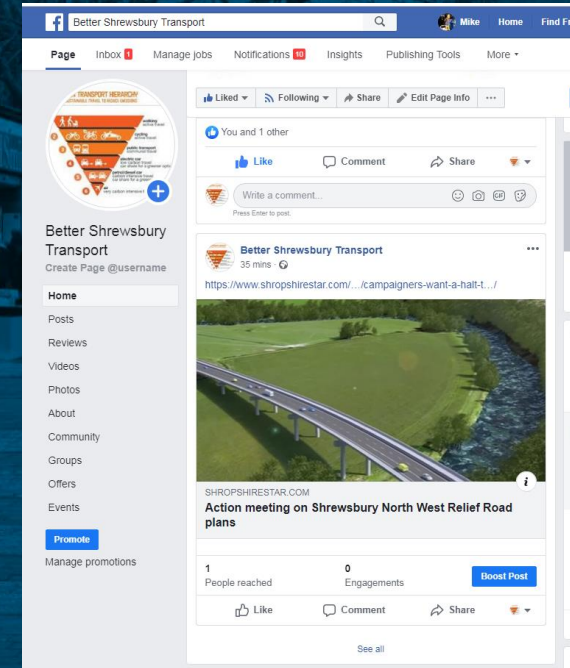


BeST – Better Shrewsbury Transport – BeST exists to promote up to date ideas for dealing with Shrewsbury's traffic. Encouraging walking, cycling and public transport will result in a more healthy, pleasant and prosperous town and the expensive, environmentally damaging North West Road can be cancelled

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

Action Plan – assume planning application 'mid Feb'

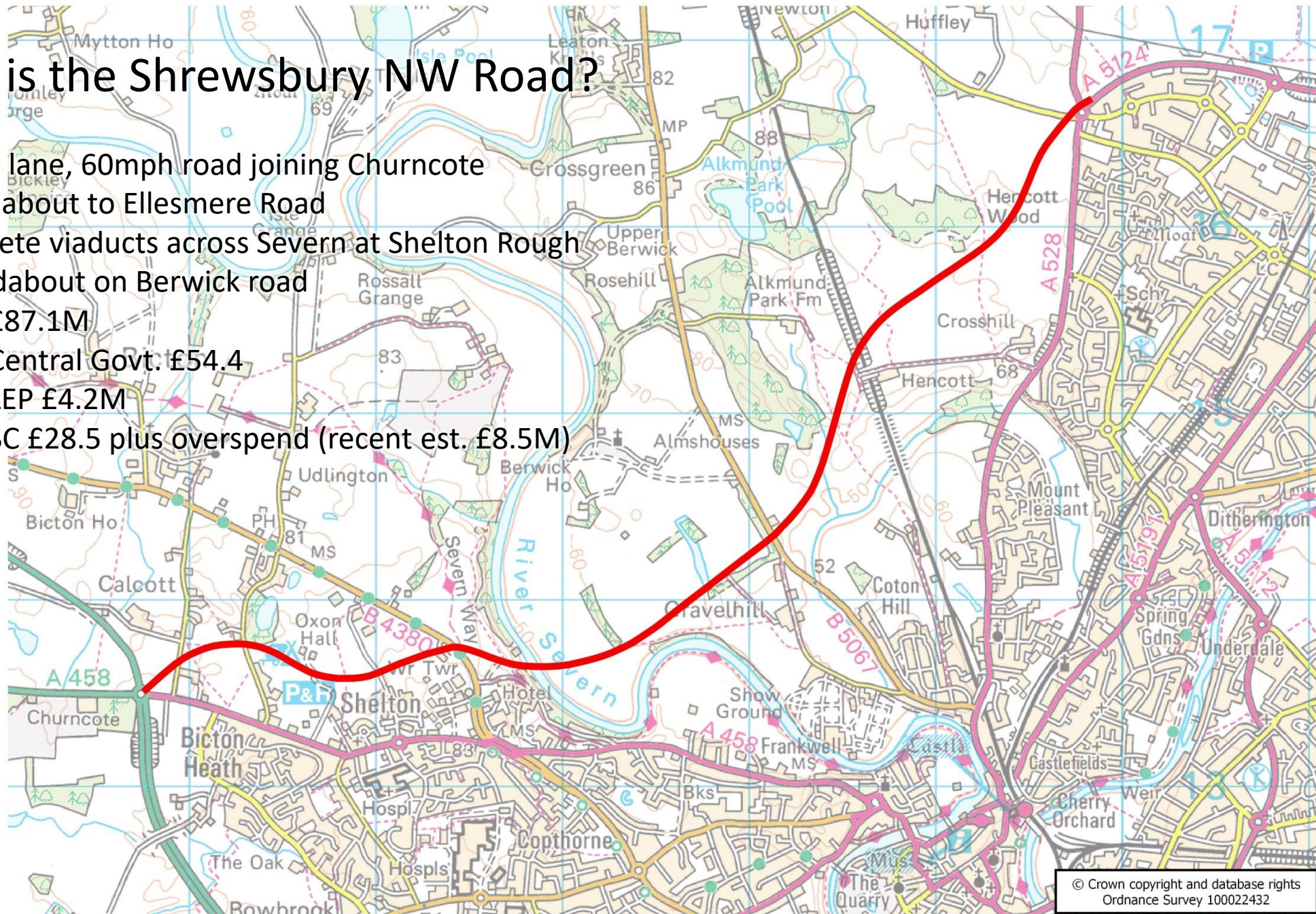
- Before application
 - Mail/email booklet to all existing councillors
 - Brief Green/Lib Dem councillors – all against road
 - Phone Labour/Conservative councillors individually – Labour mixed views
 - Get leaflets/posters ready to go
 - Start liking/commenting/re-posting BeST Facebook – daily posts from 7 Feb
- After application
 - Put up posters
 - Send out leaflets – need a cost for this
 - Letters/phone ins to local media
 - More work on local Facebook groups
- Get loads of people to object



Shrewsbury North West Road, a briefing for local election candidates

What is the Shrewsbury NW Road?

