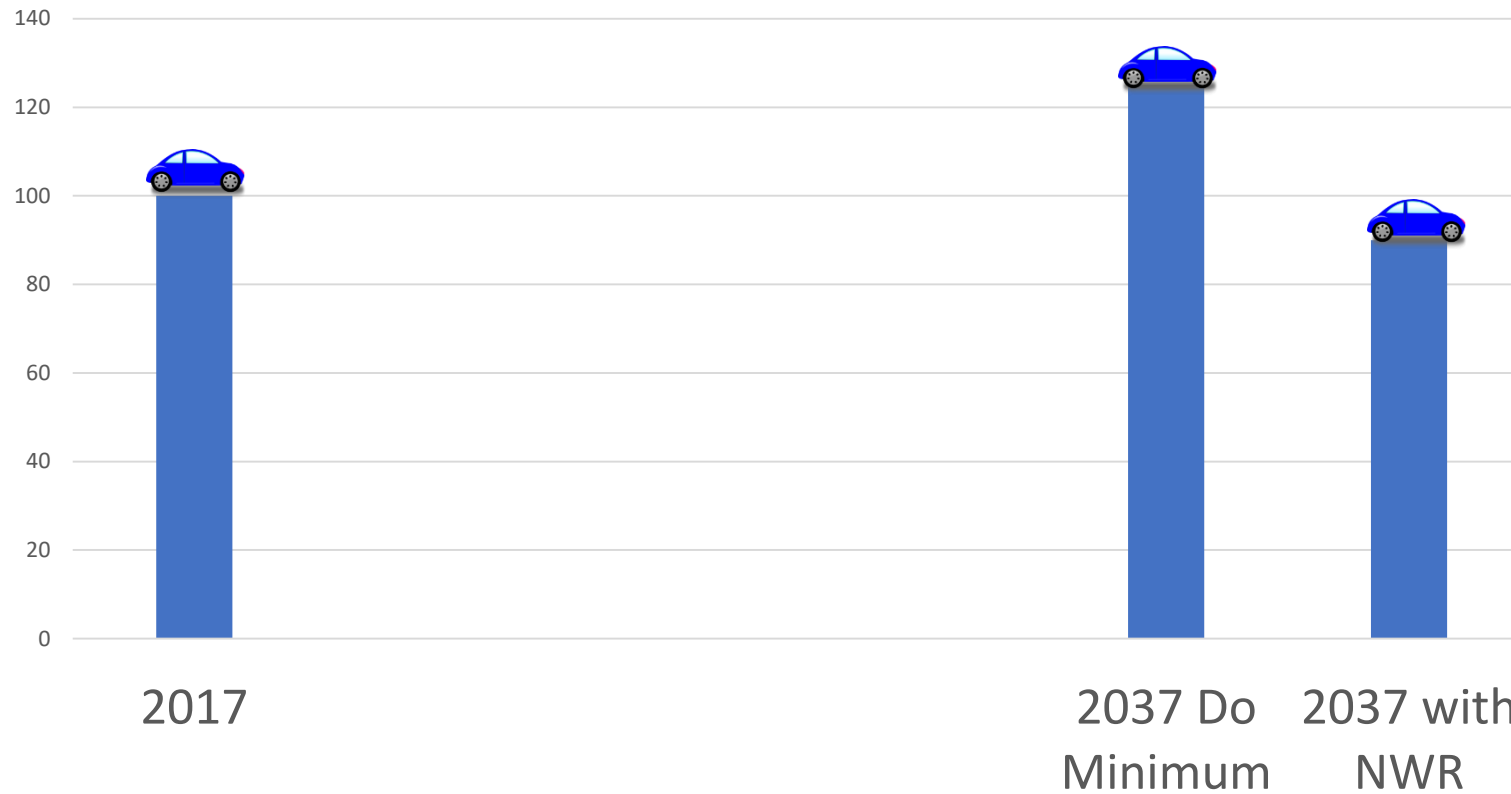
CAT suggest a reduction in personal car miles of 40%,

