

SHREWSBURY NORTH WEST RELIEF ROAD - PREFERRED ROUTE

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Summary

This report considers which of the three remaining options for a Shrewsbury North West Relief Road should be taken forward as the preferred route. It outlines the key issues which have been looked at in more detail since February 2006.

The report concludes that the Black Route, with minor modifications to reduce its environmental impact, would be most acceptable.

The NWRR scheme is an integral part of the current Transport Innovation Fund (TIF) project, which includes consideration of some form of road pricing as well as major improvements to public transport. The TIF appears to offer the most likely way of funding the capital and ongoing revenue costs of this major road scheme.

Further design work should now be undertaken on the preferred route, including a detailed ecological survey and other investigations and negotiations, especially with the Environment Agency and Severn Trent Water

Recommendations

- A. That the modified "Black Route" (as shown in Appendix 2) should be taken forward as the preferred option for the Shrewsbury North West Relief Road.
- B. That the modified Black Route should now form the basis of the more detailed work needed to develop the scheme, including further site surveys, investigation of design issues and consultation with stakeholders and the public.

REPORT

Background

1. Investigations into a possible Shrewsbury North West Relief Road began in the mid 1980s and a protected route was defined in the Local Plan.
2. The County Council made a commitment in its first Local Transport Plan (2001/02 – 2005/06) to review the proposal for a North West Relief Road. This included re-examining the design and impacts of the scheme, and consulting local people and interested organisations.
3. The first phase of public consultation was undertaken in January 2003. The results were set out in a detailed report: *Shrewsbury NWRR Public Consultation Report (July 2003)* and were summarised in an information report to members on 13 October 2003.
4. The results of the technical review of the scheme design and its impact were set out in a detailed report: *Shrewsbury NWRR Study Report No 50518/R/5 (April 2005)*. This identified six possible route options.
5. These six options formed the basis of a second phase of public consultation in May and June 2005. The results were set out in a detailed report: *Shrewsbury NWRR Public Consultation Report 2005 (Report No 1051/14/6)*.
6. The results of the design review and public consultation were summarised in a report to Cabinet on 7 February 2006. This report recommended reducing the six options to a narrow corridor of three possible routes, but did not recommend a single preferred route.
7. The three possible routes are very similar in that:
 - i. they all connect with the A5 Shrewsbury Bypass at Churncote Roundabout, thereby offering traffic relief to the Welshpool Road.
 - ii. they all connect directly to the western end of the Battlefield Link Road.
8. It was clear from the consultation that for a route to have the support of local people it would have to follow this general alignment. Other reasons for the selection of the three possible routes are given in the February 2006 Cabinet report.
9. On 7 February 2006 Cabinet resolved:

- a. that a proposal for a NWRR should be included in the new **Local Transport Plan**
 - b. that further design work should be undertaken to develop a single **preferred route** between the A5/A458 junction and the Battlefield Link Road, based upon:
 - i. the “Green Route” – A5 Churncote roundabout to Holyhead Road, north of Shelton Water Tower, crossing the river at Shelton Rough following an alignment north of Cross Hill and joining the eastern end of the Battlefield Link Road;
 - ii. the “Black Route” – A5 Churncote roundabout to Holyhead Road, north of Shelton Water Tower, running parallel to Laundry Terrace between the river and Berwick Road and joining the eastern end of the Battlefield Link Road;and
 - iii. the “Red Route (Option 1)” – A5 Churncote Roundabout to Holyhead Road, north of Shelton Water Tower, crossing the river at Shelton Rough, running parallel to Laundry Terrace between the river and Berwick Road, then south of Cross Hill and joining the eastern end of the Battlefield Link Road
 - c. that a **Stage 3 environmental assessment** be undertaken, with the particular aim of mitigating the environmental concerns identified in the recent review and consultation;
 - d. that the NWRR be included, together with alternative and/or complementary transport measures, as part of the ongoing **Transport Innovation Fund (TIF)** study;
 - e. that options be investigated and arrangements made for the alternative use and/or disposal of **land** acquired in relation to the protected line of the NWRR once a preferred route has been confirmed.
10. It was emphasised at Cabinet that the Council would be transparent throughout the process and that there would be extensive consultation.