- Single lane, 60mph road joining Churncote roundabout to Ellesmere Road
- Concrete viaducts across Severn at Shelton Rough
- Roundabout on Berwick road
- Cost £87.1M
 - Central Govt. £54.4
 - LEP £4.2M
 - SC £28.5 plus overspend (recent est. £8.5M)



Why does Shropshire Council want to spend all this money?

- 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

Why are we opposed to the road?

- It won't reduce congestion →
- There's a Climate Emergency but it will increase CO₂ emissions →
- It is already too expensive and any over run will be ruinous →
- There are better and cheaper alternatives →
- It is very unclear what the economic benefits would be →
- It will have major environmental impacts: →
 - Shelton Water Supply
 - Noise
 - Air quality
 - Biodiversity
 - Landscape
- Inequality →

**43% of drivers
say they would drive
less if there was
better public
transport (3)**

Alternatives

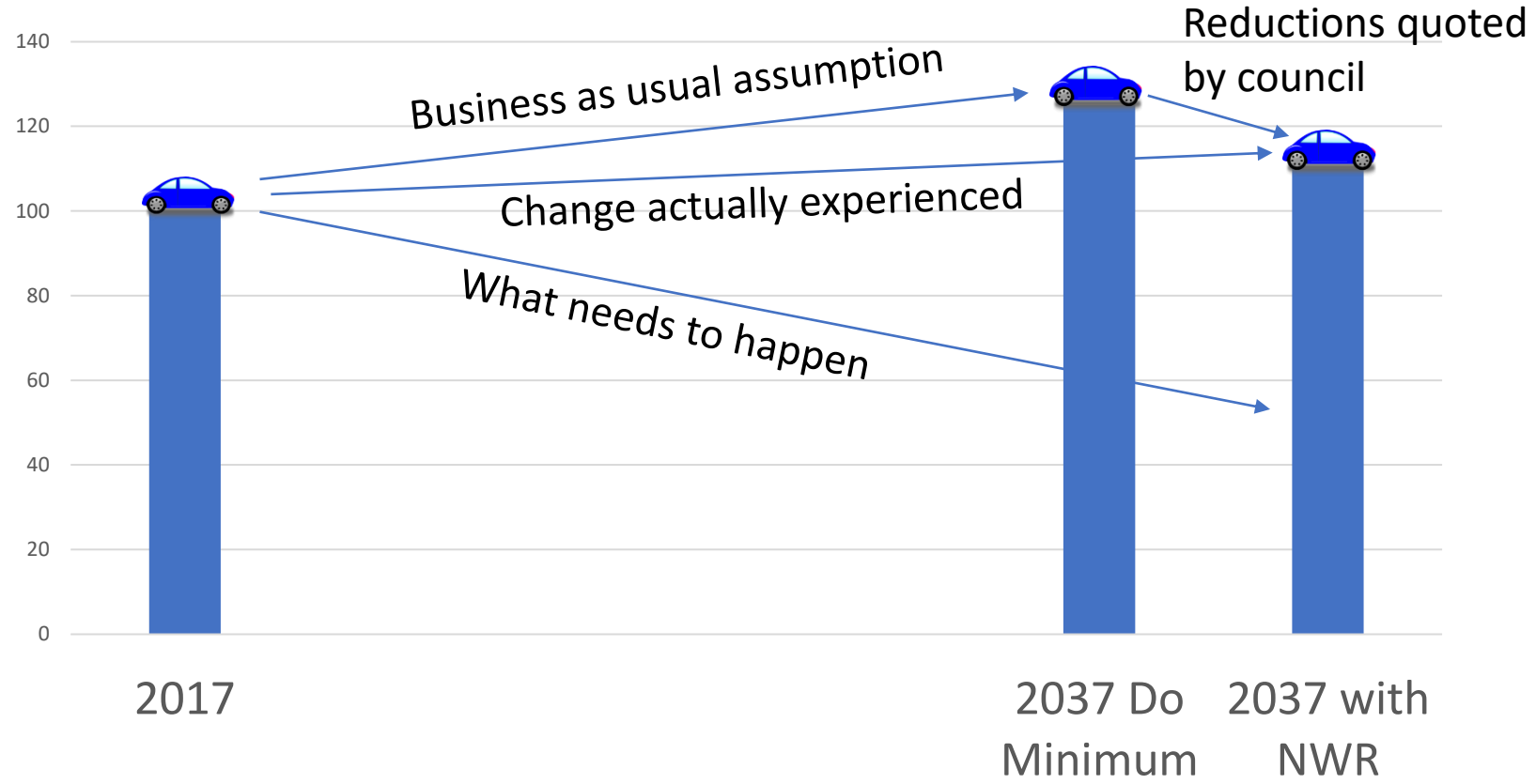
Shrewsbury Big Town Plan Movement Vision

- Implement measures to reduce traffic driving through the town centre by creating low traffic zones.
- Increase Park & Ride bus frequency and allow cross town movements by bus.
- Move main car parking out of the river loop.
- Relocate bus station.
- Create bus and cycle corridors with priority over private traffic.
- Deliver a second pedestrian / cycle access to Shrewsbury Rail Station
- Become a 20mph town