The House of Commons Select Committee on Transport concurs , stating

“technology alone cannot solve the problem of greenhouse emissions from transport”

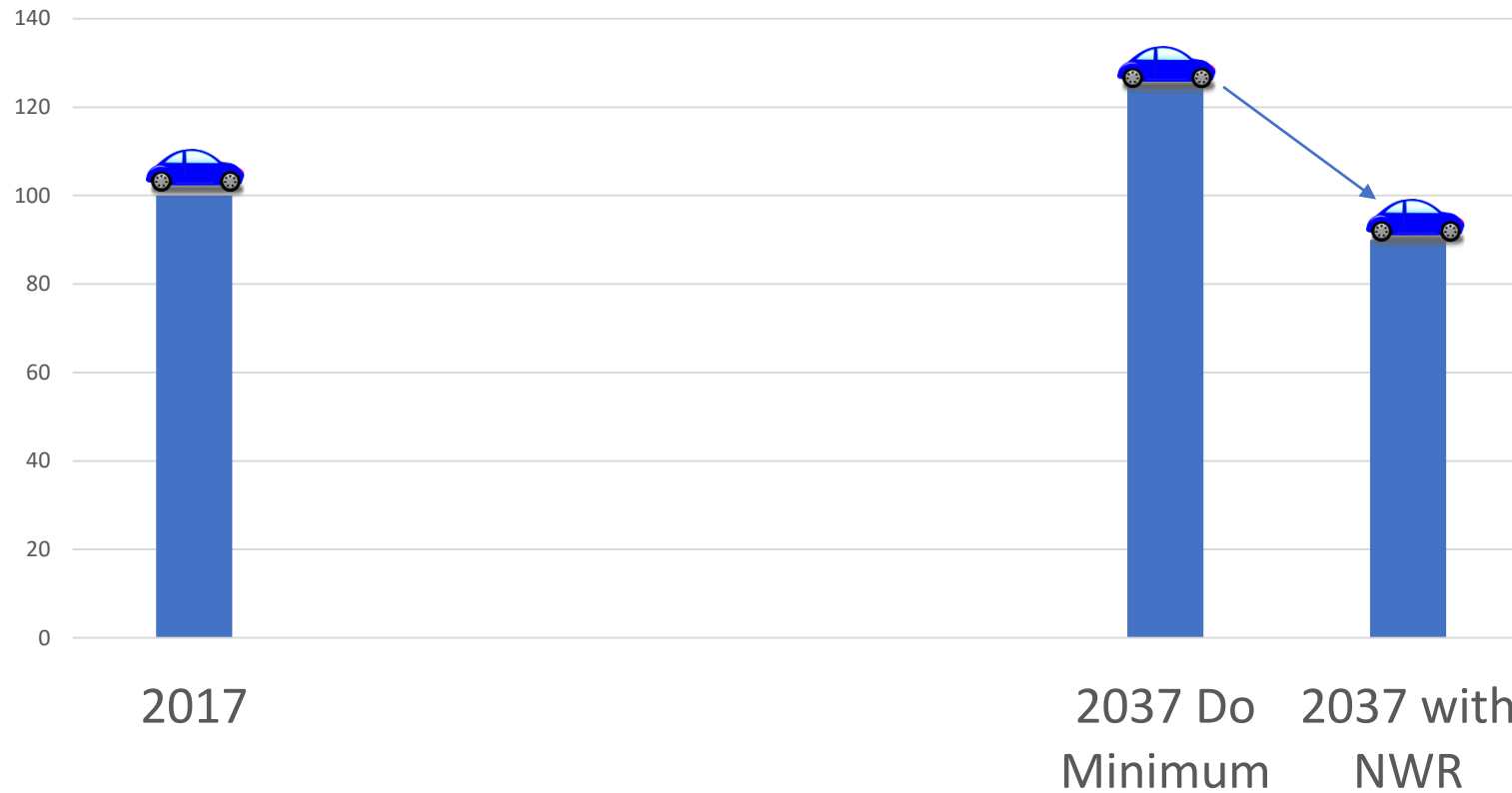
(BBC, ‘Ditch cars to meet climate targets say MPs’ 22/8/19),

adding “in the long term widespread personal transport vehicle ownership does not appear to be compatible with significant decarbonisation”.