Local Transport Plan

11. The Local Transport Plan (2006 – 2011) refers to the North West Relief Road. Paragraphs 6.7.9 – 6.7.14 of the LTP summarise the current position and confirm that a preferred route will be developed based on the three options (as outlined above).
12. Appendix G of the LTP describes the scheme in more detail, and describes the contribution it would make to LTP priorities. It notes that the scheme could not be provided with the County Council’s own funds, or through a PFI, but would require major scheme funding from the Department for Transport (DfT).

13. Paragraph 10.1.14 of the LTP confirms that the County Council is considering putting forward a major scheme bid for the NWRR during the LTP period.

Further design work and environmental assessment to identify a single preferred route

14. The three routes which have been the subject of more detailed investigation are shown in Figure 1. The original names have been retained for consistency:
 - i. The Green Route
 - ii. The Black Route
 - iii. The Red Route (Option 1)
15. This report summarises the main differences between these options, which lead to the recommendation of a preferred route. It does not go into great detail, but this may be found in the full technical report: *Shrewsbury North West Relief Road, Preferred Route Report (2006)*

Traffic impacts

16. There would be no significant difference, in traffic terms, between the three different routes, as each follows the same general alignment and has similar connections to the existing road network.

Air quality

17. Consultations with English Nature and the Shropshire Wildlife Trust identified concerns about the impact of nitrogen deposition from vehicle exhausts upon the Hencott Pool Ramsar site, which is of international importance for nature conservation, and the Old River Bed.
18. Increased deposition of nitrogen-containing compounds can lead to changes in the competition between plant species in a delicate ecosystem, changing the composition of the system. The pollutant of most concern is NO_x. Road transport is the major source of UK NO_x emissions, although these are now decreasing due to improved vehicle design.
19. The air quality impacts of the alternative routes have been assessed in accordance with the Interim Advice Note 61/05: *Guidance for undertaking Environmental Assessment of Air Quality for Sensitive Ecosystems in Internationally Designated Nature Conservation Sites and SSSIs*.
20. The NWRR would lead to changes in NO_x concentrations at Hencott Pool as set out below:

		Annual mean NO _x	Change due to	EU objective for protection
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		$\mu\text{g}/\text{m}^3$	NWRR $\mu\text{g}/\text{m}^3$	of vegetation $\mu\text{g}/\text{m}^3$
Existing	2003	15.7	-	30.0
Do minimum	2011	11.7	-	30.0
Green	2011	16.5	4.73	30.0
Black	2011	15.4	3.67	30.0

21. The Green and Black Routes would increase NO_x concentrations at Hencott Pool by about $4 \mu\text{g}/\text{m}^3$. The Red Route (Option 1) would have no effect. However the overall concentration of NO_x would still be less than the EU objective for the protection of vegetation ($30 \mu\text{g}/\text{m}^3$).
22. All of the routes would lead to a net reduction of NO_x concentrations at the Old River Bed, because they would all reduce traffic on existing roads nearby.
23. It has also been calculated that total deposition of nitrogen would increase by 0.9% at Hencott Pool and would reduce by up to 0.9% at the Old River Bed.

Conclusion – Air Quality

24. It is concluded that the increase in NO_x emissions from road traffic due to the NWRR would not have a significant impact on designated nearby sensitive ecosystems, whichever route is chosen.

Landscape

25. Consultation with the CPRE and Friends of the Earth (FoE) have raised concerns about the impact of the NWRR on the landscape, particularly that of the Old River Bed. Consultation with the Countryside Agency stressed the importance of access to the countryside for recreation. There were general concerns about the effect of the NWRR on landscape character, loss of local green space, impacts on the rights of way network and on the risk of infill development.
26. A meeting was held with CPRE and FoE on 3 February 2006, at which CPRE presented their own Landscape Character Survey which has been taken into consideration in the *Preferred Route Report*. Account has also been taken of the County Council’s draft Historic Landscape Characterisation.
27. The Landscape Assessment in the Stage 2 Environmental Report has been developed to take account of the issues raised, in order to compare the impact of each route option. The methodology follows the detailed guidance set out by the Department of Transport. This includes a structured appraisal of the sensitivity of landscape features and the size of likely impacts, for each section of the route.
28. The results, for each of the three routes under consideration are:

	Green	Red	Black

		(Option 1)	
Churncote to Holyhead Road	Slight adverse impact	Slight adverse impact	Slight adverse impact
Holyhead Road to Berwick Road	Moderate adverse impact	Moderate adverse impact	Moderate adverse impact
Berwick Road to Battlefield	Large adverse impact	Large adverse impact	Large adverse impact
Whole route (based on worst section)	Large adverse impact	Large adverse impact	Large adverse impact

29. This confirms what has previously been acknowledged: that the construction of a major road through open landscape would have a significant impact. However, the DfT methodology, which requires the overall assessment to be based on that for the worst section, is not very sensitive to differences between the routes.
30. A more detailed examination of the three routes does reveal significant differences between them:

Churncote to Holyhead Road	All routes follow the same alignment
Holyhead Road to Berwick Road	The more southerly alignments of the Red Route (Option 1) and Black Route are preferable as they would take less mature vegetation and provide a better fit with the pattern of landscape
Berwick Road to Battlefield	The Green and Black routes would affect a shorter length of the Old River Bed and views would be better protected by cuttings and intervening high ground. With regard to rights of way, these routes would be less disruptive to views of the Old River Bed from Marches Way, and more easily screened by planting, earth shaping or landform.
Whole route	The Black Route would be least damaging to the landscape

31. More detail on landscape impacts is given in the *Preferred Route Report*.

Conclusion – Landscape

32. It is concluded that whilst any of the routes would have a large adverse impact on landscape, the Black Route would be least damaging and most susceptible to mitigation.

Heritage

33. Aerial photographs taken in the last quarter of the 20th century revealed a number of archaeological features evidenced by cropmarks. The Stage 2 survey (2004) recommended a programme of further field evaluation, including a geophysical survey, to determine the extent and survival of these features.
34. The geophysical survey was undertaken in May and June 2006, and confirmed the survival of below-ground features previously identified by aerial photography, together with a number of other features.
35. The Berwick cropmark complex comprises ring ditches, enclosures and other linear forms and is one of several such groups in the Upper Severn Valley. It is regarded as being of national importance because of its date range (Neolithic to Mediaeval) and its complexity.
36. The *Preferred Route Report* also considers the impact of the routes on the built heritage.

Conclusion – Heritage

37. Each of the three road options under consideration would seriously affect components of the Berwick cropmark complex. The Red Route (Option 1) may have slightly less impact on this, and on the built heritage, but the *Preferred Route Report* concludes that any differences are slight and it would not be appropriate to discriminate between the different routes on this basis.
38. It is recommended that further site investigation be undertaken in the form of trial trenches, to determine the degree and quality of survival of the features and deposits within the major components affected by the preferred road option.
39. The appropriate treatment could be either preservation *in situ* (requiring route realignment to avoid the remains) or by record (through full scale excavation, prior to construction). A watching brief should also be maintained to record any other archaeological features revealed during construction.

Biodiversity

40. Detailed consultation with English Nature (now Natural England) have been taking place since 2004 and are continuing.
41. Concerns about the possible impact of the road were raised by the Shropshire Wildlife Trust in June 2005.
42. As part of the Stage 2 Environmental Assessment a detailed desk-top study was undertaken, together with a preliminary site survey.

43. The main concerns about the possible impact of the NWRR upon biodiversity relate to the two Sites of Special Scientific Interest (SSSI) in the area:

i. Hencott Pool (SSSI and Ramsar site).

Hencott Pool is part of the Meres and Mosses of the north west Midlands and is of international importance. Despite its name, it contains little if any standing water but is a peat filled basin supporting a very rich flora of fen plants, including several uncommon species. These are completely intolerant of salt, require very damp to shallow water conditions and intermediate to richly fertile soils. The ecology is therefore very sensitive to the quality and quantity of water entering the wetland.

ii. Old River Bed (SSSI).

The Old River Bed is an old meander of the River Severn and is important for its fen and swamp vegetation. The ecology is therefore sensitive to the quality and quantity of water feeding the site.