Return



Congestion



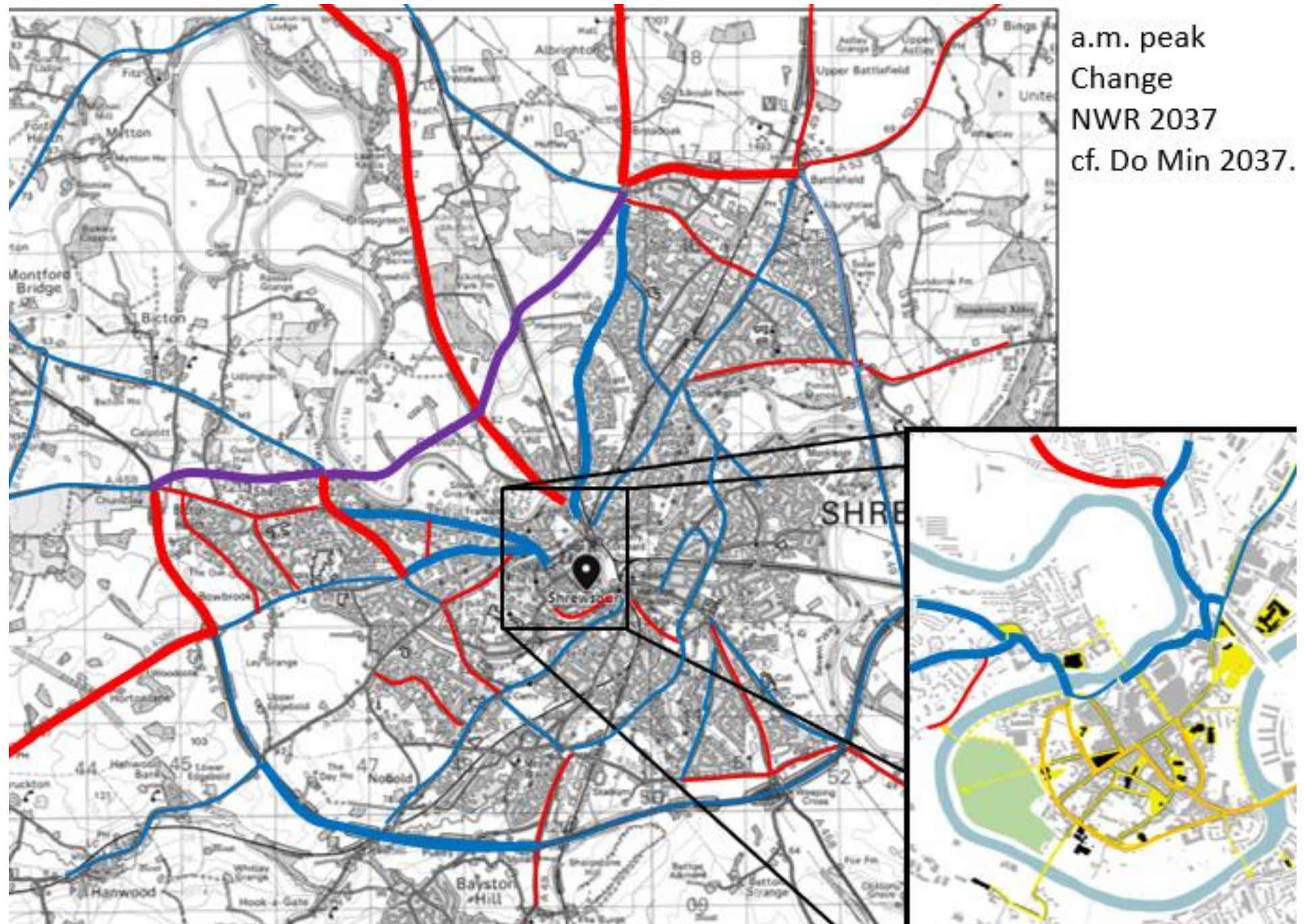
What the NWR would do

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”

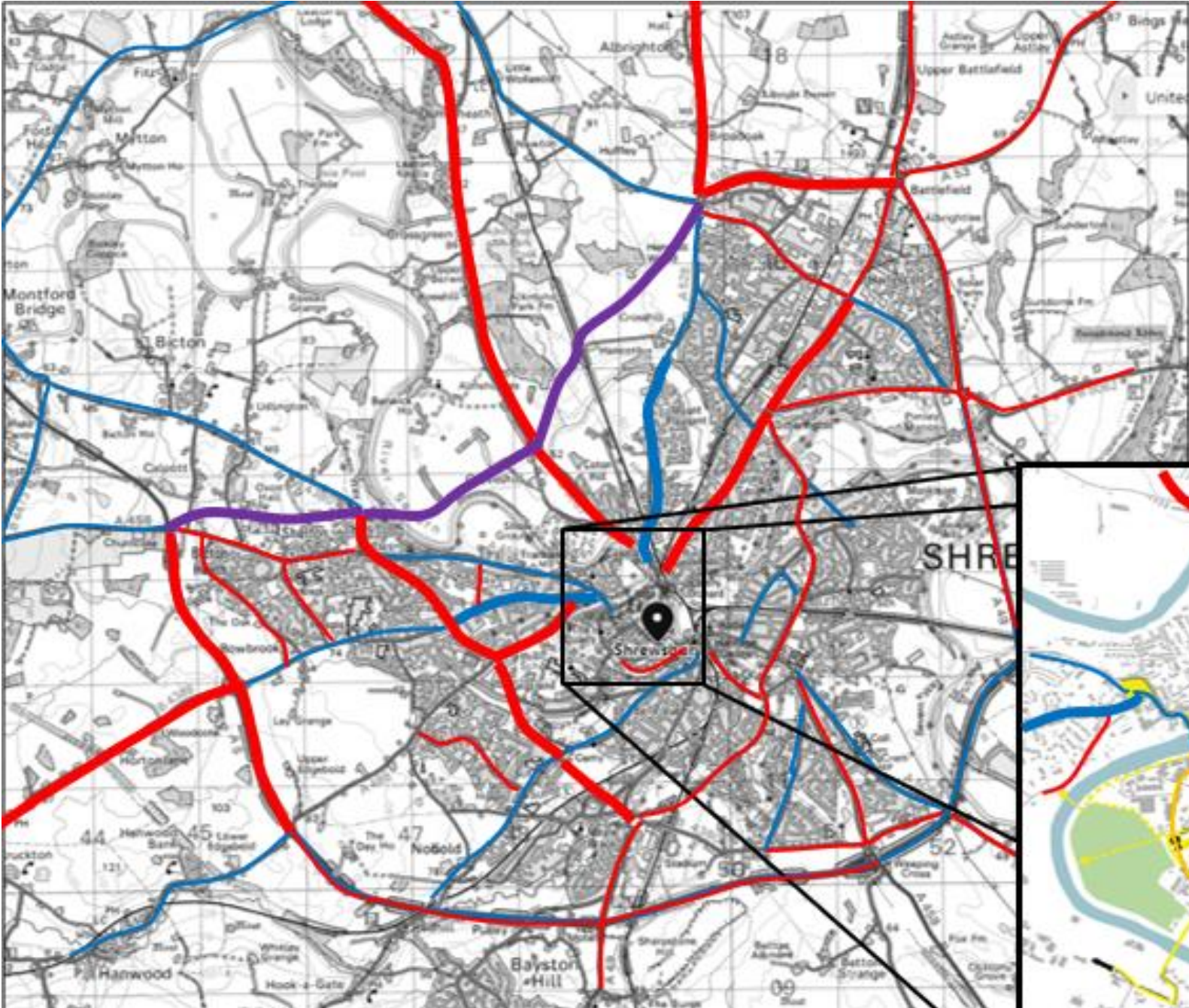
From SC’s NWR
Outline Business Case
Dec 2017