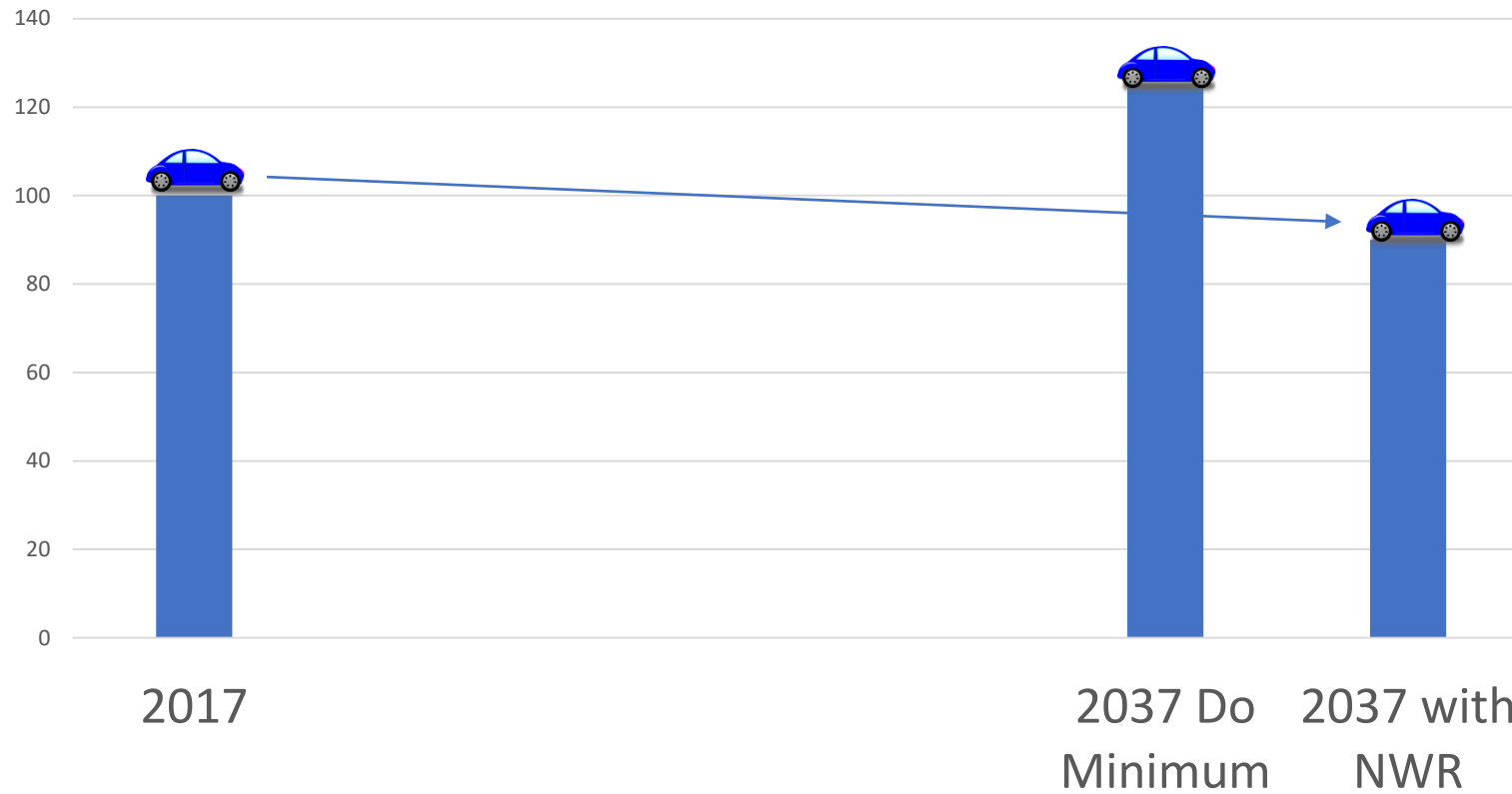


All Shropshire Council's figures for traffic in 2037 if the NWR is built relate to a predicted Do Minimum figure for the same year, not back