



Shropshire Council

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# SHREWSBURY NORTH WEST RELIEF ROAD

Consultation 2017







Shropshire Council

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WSP  
2nd Floor Shirehall  
Abbey Foregate  
Shrewsbury  
SY2 6ND  
Phone: +44 121 557 4403

WSP.com

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# EXECUTIVE SUMMARY

The Shrewsbury North West Relief Road (NWRR) is a new single carriageway road which would run from the Holyhead Road (near the Shelton water tower) west of Shrewsbury to Ellesmere Road west of Battlefield. The NWRR would be linked to the Berwick Road by a roundabout north of the West Mid showground.

The purpose of the NWRR is to relieve traffic and congestion on roads approaching Shrewsbury town centre and within the centre delivering benefits in and around Shrewsbury.

The general concept of the NWRR has been around for over thirty years and previous consultations have taken place – most recently in 2005 and 2010. There is now a need for the Council to decide whether to submit a business case to the Department of Transport for funding and support, and this consultation is an important part of the decision-making process.

The aim of the consultation was to involve as many local people as possible. To this end a range of activities supported by press, posters and online publicity were carried out October and early November 2017, including public exhibitions, questionnaires, online surveys and liaison with key stakeholders. The target audience for the consultation included Shrewsbury residents and residents to the west and north of the town, local businesses, key stakeholders and Shropshire residents who visit, work and/or shop in Shrewsbury.

Consultation questionnaires were submitted by 663 individuals and businesses; several sent letters or made detailed submissions. 30 Stakeholder groups or organisations submitted responses. The consultation concluded that the majority of the 633 local people and stakeholders who responded are in favour of building the NWRR and that this majority has increased significantly compared to the 2010 consultation when 59% of those who responded supported the scheme.

In 2017 overall, 67.5% of those who responded thought that the NWRR should be built compared to 30.3% who were against it and 2.2% who did not know.

The extensive work undertaken on updating traffic predictions and environmental impact assessments was not available at the time of the consultation. Consequently it will be important to demonstrate that the very latest information is robust and has been carefully considered by those making the final decision on whether or not to progress the scheme. The conclusions list a series of further points in respect to traffic, environment and finance which will need consideration.

Extensive comments and suggestions were received about detailed aspects of the scheme and these will need to be addressed should the scheme be progressed. The consultation also identified a number of additional stakeholder contacts who will be included in any future engagement and consultation activities.

## Contact name **Martin Withington**

Contact details 01743 501144 | [martin.withington@wsp.com](mailto:martin.withington@wsp.com)



# 1 INTRODUCTION

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## What is the relief road?

- 1.1.1. The Shrewsbury North West Relief Road (NWRR) is a new single carriageway road which would run from the Holyhead Road (near the Shelton water tower) west of Shrewsbury to Ellesmere Road west of Battlefield. The NWRR would be linked to the Berwick Road by a roundabout north of the West Mid showground. It would cross both the River Severn and its flood plain, and the Shrewsbury to Chester railway line on new bridges. A roundabout junction at the Holyhead Road will then be linked to the A5 at Churncote Roundabout by the new Oxon Link Road which is due to open in 2021 (subject to planning).
- 1.1.2. The purpose of the NWRR is to relieve traffic and congestion on roads approaching Shrewsbury town centre and within the centre, delivering benefits in and around Shrewsbury. The general concept of the NWRR has been around for over thirty years and previous consultations have taken place – most recently in 2003, 2005 and 2010.
- 1.1.3. The Council is due to submit an outline business case to the Department of Transport for funding and support in December 2017, and this consultation is an important part of the decision-making process. Although the alignment has not changed since 2010 the Council took this opportunity to remind stakeholders and Shropshire residents what the scheme involves and to get their views.
- 1.1.4. The scheme objectives are:
- To improve connectivity and accessibility between the north and west of Shrewsbury for all modes of transport
  - To reduce traffic congestion in Shrewsbury town centre
  - To reduce traffic congestion on the north and west approaches to the town
  - To improve the reliability of journey times and reduce unforeseen delays
  - To improve the efficiency of Shrewsbury's transport network for all modes of transport.
  - To improve the resilience of Shrewsbury's transport network.
  - To enhance the benefits of the Oxon Link Road and Integrated Transport Package.
  - To reduce the number of people killed or seriously injured on roads in Shrewsbury.
  - To improve air quality, especially in the built-up areas of Shrewsbury
  - To reduce net emissions of CO2 and other greenhouse gases.

## Previous consultation events

- 1.1.5. The construction of a North West Relief Road has been considered as a solution to some of these transport problems in Shrewsbury for over 30 years. Formal public consultations have taken place previously in January / February 2003, May 2005 and March / April 2010.
- 1.1.6. The first consultation took place in January 2003. The results were set out in a detailed report: Shrewsbury

***Outcome of the 2003 consultation:***

***A majority of people agreed that there are traffic problems in Shrewsbury which need to be addressed. There was an overall majority in favour of a NWRR in principle, although there was also strong support for examining alternative routes. Other measures, such as better public transport and improved pedestrian/cycling access, also received a high level of support. The consultation also showed that an overwhelming majority of local people place a high value on the environment in and around Shrewsbury, and that support for the principle of a NWRR would increase slightly if people were satisfied that the environment and landscape would be protected.***

NWRR Public Consultation Report (July 2003).

- 1.1.7. The results of the technical review of the scheme design and its impact were set out in a detailed report: Shrewsbury NWRR Study Report (April 2005). This identified six possible route options.

1.1.8. These six options formed the basis of a second public consultation held in May and June 2005. The public consultation included

- a broad review of the 2003 consultation
- an update on work undertaken since 2003
- a review of key issues and policies
- examples of non-road solutions
- alternative route options for a NWRR, including descriptions of the river crossing
- a summary of the traffic and environmental effects of each route option.

**Outcome of the 2005 consultation:**

***The results of the design review and public consultation (involving responses from 1,165 people) 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. The report showed a 53% majority in favour of building a relief road.***

1.1.9. Subsequent design work and consultation developed the detail of the scheme and produced a refinement of the possible routes resulting in the alignment now known as the Preferred Route. This single route was selected in January 2007 as the preferred option to go forward for further development work. An Environmental Masterplan was produced which brings together the engineering design work carried out on highways, structures and drainage elements with the environmental design work. This will be a key feature of this project.

1.1.10. A third public consultation in March / April 2010 presented the preferred route scheme to the public and stakeholders. In order to gauge public attitudes towards the NWRR the questionnaire format took into account the previous NWRR consultations. However the key focus was to obtain a final measure of the level of public acceptance of the proposed scheme, and thus the concluding questions focused on the final decision about what should be done. Questionnaires were made widely available and attracted a higher response rate than previous consultations. The result of this consultation exercise are set out in a detailed report: Shrewsbury NWRR Consultation Report (June 2010).

**Outcome of the 2010 consultation**

***1,119 responses were received from the general public via postal and online questionnaires and 878 responses from the Shropshire Citizens' Panel. Overall, 59% thought that the NWRR should be built compared to 33% who were against it, 3% did not know and 5% neither agreed nor disagreed.***

**The need for a 2017 consultation**

1.1.11. Shropshire Council has been able to secure funding to review the NWRR, and to prepare and submit an outline business case to the Department of Transport in December 2017 for funding and support to take the scheme forward. The Council recognised that the scheme had been on hold for a considerable time. It was likely that many people would have forgotten about the scheme or be new to Shrewsbury and not be aware of the background. Consequently it was decided to undertake a consultation with stakeholders and Shropshire residents to ensure:

- They were aware of the proposal to submit a funding bid;
- They were reminded about the alignment, objectives, benefits and impacts of the scheme; and
- The Council was able to gauge the current level of support for the scheme and obtain up to date information and requirements from key stakeholders and landowners.

## 2 THE CONSULTATION METHODOLOGY 2017

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### Overall approach

- 2.1.1. The aim of the consultation was to involve as many local people as possible. To this end a range of activities supported by press, posters and online publicity were carried out during October and early November 2017, including public exhibitions, questionnaires, online surveys and stakeholder meetings. The target audience for the consultation included Shrewsbury residents and residents to the west and north of the town, local businesses, key stakeholders and Shropshire residents who visit, work and/or shop in Shrewsbury.
- 2.1.2. NWRR information and questionnaires were distributed to the public via:
- Public exhibitions held in and around Shrewsbury.
  - Shrewsbury Community Hub, Castle Gates, Shrewsbury
  - Online (Council website – get-involved consultation portal).
  - The Shirehall reception
- 2.1.3. Local press, including the Shropshire Star, Shrewsbury Chronicle, Radio Shropshire and commercial Radio Stations covered the consultation extensively up to and during the consultation period, which ended 8 November 2017.
- 2.1.4. Posters advertising the public consultation and providing details of the exhibitions and on-line options were distributed as follows:
- To all Shropshire Councillors
  - To all Shropshire Town & Parish Councils
  - To all stakeholders for distribution to their members where appropriate
  - To a number of accommodating shops and businesses across Shrewsbury
- 2.1.5. An invitation to take part was also sent by email to around 1,300 contacts on the Shropshire Council Consultation Subscribers list.

### Public exhibitions

- 2.1.6. It is estimated that between 800 and 1,000 people came along to view and ask questions about the North West Relief Road at Shropshire Council's exhibitions in and around Shrewsbury at the following venues:
- Shirehall, Tuesday 17th October 5pm until 8pm
  - The Darwin Shopping Centre, Fri 20th October, 2pm to 5pm
  - The Darwin Shopping Centre Sat 21st October, 10am to 5pm
  - The Grange Youth Centre, Mount Pleasant Road Mon 23rd October, 2pm to 8pm
  - Baschurch Village Hall Tue 24th October, 4pm until 8pm
  - Oxon Church Community Hall, Wed 25th October 2pm to 8pm
- 2.1.7. The exhibition material comprised of a series of display boards, accompanied by a 'fly through' 3D simulation video.
- 2.1.8. The questionnaire was also made available for all visitors to the exhibition, who were encouraged to complete it either on site or at home and then return it to the Council's Freepost address.
- 2.1.9. A core team of staff from Shropshire Council and WSP were on hand to provide interpretation and general assistance during the exhibitions. The staff had expertise in engineering, transport planning and the environment.

- 2.1.10. Table 1 sets out the content of the display boards. Copies of the exhibition material can be found in Appendix A.

**Table 1 – Public exhibition display board content**

<b>Board</b>	<b>Information provided</b>
1	A map showing the scheme route in relation to the existing highway network and the proposed Oxon Link Road. The background to the consultation and the vision for transport in Shrewsbury for 2020.
2	Set out the scheme objectives.
3	Route history, including reference to previous consultations and the adoption of a preferred route.
4	An illustrated plan showing the detailed alignment of the proposed Oxon Link Road within the Shrewsbury West Sustainable Urban Extension, with landscape and environmental proposals and highlighting the key features of the proposals.
5 & 6	An illustrated plan showing the detailed alignment of the NWRR in two sections, with landscape and environmental proposals and highlighting the key features of the proposals.
7	Details of proposed environmental mitigation.
8	Details of the affected environmental resources and previous environmental effects of the road in terms of noise and air pollution, and an explanation of work currently underway to update this information.
9	Details of previous traffic flow projections with and without the NWRR and an explanation of work currently underway to update this information.
10	A summary of work previously undertaken regarding the potential for non-road measures to address congestion in Shrewsbury.
11	Details of the Shrewsbury Integrated Transport Package and the Shrewsbury Big Town Plan and how the NWRR would complement them and support their delivery.
12	Details of 'what happens next' should the scheme be taken forward, expected costs and encouragement to provide feedback by the consultation deadline.

- 2.1.11. It should also be noted that Shrewsbury Friends of the Earth, who are opposed to the scheme, were represented at the exhibitions and their literature made available, details of which can be found in Appendix B.
- 2.1.12. 256 copies of the printed version of the consultation questionnaire were completed and submitted at the exhibitions or by post.

### **Online presence**

- 2.1.13. Leading up to and during the NWRR consultation the Shropshire Council website ([www.shropshire.gov.uk](http://www.shropshire.gov.uk)) included a dedicated page for the NWRR project. The consultation was included in the 'get-involved' consultation portal which provided a summary of the consultation process, details of the exhibition material, a link to a fly through 3D simulation video on the Councils You Tube website (viewed by over 5,000 by the end of the consultation period) and an online version of the questionnaire which was complete by 377 respondents.
- 2.1.14. Shropshire Star ran an online poll on the 18th October 2017, asking 'Do you support calls for a Shrewsbury North West Relief Road?' 83% of readers said yes and 17% said no.

### **Stakeholders**

- 2.1.15. As part of the public consultation process, invitations were sent by email to all Shropshire Parish & Town Councils and over 60 other stakeholder groups in advance of the consultation asking them to take part and, where appropriate, encourage their members to also take part. A reminder email was also sent during the consultation period. Copies of the invitation letters are contained in Appendix C.

2.1.16. Table 2 lists the stakeholders who were invited to take part in the consultation and, where appropriate, to publicise the consultation to their members:

**Table 2 – Stakeholders**

<b>Organisation / Group</b>	<b>Organisation / Group</b>
All Shropshire Town & Parish Councils	Shropshire CCG
6 landowners from whom land purchase would be required	Shropshire Fire and Rescue Service
Severn Trent Water	Shropshire Ambulance Service
Shrewsbury BID	West Mercia Police
Friends of the Earth	Shropshire Disability Network
Shropshire Wheelchair Group	Shropshire Youth Association
Access Group (Shrewsbury)	Shropshire Seniors
Guide Dogs Association	Shropshire Rural Communities Charity (RCC)
Shrewsbury Civic Society	Shrewsbury Sixth Form College
Sustainable Transport Shropshire	Shropshire Association of Local Councils
Road Haulage Association	The Shropshire County Federation of Women's Institutes
Sustrans	Shropshire Community Health NHS Trust
Cycling UK	The Gateway Education and Arts Centre
Shropshire Council Environmental Team	County Landowners Association Midlands
Shropshire Council Planning Team	National Federation of the Blind of the United Kingdom
Shropshire Playing Fields Association	Shrewsbury Dial-a-Ride
Campaign to Protect Rural England (Shropshire)	Shropshire Cycle Forum
Natural England	Shropshire Road Haulage Association
Historic England	Arriva Midlands (Shrewsbury)
Transition Town Shrewsbury	Freight Transport Association Midlands Region
Environment Agency	The Chartered Institute of Logistics and Transport in the UK
Highways England	RAC
Shropshire Wildlife Trust	Automobile Association
Bus Users Shropshire	RAIL PASSENGERS COMMITTEE (MIDLANDS)
Amphibian & Reptile Conservation Trust	Shrewsbury Chester Rail Users' Association
DEFRA	Confederation of Passenger Transport UK
Shrewsbury Business Chamber	Arriva Trains Wales
Churches Together Shrewsbury	Shropshire Members of Parliament
Shrewsbury Tourism Association	Shropshire MEP's
Shrewsbury Shopping Centre	Shropshire Chamber of Commerce (Shrewsbury)
Shrewsbury Town Centre Residents' Association	University Centre Shrewsbury
National Farmers Union	Shrewsbury - BT Fleet

- 2.1.17. Meetings were offered to a number of key stakeholders, and other stakeholders requested attendance at one of their own meetings. It was possible to accommodate the following:
- Shrewsbury TC
  - Road Haulage Association
  - Severn Trent
- 2.1.18. Meetings have been held with all landowners from whom land purchase would be required.

### 3 CONSULTATION RESPONSES

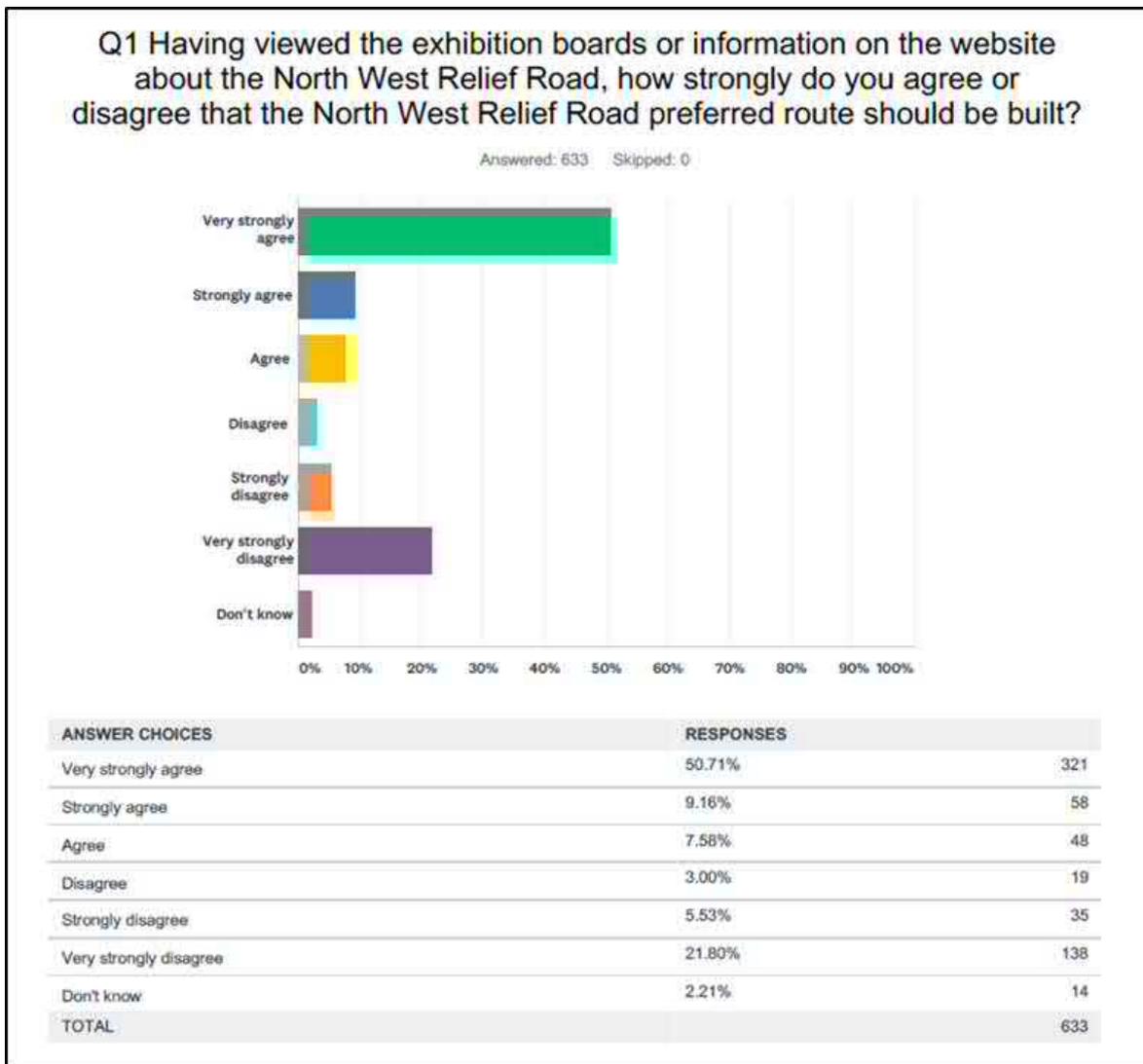
#### Individuals and Businesses

3.1.1. In total 633 questionnaire responses were received from individuals and businesses by the 8th November, including postal and online questionnaires. Although this was lower than the comparable 1119 responses from the 2010 public consultation, it should be noted that the consultation period was significantly shorter. Full details of all completed questionnaires are contained in Appendix D.