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

Return



Climate emergency

Transport is responsible for 37% of CO₂ emissions in Shropshire

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%,

The House of Commons Select Committee on Transport agrees, stating

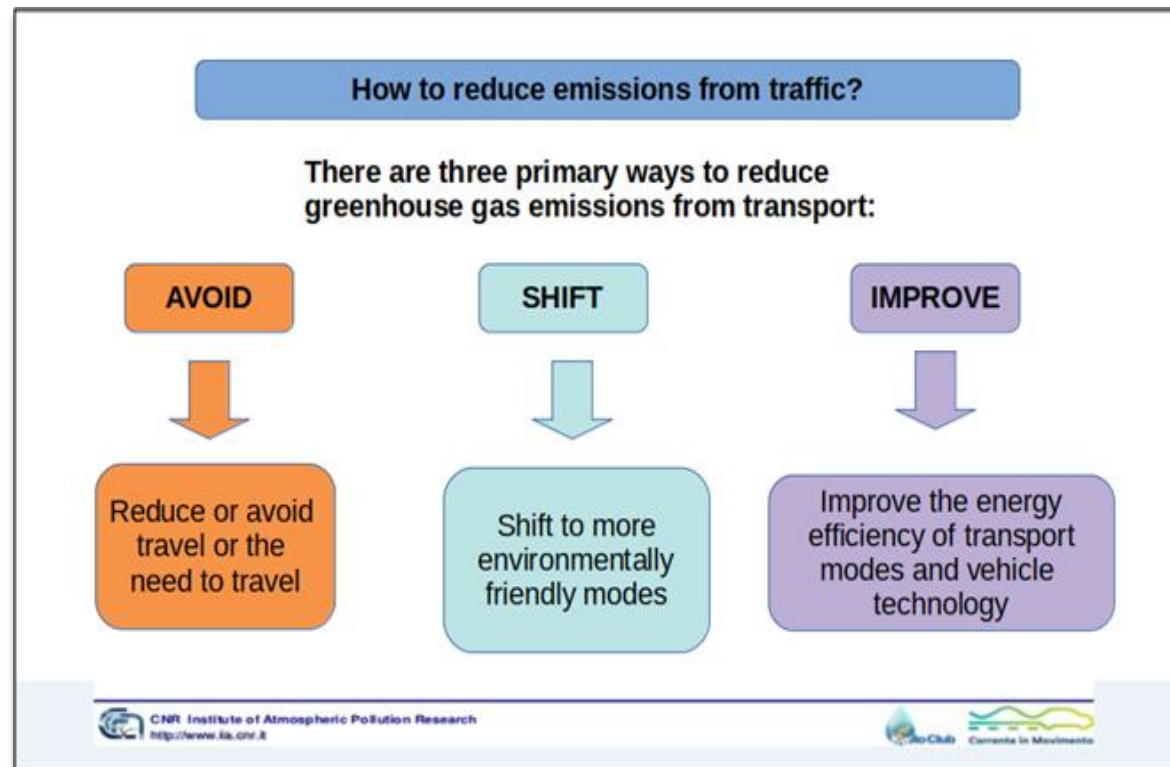
“technology alone cannot solve the problem of greenhouse emissions from transport”

(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”.

New roads = more carbon emissions

- The NWR will produce ~93,000 tCO₂ to construct
- For comparison, SC's direct footprint in 2020 was 13,659 tCO_{2e} and the council's climate strategy is focussed on reducing that to zero by 2030