to current traffic levels.

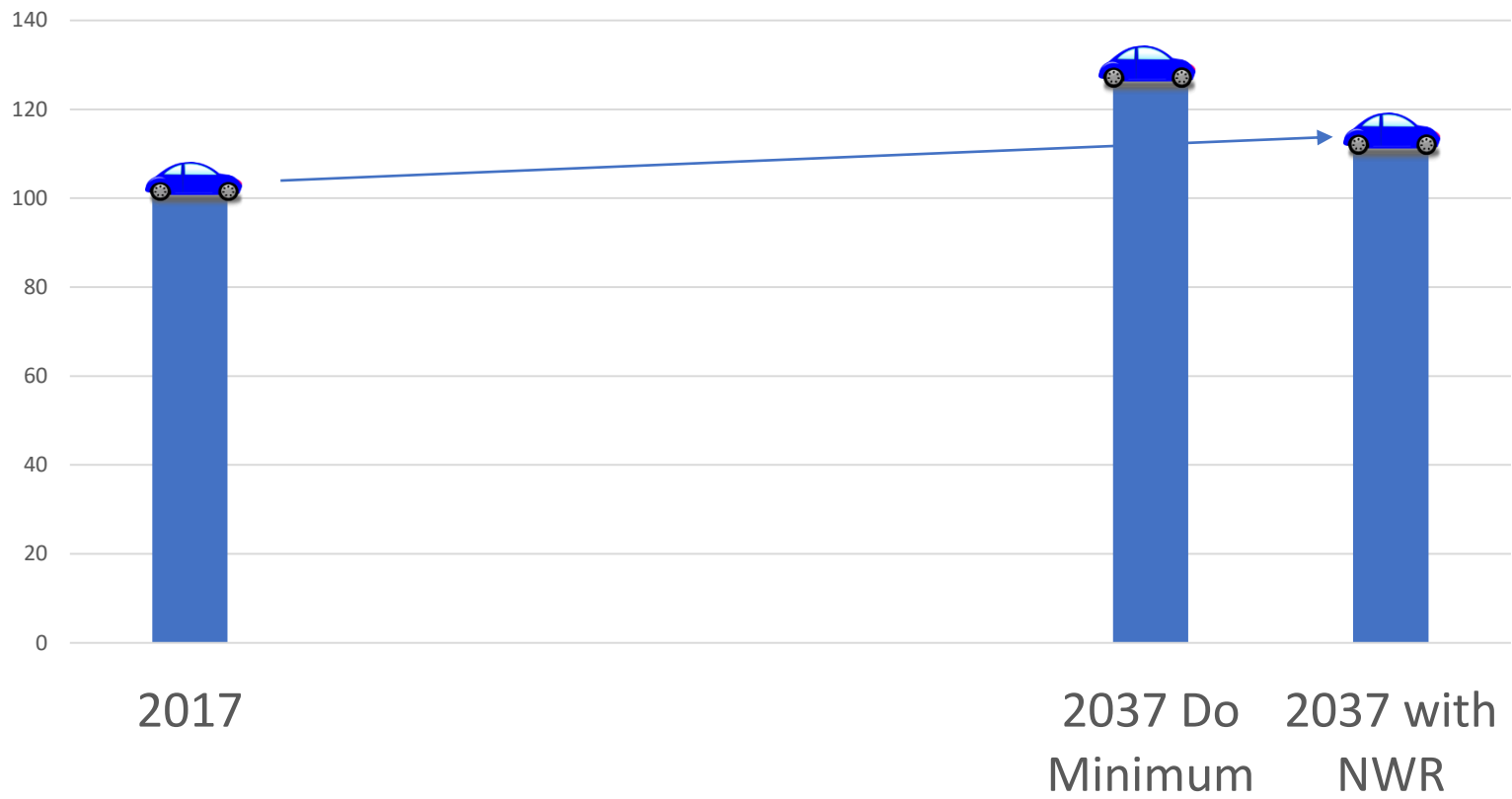
The rise between the current levels and the Do Minimum figure vary from road to road but average around 24%