#### Question 1

3.1.2. Respondents were asked to indicate how strongly they agreed or disagreed with the following statement – ‘The North West Relief Road preferred route should be built.’ The responses received from individuals and businesses showed that 67.5% agreed that the preferred route should be built, 30.3% disagreed and 2.2% didn’t know.

3.1.3. The detailed responses are set out below



3.1.4. The strength of opinion for those who agreed or disagreed, was very similar and the ratios are set out for both in Table 3.

**Table 3 – Strength of opinion for and against the scheme**

Strength of opinion	Agree ratio	Disagree ratio
Very strongly	6.7	7.2
Strongly	1.2	1.8
Agree / disagree	1.0	1.0

**Question 2**

3.1.5. Those who agreed that the NWRR should be built were asked to indicate the main reasons for this. The following reasons were the most popular:

- It will relief congestion in the town centre and on the northern and western approaches to the town centre (10)\*.
- It will support / enable the growth and development of Shrewsbury, support economic growth and improve accessibility, particularly to the north employment areas (4)\*.
- It will complete the outer ring road and provide much needed traffic relief to the congested A5 bypass and other town roads. (4)\*
- It will reduce rat running, particularly HGV's, across the rural north of Shrewsbury (4)\*.
- It will reduce urban area air pollution, improve the town centre environment generally and enable better provision for pedestrians and cyclists and improve safety (4)\*.
- It will improve emergency vehicle movements through the town, including access (for all) to the hospital (1)\*.
- The debate has gone on long enough / it is long over-due/ it needs to be built (1)\*.

\* (relative popularity ratio)

**Question 3**

3.1.6. Those who disagreed that the NWRR should be built were asked to indicate the main reasons for this. The following reasons were the most popular:

- It would destroy valuable countryside, biodiversity and introduce noise, air pollution and visual intrusion (20)\*.
- New roads create more traffic and an alternative sustainable (walking, cycling & public transport) approach to traffic problems needs to be adopted, including town centre restriction and making people use inner ring road or outer bypass (20)\*.
- The costs are too much, there are cheaper alternatives and other services need to be given priority for the funding during times of austerity (15)\*.
- Do not believe that it will achieve the level of traffic relief predicted / do not believe the level of traffic relief predicted justifies the scheme / adverse traffic impacts will reduce in the future e.g. more electric cars, driverless cars etc.(10)\*.
- The NWRR will encourage more development resulting in loss of more green space, particularly space that is currently close to the town or resulting in more traffic and therefore even more roads (8)\*.
- It is the wrong route and/or investment should be made in existing roads e.g. the A5 bypass, routes across the northern rural areas (6)\*.
- The levels of increase in traffic on certain existing roads (e.g. Berwick Road & Huffley Lane) that would result from the scheme are unacceptable (4)\*.
- It will result in increased flooding or a high risk of contamination of water supplies (1)\*
- The noise, visual, pollution impact on adjacent properties is too great (1)\*.

\* (relative popularity ratio)

#### **Question 4**

- 3.1.7. Those who did not know whether or not the NWRR should be built were asked to indicate the main reasons for this. Only a few responses were given to this question, covered the following themes:
- Can understand the arguments in favour but concerned that new roads will generate new traffic and existing road will fill up again.
  - Not sure how much the villages to the north of Shrewsbury will benefit.
  - Agree that there are significant benefits but the scale of the environmental impact makes it difficult to make a judgement.

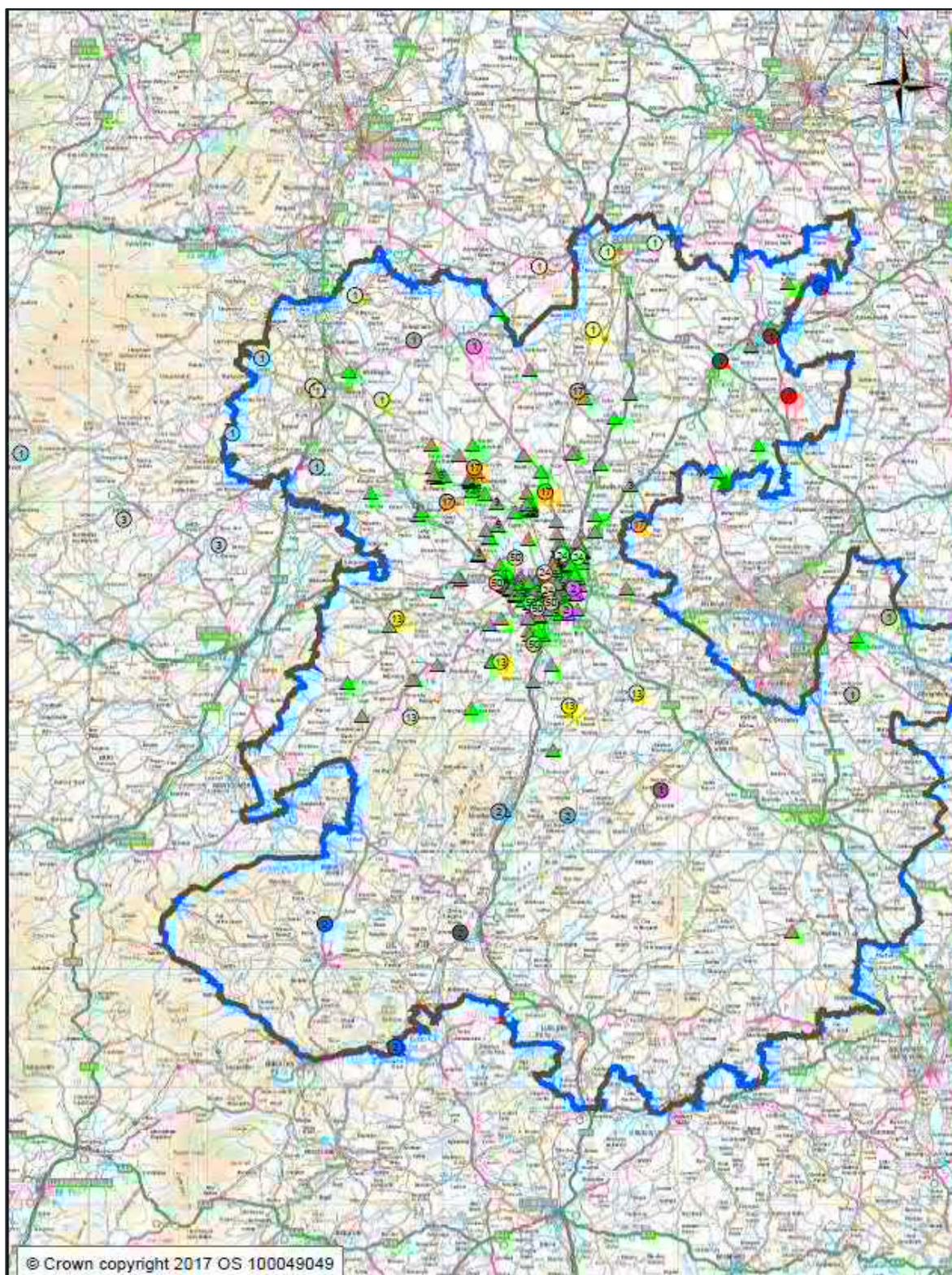
#### **Question 5**

- 3.1.8. Respondents were asked to add further comments. Many of the comments repeated points already recorded against question 2, 3 & 4. The following new points were the most commonly occurring:
- Future proof the road by building a dual carriageway, or making provision for future introduction of a dual carriageway at the bridges. (This comment featured more often than any other.)
  - Concern about impact on farmers during and after construction.
  - Concern about impact on traffic / traffic delays during construction.
  - The appropriateness of the new junction layout at Huffley Lane / Ellesmere Road, particularly given recent increases in traffic on Huffley Lane.
  - Concerned about the existing roads where traffic is predicted to increase e.g. Harlescott Lane. Works may be needed to control / limit the increases.
  - Will the objectors be listened to?
  - A new bridge over the river Severn at Frankwell with a link to the NWRR will solve congestion in the town centre.
  - The public should be able to comment on the business case before it is submitted.
  - Include services stops / layby on the new road.
  - Cyclist / pedestrian / equestrian proposals need to be improved, particularly at the new junctions / crossing points.
  - Environmental surveys need to be up dated and shared and include noise & pollution predictions.
  - The programme should not assume the Public Enquiry will approve the scheme.
  - Use quiet tarmac that is actually quiet.
  - Full details of impacts on PROW need to be provided.
  - HGV's travel across northern rural areas to avoid the VOSA site – this will continue once the NWRR is built.
  - Provide for an archaeological watching brief.
  - Concerned that the forecasts may have underestimated the amount of traffic that will access the NWRR (from the A5 west) via Montford Bridge.
  - Environmental mitigation is very important.
  - The impact on a natural spring close to the proposed route needs careful consideration.
  - Need to resist the pressure on infill development.

#### **Question 6**

- 3.1.9. Respondents were asked to indicate whether they were replying on behalf of an organisation / group, as an individual or a business. The responses from those indicating they were replying on behalf of an organisation are reported under the “Stakeholder” section below.
- 3.1.10. Approximately 95% of the responses were from individuals and 5% from businesses or as an individual AND business.
- 3.1.11. Individual respondents were asked to provide their postcode and the results are plotted on a map base and shown in Figure 1. This demonstrates that the vast majority of respondents live within Shrewsbury or the rural areas to the north of the town and reflects the expected geographical interest in the scheme.

Figure 1 – Map showing postcodes of respondents



Note: Each green triangle represents a full post code and the number (if more than 1) of responses received from that post code. The coloured circles represent partial post codes (e.g. SY2) and the number (if more than 1) of responses received from that partial post code.

- 3.1.12. The printed version of the questionnaire asked respondents to indicate which public exhibition they had attended. Not all respondents completed this section but the table below gives an indication of the numbers responding

**Table 4 – Respondent by exhibition venue**

<b>Exhibition Venue</b>	<b>% of response from this venue</b>
Shirehall	4.5%
The Darwin Shopping Centre	56.0%
The Grange Youth Centre	6.0%
Baschurch Village Hall	15.5%
Oxon Church Community Hall	18.0%

**Letters and detailed responses from individuals and businesses**

- 3.1.13. In addition to the questionnaires returned, a number of respondents have submitted detailed responses or letters. The full responses are not appended for data protection and confidentiality reasons but are summarised below:

- 3.1.14. Those who were not able to support the NWRR:

- **Morris Leisure Ltd** – The Oxon Link Road (OLR) and the NWRR are inexorably linked. The OLR, as currently proposed would have a significant detrimental impact on their caravan park. They would like to resolve their concerns with SC, but until mitigation has been agreed they are unable to support the NWRR. The submissions provided extensive details about their concerns and requirements, and the processes followed to date. A meeting has been arranged to take these matters forward. Comments and suggestions about a number of detailed aspects of the NWRR were provided and these will be taken forward to the next stage.
- **A respondent from Berwick Road** raised concerns about the increase in traffic on Berwick Road and in particular the impact on the Berwick Road / Ellesmere Road junction. Traffic management and restrictions options in the town centre should be taken further before a road is built. Concerned that the new bridge built on the flood plain will make flooding worse.
- **A respondent from Coton Crescent** objects to the NWRR if the traffic increase on Berwick Road is 30% as it will directly affect traffic turning into Corporation Lane and exiting Coton Crescent, which could well add to existing pressures on parking. It will also affect Coton Hill and Ellesmere Road.

- 3.1.15. Those supporting the NWRR:

- **A respondent from Town Walls** - Shrewsbury supports the NWRR as it completes the outer ring and provides relief to the existing bypass; facilitates development of the town and will take polluting traffic out of the town centre.
- **A respondent** supported the scheme but felt that it needed to go further and include a new bridge over the River Severn from the Berwick Road to Frankwell car park. This would allow vehicles to access to the town centre without having to go through the town centre approach roads and Frankwell and Chester Street areas.
- **ABP** – Their operation generates many HGV journeys between Shrewsbury / Ellesmere and Oswestry. Commercial vehicles cannot navigate B roads as easily as A roads and therefore makes use of the existing A5 bypass to access their Shrewsbury site. The NWRR would negate this and would save time and fuel for their operations, as well as reducing traffic and congestion on the A5 bypass.
- **Cold Move Ltd** - The NWRR would provide a much more direct route for their operations.
- **Morris Transport, Oswestry** – The scheme would help to relieve congestion on the existing A5 bypass and provide more direct access to northern Shrewsbury.

- 3.1.16. Other respondents

- **A respondent from Heath Farm, Shrewsbury**, provided detailed comments about the existing Public Rights of Way (PROW) and suggest some inaccuracies in the presentation of the network in the

consultation material. They also asked for plans to provide more clarity on how the different routes would be accommodated where they crossed the proposed road.

- **A respondent who lives close to the proposed road in the Hencott Pool** area said that they would not object to the scheme but would ask that the design makes the road as invisible and innocuous as possible, and that extensive planting is provided between the road and their property.

## Stakeholders

3.1.17. Responses were received from 30 stakeholder organisations. Some of these were via the consultation questionnaire while others provided bespoke responses. Complete responses are provided in Appendix E and summarised below.

3.1.18. The following 16 stakeholders supported the construction of a NWRR:

- **Shrewsbury Dial a Ride** – Congestion in town centre results in their service being unreliable and inefficient. They have to plan for delays as passengers often become distressed. By removing congestion the NWRR will help to improve their service.
- **Shrewsbury Town Council** - The NWRR will improve connectivity between the north and west of the town, reduce traffic congestion in the town centre and along all key roads leading into town, improve the resilience of the network, reduce accidents and improve air quality. It is of strategic importance to not just Shrewsbury's vitality and viability but also that of Shropshire and Mid/North Wales. TC members would be keen to work with SC to look at other mitigating measures that will inevitably need to be put into the local road network to support this project.
- **Uffington Parish Council** – Will reduce traffic in town centre.
- **Pontesbury Parish Council** - NWRR will alleviate traffic congestion & blockages on the existing A5 which is resulting in increasing amounts of traffic using the unclassified and B roads around Montford Bridge-Leaton to cross to North Shrewsbury, and rural lanes in Pontesbury Parish to avoid hold-ups which cause problems for our residents. The new road would help to alleviate these problems as it will act as an alternative route.
- **Road Haulage Association** - If the NWRR does ease congestion then very supportive. Also very concerned about the state of roads and roadworks in the area. More should be done to improve roads in the area and increase the speed of roadworks. Very concerned that the lay-bys are now not included in the plan. HGV drivers are requiring to park in a safe place for their statutory rest, there are not enough truck parking facilities in the area and this hinders the ability of HGVs to make deliveries and could damage the local economy.
- **Shrewsbury BID** - Supports SC's approach to the NWRR project and its funding bid to take the remaining sections forward. Shrewsbury BID's Access and Car Parking group are in agreement with the principles and objectives of the scheme. No negative comments were received from BID members and 9.57 out of 10 agreed that the NWRR should be built. The ACP group is of the broad view that the NWRR is an important action needed to reduce through traffic, thus unlocking of a major part of the town and supporting economic growth.
- **British Horse Society** – It will relieve traffic congestion and improve town centre experience. Public rights of way should be provided along North West Relief road to include multi-users i.e. walkers, cyclists and horse riders.
- **Montford Parish Council** - It will ease the traffic in Shrewsbury town centre especially along Smithfield Road, remove the need for various "rat-runs" from Battlefield to Montford Bridge, provide a proper road suitable for heavy lorries which currently destroy roadside verges all along the various "rat-runs", and make Shrewsbury and surrounding districts more accessible for tourism and industry. An additional spur road could be taken direct to the Frankwell Car park which would make the NWRR even more effective and useful.
- **Bomere Heath & District Parish Council** – In principal support the NWRR but have reservations about the proposed Huffley Lane / Ellesmere Road T-junction where the majority of movements will be right turn out of Huffley Lane, and safety along Huffley Lane particularly given the predicted increase in traffic. Would like the layout to be reconsidered.
- **Highways England** – Supportive of the NWRR and its stated objectives. Will require details of current predicted traffic impact on the Strategic Road Network (SRN) once available and confirmation of the design standards. Welcome any improved conditions for other types of transport, including public transport and pedestrian and cycle facilities as this would potentially reduce the need to travel by private car and therefore reduce vehicular movements on the SRN. Further details in relation to how this would be

achieved would be welcome. Expect to be party to further engagement as the scheme details emerge and be a statutory consultee to any future planning application.

- **Ford Parish Council** - support the NWRR as it will have a positive economic impact and reduce traffic on the country lanes which are used as a “rat run” at present.
- **Great Hanwood Parish Council** - support the NWRR as it will have a positive economic impact and reduce traffic on the country lanes which are used as a “rat run” at present.
- **Great Ness Parish Council** - support the NWRR as it will have a positive economic impact and reduce traffic on the country lanes which are used as a “rat run” at present.
- **Little Ness Parish Council** - support the NWRR as it will have a positive economic impact and reduce traffic on the country lanes which are used as a “rat run” at present.
- **Atcham Parish Council** - support the NWRR.
- **Shrewsbury Business Chamber** – Support the construction of the NWRR which is vital for the continued economic stability and hopefully continued growth for Shrewsbury. It will provide the necessary infrastructure to support development and meet the County’s aspirations for economic growth and give a positive message to businesses wanting to expand or re-locate in the Shrewsbury area. It will decrease cross-town traffic and relieve congestion specifically in “hot-spots” of Harlescott, Smithfield Road, Frankwell, Ellesmere Road, and Ditherington. It will provide access into the north east industrial area of Shrewsbury for both freight and employees to Harlescott and Battlefield, providing direct access between north of Shrewsbury, North Shropshire and Wales from the M54. It will alleviate heavy traffic on rural lanes through villages to the north of Shrewsbury. It will improve the town centre for residents, shoppers, tourists, social and business travellers, and for special events, and make it safer for pedestrians and cyclists.

3.1.19. While all of the above are supportive of the scheme, some responses included comments and concerns about specific aspects of the scheme which they wished to be considered should the scheme progress.