44. In addition, the routes would run close to the County Wildlife Site which includes the remaining area of the old river meander to the west of the SSSI. The routes would also all cross the River Severn and its floodplain.
45. The *Preferred Route Report* sets out the results of the studies and surveys in detail, focusing particularly on the differences between the three routes still under consideration. It takes account of additional guidance published since the Stage 2 Assessment was done, and draws on further detailed consultation with English Nature / Natural England.
46. The initial assessment concluded that each of the three routes would have a “moderate adverse” ecological impact. In other words, they were broadly similar in their effects, because they follow similar lines within a narrow corridor.
47. There are however more subtle differences between the routes which the *Preferred Route Report* demonstrates through more detailed analysis. The Red Route (Option 1) would be significantly further away from Hencott Pool (although it would intrude upon the flood plain of the Old River Bed). Because of the international significance of Hencott Pool, this emerges as the most important consideration.
48. Of the remaining two routes, the Black Route would be slightly more acceptable than the Green Route, as it would have less impact upon the Shelton Rough Shropshire Wildlife Site and the undesignated Willow Pool.

49. The preliminary have the least impact, in terms of ecology, and the Green route the greatest, although the differences are judged to be small.
50. More recent consultation with Natural England have, however, identified an alternative approach which could offer a positive ecological benefit for the scheme.
51. The Green and Black routes pass closest to Hencott Pool. If the land between Hencott Pool and the road were acquired for the development of an ecological buffer strip, and if the Pool itself were acquired for permanent conservation management as part of the road scheme, there could be an overall positive impact on the ecology of the pool. By moving the Green and Black routes just 50m further from Hencott Pool, they could also be located behind an area of enhanced landform designed to ensure that surface water does not drain towards the pool, minimising the potential for chemical pollution of the site. This positive impact could be further enhanced by the inclusion of works to improve the habitat to a plan to be formulated and agreed with Natural England. This could include scrub clearance and control of water levels.
52. Such an approach would be similar to that taken in relation to the A53 Hodnet Bypass, where wetland conservation and management was a key aspect of the scheme.
53. With such mitigation at Hencott Pool, the Green or Black Routes would become the preferred options, in terms of ecology, with no physical intrusion into the flood plain of the Old River Bed. The Black Route, having less impact on Shelton Rough and Willow Pool, offers the best solution overall.
54. Additional ecological surveys will be required for the preferred route, to comply with current regulations, and these are provisionally programmed to start in February 2007.

Conclusion – Biodiversity

55. With mitigation as described above at Hencott Pool, the Black Route would have the least impact upon biodiversity.
56. Discussions should continue with Natural England, especially regarding mitigation at Hencott Pool.
57. A detailed ecological survey should be undertaken as part of the full Environmental Assessment for the preferred route.

Flood risk and drainage

58. Without mitigation, the NWRR could have a substantial adverse impact on the local and regional water environment. However, through the use of controlled drainage systems, by routing the road away from or above areas prone to flood and through modifications to its vertical alignment these impacts can be minimised or avoided.

59. The *Preferred Route Report* examines in detail the impact of each of the route options upon:
- i. The loss of flood plain storage
 - ii. Obstruction of flow routes across flood plain
 - iii. Pollution entering watercourses or wetland
 - iv. Impact on sensitive sites
 - v. Impact on the public water supply
60. For the purposes of selecting a preferred route, the impact on public water supply is a determining issue. The Green Route would cross the river upstream of the Severn Trent water intake and the risk of accidental spillage into the river at this point, however small, is considered unacceptable. As the water intake cannot be moved, this effectively rules out the Green Route.
61. Both the other routes would cross the river downstream of the water intake, and can be realigned to increase this distance by about 40m. They would still need to include measures to prevent contamination from run-off or errant vehicles. Other mitigating measures would include compensatory storage for loss of flood plain due to embankments. Embankments for the bridge would also need to be kept to the margins of the flood plain.
62. Through consideration of the other possible impacts, the Black Route is considered to be slightly better than the Red (Option 1) because of its lower impact upon the floodplain around the Old River Bed and, as previously mentioned, the potential for mitigation and enhancement at Hencott Pool.

Conclusion – Flood risk and drainage

63. With mitigation, the Black Route would have the least impact on flood risk and drainage. The Green Route is unlikely to be acceptable due to its crossing of the river above the abstraction point.

Groundwater

64. Several concerns have been raised about groundwater issues:
- i. The Environment Agency are concerned about the siting of a main road through the Source Protection Zone for their borehole at Shelton.
 - ii. Severn-Trent Water also have concerns about the borehole and other effects upon the aquifer
 - iii. English Nature and the Shropshire Wildlife Trust have concerns about the water balance and quality in Hencott Pool and the Old River Bed.