All Shropshire Council's figures for traffic in 2037 if the NWR is built relate to a predicted Do Minimum figure for the same year, not back to current traffic levels.



If you compare the NWR figures to 2017 figures the drop is much less.



But for some roads the traffic compared to 2017 goes up not down!

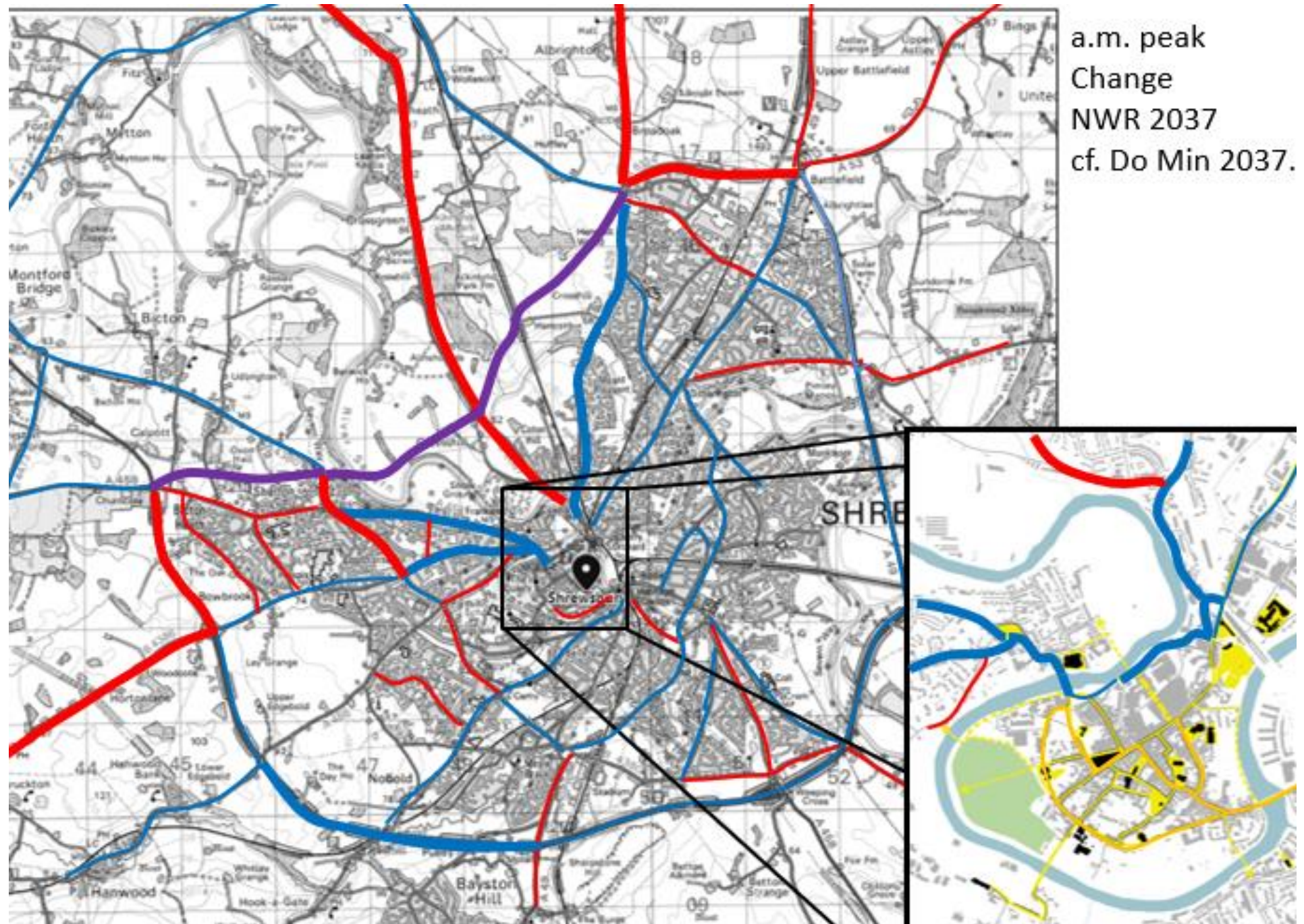
What the NWR would do

Traffic flows in 2037 if NWR is built – compared to do minimum *am peak*

Red is increase,
Blue is decrease

“Traffic will increase on local roads leading to and from the NWR”

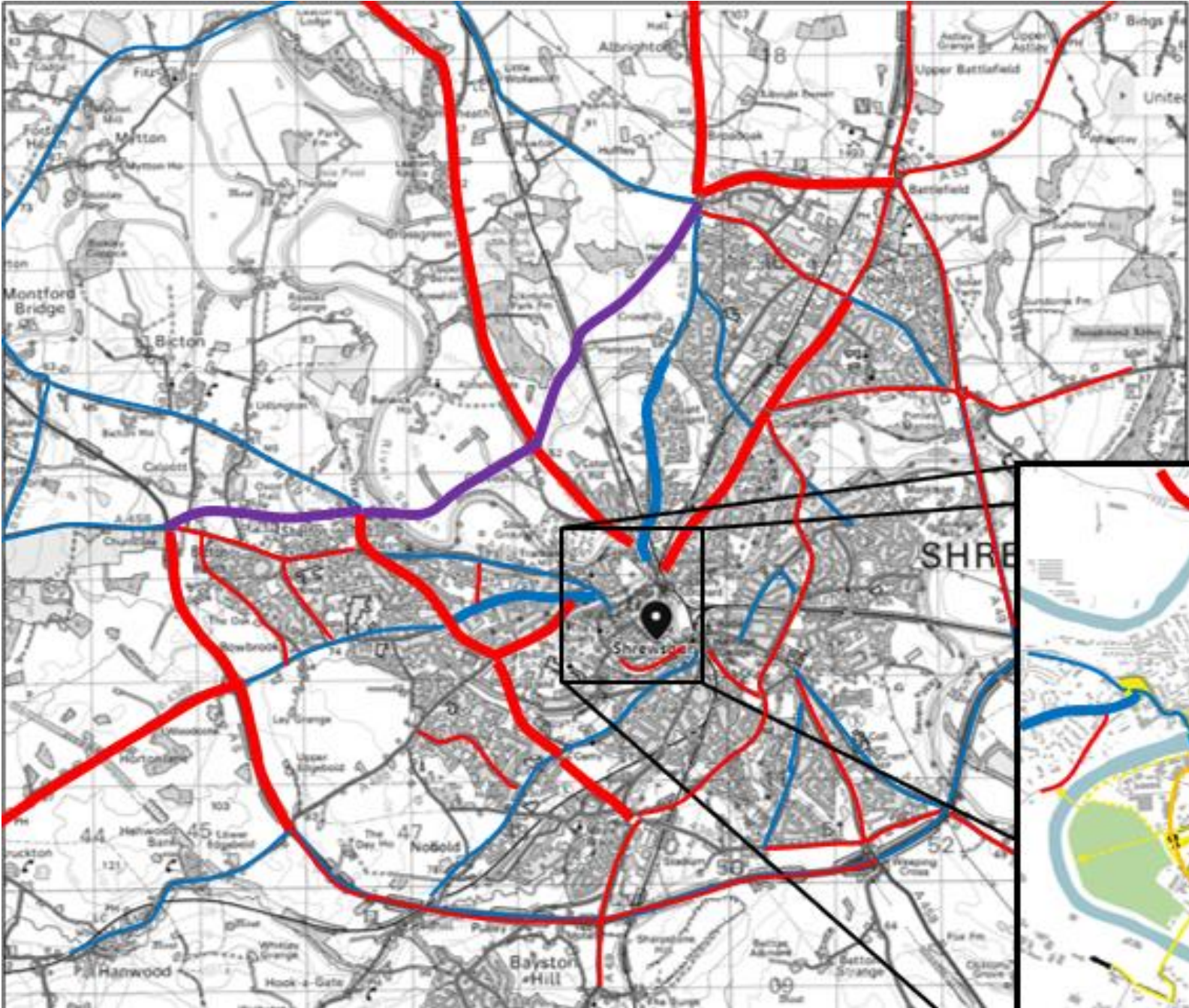
From SC's NWR
Outline Business Case
Dec 2017