3.1.20. The following 6 stakeholders did not support the construction of a NWRR:

- **CPRE Shrewsbury Group** - Unacceptable impact on an important landscape, largely unspoilt, between the railway crossing and Berwick Road and on wildlife in the Old River Bed. This part is unique in that the water level fluctuates following water levels in the River Severn. It is highly unlikely that the scheme will achieve its objectives. A study "The Impact of Road Projects in England" published by CPRE in March 2017 shows that a very high proportion of road projects fail. The perceived benefits do not justify the environmental damage or the financial cost and risk of overspend. The money could be better spent on other ways to improve traffic conditions in Shrewsbury without the same environmental consequences. If approved, much better provision should be made for cycleways and footpaths, they are currently shown running alongside the road without proper screening. The levels of exhaust pollution would make their use unpleasant.
- **GreenShropshire Xchange** - This is a very expensive scheme which will have detrimental environmental effects, including noise pollution and damage to the local landscape and nature sights. Unlikely to reduce town centre traffic in the long term, and it is better to invest in more sustainable transport schemes. SC needs to consider the priorities for transport schemes that can deliver the maximum benefits for the whole of the county. It requires a £21 million contribution from SC who will have to cover overspend at a time when the council is having to use the reserves to fill the budget gap. We support sustainable solutions which would be less costly and reduce carbon emissions and air pollution.
- **Shrewsbury Friends of the Earth** - The proposed NWRR would be too damaging to the highly valuable green wedge northwest of Shrewsbury, including the Old River Bed, Hencott Pool and River Severn. They are a huge asset to the town and should be preserved. It is largely ineffective as there are no planned measures to lock in any traffic reductions. Believe traffic reductions quoted are hopelessly optimistic, e.g. nobody has been able to explain why building the NWRR would reduce traffic on the High Street by 10%. The road is therefore very likely to bring about an increase in overall traffic without solving congestion in the town centre or elsewhere. It is too expensive: £104m plus of public money on this scheme at this time is simply not credible when there are so many better ways to spend the limited resources available. It is not credible that SC should spend even £21m on the scheme, and the risks of overspend on such a complicated engineering project are very high. Recent studies show that road schemes have mostly failed to achieve reductions in congestion or improve the local economy, see - 'The Impact of Road projects in England' L.Sloman et al. No evidence that the lack of a NWRR is acting as an economic brake on the town. Battlefield Enterprise Park at the north end of the proposed road is thriving with no promise that the road will get built. There are much better, more acceptable and cheaper ways to control traffic levels in the town centre, e.g. trials of 'Smarter Choices' have shown that giving people targeted information and advice on

public transport can cut journeys by up to 14%. Work currently being undertaken under the SITP should be allowed to bed in and further options explored fully (e.g. those of the Shrewsbury BID team) rather than focussing attention on building yet more roads.

- **FoE Green Party** - The Berwick section will destroy habitat and cause more congestion at the Coton Hill / Shrewsbury centre area. It will attract building along the route and result in more cars - see the M25 and Newbury bypass. Better rail routes would be better. The proposed £21 million contribution from SC will undoubtedly rise.
- **Railfuture West Midlands & Shrewsbury Chester Rail Users Association** - The claim that HGV traffic that had no business passing through Shropshire cannot be legally required to remain on the trunk road is a lie. The claim that other options have been properly evaluated is a lie. Open/re-open stations at Baschurch, Dorrington, Meole Brace, Hanwood, Hadnall. Take advantage of SC's associate membership of WMCA / TFWM's research into ultra-light rail, institute proper integrated bus/train services 7 days a week at proper regular intervals, from early to late. Promote massive modal shift of freight from road to rail.
- **Sustainable Transport Shropshire** - Bypass building creates more traffic as both the new and old roads fill up as people make additional and longer journeys by car. There are better ways to reduce town centre traffic. If Shropshire really wants to draw in business and compete with modern societies with an attractive, efficient county town we need to dump outdated thinking and embrace the mobility that has transformed successful cities and towns across Europe. Think of empowering people to choose convenient, flexible and sociable transportation. Invest in infrastructure that minimises use of space and impact on the surrounding human and natural environment by creating effective, safe, walking and cycling routes throughout Shrewsbury, backed by a modern bus transport system. This approach, linked with explanations to people that breaks long held habits, will result in a 25% reduction in car traffic in all parts of the town. It is well evidenced that active travel improves people's physical and mental health and augments the attractiveness of the town as a place to live, work and visit. The benefits are questionable. The Council has invested a lot to create validated predictions of the benefits but the scheme submitted for public consultation is vague and full of platitudes about who will benefit. Councillors need to see peer-reviewed evidence based research before making a decision. SC is running a deficit which is budgeted to increase to £103m over the two years 2020-22. It has cut services and is planning to make more cuts. It is extraordinarily irresponsible for Councillors to consider spending around £21m on an unproven road in such circumstances. Road building often overruns on expenditure especially where there are technical challenges such as is the case with the NWRR route. Is Shropshire Council really going to take the risk of overspends beyond the £21m initial contribution?

3.1.21. The following 8 stakeholders did not specifically express a view on whether or not the scheme should go ahead, but used the consultation to set out their key concerns and requirements, and to seek assurance that these would be addressed should the scheme be progressed. Arrangements have or are being put in place to facilitate engagement and the provision of information should the scheme progress.

- **Shrewsbury & District Riding Club AND Nesscliffe Hills & District Bridleway Association P3 Group** - The route will give an excellent opportunity to provide links between off road equestrian routes, the current links to which are now along busy roads, and through the centre of Shrewsbury, but to do this, the bridleway provision must follow the whole length of the NWRR and include safe links around the roundabouts and under the road where necessary. The Oxon Link Road is severing routes currently open to Equestrians, and it is vital that the links from and to both Calcott Lane and Shepherds Lane, and along the new Link Road are recorded as bridleways for use by walkers, cyclists and horse riders to enable them to connect to these severed lanes, and to other off-road routes, and to link up with the bridleway sections already planned along the NWRR. Evidence has recently been found of an old equestrian route at Hencott, and this could provide an important link for Equestrians and Cyclists to the north of Shrewsbury to connect to ongoing off road routes out of Shrewsbury to the East. It is important that this opportunity to provide non-motorised user links is taken into consideration. There is some excellent equestrian provision but some sections of the route appear to only have cyclist and pedestrian provision. The whole of the parallel path should be registered as a Public Bridleway, open to walkers, cyclists, equestrians and disabled users. The Government's policy gives strong guidelines that Highway Authorities should accommodate horse riders as well as cyclists and pedestrians on all off-road routes, unless there was a very good reason why not. Suitable parapets on bridges are required by all users, and the proposed routes are all of adequate width.
- **National Farmers Union** - The consultation material lacks detail on the impacts on farm access, farm tracks and land access. However we are aware that SC have approached and discussed the detail with the businesses potentially affected; these discussions need to consider impacts during the construction phase as well as the more long term effects. The construction phase (road closures, diversions etc.) can also

impact on farmers who may be located a little distance away from the proposed route so consultation will need to be extended to these businesses and appropriate provision made. If access is to be lost, replacement bridges and underpasses need to be provided and these need to accommodate modern agricultural vehicles. The consultation does not fully take into account the value of farming businesses to the local economy and environment. Construction impacts in respect to waste and spoil, soil and drainage need to be carefully considered in advance and land taken on a temporary basis must be returned and reinstated appropriately. The environmental effects of the scheme on the local area are a very important issue and dialogue with local farmers about the local environment are important as they are often responsible for its management. Consideration should be given to voluntary environmental initiatives undertaken by farmers and participation in agri-environment schemes within and adjacent to the construction area. Shropshire Council should demonstrate how they intend to safeguard these environment and landscape features as part of these works. There is a need to achieve the best value for money but the project needs to recognise the economic benefits that the food and farming sector delivers to this area, and SC should seek ways to reduce the impact of these works on the sector. Farm businesses should be compensated for their short and long term business losses as a result of the scheme. Going forward, request regular dialogue with the NFU and affected landowners so they can be fully involved in the formation of future plans and refined designs.

- **Shropshire Wildlife Trust** - Appreciate the route avoids directly passing through many of the most sensitive sites, but there will be an impact upon species and habitat in the area. Will need to see full details of the proposed compensation measures to comment on whether they would provide suitable levels of biodiversity enhancement to make the scheme acceptable. A substantial level of ecological survey will be required and previous survey data updated. A consultation on the value of green space in the town clearly identified that both tranquillity and views were important aspects to many people and a significant number identified the river corridor as important green space. There appears to be no feasible means of mitigating, or compensating, for landscape impacts and loss of tranquillity. Concerned that given the current and predicted financial situation the suggested ecological features (along with other sustainable features) maybe dropped or reduced to make cost savings. Any business plan must ensure that all the ecological and environmental impacts can be addressed and that adequate provision is made to cover increasing costs. Given the current reductions in resources to manage biodiversity, environmental assets and community facilities we have to question whether subsidising (£21 million local funding and SC is responsible for 100% of any overspend) the road is the best use of limited resources. There appears to be little research into the reasons for the journeys that the road claims to help with and whether the need for travel could be addressed by other means. We question the link between the expansion of transport infrastructure and economic growth, especially given the obvious lack of sustainability in enabling greater car use and the uncoded impacts on health and the environment.
- **West Mercia Police** - Acknowledge the current consultation information and ask that West Mercia Police continue to be involved in any appropriate consultation as the process progresses.
- **Dalton Drive Residents Group, Shelton** – Set out in detail their concerns which all related to the close proximity of the NWRR to their properties and how the proposals would impact them in terms of noise, air quality, loss of view and loss of property value. They also expressed concerns about how the proposals would increase anti-social public access to Shelton Lane. They asked for details in respect of road line and level, proposals and procedures for mitigation of the negative impacts and compensation. They asked SC to review the need for the road to be so close to their properties including why it wasn't much further to the north and closer to Montford Bridge.
- **Shrewsbury Tourism Association** – Chose not to take a corporate view on the proposal as the Association directors were unable to agree a position.
- **Cycling UK** – Reported that views amongst the club members varied so it would be difficult to agree a position on the scheme. Very keen, if the project does go ahead, in trying to ensure cycling and cyclists are adequately considered at the detailed planning stage.
- **Historic England** - Need to assess the impact of the proposed route on the historic environment, both designated and undesignated heritage assets. Please make use of HE Good Practice Advice Notes and Conservation Principles. Please share the updated heritage assessment work. Have concerns regarding the proximity of the route to the Grade II Registered Park at Berwick. Please confirm whether you have undertaken any assessment on this issue and if it featured as part of a heritage landscape assessment? Consideration needs to be given to setting and views from assets, and historic landscape in the surrounding area. Integrated traffic management schemes for the town city centre are needed to secure townscape enhancements. Archaeology and in particular paleochannels, especially relevant due to the crossing of the River Severn, and the proposed route need to be considered. Would welcome a meeting

and opportunity to discuss the process in more detail, and comment on the historic environment evidence base. Recommend fully engaging with the Shropshire Historic Environment Team on the proposals.

- 3.1.22. **Shropshire Council Environment Team** have provided guidance, advice and input in respect of the environmental assessment aspects of the Outline Business Case submission and this input and support will continue should the scheme progress.

#### **Landowners**

- 3.1.23. All landowners have indicated general support or state they would not object to the scheme provided their specific concerns are addressed. All have engaged in the process of setting out their key requirements and concerns should the scheme progress.

## 4 CONCLUSIONS

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- 4.1.1. The consultation demonstrated that local people are aware of the potential benefits and dis-benefits of a NWRR and that many hold very strong views. Those that support the scheme believe there is a strong traffic relief, economic, and town centre and urban environment justification. Those against are not convinced by the traffic relief argument, believe there are alternative more cost effective ways of achieving traffic reduction, that the environmental impacts on the green wedge are too great and the costs simply can't be justified.
- 4.1.2. As in previous consultations there was strong feeling that the debate has gone on long enough and that a decision needs to be made.
- 4.1.3. The consultation concluded that the majority of the 633 local people and stakeholders who responded are in favour of building the NWRR and that this majority has increased significantly compared to the 2010 consultation when 59% of those who responded supported the scheme.
- 4.1.4. In 2017 overall, 67.5% of those who responded thought that the NWRR should be built compared to 30.3% who were against it while 2.2% did not know.
- 4.1.5. Key points to be considered:

### **Traffic**

- Those supporting the NWRR acknowledge the focus on traffic relief for the town centre and western and northern approaches. Additionally, many now cite the importance of reducing congestion elsewhere in the town, particularly the A5 and A49 bypasses, and the potential to reduce traffic, particularly HGV's, on rural rat runs to the north of Shrewsbury.
- Many who support the scheme raise concerns about the levels of increase in traffic on some existing roads (e.g. Berwick Road and Hufflely Lane) as a result of the scheme and the need to carefully consider the impacts and what needs to be done to address these. Some have cited these increases as reasons for not supporting the scheme.
- Some who are against the scheme question the validity of the traffic projections so it will be important to ensure the current updated traffic assessment is made available to all, including the validation and checking procedures.
- Those against the scheme often refer to roads where traffic is relieved simply filling up, and many in favour state the importance of locking in the benefits in the town centre. Both point to the need to ensure the NWRR is taken forward with the SITP and Big Town Plan to ensure the traffic relief is maintained.
- Many who supported the scheme queried the choice of a single carriageway. It would be helpful if the technical and economic justification for not building a dual carriageway is made accessible.

### **Environment**

- The landscape, countryside, biodiversity and heritage impacts on the rural area to the north of Shrewsbury were clearly a major concern for those against the scheme. Some felt the impact of the scheme was too great to be justified regardless of the extent of any benefits of the scheme, whilst others felt the existing stated benefits were not sufficient to justify the scheme's negative impacts. If the scheme is progressed the development of mitigation needs to be a high priority and consideration should be given to this being included in the scheme objectives.
- Up to date environmental assessments have been prepared for the Outline Business Case and there was a strong interest from a number of respondents to see the detail, particularly the assessment of noise and pollution resulting from the NWRR. This should be made available.

### **Finance**

- Many respondents were concerned about the amount of funding that SC would have to find and some thought that the costs as a whole were too high to justify taking the scheme forward. Others felt the SC had higher priorities for expenditure as budgets continue to be reduced. Clarity needs to be provided if the scheme is progressed on the following:

- Whether funding from DfT could be used for other purposes
- How the decision making process considered the amount of funding that would be needed from SC, where this would come from and the risks associated with a scheme overspend?
- How consideration of expenditure priorities was included in the decision making process.

#### ***The development of scheme detail***

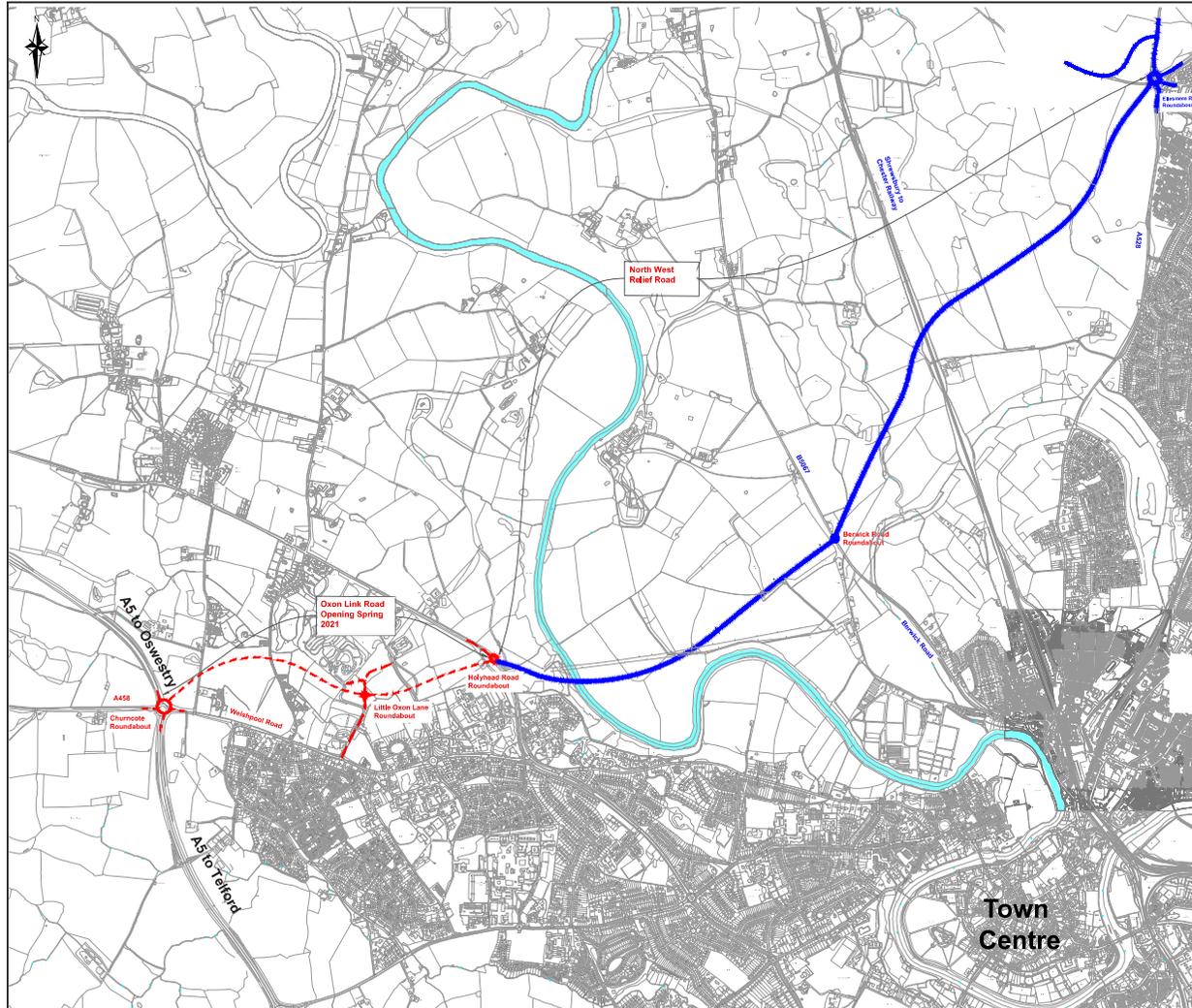
- Many respondents took the opportunity to refer to very specific detailed design aspects of the scheme. The appropriate time to address these will be throughout the development of the detailed design. They included comments on pedestrian, cyclist and equestrian facilities, protection of specific environmental habitats, and the appropriateness of some of the proposed junction designs. These contributions need to be carried forward to the next stage. The consultation has also identified some new stakeholder contacts who will be included in future engagement and consultation exercises.

# Appendix A

## EXHIBITION MATERIAL



# Welcome to the North West Relief Road consultation



High and growing levels of traffic on routes in and out of Shrewsbury town centre result in environmental problems, safety issues, congestion, and delays to goods and people.

Problems are particularly acute on routes linking the north and west of the town via the town centre.

Since 2003 various possible solutions have been considered and there has also been a lot of public consultation.