65. The *Preferred Route Report* notes that all of the routes lie within a sensitive groundwater setting. They are underlain at depth by the major aquifer from which drinking water is abstracted from boreholes. Cuttings could encounter a separate shallow groundwater table. Without mitigation, new road construction and operation could affect deep and shallow groundwater quality and impact on wetlands and surface water features.
66. The most sensitive issue with regard to groundwater is the proximity of all the routes to the Severn Trent borehole at Shelton. The full length of all of the routes lies within the Source Protection Zone, and the greatest part of this is classified as SPZ II, within which the Environment Agency only permit surface runoff from roads in exceptional circumstances. A short length of each route lies within SPZ I, within which the Environment Agency do not permit any surface runoff from roads.
67. The *Preferred Route Report* goes on to note that there are aspects of the local geology which suggest that the groundwater impacts may be less than would initially appear.
68. It also anticipates that all of the potential groundwater impacts could be mitigated and reduced to a neutral level by engineering measures, including:
 - i. Installation of a sealed drainage system, with crash barriers and linings to prevent road run-off from accidents polluting groundwater in the most sensitive areas;
 - ii. Use of cut-off walls for cuttings, with an associated groundwater drainage system designed to maintain groundwater levels;
 - iii. Recharge of attenuated water to groundwater via soakaways situated outside the most sensitive areas
69. For the purposes of selecting a preferred route, the key point is that there is no significant overall difference between the three options under consideration with regard to groundwater.

Conclusion – Groundwater

70. It is not possible to discriminate between the three routes under consideration, on the basis of their impact upon groundwater.
71. Work done to date indicates that groundwater impacts can be mitigated by engineering measures. This includes impacts upon the Source Protection Zone for the Shelton Borehole.
72. A more detailed ground investigation and numerical model should be developed for the preferred route, to enable cost-effective mitigation measures to be designed.

Overall preferred route

73. The results of the further investigations into the three possible routes are summarised below:

Traffic	No significant difference
Air quality	No significant difference
Landscape	Black route preferred
Heritage	No significant difference
Biodiversity	Black route preferred
Flood risk and drainage	Black route preferred. Green route unacceptable
Groundwater	No significant difference
Overall	Black route preferred

74. The Black route is preferred overall, because it is better able to deal with the key local issues. A more detailed summary is included in the *Preferred Route Report* and this also points to the Black Route as the preferred option, in terms of its overall impact.
75. However, the recent work also indicates that some minor modifications should be made to the Black Route, to minimise environmental impact on the Severn Trent water intake and water treatment works, and on Hencott Pool. The Modified Black Route (illustrated in Appendix 2) is therefore recommended as the preferred option. Further minor modifications may need to be made as a result of the more detailed site investigation and design.
76. It should be noted that the Black Route is also likely to be the most expensive of the three options under consideration. This may be regarded as the cost of selecting a route which has least impact on the sensitive local environment. A similar value judgment was made in February 2006 when shorter (and cheaper) route alternatives were rejected in favour of an outer corridor of routes, on the basis that the inner routes could not command public support.

Land issues

77. It is not considered appropriate at this stage to dispose of land acquired by the County Council in relation to the currently protected line of the NWRR until such time as the Orders for the preferred route have been confirmed. To dispose of the land before this might be seen as pre-empting the outcome of the statutory processes.

78. The construction of the NWRR as currently envisaged would require the acquisition of a portion of land from the Severn Trent Water Company to the north of their water treatment works at Shelton. The position of Severn Trent at present is that they would resist this, since the land in question was acquired in 1993 for the future extension of the works.
79. Our consultants advise that it should be possible to accommodate both the NWRR and the possible extension of the works through appropriate modifications to the design of both schemes. Discussions with Severn Trent are continuing, but it is possible that this issue will not be finally resolved through negotiation before the Orders are published.
80. Whilst it would be preferable to achieve an early resolution on the basis of an agreed technical solution, this is not essential.