What the NWR would do

Traffic flows in 2037 if NWR is built – compared to 2017 figures *am peak*

Red is increase, Blue is decrease



a.m. peak
Change
NWR 2037
cf. 2017



What the NWR would do

Increase traffic levels overall,

Increase traffic levels substantially on some existing roads,

According to Shropshire Council's own Business Case;

- Around 50% on current levels on Berwick Rd from Coton Hill out, *am peak*,
- 55.4% on Old A5, top of Mount to Mytton Oak Rd, *am peak*
- 27.4% on New St, *pm peak*
- 41% on A5 between Churncote & Montgomery Rd *am peak*
- 11.5% on A49 N of Sundorne Roundabout, *am peak*.
- 180% on Berwick Rd S of Leaton *am peak*
- 22.5% on St Michael's St, *am peak*

All 2037 figures with NWR against 2017 from SC's OBC Dec 17.

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What the NWR would do

Plus noise disturbance from the 26 metre bridge & raised section,

Plus divert £25m of local resources from other more worthy schemes, inc wider community facilities, from around the County.

Plus Shropshire Council would be responsible for any overspend!

Plus the cost to the national purse,

Plus the carbon cost of construction..

What the NWR might do

According to SC's figures traffic on Mardol Quay would reduce from current levels by 11% *am peak*



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There are slightly greater reductions on Smithfield Rd

- but if the pinchpoint is only 11% down how would that help?
- And does the model adequately deal with induced traffic?

What the NWR might do

20% reductions on Coton Hill are predicted for the am peak

- but this would be the shortest route into the town centre from the ring road?

Larger reductions are predicted for the roads NW of Shrewsbury,

- but there is substantial industrial & housing on this route so this is probably overstated.

Huffley Lane would lose it's access to the Ellesmere Rd Roundabout

- so even if traffic levels fall delays won't.

What the NWR would not do

The NWR would not affect most of the town centre, Castle St, Wyle Cop, High St, Town Walls etc

It would not solve air quality problems

It certainly wouldn't be transformative,
which is the stated aim of the Large Local Majors Fund.

But isn't the NWR needed for the Growth of Shrewsbury?

There is a lot of development in Shrewsbury at the moment,
- but much of this is catching up on the barren years post 2008,

Going forward there are plans to build 400 dwellings/annum,
- 1% of the current stock,

And not all of these will be occupied by new residents,
And existing household size is still falling

So the growth in population will be much less than 1%/a

It would not take much to counteract a less than 1% growth in population.

So the North West Road would be a road in the wrong direction,

At a time when we need to be concentrating on decarbonising
as fast as possible

& that's without considering it's landscape & wildlife affects.....

davidgreen742@btinternet.com

www.shrewsfoe.yolasite.com



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