### Our vision for transport in Shropshire in 2020 is:

An economically vibrant, healthy, inclusive and sustainable society where people meet many of their needs locally, served by an integrated transport system which allows people to have good and reliable access to jobs, services, learning and leisure opportunities, and which protects and enhances environmental quality and human health.



## Objectives

- To improve connectivity and accessibility between the north and west of Shrewsbury for all modes of transport
- To reduce traffic congestion in Shrewsbury town centre
- To reduce traffic congestion on the north and west approaches to the town
- To improve the reliability of journey times and reduce unforeseen delays
- To improve the efficiency of Shrewsbury's transport network for all modes of transport.
- To improve the resilience of Shrewsbury's transport network.
- To enhance the benefits of the Oxon Link Road and Integrated Transport Package.
- To reduce the number of people killed or seriously injured on roads in Shrewsbury.
- To improve air quality, especially in the built-up areas of Shrewsbury
- To reduce net emissions of CO<sub>2</sub> and other greenhouse gases.



# Route History

## Consultation 2005

May 2005

This wrap is printed on environmentally friendly paper (Made with 70% recycled pulp mix)

# Shrewsbury North West Relief Road?

Shropshire County Council is seeking views on ways to relieve traffic congestion in north and west Shrewsbury. Options include a North West Relief Road and a series of alternative solutions.

### The Review to Date

Early in 2003 a public consultation was held following a review of proposals for a North West Relief Road for Shrewsbury.

We asked people for their views on the existing traffic situation, on environmental issues and on whether a road should be considered as part of an overall transport strategy.

The results of the last consultation revealed concern over traffic levels in some parts of Shrewsbury, including:

- Frankwell & Welsh Bridge
- Smithfield Road & the Castle Gates
- Gyratory
- Cotton Hill / Chester Street
- St. Michael's Street / Castle Foregate

The view that congestion is a problem in north and west Shrewsbury was also widely expressed.

Shropshire County Council is therefore continuing to seek appropriate solutions, which may include a North West Relief Road and/or non-road options.

Feedback obtained from the last consultation has been fed into an ongoing review of North West Relief Road proposals.

The latest stage of the review has involved:

- creating an updated computer simulation of traffic for Shrewsbury
- further surveys on ecology, landscape and archaeology
- workshops with interested parties to discuss potential routes and non-road options
- a programme of environmental assessment

We now need your views on the route options which have been developed during this period, as well as other non-road options.

### Consultation 2005

You are invited to come along to a public exhibition of options being considered. Details are given below. This leaflet provides a brief summary of the information at the exhibition. The questionnaire overleaf provides an opportunity for you to comment on the options now under consideration, and in doing so, have a say on the future transport strategy for Shrewsbury.

There are a number of ways in which you can obtain more information on the work being carried out on the North West Relief Road:

- You can visit the County Council website at [www.shropshire.gov.uk/ntp.nsf](http://www.shropshire.gov.uk/ntp.nsf) and go to "latest news"
- You can attend the public exhibition in the Art Gallery in the Pride Hill Centre, Shrewsbury from Sat. 21st to Sat. 28th May. Staff from the County Council and its consultant Mouchel Parkman will be available to answer questions on:-
  - Sat. 21st May from 10.00am to 4.00pm
  - Mon. 23rd May from 10.00am to 6.00pm
  - Tues 24th May from 12.00pm to 8.00pm
  - Wed 25th May from 12.00pm to 8.00pm
- You can also view the exhibition material and detailed assessment reports at the Shirehall or Shrewsbury Reference Library, Castle Gates from Mon. 23rd May to Mon. 20th June.

Once we have your views we can develop proposals which reflect the needs and priorities of the local people.

**WHAT HAPPENS NEXT?**

Shropshire County Council will review the response to this consultation and will announce a preferred way forward later this year. This may or may not include a NWRR.

Come along to the exhibition and make your views known - please fill in the questionnaire overleaf.  
Exhibition dates: 21st to 28th May - the Art Gallery, Pride Hill Centre, Shrewsbury.



Bridge over river Severn at Shelton

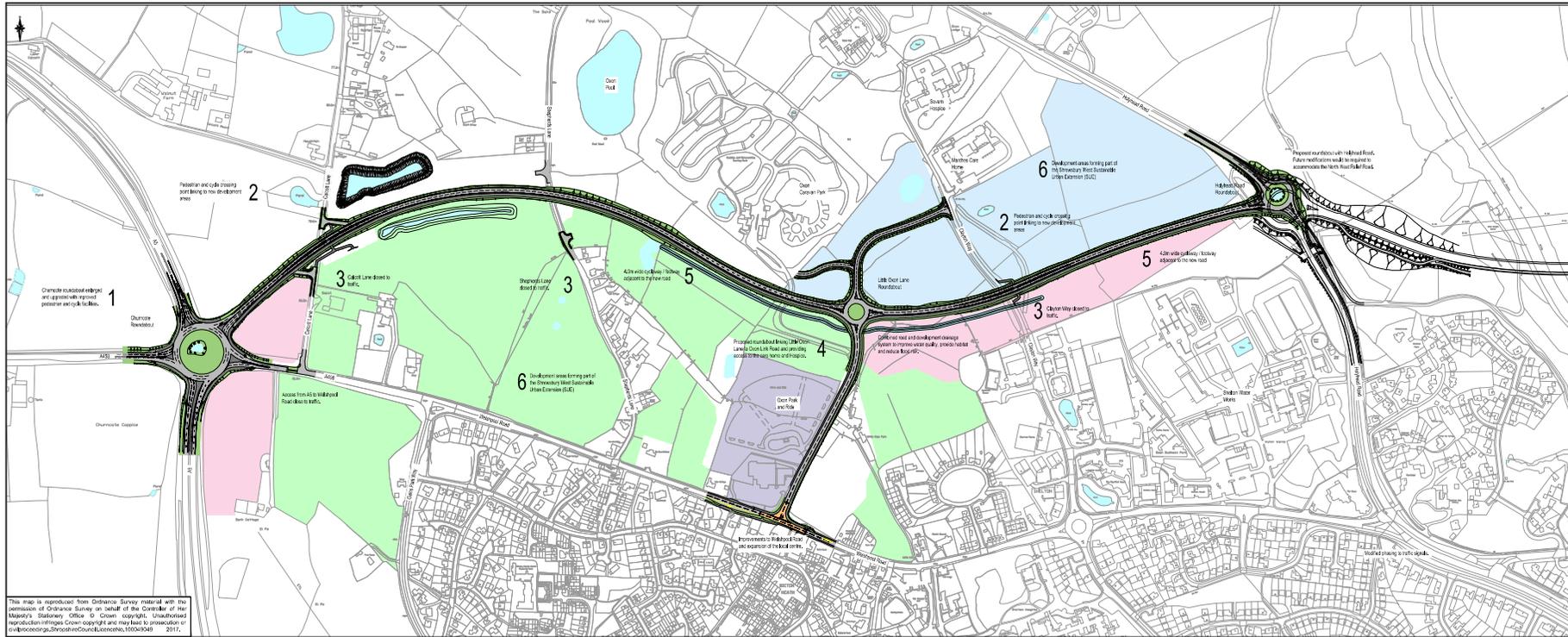
To develop the option of building the road, other studies were commissioned including a number of detailed routes.

The results of the design review and 2005 public consultation were reported to Shropshire County Council's Cabinet in February 2006. Further technical work and environmental assessment resulted in a report to Shropshire County Council's Cabinet in January 2007 at which meeting the Cabinet resolved 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."**

This scheme was subject to a consultation in 2010. Since then Shropshire Council has been able to secure funding to deliver the Oxon Link Road (formerly a section of the NWRR). A new opportunity to bid for funding to complete the remaining sections at a cost of £104 million has been presented to the Council. As part of this process the Council is undertaking a consultation exercise to remind people about the scheme and asking them for their views.

# Oxon Link Road - Churncote Roundabout to Holyhead Road



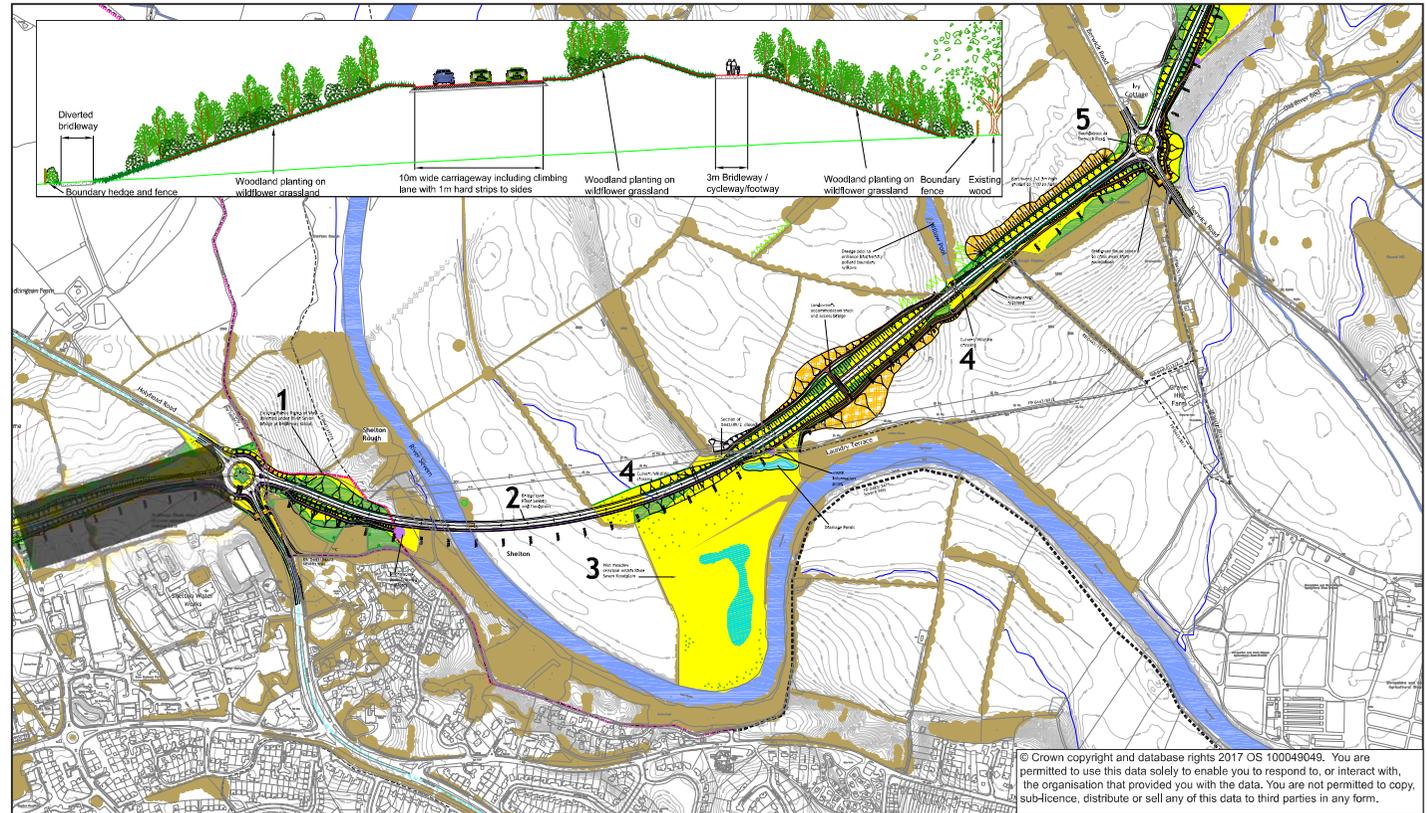
## Key Features:

1. Roundabout at Churncote.
2. Pedestrian and cyclist crossing points at Calcott Lane, Clayton Way and the Little Oxon Lane Roundabout
3. Calcott Lane, Clayton Way and Shepherd's Lane will be closed to through traffic.
4. New roundabout at Little Oxon Lane.
5. New footway/cycleway along route.
6. Delivered as part of the Shrewsbury West Sustainable Urban Extension

# North West Relief Road Preferred Route - Holyhead Road to Berwick Road

## Key Features:

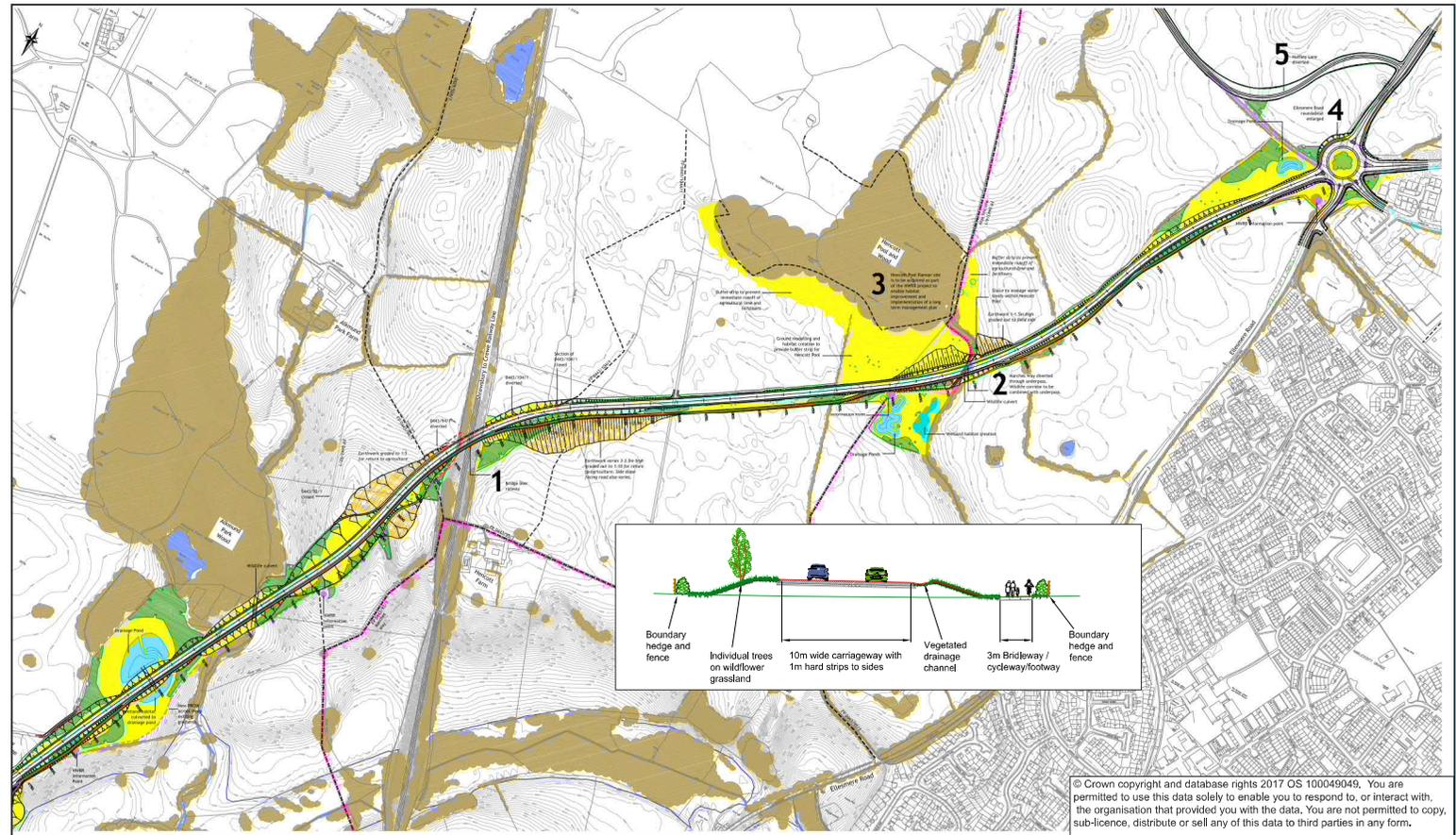
1. Severn Way diverted under new bridge.
2. New bridge crossing over River Severn and floodplain.
3. Wildlife culverts underneath road.
4. Roundabout junction at Berwick Road.



# North West Relief Road Preferred Route - Berwick Road to Battlefield Link Road

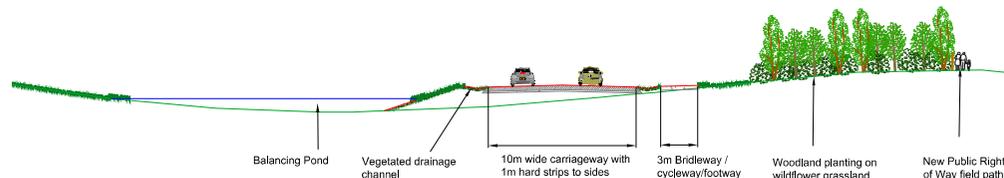
## Key features

1. Bridge over railway.
2. Marches Way diverted through underpass.
3. Hencott Pool acquired to enable habitat improvements.
4. Enlarged roundabout at Ellesmere Road.
5. Huffley Lane diverted.

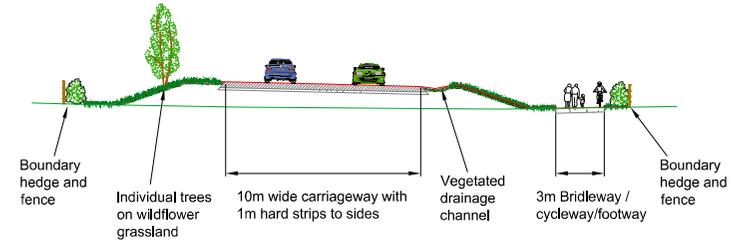


# The Environment

The route of the proposed North West Relief Road runs through attractive and undeveloped countryside with some special sites like Hencott Pool. Thus in spite of the benefits there will be some adverse effects



To minimise the impact on the environment, measures including planting, cleansing pollutants, screening and maintaining public rights of way, have been built into the design. (Some of these measures as shown below were incorporated in the design of the Hodnet Bypass.)



**Drainage pond**

- Prevent flooding.
- Collect and retain surface water run-off.
- Treat run-off to remove major pollutants.
- Release cleansed water into local streams.
- Provide habitats for wildlife.



**Wildflower grassland**

- Create high biodiversity value areas.
- Attracts insects, birds and small mammals.
- Provide attractive feature along the road.
- Provide habitats for wildlife.



**Woodland planting**

- Provides screening.
- Integrates the road into the landscape.
- Native species benefit wildlife.
- Provide habitats for wildlife.