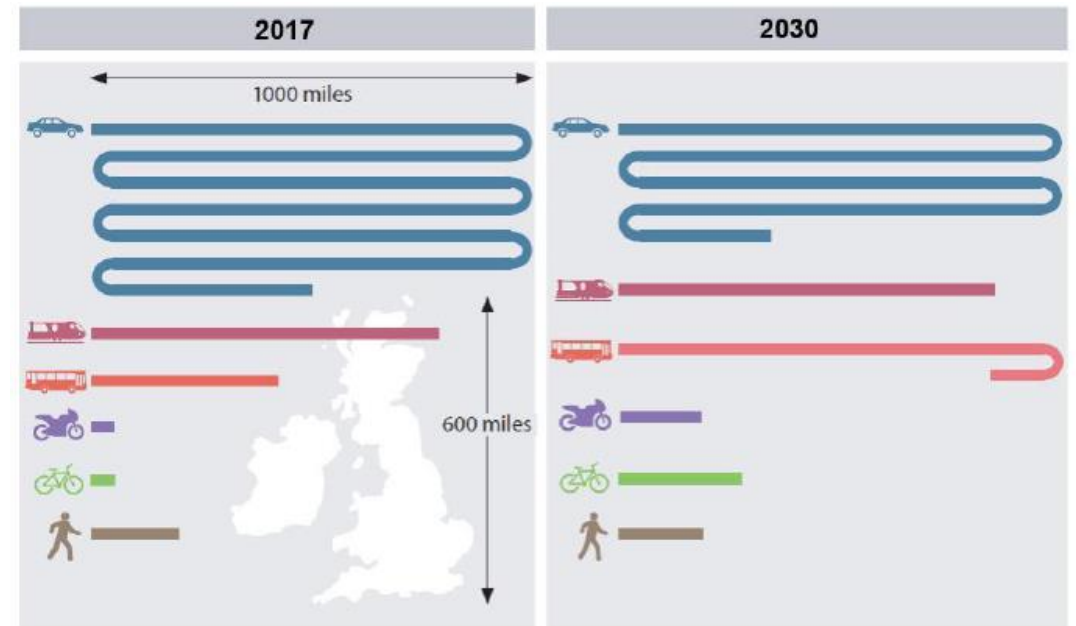
Zero Carbon Shropshire – A call to action

Change quickly – don't put this off – time is short:

- Reduce travel overall.
- Produce less GHGs when we need to travel or move goods.
- Walk more.
- Cycle much more.
- Use the bus and train.
- Use the car much less.
- Buy fewer cars.
- Fly less, fly shorter, fly economy.

 10% of highways budgets dedicated to shifting from car to prioritise active travel

10% reduction of car use by shifting to active travel public transport and reduced commuting



Average distance travelled per person per year by various modes of transport in 2017 and zero carbon Shropshire 2030

Adapted from a graphic courtesy of Centre for Alternative Technology

Return



The Impact of Road Projects in England



Lynn Sloman, Lisa Hopkinson and Ian Taylor

Transport for Quality of Life

February 2017

transport for quality of life

The Impact of Road Projects in England

- Do new roads deliver the congestion relief promised? – NO!
- Do new roads help boost local economies as hoped? – NO!
- Is the impact on the environment as bad as feared? YES!