Transport Innovation Fund project

81. In February 2006, Cabinet agreed that the NWRR should be included as part of the ongoing Transport Innovation Fund study.
82. The Transport Innovation Fund (TIF) represents the best opportunity for the County Council to secure the funding necessary to construct a NWRR. (It is included in the list of schemes for Regional Funding Allocations, but on the basis that the funding would come from the TIF, not the RFA.)
83. The TIF “package” for Shrewsbury would include:
 - i. A north-west relief road
 - ii. A “world class” public transport system
 - iii. Environmental improvements
 - iv. Some form of flexible road pricing
84. Individually each of these elements – including the NWRR - is either technically difficult, prohibitively expensive or controversial. The aim of the TIF studies is to determine whether they could work together to achieve more than the sum of their parts, in a way that is acceptable and which benefits the local economy.
85. It has been made very clear to the Department for Transport that the NWRR would be a key element of any Transport Innovation Fund proposal from Shropshire. They accept that this is the case. Similarly, the Department of Transport have made it clear that TIF proposals must also include public transport improvements and some form of road pricing, and our studies are being undertaken on this basis.
86. Neither the DfT nor the County Council has made a commitment at this stage to anything other than the studies; this is equally true of the other 10 authorities involved in TIF projects.

87. Recent engagement with stakeholders and the public on the TIF has revealed a good understanding of what the County Council is seeking to achieve, and an acceptance that it is appropriate to consider these issues.
88. The selection of a preferred route for the NWRR will greatly assist with the progress of the TIF studies, and with the further development of the NWRR scheme.
89. A full Major Scheme Business Case for the TIF package, including the NWRR, could be submitted to the Department for Transport by Spring 2008, following further public consultation in 2007. As part of this it will be necessary to consider the contribution of each separate element to the overall benefits of the package.
90. It is virtually certain that this would be followed by a Public Inquiry, in which the NWRR and other TIF proposals would be examined in great detail.

Costs

91. At the time of the February 2006 report, the cost of the Black Route was estimated at £49.6 million. This was more than the Green Route (£48.5 million) or the Red Route (Option 1) (£42.9 million).
92. It is normally considered appropriate to an “optimism bias” to the cost of a major scheme, and at this stage of the scheme’s development it would be prudent to apply this at 40%. This could bring the estimate up to as much as £70 million.
93. Under new rules for major scheme finance, the government would only fund 90% of the scheme cost. The Council would need to find the remainder which, for a £70 million scheme, could be up to £7 million. Whilst this could in theory come from Local Transport Plan allocations, this would greatly reduce the funds available for other transport capital expenditure. If financed through Prudential Borrowing, provision would need to be made for the debt charges, which would be substantial.
94. One option therefore would be to fund all or part of the debt charges from the income from a road pricing scheme, and this is a further reason why the NWRR needs to be considered as part of the present Transport Innovation Fund studies.
95. Cost estimates for the NWRR are presently being updated.

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

SNWRR Public Consultation Report (Mouchel Parkman, July 2003)

SNWRR Route Study Report No. 50518/R/5 (Mouchel Parkman, April 2005)

SNWRR Public Consultation Report No. 1051/14/6 (Mouchel Parkman, Oct. 2005)

Cabinet Report: Shrewsbury North West Relief Road, (SCC, 7 February 2006)

SNWRR Preferred Route Report (Mouchel Parkman, 2006)

Other technical reports prepared by Mouchel Parkman as part of the scheme review and assessment

Local Transport Plan

Human Rights Act Appraisal

The recommendations contained in this report are compatible with the provisions of the Human Rights Act 1998

Environmental Appraisal

The development of this scheme to date has involved an environmental assessment using the Government guidance in the Design Manual for Roads and Bridges, Volume 11 Environmental Assessment, Stage 2. Stage 2 is designed to assess alternative route options. This report refers to additional assessments that have been undertaken in order to recommend a single preferred route. A more detailed Stage 3 assessment will be undertaken as part of the development of a preferred route.

Risk Management Appraisal

The recommendations in this report will result in the commitment of funds from the LTP to undertake the refinement of a preferred route. There can be no guarantee at this stage that the Department of Transport will agree to fund the construction of this scheme, although they have indicated that it should be taken forward as part of the Transport Innovation Fund study. The scheme is likely to involve a public enquiry, the outcome of which cannot be predicted.

Community / Consultations Appraisal

A major public consultation exercise was undertaken in May and June 2005, and the results were summarised in the February 2006 Cabinet report.

Cabinet Member

Mr John Everall

Local Members

All members with Shrewsbury electoral divisions

Mr John Roberts (Loton)

Mr John Everall (Tern)

Appendices

1. Drawing 50518 – A – 82 Route Options
2. Drawing 50518 – A – 83 Black and Modified Black Route (preferred route)