**Boundary Hedge Planting**

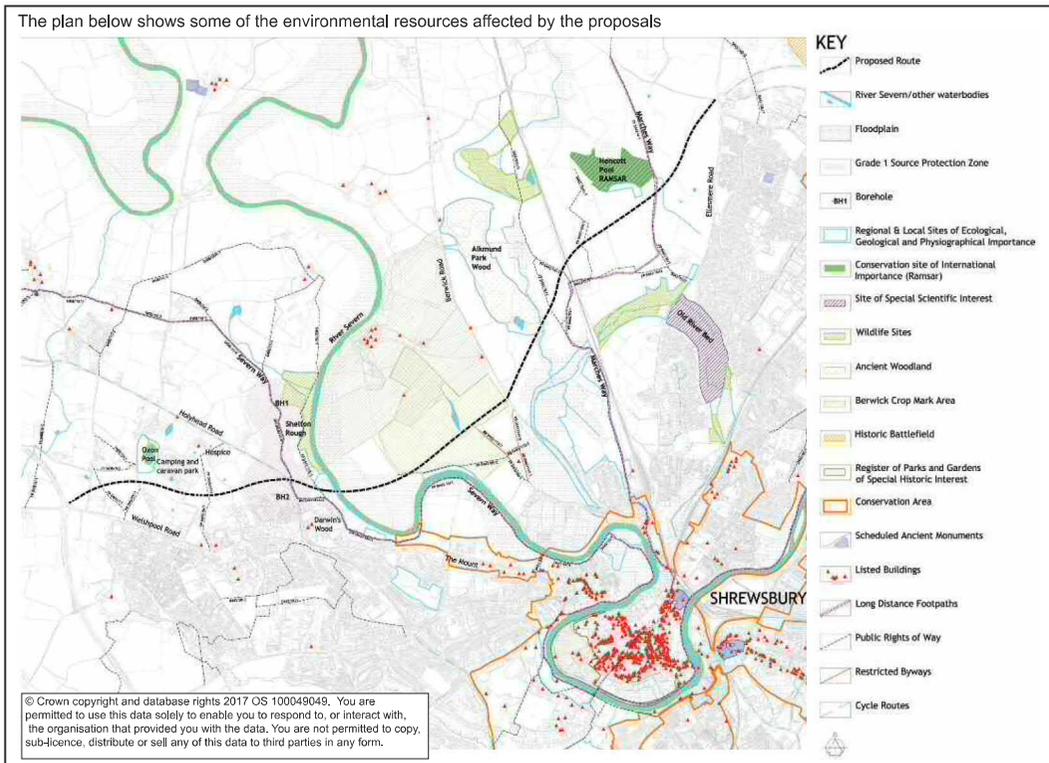
- Defines highway boundary.
- Native species benefit wildlife.
- Provides screen.
- Provide habitats for wildlife.



**Pedestrians, Cyclists and Horse Riders**

- A continuous shared footway/cycleway along the road route, with some provision for horse riders.
- Separated from the road to reduce noise and fumes where possible. Integrated with existing public rights of way to create opportunities for short circular routes. Some existing rights of way would be diverted to maintain links.
- Safe crossing points would be provided including underpasses for the Severn Way and Marches Way.

# Environmental resources

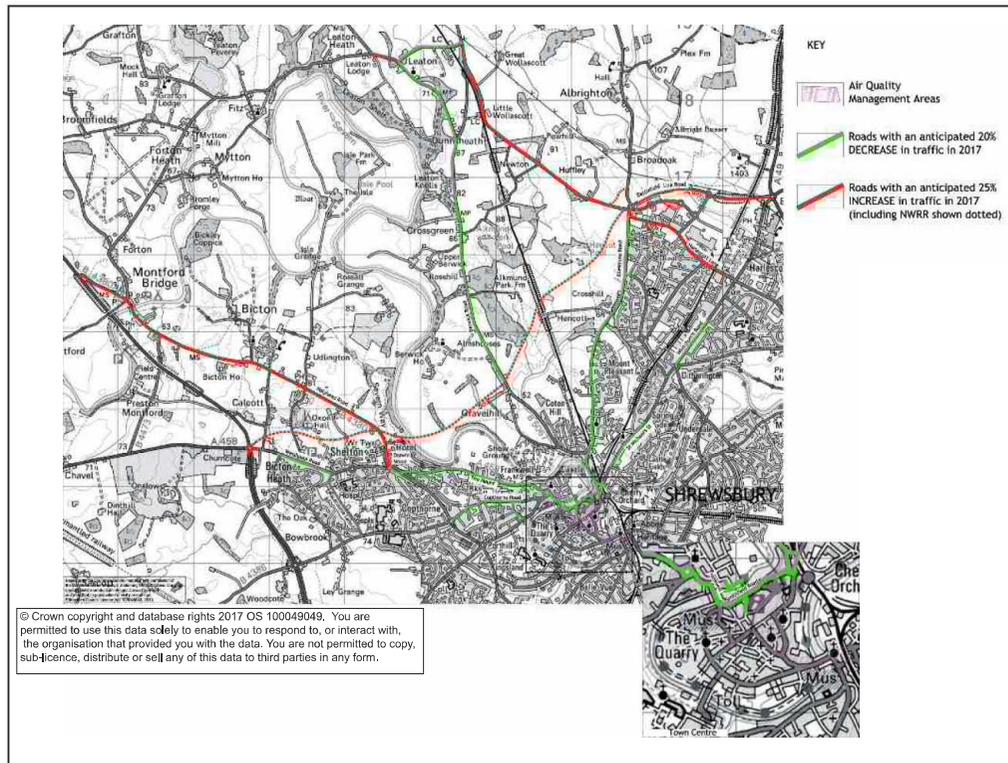


The route across the open landscape would result in some adverse effects for the environment. For example it would:

- Be visible from some of the housing on the edge of the town and the Registered Park and Garden at Berwick
- Cross the River Severn on a viaduct and pass close to the old river bed
- Affect an area of archaeological importance
- Result in the loss of some trees, hedgerows and agricultural land
- Disturb some wildlife habitats

The route also crosses quite close to Hencott Pool, which is part of a wildlife site of international importance. However, as the council propose to acquire the area as part of the road project, there are opportunities to enhance the site and safeguard its future with a long term management plan, resulting in a net environmental benefit. Environmental issues have played an important part in the selection of the preferred route. The proposals provide the best opportunities for benefits resulting from reduced traffic at the same time as keeping the potential for adverse effects to a minimum. A detailed environmental impact assessment will be carried out and the results published in an Environmental Statement to accompany the planning application.

# Environmental effects

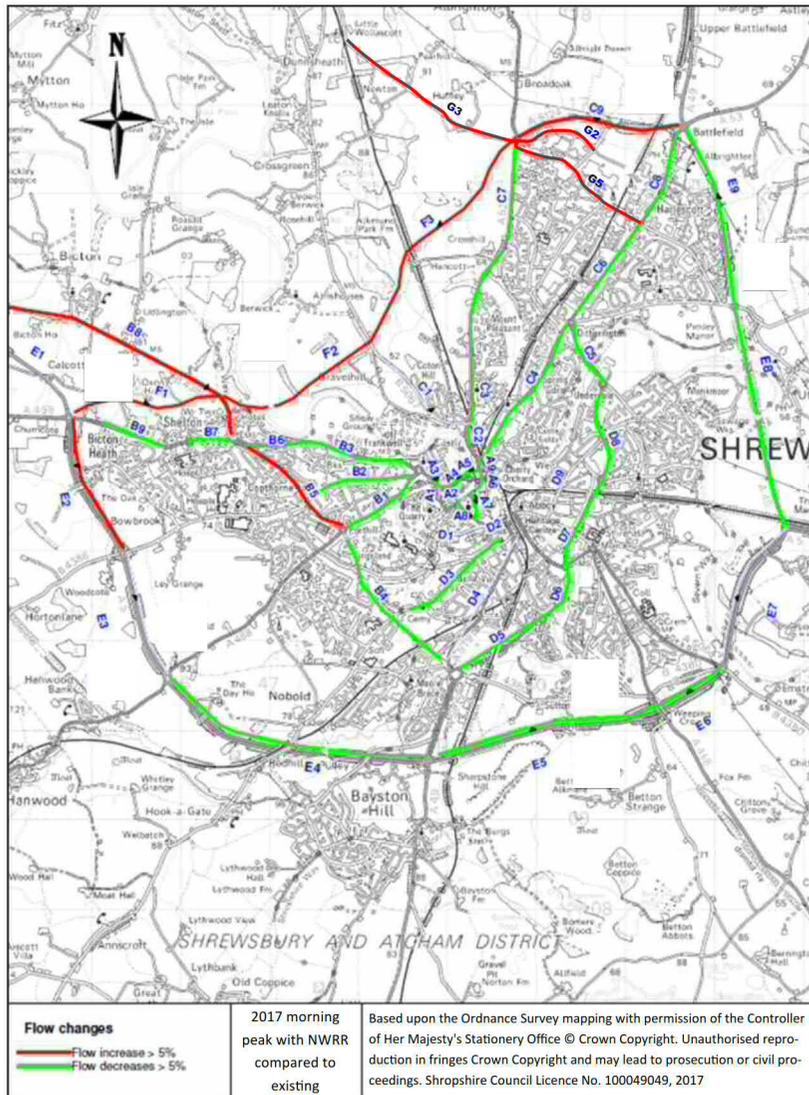


By reducing traffic flows and congestion in several parts of the town, the relief road would have environmental benefits. Work undertaken in 2010, which is currently being updated, indicated that:

- for local air quality there would be both improvements and deterioration for people, depending on traffic changes; however, on balance there would be an overall improvement in local air quality
- if opened today (2017) traffic noise would be reduced at 1417 houses, compared with increases at 351
- there would be an enhanced setting for the town's heritage features, including scheduled monuments, listed buildings and conservation areas
- there would be better access for pedestrians, cyclists and public transport, given less conflict with traffic, as well as improved safety

Also in 2010, carbon emissions from traffic were predicted to increase by a similar amount with or without a relief road in place (approximately 10% over a 60 year period). The plan above illustrates (2010 predictions) where traffic decreases would result in environmental benefits and where traffic increases would result in adverse effects. The percentages used to identify traffic changes are equivalent to a one decibel change in noise, the difference which could be perceived by people. They also provide an indication of other potential effects on amenity, including air quality, access for pedestrians and cyclists, and the setting of heritage features.

# Traffic Figures with a relief road



Based on surveys taken in 2009, a forecast was made of the changes in traffic on local roads that might occur if a NWR was opened in 2017. These are shown on the plan and summarised below.

New surveys have since been undertaken, and the traffic model used to predict future traffic flow is being updated, so the forecasts could change. Any decision to progress the scheme will be based on the most up to date information.

Journey times: if the relief road were built, travelling from the A5/A458 Churncote roundabout to Battlefield would take 6 to 7 minutes.

Traffic flow increase in 2017 with a relief road ID Location

**6% to 10% increase**  
E2 A5 (B4386 to Welshpool Road)

**11% to 15% increase**  
B5 Shelton Road B4380

**Greater than 30% increase**  
B8 Holyhead Road  
C9 Battlefield Link Road (west)  
F1 Churncote to Holyhead Road  
F2 Holyhead Road to Berwick Road  
F3 Berwick Road to Ellesmere Road  
G2 Knights Way  
G3 Huffley Lane  
G5 Harlescott Lane

Traffic flow decrease in 2017 with a relief road ID Location

**-6% to -10% reduction**  
A8 High Street  
B1 Porthill Road A488  
B4 Roman Road B4380  
B7 Welshpool Road (Shelton end)  
C5 Telford Way (west)  
D5 Hazledine Way A5112  
D8 Robertson Way  
E5 A5 (Wenlock Road to Bayleys)  
E6 A5 (Emstrey to Wenlock Road)

**-11% to -15% reduction**  
D3 Longden Road / Coleham  
D6 Pritchard Way A5112  
D7 Bage Way  
E9 A49 (north of Sundorne Road)

**-16% to -20% reduction**  
C6 Whitchurch Road (north of Heathgates)  
E8 A49 (south of Sundorne Road)

**-25% to -30% reduction**  
B2 Copthorne Road B4386  
B6 The Mount (Shelton end)  
B9 Welshpool Road (Bicton end)  
C4 St Michael's Street  
C8 Battlefield Road

**Greater than -30% reduction**  
A2 Smithfield Road (Welsh Bridge end)  
A3 Welsh Bridge  
A4 Smithfield Road (middle section)  
A5 Smithfield Road (north section)  
A9 Chester Street (one way)  
B3 The Mount (Frankwell end)  
C2 Coton Hill  
C3 Ellesmere Road (north of Berwick Road)  
C7 Ellesmere Road (south of Harlescott Lane)

## Non-road measures

Before proposing the North West Relief Road, Shropshire County Council evaluated whether congestion in the town could be solved by other means.

Non road measures tested for solving congestion:

- Light rail and guided bus
- Improvements to existing bus services and facilities
- Improved rail services (including rail freight)
- Improved cycling and walking facilities
- Increase car park charges
- Traffic management
- Road pricing

The results showed that these means alone would not produce benefits equal to those which could be achieved by building a North West Relief Road. However a North West Relief Road, if built, could create improved conditions for other types of transport including:-

- More reliable public transport and Park and Ride
- Opportunities for more cycle and pedestrian facilities
- Safer roads



# Unlocking Shrewsbury's Potential

The Shrewsbury North West Relief Road will complement the Shrewsbury Integrated Transport Package (SITP) and together they will support the delivery of the Big Town Plan by removing significant levels of traffic from the town centre.

The **Shrewsbury Integrated Transport Package** includes:

- Key junction improvements at Reabrook Roundabout, Meole Brace Roundabout, English Bridge Gyratory and Coleham Head to increase traffic capacity and improve pedestrian and cycle facilities.
- Implementing further improvements to traffic signal operation and manage traffic flows on main arterial routes.
- Enhancements to pedestrian and cycle links to increase accessibility to the town centre
- Improved pedestrian wayfinding within and around the 'river loop' to generate a highly accessible and connected town centre for pedestrians
- Enhancements to the public realm, such as Pride Hill.



Traffic, pedestrian and cyclist improvement at Meole Brace Island

## Shrewsbury Big Town Plan - Improving Movement and Place

*“A town – and a town centre – that feels great to be in, to move around, is vital to Shrewsbury’s future success and sustainable growth. Quality places, designed with people at its heart, make people feel welcome and create a canvas for public life; while ease of movement, that strives for the right balance between modes, further supports quality of life and, as crucially, the business environment.”*

The Big Town Plan proposes an overarching plan that supports the town’s ambitions and growth. Working iteratively with the spatial plan, this will include both small-scale movement and larger infrastructure or structural changes. This will guide specific activity and plans to:

- Develop a great walking environment
- Create a cycling culture
- Reduce the impact of parking in the centre
- Develop an overall traffic management strategy which consider how traffic can be reduced by providing viable, attractive alternatives of transport to discourage unnecessary vehicle movement in the town centre. This will need to link to the wider urban design strategy, pedestrian-priority and cycling networks, the Local Plan and the whole town road and rail network. It should take into account the use of the two ring roads and north west relief road, and other measures to discourage through traffic.



Big Town Plan visualisation of Barker Street



Big Town Plan visualisation of Castle Foregate

## What's next?

Action	Indicative timescale
Shropshire Council updates work on the design, costs, benefits and impacts of a NWRR	Aug to Dec 2017
Public and stakeholder consultation	Oct / Nov 2017
Council considers results of consultation, together with updated information on the costs, benefits and impacts of the NWRR and decides whether to go ahead with the scheme	December 2017
Council submits Outline Business Case to the DfT, asking for a contribution from the Large Local Majors Fund	December 2017
Funding decision expected from DfT	Spring 2018
Shropshire Council continue with scheme preparation and design, including more details studies on environmental impact.	2018
Planning Application	Winter 2018
Public Inquiry	Spring 2019
Confirmation of Public Inquiry decision	Summer 2020
Shropshire Council invite tenders for construction of the scheme and DfT agrees to release funds for construction	Summer 2020
Construction start	Winter 2020
North West Relief Road opening	Spring 2022

### How much would a NWRR cost and who will pay?

Our current estimate of the cost of building a NWRR (excluding Oxon Link Road) is £104 million. Shropshire Council will be asking the Government to fund about 80% of this (about £83 million) from a fund specially set up for large local transport schemes. The Council expects to make a "local contribution" of about 20% of the total cost (about £21 million)

The Council is preparing an Outline Business Case for consideration by the Department for Transport. All cost estimates are currently being reviewed and updated for the Outline Business Case

### Please give us your feedback

As with the previous consultations you are invited to participate by completing a questionnaire. Please place it in the box provided or take a copy to consider, and **return it by 08 November 2017** to the freepost address indicated at the end of the questionnaire.

Your views are not only welcome but important.

Throughout the process there are further opportunities to have your say with more exhibitions before we get to the Planning Application stage.

# Appendix B

## **FRIENDS OF THE EARTH LEAFLET**



\*There was an excellent report produced in March 2017 outlining how ineffective road building is at cutting congestion and stimulating the local economy.

- 'The Impact of Road projects in England' L.Sloman et al.

A summary of the findings and a link to the report can be found at

[www.shrewsfoe.org.uk](http://www.shrewsfoe.org.uk)

along with details of the NWRR consultation events  
(Oct 17<sup>th</sup> to the 25<sup>th</sup> 2017)



If you agree with us please make sure that you take part in the consultation, either at one of the events or via [www.shropshire.gov.uk/get-involved](http://www.shropshire.gov.uk/get-involved) (from Oct 17<sup>th</sup>).

Any help in distributing leaflets, putting messages out through social media, speaking to your local councillor or writing to the local papers would be much appreciated, thank you.

e-mail us at, [coordinator@shrewsfoe.org.uk](mailto:coordinator@shrewsfoe.org.uk)

Leaflet updated October 17<sup>th</sup> 2017

## The proposed Shrewsbury North West 'Relief' Road

would be  
**Hugely Expensive,  
Ineffective,  
& Highly Damaging**



## The North West 'Relief' Road

### WHAT IS IT?

Shropshire Council are proposing to build a North West 'Relief' Road from Oxon to the west of Shrewsbury to Battlefield on the north.

They are carrying on with studies on this at great cost despite controversy over the scheme and a very small chance of it getting funding.

The scheme was mothballed in 2011 as Shropshire Council recognised that there was little chance of getting funding from the Government. Since then the costs have gone up and spending has tightened further.

It will be competing regionally with schemes from areas with much worse congestion in a very tight economic period.

### WHAT ELSE CAN BE DONE?

Shropshire Council have done a lot of good work on transport in Shrewsbury and further work has been undertaken in 2017. The Shrewsbury BID team have put forward proposals to take this further. These schemes should be continued and expanded & options explored for reducing rat running in local villages.

Trials of 'Smarter Choices' have shown that just giving people individual, targeted information and advice on public transport plus walking and cycling facilities can cut journeys by up to 14%, at much less cost than building the NWRR and with no damage done.

### WHAT SHROPSHIRE COUNCIL SHOULD DO.

**Drop the NWRR and work on more effective, cheaper & more sustainable ways of controlling our traffic.**

**IT'S TIME TO STOP WASTING TIME, EFFORT & MONEY ON THIS OUTDATED, VERY EXPENSIVE & HIGHLY DAMAGING SCHEME**

## WHY DO WE OPPOSE IT?

### 1 It would be hugely expensive.

**£104 million plus!**

- at least £21m of this will have to be found locally, surely there are higher local priorities. .