Return



Newbury: businesses move out of town centre

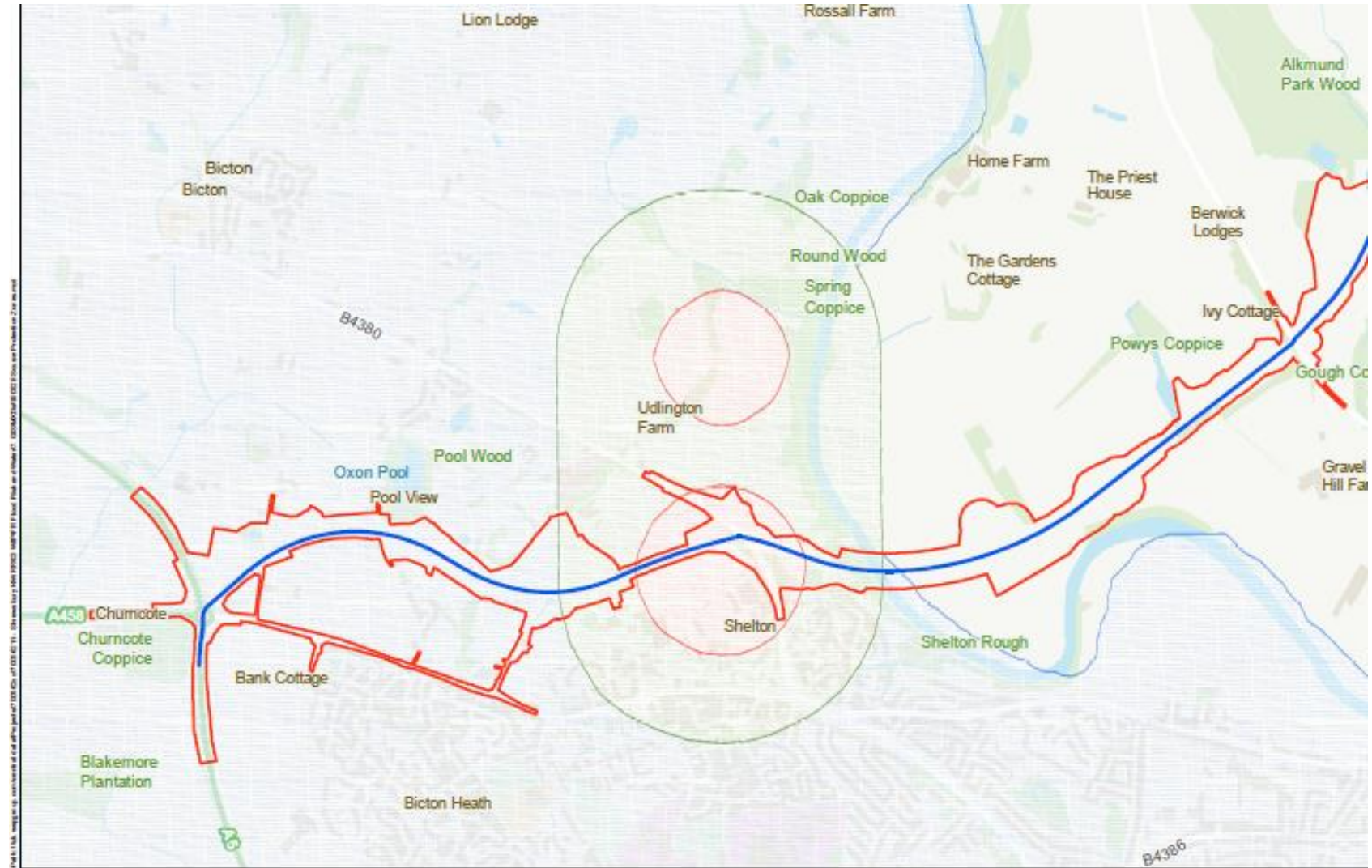


Environmental impacts

- Shelton Water Supply
- Noise
- Air quality
- Biodiversity
- Landscape

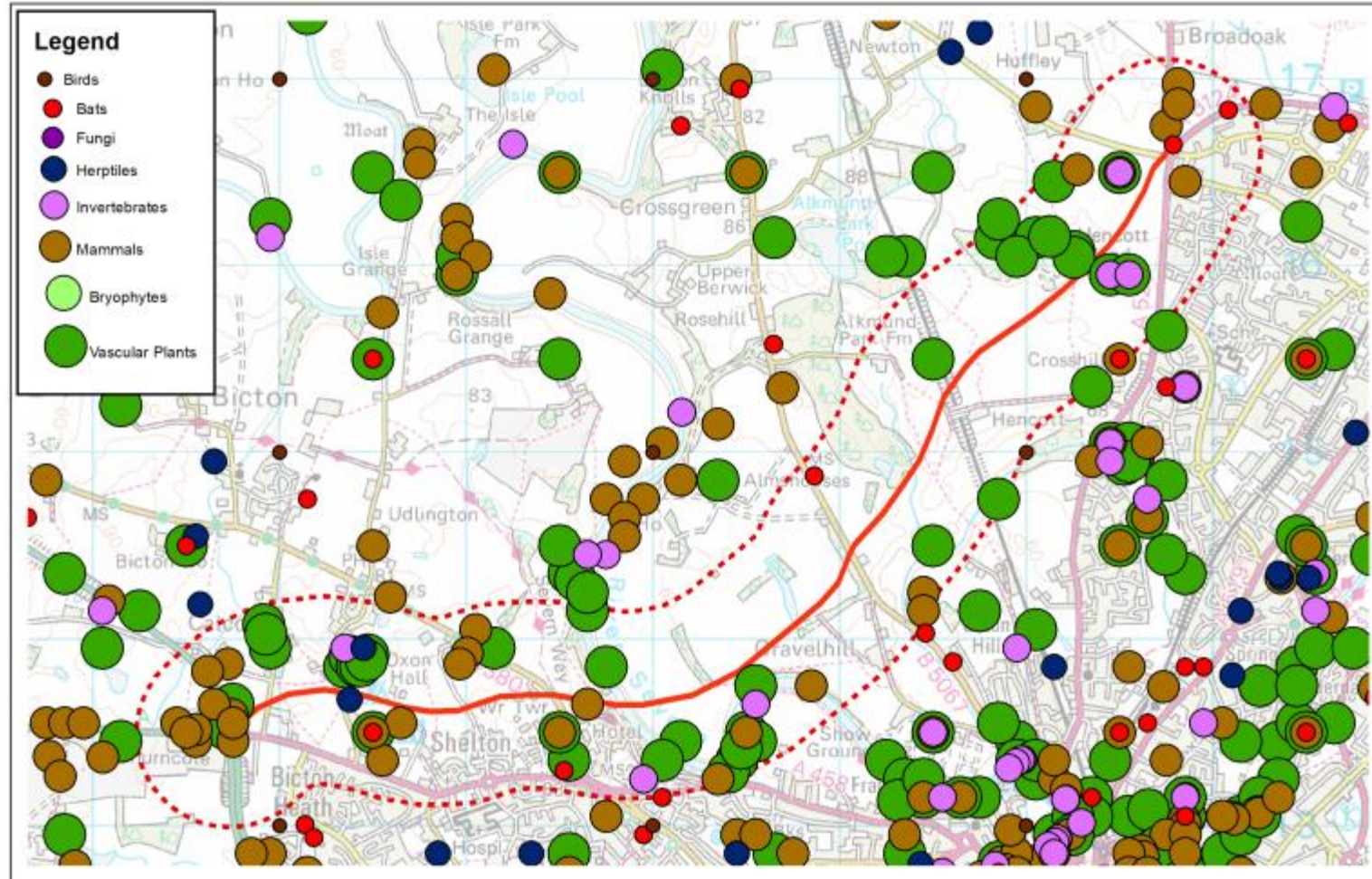


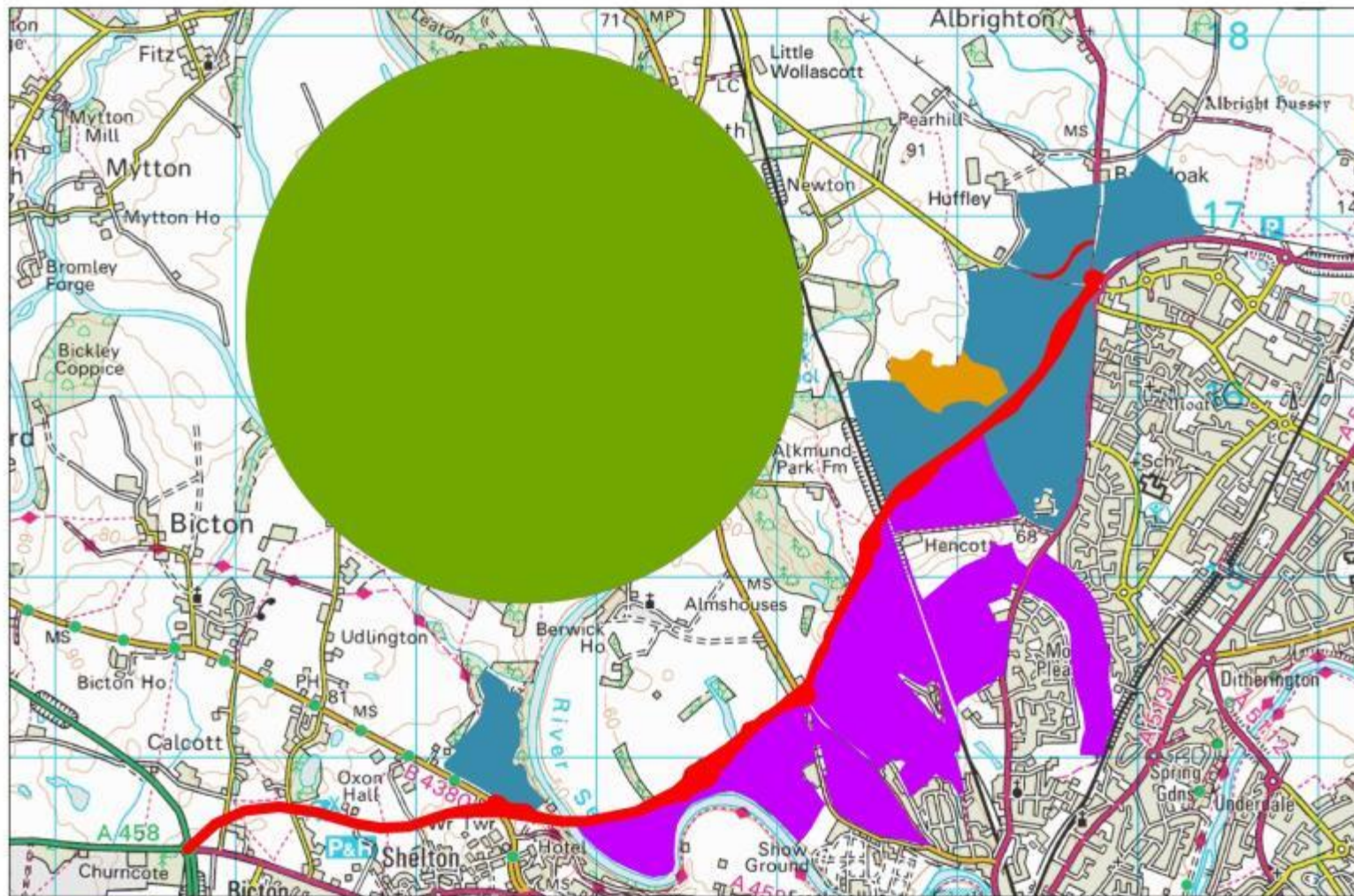
Shelton Source Protection Zone

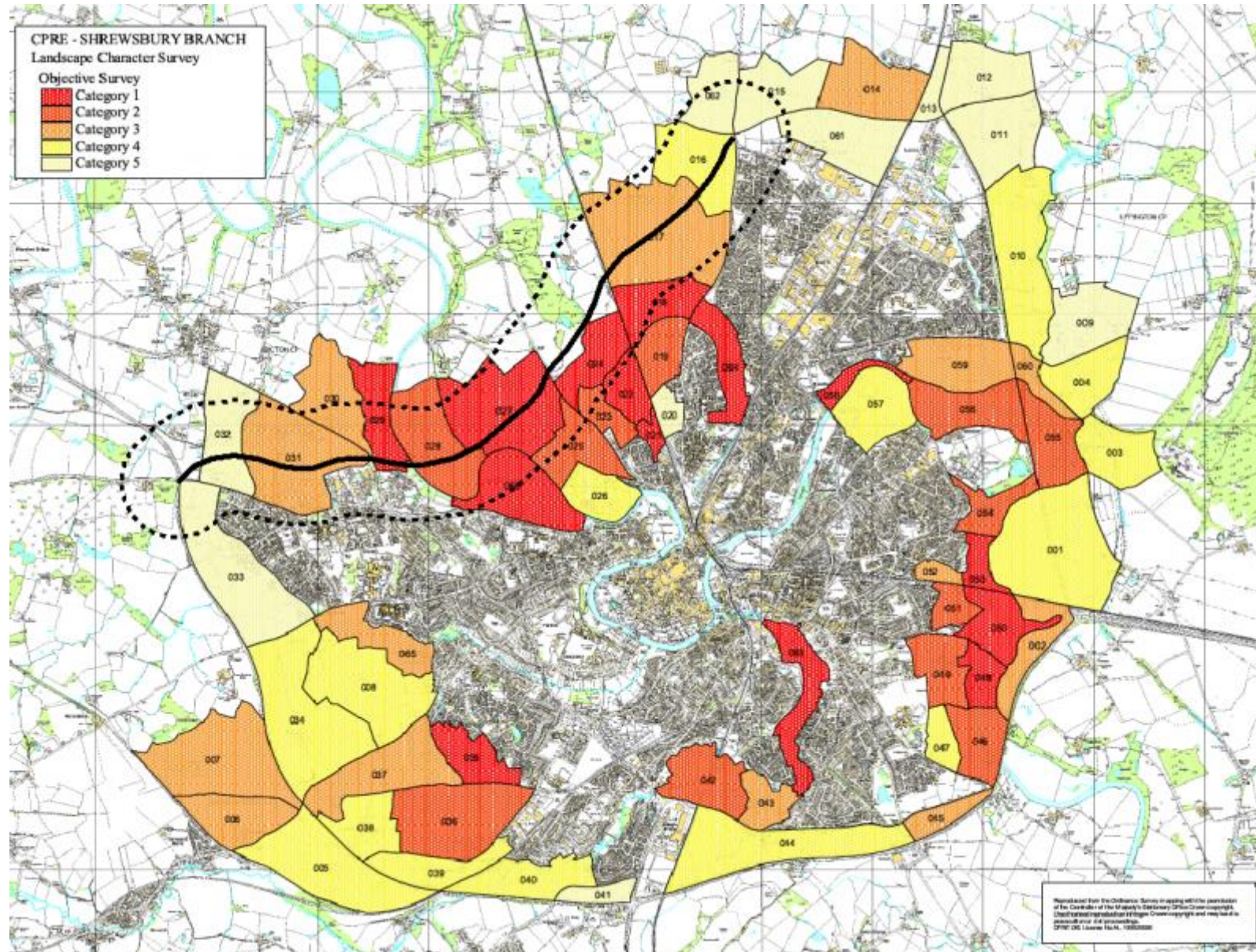


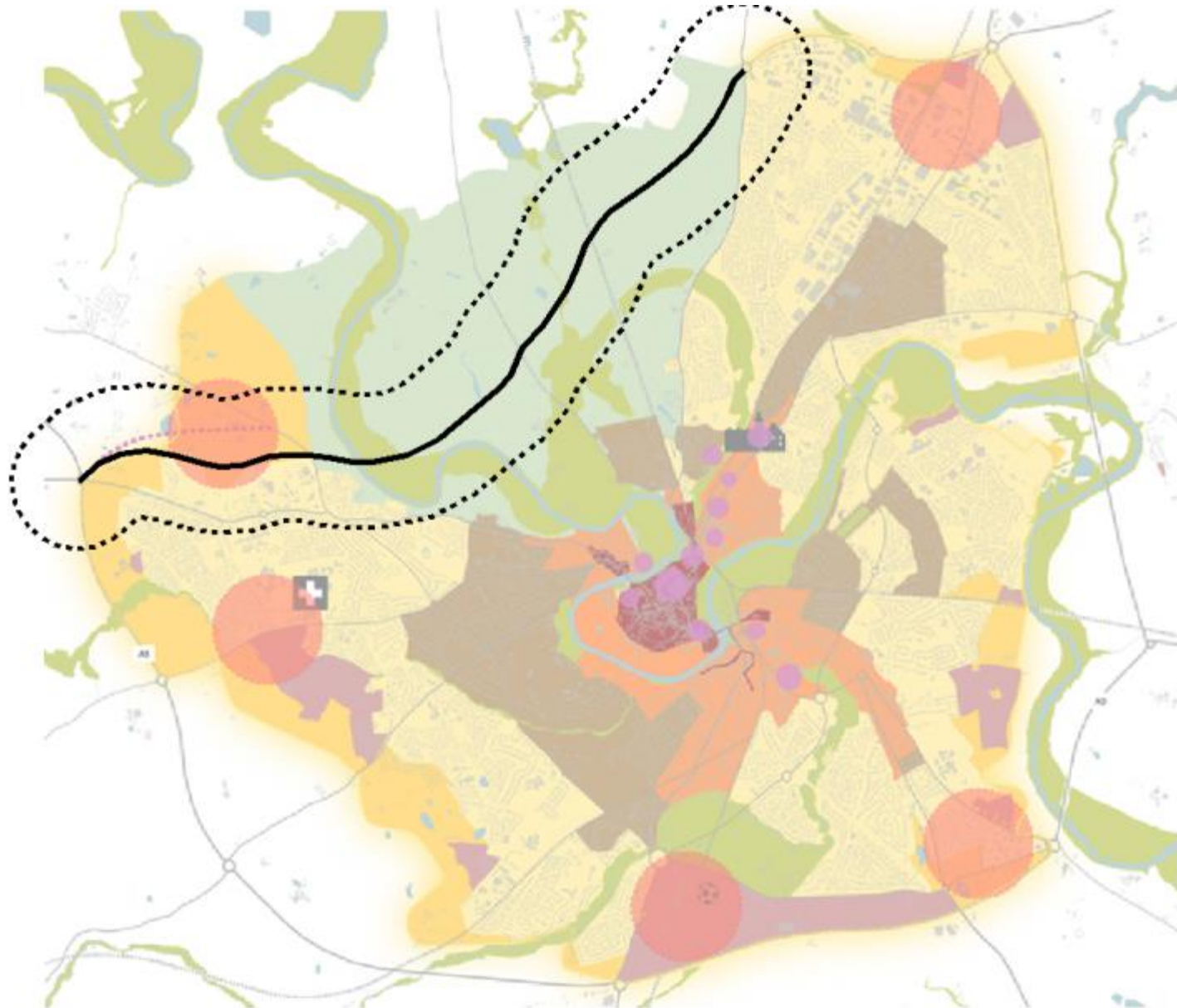
Noise & Air quality

- Air quality already at illegal levels in parts of the town
- Council is not monitoring adequately to know how bad the problem is
- Traffic will be worse in some areas that are already problematic
- Noise is likely to be worse than modelled (cf Newport bypass)









Environmental impact: M65 Blackburn bypass

Ancient woodland
felled for M65 to
cross the
Stanworth Valley



Amenity impact: M65 Blackburn Bypass

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Regional walk Witton Weavers Way on lengthy diversion along M65.

A walkers' guide notes litter strewn from vehicles as *'plastic bags, fast food containers, a ring-binder file and a pair of trousers'*



Finance

- Cost £87.1M
 - Central Govt. £54.4
 - LEP £4.2M
 - SC £28.5
 - Lots of this is CiL Money that should be spent on local facilities
 - plus overspend (recent est. £8.5M)
 - Council says it will sell 100 acres to pay for this – where is this land? is it actually fit for development?
- Benefits are tenuous
- Alternatives will be
 - cheaper,
 - quicker to build,
 - more effective,
 - better for CO₂
 - better for health
 - etc

Return



Inequality

- The richest 10 % of the population receive four times as much public spending on transport as the poorest 10%
- For 5-14 year olds the most common cause of death is being hit by a car - with the poorest children up to 28 times more likely to be killed on the roads than the richest
- over 50% of CIL money has been spent on roads with £4.7m allocated for the NWR
- Other parts of Shropshire need investment in public and active transport

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