Figures used to justify the expense use highly dubious cost-benefit analysis\*.

### 2 It's unnecessary.

There are much easier, more effective, cheaper and less damaging ways to control traffic flows.

### 3 It wouldn't work\*.

The Council assert that some roads would lose 30% of their traffic if the road was built but this is highly optimistic and traffic would soon build up again. On other roads, including Huffley Lane traffic would increase by 30%.

### 4 It would be extremely damaging to important and beautiful landscapes and wildlife.

It would carve up irredeemably the highly valuable green wedge of the Old River Bed, with a huge bridge over the river at Shelton Roughs affecting the Mount, Shelton & the Berwick Estate.

### 5 Overall traffic levels & carbon dioxide emissions would increase\*

With growing concerns over climate change if we're to spend £100+ million on a transport scheme surely it has to contribute substantially to reducing CO2 emissions.

\*see over

# Appendix C

## **STAKEHOLDER INVITATION LETTER**



Shropshire Council  
Shirehall  
Abbey Foregate  
Shrewsbury  
Shropshire SY2 6ND

Date: 9<sup>th</sup> October 2017  
My Ref: NWRR  
Your Ref

Dear Consultee,

### **Shrewsbury North West Relief Road – 2017 Consultation**

Shropshire Council invites you to take part in a consultation on the Shrewsbury North West Relief Road. Contact details for stakeholder groups and organisation have recently been reviewed but these may not be entirely up to date. If you are not the appropriate contact and/or you no longer wish to be contacted about this matter please let us know by email to [martin.withington@wsp.com](mailto:martin.withington@wsp.com) and refer to NWRR consultation.

Since the last North West Relief Road (NWRR) consultation in 2010, Shropshire Council has been able to secure the delivery of the Oxon Link Road formerly part of the NWRR. This will connect Churncote Roundabout on the A5 bypass with the Holyhead Road near the Shelton Water tower and facilitate delivery of the Shrewsbury West Sustainable Urban Extension development, north of the Welshpool Road.

As you may be aware the Council is now preparing to submit a funding bid to take the remaining sections of the NWRR forward and is therefore taking the opportunity to remind stakeholders and Shropshire residents about the scheme and to get a measure of current opinion.

The proposed alignment is still the same, and the proposals include mitigation measures to address concerns raised previously about the environment impact of the road. We think that the proposed road would ease traffic on some of the most used roads in Shrewsbury town centre and in the rural communities to the north of the town, making the town more attractive to live in, to work in and to visit. It would also support the development of the town as a growth point. Taking advantage of the reduced traffic within the town centre it will be possible to give more space and priority to pedestrians and cyclists and deliver further elements of the Integrated Transport Package the aspirations of the Big Town Plan.

The current North West Relief Road plans will be the subject of public consultation starting in mid-October. If you are unable to attend one of the exhibitions venues then please access the consultation material on the Council website [www.shropshire.gov.uk/get-involved](http://www.shropshire.gov.uk/get-involved) from the 17th October.

The details of the public exhibitions are as follows:

- Shirehall, Shrewsbury Tuesday 17th October 5pm until 8pm
- The Darwin Shopping Centre, Shrewsbury Friday 20th October , 2pm to 5pm
- The Darwin Shopping Centre, Shrewsbury Saturday 21st October , 10am to 5pm
- The Grange Youth Centre, Mount Pleasant Road, Shrewsbury Monday 23rd October 2pm to 8pm
- Baschurch Village Hall, Eyton Lane Tuesday 24th October 4pm until 8pm
- Oxon Church Community Hall, Welshpool Road, Shrewsbury Wednesday 25th October 2pm to 8pm

We need your views so we'd like to encourage you to visit one of our exhibitions or our website, read the information available and let us know what you think.

Regards,  
Martin Withington  
WSP  
on behalf of Shropshire Council

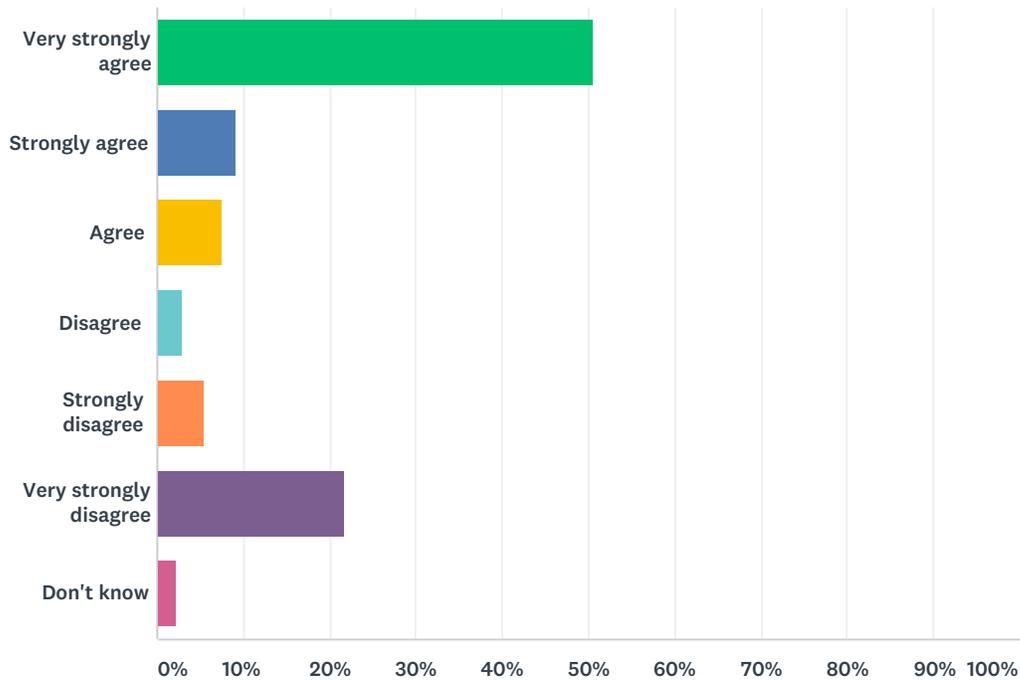
# Appendix D

## QUESTIONNAIRE DETAILED RESPONSES



Q1 Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built?

Answered: 633 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very strongly agree	50.71%	321
Strongly agree	9.16%	58
Agree	7.58%	48
Disagree	3.00%	19
Strongly disagree	5.53%	35
Very strongly disagree	21.80%	138
Don't know	2.21%	14
<b>TOTAL</b>		<b>633</b>

## Q2 If you agree that the NWRR should be built what are the main reasons for this?

Answered: 413 Skipped: 220

#	RESPONSES	DATE
1	Wrong road Wrong place	11/13/2017 1:17 PM
2	Due to congestion traffic try to get across town Going around the existing route is to long time consuming and congested wit traffic trying to get to north Wales etc With Building more Houses and not improving road networks is mad,	11/13/2017 1:07 PM
3	1. Uncongested access to town centre essential for businesses, cafes, restaurants, theatre etc. and all employees. 2. Relieve congestion from A49 through Battlefield to rail gyratory. 3. Relieve congestion from Ellesmere road as above. House development here and at Hadnall adding to problem. 4. Ease congestion at Welsh Bridge.	11/13/2017 11:41 AM
4	To ease congestion especially on Coton Hill, Chester Street and Smithfield Road. The new road would be better for a number of vehicles (i.e. refuse vehicles, ambulances and farmers from Mid wales to the Smithfield) to mention but a few.	11/13/2017 11:37 AM
5	To remove the traffic from the west going to the north of Shrewsbury (or vice versa) from the town centre or the unclassified roads between Montford Bridge and Battlefield	11/13/2017 11:34 AM
6	I have been travelling in and out of Shrewsbury to and from work and all through-out my children's school years and I have been stuck in endless amounts of traffic. I have been to many of these consultation meetings and it would be great to see this road finally built and town less congested.	11/13/2017 11:32 AM
7	Reduce traffic congestion Improve connectivity.	11/13/2017 11:28 AM
8	To help reduce traffic congestion in town centre.	11/13/2017 11:26 AM
9	Air quality in town. Congestion on Coton Hill + St Michael's Gate. Cycle path will provide a good, safe exercise space for adults and children.	11/13/2017 11:26 AM
10	Reduce congestion on Smithfield Road and approaches t town centre.	11/13/2017 11:23 AM
11	Economic benefits and reduce travel time.	11/13/2017 11:20 AM
12	Ease and access to travel would benefit both Shropshire and out of county residents.	11/13/2017 11:14 AM
13	Relieve traffic flow through the town. Reduce traffic flows on side roads from N.W. (Huffley Lane). Improve commercial access to Battlefield Industrial area.	11/13/2017 11:13 AM
14	As I live in SY1 - Heath Farm, any journey westwards towards NWRR would suit me fine. It cuts out Mount Pleasant Road, Emstrey island, Meole and Dobbies. Using the Ruyton XI Towns, Baschurch, Huffley lane can be very dangerous especially at the early evening. NWRR is also half the SRR in distance, less island.	11/13/2017 11:07 AM
15	Congestion particularly at peak times, to get across town to Churncote island recently 8am. Pollution due to amount of traffic going through the town, Ellesmere Road where I live particularly bad from Greenfields onwards. Getting harder to exit our cul-de-sac due to volume of traffic. Increased house building in the area and massive increase of traffic due to Battlefield Enterprise Park growing week by week.	11/13/2017 10:59 AM
16	Stop congestion at peak times on Ellesmere Road, Chester St and town centre. (It's the pollution centre of the country, Shrewsbury town centre). It took me 40 minutes to cross from Ellesmere Road to Churncote island recently at 8am.	11/13/2017 10:52 AM
17	To keep traffic from town centre and avoid some of the congestion on Whitchurch Road.	11/13/2017 10:24 AM
18	To alleviate traffic flow in the town centre.	11/13/2017 10:23 AM
19	Reduce traffic on current routes in and out of town centre.	11/13/2017 10:21 AM
20	1. Reduce air pollution in the town. 2. Reduce traffic congestion in the town centre.	11/13/2017 10:18 AM
21	To get as much traffic out of the town as possible.	11/13/2017 10:16 AM

## Shrewsbury North West Relief Road Consultation 2017

22	This project should have been built 30 years ago. Huge advantage to reducing traffic in town centre. Also big advantage to N/W Shrewsbury. Shrewsbury town itself and Shropshire in general. Help to reduce pollution in town centre and jams due to lack of road's entering town. Build it now!	11/13/2017 10:12 AM
23	To keep traffic out of the town + to complete the by-pass.	11/13/2017 10:09 AM
24	The serious pollution and traffic congestion in the town centre is unacceptable. Without improvements to public transport it will only get worse.	11/13/2017 10:07 AM
25	Improve air quality in the town and reduce traffic noise in the town but I am not happy with the preferred route.	11/13/2017 10:02 AM
26	It's far too expensive and is a "sledgehammer to break a nut". A lot less money can be spent more economically and effectively in many other ways in order to achieve the desired result. The proposed road would be very damaging to the sensitive and valuable environment to the NW of the town. There will also be severe impacts on residents living along the route where it runs on the high bridge over the River Severn. Any such bridge should be a much lower level and the route moved to the north. Other residential areas will also suffer from more traffic.	11/13/2017 9:26 AM
27	The country roads along Huffley Lane and in Fitz and Forton Heath in particular, have been far too busy with cars using it as a rat run. The roads are small country lanes and were not designed for commuters driving at speed, which unfortunately a lot do. The volume of traffic is a danger to the residents of these villages and mostly the children, in particular when waiting for or getting dropped off the school buses. The introduction of the NWRR would also of course reduce the flow of traffic through the town centre which is also of huge benefit to the residents and businesses in Shrewsbury. If you could improve the traffic jams in Shrewsbury, then there will be a further incentive for small and large businesses to apply their trade in the town centre. At the moment, the traffic problems in Shrewsbury are no doubt keeping businesses away.	11/12/2017 1:03 PM
28	To alleviate the extensive traffic along Huffley Lane, and through Fitz, Leaton, Forton Heath and Montford Bridge. The volume and speed of cars through the small lanes of Leaton, Fitz, Forton Heath and Montford Bridge is causing a safety issue for the residents, and in particular for the children waiting for the school bus for example. To vastly improve the level of traffic through Shrewsbury town centre.	11/12/2017 12:53 PM
29	I strongly believe that the road will greatly reduce traffic issues around Shrewsbury	11/11/2017 4:02 PM
30	To relieve traffic congestion and pollution in and around the town centre. To reduce the number of lorries within the completed ring road making it safer for pedestrians and cyclists.	11/10/2017 2:25 PM
31	Congestion in town - especially around St. Michaels Road and Frankwell to Riverside.	11/10/2017 2:11 PM
32	Reduce traffic through Shrewsbury town and A5 to M6 north. Reduce poor air quality on A5 at roundabouts caused by heavy traffic heading for Churncote towards Telford/M6 and vice versa.	11/10/2017 2:01 PM
33	Might be nice to bypass the town?	11/10/2017 1:43 PM
34	I believe there is a need for a relief road but not in the proposed position, it is too close to residential housing and doesn't allow for expansion to the north in the future. The single road on the Oxon Link Road will only become busy in time and become a bottleneck for the future NWRR.	11/10/2017 12:36 PM
35	I recognise that current traffic from Bicton to Battlefield is relatively heavy and the current cut through via Leighton is unsafe.	11/10/2017 12:23 PM
36	To relieve congestion in the town without the need to increase parking charges beyond what they are and even consider reductions - these will draw people into the town.	11/10/2017 11:53 AM
37	Ease of access from west to north of the town. Less traffic from the west into the town.	11/10/2017 11:48 AM
38	Relieving traffic congestion in town centre.	11/10/2017 11:45 AM
39	Improve access to north by Whitchurch and Market Drayton. Ease town traffic.	11/10/2017 11:44 AM
40	To remove through traffic from Welshpool road/the Mount/town centre route	11/10/2017 11:43 AM
41	Remove through traffic from town centre.	11/10/2017 11:30 AM
42	To ease traffic on existing ring road. To allow choice of direction to get a-round Shrewsbury, especially emergency vehicles if ring road blocked. May offer shorter route to Shrewsbury A & E. Get traffic out of town.	11/10/2017 11:24 AM
43	Direct route to the north bypassing the town centre. Relieve town centre congestion. Reduce pollution levels.	11/10/2017 11:19 AM

## Shrewsbury North West Relief Road Consultation 2017

44	Give better access from the south and west of the town towards the north.	11/10/2017 11:07 AM
45	Ease of access from Wales to Business parks at Battlefield.	11/10/2017 11:00 AM
46	Relief of congestion with increase in housing/population.	11/10/2017 10:52 AM
47	Take through traffic out of town.	11/10/2017 10:50 AM
48	Improve traffic through town.	11/10/2017 10:48 AM
49	Traffic levels Congestion Pollution	11/10/2017 10:47 AM
50	Primarily reason is to ease congestion to the main town routes. Development of north of Shrewsbury will enhance area and allow residents use facilities.	11/10/2017 10:44 AM
51	10 miles around from Gains Park 5 miles on the new road Great idea to have cycle way and path. Why not have a new road with the amount of traffic in the town centre.	11/10/2017 10:34 AM
52	Reduces travel time to the other side of the town and hopefully will free up town centre.	11/10/2017 10:32 AM
53	It will reduce traffic through town. Makes north side of town more accessible.	11/10/2017 10:30 AM
54	To ease congestion around Shrewsbury town centre and to complete the existing three quarter roads around Shrewsbury.	11/10/2017 10:29 AM
55	Better access to the north of town and reduce traffic along Smithfield Road.	11/10/2017 10:26 AM
56	Relief of traffic into town centre for NW Pollution- CQ/particulate/NO2 near town centre Easier passage of traffic around Shrewsbury.	11/10/2017 9:55 AM
57	Traffic congestion	11/9/2017 3:08 PM
58	To reduce the amount of traffic currently coming into the town centre from the north and north west and speed up the access to southern areas of the town for people that live and work in the north and north west. Similarly to speed up access for people in the north west and west of the town to get to the north east and connect with the A49.	11/9/2017 1:50 PM
59	To reduce traffic on small country roads and improve safety reducing accidents. To reduce travel time to the west of Shrewsbury.	11/9/2017 1:44 PM
60	I live in Bomere Heath and have to cope with much increased traffic (many large vehicles) down Huffley Lane, through the village and also from Leaton down to Montford Bridge. These roads are unsuitable for such traffic.	11/9/2017 1:42 PM
61	Will prevent some traffic from coming down B5067.	11/9/2017 12:39 PM
62	To discourage traffic particularly heavy goods vehicles and "rat run" drivers speeding through tiny villages.	11/9/2017 12:33 PM
63	To reduce the amount of traffic in the small villages and on country roads which are north + west of Shrewsbury . Reduce traffic around south + east of Shrewsbury + disperse traffic more widely.	11/9/2017 12:30 PM
64	To show Shrewsbury is a town that adapts to change, is progressive and looking to the future. To assist villages to north west of Shrewsbury in accessing the town.	11/9/2017 12:16 PM
65	The congestion N.W. of the town needs to be addressed. However - is this the answer. Appears to add to congestion in areas e.g. Huffley Lane redirection onto Ellesmere Road. Care concerning Ceres of Conservation - SSIS	11/9/2017 12:14 PM
66	Strongly agree with proviso below I would be hoping that the existing "rat run" traffic Shottaton - Harlescott is definitely reduced. However the plans indicate that Huffley Lane traffic will increase by 30% which probably means traffic through Baschurch will also increase - this would be totally unacceptable. The plan to make Huffley Lane into a T junction is good, hopefully this will deter drivers from using the rat run. I would suggest further traffic calming measures e.g. chicaines on both Huffley Road and also Berwick Road to make the cut-through less attractive. If you could provide data to demonstrate the traffic in Walford, Baschurch and Ruyton XI Town I would "strongly agree" but your current data leaves a very big question mark in my mind.	11/9/2017 11:58 AM
67	To improve the flow of traffic for 2025 any improvement must be a bonus.	11/9/2017 11:41 AM
68	The traffic through Ruyton XI Towns is unacceptable particularly lorries. When two lorries meet one has to mount the pavement to pass each other particularly the Brownhill and around the Church bank.	11/9/2017 11:32 AM
69	To reduce traffic on local roads used as rat runs.	11/9/2017 11:26 AM

## Shrewsbury North West Relief Road Consultation 2017

70	To relieve through traffic in Baschurch, Ruyton, Leaton and Montford Bridge (provided that it works!).	11/9/2017 11:24 AM
71	Will respond fully online.	11/9/2017 11:22 AM
72	Reduce traffic having to cross through the town centre of Shrewsbury which is not heading to the town centre.	11/9/2017 11:21 AM
73	There will be much less traffic where we live in Fitz. Currently the traffic is so bad in the morning and evening past our house and the new road will hopefully divert traffic. We have lots of crashes on the back road outside my house where there is too much traffic and people go too fast - we have had overturned cars and crashed motorbikes.	11/9/2017 11:11 AM
74	Relief of traffic in Rytton and Baschurch.	11/9/2017 10:55 AM
75	To relieve traffic through villages such as Ruyton XI Towns and Baschurch - particularly HGVs	11/9/2017 10:54 AM
76	Reduction of through traffic small villages and Shrewsbury town centre.	11/9/2017 10:48 AM
77	Increase traffic flow around north of town to help relieve town centre and remainder of bypass.	11/9/2017 10:47 AM
78	Ease traffic in Shrewsbury. Get off rat-run via Fitz to Montford Improve life in Shrewsbury Reduce pollution.	11/9/2017 10:42 AM
79	Agree - but only if it reduces traffic in villages e.g. Baschurch (6000 vehicles a day). There needs to be a fast flowing link between Oswestry/Shrewsbury and north Shropshire. Currently far too much traffic is using villages as a cut through (army vehicles, delivery lorries, coaches). Noise, pollution.	11/9/2017 10:38 AM
80	Traffic coming through Baschurch/Ruyton is too heavy and too fast. Drivers have no concern for local residents.	11/9/2017 10:26 AM
81	To divert HGV's etc. away from routes through villages.	11/9/2017 10:23 AM
82	Shrewsbury has always needed this - it should have been done years ago.	11/9/2017 10:18 AM
83	Main reason should be to reduce the "rat runs" through the villages north of Shrewsbury as this is where the traffic now goes to avoid Shrewsbury.	11/9/2017 10:15 AM
84	If it is routed correctly it should relieve the traffic that currently travels via Huffley Lane through Baschurch Ruyton XI Towns to access the A5 at Shottaton crossroads.	11/9/2017 10:09 AM
85	Traffic reduction in Shrewsbury + better faster route round town	11/9/2017 10:04 AM
86	Traffic relief 20 years overdue Complete the bypass circle.	11/9/2017 10:01 AM
87	I live in the local area and the traffic is too much too fast and it compromises my way of life.	11/9/2017 9:52 AM
88	Congestion and delays and will get worse.	11/9/2017 9:50 AM
89	1. Relief for through traffic coming down Castle Foregate in particular towards town. I was on the 25 bus a few weeks ago and it took 20 -25 minutes to go from New Park Road junction to the traffic lights by the railway station simply because of volume of traffic. 2. Should be a better road to connect with Hospital. Living in the Mount Pleasant area and being 60+ it is concerning about the problems/time factor that emergency ambulances face when transporting seriously ill people to A & E.	11/9/2017 9:46 AM
90	a) Reduce congestion Shrewsbury town centre, the roads from Welsh bridge southwards and from the railway station northwards. b) Reduce traffic and consequent damage to minor roads and infrastructure around Forton, Fitz (the bridge over the river Perry) and Leaton. c) Reduce pollution in the town centre.	11/9/2017 9:34 AM
91	Driving around Shrewsbury is becoming increasingly difficult, the near gridlock traffic is a major deterrent from going anywhere near the town. Which is such a shame because we as a family Shrewsbury has so much to offer. If those who drive through could go round it stands to reason congestion would be reduced with all the associated benefits.	11/8/2017 10:29 PM
92	I live in south west shrewsbury and some family south of wem. It would substantially cut down travelling and when going to the shops in north of the town it would halve the transport issues currently that are because there are far too many road users on the shrewsbury bypass at any one time	11/8/2017 8:53 PM
93	Remove traffic from the overcrowded town centre	11/8/2017 2:43 PM

## Shrewsbury North West Relief Road Consultation 2017

94	1.Reduce traffic congestion through Shrewsbury town centre using Whitchurch Road as exit route. 2. Relieve ring road with heavy goods from A49/A5 routes heading towards Chester, Manchester, Leeds etc. North East Routes. 3. Retail traffic from West of Shrewsbury will be kept out of town centre.	11/8/2017 2:17 PM
95	To ease the traffic problem in Shrewsbury. Should have been done 20/30 years ago.	11/8/2017 1:21 PM
96	To reduce traffic going through lanes around the town.	11/8/2017 1:18 PM
97	I have mixed feelings, though I do feel that a "relief road" could be beneficial. I do NOT agree with the proposed routes.	11/8/2017 11:51 AM
98	To ease congestion in the centre of town, and the major roads and bridges leading into town. To give access from A5 west to the north of Shrewsbury. To give an alternative shorter access to emergency vehicles including ambulances to the Shrewsbury Hospital. More houses are being build on Ellesmere Road which is adding to the already high congestion north and south on this road. If traffic can be given alternative bypass routes, this will help lighten traffic in busy residential areas in the town centre. Such as Greenfields, Castlefields, and Frankwell.	11/8/2017 11:38 AM
99	High cost - scenic damage Green-light for further infill development increased noise level Short sighted solution. Traffic management plan should be adopted, should be adopted first.	11/8/2017 10:50 AM
100	To ease the plight of Ruyton-X1-Towns, Baschurch and Walford Heath. The B5067 is a notorious rat-run off the A5 which endangers the well being of all the residents along its route. To make access to the separate areas of Shrewsbury easier, safer and less congested.	11/8/2017 10:46 AM
101	ease congestion and make it easier to travel from either side of town	11/8/2017 10:31 AM
102	I live on the outskirts of Shrewsbury (Southside)This new relief road would make such a difference to access to the north of Shrewsbury. I also work for a local main building contractor. We do a lot of local construction work, mostly restoration and domestic extensions etc. This new route would help so much with our costs for our men travelling to suppliers, commuting to sites etc. Over the past 2-3 years there has been a massive growth in new housing in Shrewsbury and surrounding areas. The volume of traffic has increased massively. This relief road is well over due!!	11/8/2017 9:36 AM
103	- Increase business productivity by reducing journey times. - reduces the amount of traffic through the town centre and reduces pollution in the built up areas.	11/8/2017 9:25 AM
104	To free up the roads around Shrewsbury	11/8/2017 9:25 AM
105	The traffic congestion through Shrewsbury is a longstanding and significant problem. it causes problems domestically for families and hinders progression and efficiency in local businesses. Over recent years the problem has worsened further with increased cars on the roads generally and also due to the increase in local housing. Over the coming years there is a huge amount of development (housing) planned in the area, and the road network really needs to be improved in order to accommodate the same. The area needs to be enabled to develop its transportation infrastructure in order that it may properly support its increase in housing provision.	11/8/2017 9:14 AM
106	It would open up access to that area, it would make it safer and easier to get to those villages north of Shrewsbury, and increase building opportunities for that area; it would make the West Mid Showground more accessible and viable; it would greatly reduce traffic in the town centre; it would make it easier and faster to get from Harlescott to the Welsh side.	11/8/2017 8:58 AM
107	The traffic into town from Ellesmere Road through Coton Hill and down the Mount cause significant delays and are going to be exacerbated by the on going house building in both areas.	11/8/2017 7:59 AM
108	- To protect the town centre from unnecessary levels of cross-town traffic - To reduce traffic levels on unsuitable roads through the villages of Ruyton-XI-Towns, Baschurch and Walford - To sustain the growth of Shrewsbury in accessing the new development areas in the vicinity of the town and to provide an appropriate demarcation - To environmentally benefit the area through the landscaping that will form a part of the new road's design	11/8/2017 7:58 AM
109	to relieve slow moving cross town traffic and related fumes from the town centre thus speeding up traffic for those who need to drive in town and speeding up passing traffic going from north to west etc.	11/7/2017 9:06 PM
110	The density of traffic is immense particularly during rush hour. There have been numerous incidents and close calls on the road passing Fitz, especially in Cutbury Hollow where I live.	11/7/2017 9:02 PM

## Shrewsbury North West Relief Road Consultation 2017

111	Congestion around the a49 and a5 is extreme. With no complete ring road around Shrewsbury one traffic accident at ensured can bring the town to a complete halt as there are no other routes to use.	11/7/2017 7:26 PM
112	1) Completion of the Shrewsbury ring road currently missing a north west connection. 2) The reduction of vehicles using the Huffley Lane, Forton, Montford Bridge rat run is long overdue. The residents of these areas have suffered enough. 3) The development and continued expansion of the Battlefield Business Park without a north to west completion of the ring road is adding substantial additional traffic to an already inadequate system of country roads and bridges. 4) The development of Shelton Hospital into private residential use and the continued residential development of the area will only exacerbate the traffic volumes using the aforementioned rat run.	11/7/2017 7:24 PM
113	The area desperately needs the road capacity. The town centre is constantly gridlocked. I would make use of the road on a daily basis. Continued investment in our infrastructure is essential to allow the country to stay prosperous.	11/7/2017 5:37 PM
114	congestion in town is crippling commerce	11/7/2017 5:02 PM
115	Improve traffic flow around the town and reduce unnecessary traffic going through the town. This will improve the character of the town and produce economic benefits in terms of less time lost for businesses in traffic delays and a better experience for tourists. These benefits in turn are likely to result in more jobs and income for the town and surrounding area.	11/7/2017 4:23 PM
116	For us to get to harlescott is a nightmare,from copthorne into town is always a huge que because of the traffic lights at frankwell ,the ring road there is always a que at The dobbies island,in the summer it's terrible,so are fridays ,I have to get to battlefield ever day and this would save a lot of time ,I tend to go montford bridge ,leaton and end up at the Ellesmere Island , I've noticed that the traffic is increasing on this route.	11/7/2017 4:03 PM
117	To complete the missing link in the town's bypass system. The recent and projected commercial development of the north (Battlefield) of Shrewsbury and the volume of residential housing currently being built on Ellesmere road make the NWRL even more important.	11/7/2017 3:34 PM
118	It's just wrong!	11/7/2017 3:24 PM
119	Diverting fast potentially dangerous traffic from Welshpool road but buses should still use Welshpool Road into and out of the town. Consequently the road should be wide enough for 2 buses to pass comfortably i.e leave it alone, at the same width but impose a 20mph limit from A5 to the Oxon Priory. With a camera to catch offenders who speed, 3 points of £50 fine! The piece of land designated local amenity businesses needs to have cheap rates. The Co-Op retail prices are far too high compared to other supermarkets only milk seems the same price, everything else +20% sometimes 100% more expensive.	11/7/2017 3:06 PM
120	I live just south of Ellesmere & every time I have to travel somewhere west of Shrewsbury I have to crawl through the middle of town, wasting fuel & time (& adding to emissions) wishing I could just go round a bypass as people in other areas round Shrewsbury can. Most objectors seem to come from Shrewsbury so they don't have the problem. They claim the answer is better public transport or cycling. It could never be possible in such a rural area for public transport to cater for all the different people in different places needing to reach different destinations at different times. Cycling demands a level of fitness not available to everyone, requires clothing that may not be appropriate for destination & is often precluded by weather. Both types of travel take far too long for greater distances & travellers are greatly restricted in what they can carry. 10 years ago my mother was taken to RSH by ambulance after a stroke - not severe enough for blue light but town route was heavily congested & by the time she arrived she was in extreme distress. The NWR would have allowed her to reach hospital in less than ½ the time. It seems so unfair that people who are not affected claim that those of us living in areas north & west of Shrewsbury don't need the ring road that others already have - & it's obviously needed because it's always so busy.	11/7/2017 2:47 PM
121	To reduce traffic through the town, around the A5 and minor roads through Baschurch etc.	11/7/2017 2:24 PM
122	1. The relief of traffic on country lanes from Huffley Lane across to Montford Bridge. Ensdon, also through Bomere Heath. The volume of traffic (and weight) is damaging verges, bridges and road surfaces. they become daily rat runs, so speed is also an issue. 2. Reducing traffic congestion on Smithfield Road which causes hold-ups at Chester Street under the railway bridge, Castle Foregate area. 3. Shrewsbury would have a complete ring of A roads round the town.	11/7/2017 2:22 PM
123	It will relieve traffic congestion in the town. It will be easier for us to reach the north of the town. A new cycle path on the same route would be welcome.	11/7/2017 2:18 PM

## Shrewsbury North West Relief Road Consultation 2017

124	Shrewsbury needs a Severn river crossing between Welsh Bridge and Montford Bridge. Smithfield Road is a pinch point between Harlescott and the Hospital, there is no alternative route!	11/7/2017 2:16 PM
125	The congestion particularly along Smithfield Road and out to Harlescott and Battlefield via Castle Foregate and Ditherington which is often crawling, so causing considerable air pollution. When the economic climate improves, the development of the rear of the Darwin and Pride Hill retail centres opening it to the river will be a bonus to the town and its visitors and residents alike.	11/7/2017 2:13 PM
126	To reduce the considerable traffic congestion in majority of access routes towards town centre and surrounding areas which would benefit from removing traffic which would be reduced from local built up areas.	11/7/2017 2:07 PM
127	Reduce traffic on Ellesmere Road and through the town centre and down Smithfield Road. Also it would replace traffic travelling into town via Welshpool Road and Frankwell. Reduce bottleneck in Chester Street entry into town.	11/7/2017 2:05 PM
128	At present there's no way of avoiding congested roads close to Shrewsbury centre if you want to go N to N.E.	11/7/2017 2:03 PM
129	Congestion along Ditherington Road and Smithfield Road and Frankwell area.	11/7/2017 1:59 PM
130	To relieve the traffic problems in the town centre as well as reducing the problems on the roads leading to/from town centre. The road is long overdue.	11/7/2017 1:58 PM
131	Help with traffic flow in town. Make it easier to get around. I have been waiting for this to happen for over 40 years. Now hoping it will. I hope the Council will back this.	11/7/2017 1:56 PM
132	To ease congestion on Ellesmere Road, Smithfield Road and Frankwell. The volume of traffic is getting worse and when all the new houses are occupied it will be worse. Emergency vehicles have no chance of getting through when the cars and lorries are nose to tail.	11/7/2017 1:53 PM
133	Take the heavy traffic out of town.	11/7/2017 1:49 PM
134	It would rid the rabbit run through Ryton XI Towns Baschurch and Bomere Heath, also it would remove terrible traffic congestion on roads from Leighton, Fitz amd Monford Bridge. An aerial view of Shrewsbury shows that it is encircled by a horse shoe and this would help with the last link in the puzzle.	11/7/2017 1:48 PM
135	Ease congestion	11/7/2017 1:43 PM
136	Safety traffic use narrow lane at present	11/7/2017 1:43 PM
137	The town needs it.	11/7/2017 1:34 PM
138	Shrewsbury needs roads to ease congestion in the town.	11/7/2017 1:33 PM
139	20 years too late. Get on with it. It's a road that needs to wait no longer.	11/7/2017 1:31 PM
140	Better access for surrounding areas. Reduce traffic through Shrewsbury.	11/7/2017 1:29 PM
141	Better access to surrounding areas relief traffic through Shrewsbury	11/7/2017 1:28 PM
142	Relieve the town congestion.	11/7/2017 1:26 PM
143	Traffic levels in the town are unsustainable and lead to massive levels of congestion and people avoiding the town centre. This has the knock on effect in the increase in number of empty shop units due to falling sales from falling footfall.	11/7/2017 1:26 PM
144	Ease traffic congestion in town and save long journey around A5 in opposite direction.	11/7/2017 1:22 PM
145	Avoid town centre traffic congestion. Improve links to Harlescott business district from N +NW	11/7/2017 1:19 PM
146	Trying to solve some of the traffic problems in Shrewsbury town.	11/7/2017 12:47 PM
147	To reduce traffic in the town. Facilitate access from West to North and vice-versa.	11/7/2017 12:44 PM
148	Welshpool Road is a killer. No speed restrictions are having an effect. Blocking all this route is a major plus.	11/7/2017 12:41 PM
149	Keep traffic from our beautiful town.	11/7/2017 12:37 PM
150	It is currently a long slow journey from Churncote to Harlescott.	11/7/2017 12:34 PM
151	To get from Bowbrook more easily.	11/7/2017 12:33 PM
152	You can go ahead for me, it is a good idea and it will be great for Shrewsbury.	11/7/2017 12:29 PM

## Shrewsbury North West Relief Road Consultation 2017

153	Ease congestion in town.	11/7/2017 12:28 PM
154	Reduce traffic congestion in Shrewsbury town.	11/7/2017 12:27 PM
155	Reduction of congestion in town centre and better accessibility to and from Wales to Harlescott estates and north of the town	11/7/2017 12:26 PM
156	To ease town traffic/town pollution.	11/7/2017 12:24 PM
157	Living in Bomere Heath and having been Chair of P.C. we have always argued for the relief road to take the heavy lorries off the unsuitable country lanes.	11/7/2017 12:24 PM
158	Traffic congestion= cost me hours queuing while picking up materials for my work. = cost me fuel.	11/7/2017 12:18 PM
159	Yes	11/7/2017 12:15 PM
160	To relief Smithfield Road/Town To divert HGV from certain areas. To improve bus service "on times". To improve access to Battlefield from Copthorne.	11/7/2017 12:14 PM
161	get the traffic out of town	11/7/2017 12:13 PM
162	To ease traffic congestion in the town centre and to improve the total infrastructure of the area leading to investments and links to the wider area.	11/7/2017 12:11 PM
163	Shrewsbury too congested	11/7/2017 12:08 PM
164	Easier access from Battlefield roundabout to the north west area of Shrewsbury. Negates having to travel through the town centre or use the southern relief by-pass.	11/7/2017 11:59 AM
165	To alleviate many problems getting in and out of Shrewsbury, but the use of overpasses must be used as traffic islands slow down traffic crossing the main (A5 at present) road.	11/7/2017 11:40 AM
166	I have waited over 30+ years for this road to be built. I live on Heath farm now and have watched the traffic get steadily worse over the years, Shrewsbury town is suffering a decline because of this.	11/7/2017 11:31 AM
167	Cost Money could be better used improving local bus services and cycle lanes for alternative ways to travel for local people and other transport links into Shrewsbury. Unsuitable Terrain Land road will cross will be full of unknown surprises. This will increase cost of building road. Distribution of yet more green belt land Creating loss of natural habitat for wildlife and birds. Diesel Pollution for people living near new Oxon link road. Noise Pollution for people living close to new Oxon link road.	11/7/2017 11:27 AM
168	To ease congestion in the town and surrounding roads.	11/7/2017 11:21 AM
169	Stop congestion in town centre and make our journey to Copthorne, Bicton and Wales easier and quicker. Should have been built years ago.	11/7/2017 11:20 AM
170	Future benefit to Shrewsbury	11/7/2017 11:15 AM
171	To complete Shrewsbury by-pass. Keep through traffic out of the town centre.	11/7/2017 11:12 AM
172	Traffic congestion near the town centre. I live near to Castlefields and traffic where I live is horrendous. If they build this road I believe it will have a positive impact on this.	11/7/2017 11:10 AM
173	Ease congestion in the town centre for through traffic to north-east	11/7/2017 11:08 AM
174	Probably cut a lot of traffic from Smithfield, Ellesmere and Ditherington Roads	11/7/2017 11:05 AM
175	To remove traffic from the town centre, when it is not necessary for it to be there.	11/7/2017 10:46 AM
176	I live in Bicton Heath and I often shop in the commercial centre at Harlescott. Driving via The Mount and Frankwell or by Meole island are both about 6.5 miles with unpredictable traffic congestion. The existing ring road via the A5 and A49 takes about 9 miles. The completion of the Shrewsbury ring road would give me a journey of about 5.5 miles but crucially at 40 (?) mph and out of the town traffic. It will be quicker, less polluting and safer for me to cross the town for my main shopping	11/7/2017 10:44 AM
177	Relieve traffic in town	11/7/2017 10:42 AM
178	I agree the NWRR should proceed subject to: a) It being accompanied by pressure to restrict through traffic in the Town centre. b) Measures to protect and enhance wildlife site adjacent to the road.	11/7/2017 10:41 AM
179	To alleviate traffic going through the town	11/7/2017 10:39 AM

## Shrewsbury North West Relief Road Consultation 2017

180	Access to Harlescott and northbound A49 and A53 for travellers from Mid Wales (A458) and Oswestry and North Wales (A5) without having to use the congested Welsh Bridge and Smithfield Road	11/7/2017 10:33 AM
181	Reduce traffic congestion in Shrewsbury, encourage visitors and tourism, reduce environmental impact of traffic in Shrewsbury town. Convenience.	11/7/2017 7:57 AM
182	I currently live on the the Ellesmere Road just one mile out of town, traffic passing my home is extremely heavy to the point that I'm concerned for the safety of my young daughters when walking to school at the nearby primary and also for my eldest daughter who struggles to cross the road in the morning to catch her bus to school due to the sheer volume of traffic passing by. Getting out of our road (Cedars Drive) in the car is virtually impossible too at times due to the constant flow of traffic. Many heavy goods vehicles pass my home on the way out of town rather than using the bypass. The speed of some traffic using Ellesmere Road is often excessive, as the council are already aware as the speed monitoring equipment is regularly installed. A leave new housing estate has recently been built close tomout home which houses many young families. These children do and will attend the local Primary school which is on the opposite side of the road. There are no traffic calming measures in place and, as mentioned above, the speed and quantity of the traffic on this straight stretch of road is extremely dangerous. The traffic noise is horrendous, to the point that we don't use our garden because of it. We purchased our home when the NWRR was previously planned before the cuts were made and have basically suffered ever since. We would wholeheartedly welcome the approval of the NWRR.	11/6/2017 11:24 PM
183	Access to north of shrewsbury	11/6/2017 11:20 PM
184	More houses are being built making even more cars in Shrewsbury Never being able to get anywhere near town easy anymore Rush hour traffic is manly the traffic having to use town to get from castlefields, harlescott areas needing to get to other side of town! Get the road built ASAP ! Help us all out so there is more than 1 route (town route) to get from one end of town to another !	11/6/2017 10:46 PM
185	Ease traffic congestion through the town centre	11/6/2017 9:19 PM
186	ease congestion in town centre	11/6/2017 8:53 PM
187	to make it easier for me to get to the other side of town. To make driving in and around the town easier To make it easier crossing the roads when I am Walking	11/6/2017 8:50 PM
188	Congestion in the town centre is crippling the economy of businesses in the town and preventing it being the vibrant, beating heart of the community that it should be. It can take ridiculously long to get from one side of town to the other - a very short journey in distance but so frustrating to undertake. This leaves the only option to use the inner or outer ring roads even though these are on completely the wrong side. Building the NWRR will complete the link around the town, relieve through traffic using the A49/A5 outer ring road, the inner ring road and the town centre as well. It is long overdue and Shrewsbury needs it to be built desperately.	11/6/2017 8:44 PM
189	Large amount of housing, with more planned, on the western edge of Shrewsbury. Bulk of industrial or commercial sites are to the north. Without the relief road the traffic is funnelled through the town centre which causes large queues. These queues have the secondary impact of reducing visitors to the town centre which impacts the businesses there.	11/6/2017 7:25 PM
190	To alleviate traffic into the town centre. To alleviate traffic on the Welshpool road where I live. To open up the north of the town to retail/businesses. We currently have no supermarket, shops etc With all the new houses being built this side of town obviously the roads need to support the growing population.	11/6/2017 6:36 PM
191	Decrease traffic on current approach roads.	11/6/2017 5:28 PM
192	*relief congestion in to Shrewsbury (or through Shrewsbury) from Whitchurch and Ellesmere Road. *The time, fuel and environmental pollution currently wasted travelling from the West side of Shrewsbury to Harlescott or Battlefield and vice-versa to the hospital and Oxon Business Park. *The improvements this will bring to the town centre traffic. *The economic benefit it will bring to the town and the surrounding areas. *Improved response times for emergency vehicles/ *Amazed that it has taken so long to move forward with completing this ring road.	11/6/2017 4:16 PM

## Shrewsbury North West Relief Road Consultation 2017

193	We live in Cockshutt, on A528. For 45 years we have longed to be able to travel to destinations west of Shrewsbury (particularly hospital) without having to crawl through Greenfields, down Coton Hill, through station gyratory system & along Riverside. All that 'stop-start' wastes so much time & fuel & thus must greatly increase undesirable vehicle emissions. We read that journey time from roundabout where A528 meets end of existing bypass (such a help when that was opened) to other end of proposed road would be 6 - 7 minutes. What a dream! At present it can take ½ hour or even more in rush hour. Some objectors have described the proposed road as a 'step too far'. Those writing to Shrop Star all seem to have Shrewsbury addresses - so how do they know what it's like for us? If we lived in (e.g.) Dorrington or Atcham & needed to go to RSH or other destination in same direction, we could drive to existing bypass, turn left & be on our way without going anywhere near the congested town centre. Why is it a 'step too far' for us to have the same convenience? Proposed further house building in Shrewsbury will only worsen the situation by increasing town traffic. Please, please give those of us in the NW quadrant round Shrewsbury the same conveniences as those in the remaining 3/4 have taken for granted for many years.	11/6/2017 3:39 PM
194	To stop traffic build up	11/6/2017 3:27 PM
195	Improve infrastructure of Shrewsbury. Relieve traffic from the west having to travel through Dobbies, Emestry and Preston Isle to go north. Complete a ring road around the town	11/6/2017 3:25 PM
196	To ease traffic in town along Smithfield Road and Frankwell. It should have been built years ago.	11/6/2017 3:21 PM
197	ease traffic on Huffley Lane	11/6/2017 3:19 PM
198	Clean town centre. Routes of long delays during rush hour	11/6/2017 3:18 PM
199	To reduce traffic and congestion in the town centre, particularly along Smithfield Road. I live in Bicton Heath and have elderly parents in Heath Farm. Some days that short journey can take in excess of half an hour.	11/6/2017 3:16 PM
200	Shrewsbury is becoming a bottle neck. New estates are being built and the town does not have the infrastructure to deal with the increased traffic. particularly pleased to get the large lorries out of the town and away from the bridges!	11/6/2017 3:13 PM
201	Reduce traffic in town Congestion reduction	11/6/2017 3:06 PM
202	Reduce traffic in town centre/Ellesmere road. Quicker journeys in town Increase pedestrian area in town centre	11/6/2017 3:02 PM
203	15 mile journey to hospital using outer link road from Harlescott	11/6/2017 2:58 PM
204	to ease traffic on Ellesmere Road	11/6/2017 2:53 PM
205	To relieve congestion through Town and improve environment. The northern area of town needs unblocking, too much traffic is now in the Harlescott area with new housing and commercial properties.	11/6/2017 2:52 PM
206	Any reduction in traffic will be temporary	11/6/2017 2:24 PM
207	Business need to get to Welshpool from Market Drayton currently use the "rat run" through Fitz to Montford Bridge, not safe	11/6/2017 2:20 PM
208	Take traffic from the town. I have to cover my mouth when going down Castle gates	11/6/2017 2:17 PM
209	Living in Baschurch, I would love to see unsuitable traffic which currently uses the Huffley lane, Bomere Heath or Leaton Crossing, route via Baschurch Ruyton X1 Towns to pick up the A5 at Shottaton crossroads diverted to take the A5 all the way from Shrewsbury.	11/6/2017 2:13 PM
210	Relief of traffic congestion within the loop of town	11/6/2017 2:09 PM
211	Less cars on Shrewsbury Roads	11/6/2017 2:08 PM
212	To relieve the town centre of traffic.... for me particularly. Ellesmere Road and Smithfield Road	11/6/2017 2:06 PM
213	Reduce traffic/lorry congestion More pedestrianized areas Cycle routes expanded	11/6/2017 2:04 PM
214	Making my life easier as a car driver. Also pleased to see provision for pedestrians as I am a keen walker and feel the need for more pedestrian ways around Shrewsbury and the surrounding area.	11/6/2017 1:53 PM
215	Easing town traffic problems. 50% of traffic using Smithfield Road and Castle Foregate are going through town and over the Welsh Bridge and is not adding to the towns economy.	11/6/2017 1:47 PM
216	Shrewsbury needs less traffic going through the town.	11/6/2017 1:35 PM

## Shrewsbury North West Relief Road Consultation 2017

217	To reduce congestion in the town centre caused by there being no obvious way to avoid it when travelling in that direction	11/6/2017 1:34 PM
218	Getting into Shrewsbury is increasingly problematic. I would rather go anywhere else than come to Shrewsbury to shop or socialise as the traffic is horrendous.	11/6/2017 1:33 PM
219	The increase in traffic particularly along Ellesmere Road is enormous. No choice but to go through town from certain areas. Concerned about the effects on infrastructure, noise, policy.	11/6/2017 1:28 PM
220	There is a need to complete a full ring road around the town to lessen the pressure on the inner ring road, Ellesmere road and the A5/A49. It is inconvenient to get from the north east to the north west of shrewsbury and you are forced all the way around the town unless you know the country roads. (these are no good for heavy goods vehicles)	11/6/2017 1:19 PM
221	This will help shrewsbury grow	11/6/2017 1:13 PM
222	An alternative route is needed between the north of Shrewsbury and the West as there is too much traffic using the Ellesmere road and Smithfield road through the town centre.	11/6/2017 1:08 PM
223	The town centre can not cope with the amount of traffic and the ring road will help tremendously. Also living in Bicton heath it is a nightmare getting to the other end of town.	11/6/2017 1:06 PM
224	The congestion would be improved on the bypass especially at peak times. Also traveling from west Shrewsbury to north where most of the retail is would be much easier. The town centre traffic would be reduced meaning congestion for public transport would be better.	11/6/2017 11:35 AM
225	It will ease traffic around Shrewsbury, as most of the traffic from both ends of the town have to either use the bypass or go through the town centre, not only dose the town centre become a big traffic jam, so dose the A5 on both approachs to the dobbies island become grid locked, i believe by creating this NWRR will stop theae problems and make travelling around and in Shrewsbury flow with ease	11/6/2017 10:34 AM
226	Better connection by car from west to north of Shrewsbury. Less traffic routing through town centre.	11/6/2017 9:46 AM
227	Easing of traffic congestion in town centre Ease of access to north of Shrewsbury	11/6/2017 9:38 AM
228	Traffic heading from the south from Oswestry and west from Welshpool has to go all through the town to reach north Shrewsbury. The Mount, Copthorne Road, Frankwell, Welsh bridge, Smithfield Road, Chester Street, and then the gyratory via Cross Street and onto Caste Foregate are complete snarl ups and can take over 30-45 minutes to get through. It is completely absurd that this traffic has to crawl through the town in this manner instead of being able to bypass it from the Churncote rounadabout and come out at the northern edge of the town.	11/6/2017 8:20 AM
229	Hopefully reduce traffic going through town	11/6/2017 8:19 AM
230	Ease congestion through the town centre	11/6/2017 8:01 AM
231	To ease congestion throughout the town, and it will be easier to get from battlefield to oxon	11/6/2017 6:02 AM
232	1. I am a keen cyclist. Travelling through town feels suicidal at the moment. 2. I am also a keen driver and have to drive a lot for work. Shrewsbury is often gridlocked and there is currently no better route from Shelton to Harlescott	11/5/2017 9:09 PM
233	Congestion. Ease of travel.	11/5/2017 9:00 PM
234	Relieve congestion and divert traffic from the town centre	11/5/2017 7:04 PM
235	Really needed for the town due to increase in size	11/5/2017 6:47 PM
236	To relieve congestion in and around Shrewsbury	11/5/2017 3:36 PM
237	Having lived in the Greenfields- Harlescott Grange area for most of my life-I consider the NWR Road is desperately needed, and should be Shropshire's Top Priority. Without it- Shrewsbury will soon grind to a halt !! I speak with some experience as a Shrewsbury Borough Councillor for the Old Coton Hill Ward, from 1962-8, when I was also a Flood Warden/Leader. My area of responsibility extended from the Welsh Bridge-Smithfield Road- Chester Street-Coton Hill- Ellesmere Road and Berwick Road. Mark my words, if anything should happen to The Welsh Bridge, or indeed the English Bridge, or Town Walls- Shrewsbury Town Centre would be isolated. Seriously, it is not fantasy, I watched in happen to similar structures in Yorkshire, less than 2 years ago, during exceptionally high floods.	11/5/2017 12:27 PM

## Shrewsbury North West Relief Road Consultation 2017

238	The NWRR will allow a large volume of traffic to bypass the existing bypass and the town centre. Being able to get to the west side of the town centre without going through it will save lives as ambulances will be able to get to the hospital without going down the existing bypass\town centre.	11/5/2017 11:40 AM
239	Shrewsbury's star shaped road system brings everthing into the centre. It needs help. The Eastern relief road, Bage Way, Robertson Way, Telford Way has helped to overcome congestion on one side of town. The NWRR will improve the quality of life for those living on the West side of town. The road will also pave the way for feeder roads into the showground and Frankwell Car Park, taking a lot of pressure off Smithfield Road and the town centre.	11/5/2017 11:09 AM
240	To protect the infrastructure of our ancient town. For traffic to get from west to east without being part of town 'rush hour'. I travel that route four times a day and have for 18 years and I can say that at least 80 % percent of the traffic I follow does the same route as me. They are not going over the Welsh bridge to get into town, they are using it as their route to the north and east.	11/5/2017 10:35 AM
241	I live in Battlefield and Harlescott crossroads and around Tesco is pretty much gridlocked all day, on top of this the council continue to grant planning permission for more and more business' and housing without any improvement to the infrastructure.	11/5/2017 9:21 AM
242	Completes the ring road round the town and will greatly reduce congestion within the town.	11/5/2017 9:13 AM
243	Reducing traffic in town, speeding up movement around shrewsbury.	11/5/2017 8:35 AM
244	I live in North Shrewsbury & the traffic to get to the South -West area of town is getting heavier with increased congestion. Having a NWRR will improve this & reduce the travelling time	11/4/2017 10:24 PM
245	Reduce traffic flow through town centre, and shorten travel time.	11/4/2017 7:01 PM
246	To release congestion from Shrewsbury main roads such as Telford way, Whitchurch Road and roads from and into town!!!	11/4/2017 6:27 PM
247	I am pleased that much emphasis is being placed on the effect of the project on the environment. This will be the reverse of all recent road projects in the Shrewsbury area that have created more congestion/pollution at road junctions by introducing more traffic lights, even on traffic islands. At traffic islands some of the traffic is moving all of the time. Introduce traffic lights and all of the traffic is stationary some of the time. I hope that none of the new traffic islands in the plan will include traffic stopping measures. 'See Hans Monderman/Drachten Experiment'.	11/4/2017 2:56 PM
248	To ease congestion on other routes, to aid traveling from one side of Shrewsbury to the other, less congestion, I	11/4/2017 10:42 AM
249	To relieve town pressure. BUT Shrewsbury has become a ghost town due to bad road decisions	11/3/2017 9:58 PM
250	To alleviate congestion in the town and routes into town.	11/3/2017 8:01 PM
251	To significantly reduce cars/lorries going through the town centre and instead of taking 45 minutes to go from the west to the east side of Shrewsbury should take 10-15 minutes at the most	11/3/2017 6:57 PM
252	With the continuing commercial development in the area North of Shrewsbury has become a cut off island with all routes out jam packed particularly Mount Pleasant Road and Ellesmere Road. The proposed route would take a fair amount of the traffic from these roads and the town centre. It would also avoid the need to travel all around the inner ring road to get from Harlescott to Cophorne, Meole and Welshpool Road etc. It would also alleviate the damage to the environment caused by the exhausts.	11/3/2017 4:41 PM
253	Direct inappropriate traffic away from the Town Centre and to provide a circular route for local people particularly given the amount of new housing development going on in the Shrewsbury area	11/3/2017 4:37 PM
254	reduce congestion / air pollution in town centre.	11/3/2017 4:28 PM
255	There is too much traffic along Smithfield Road, and also the southern route is far too long (and also slow, due to poorly laid out roundabouts). This will help traffic flow (and thus keep down pollution).	11/3/2017 4:22 PM
256	Reduce traffic flow through the town centre. Reduce traffic flow through narrow country lanes as large volumes of traffic - including unwieldy heavy vehicles - attempt to avoid the town centre. Reduce town centre pollution.	11/3/2017 4:18 PM
257	To encourage all through traffic to keep out of the town.	11/3/2017 4:00 PM
258	Reduce congestion and pollution within the town centre; make journey times quicker and businesses to run more efficiently	11/3/2017 1:35 PM

## Shrewsbury North West Relief Road Consultation 2017

259	Less traffic in the town centre. More space for pedestrians and cyclists. However, cycle lanes need to be clearly marked as they not at them moment and are hazardous to pedestrians.	11/3/2017 1:07 PM
260	I agree that a NWWR should be built, but I do not agree with the proposed route.	11/3/2017 12:41 PM
261	Access to the north of the town from that side is required to ease congestion in the town centre and speed up the journey.	11/3/2017 12:27 PM
262	To remove through traffic from the town centre.	11/3/2017 10:53 AM
263	Getting to the other side of town is not fun during peak hours. for me it would make things so much more convenient living in the North of the town	11/2/2017 10:59 PM
264	I live in Childs Ercall in the North East of the county. All my travel to locations to the West and North West of Shrewsbury entail either a journey through the town centre that adds to existing high levels of congestion or taking the A49/A5 Southern sweep around the town which adds approx 40% additional driving mileage and adds unnecessary congestion to the existing junctions along that route. It also adds unnecessary congestion along the existing B-Class - minor A-Class rural roads between the Easdt of the County and destinations like Oswestry. The proposed North West Relief Road would therefore add significant benefit to me and people like me who live to the East of Shrewsbury. If built it would have significant positive benefits in terms of shortening travel distances; shortening travel times; cutting congestion in Shrewsbury Town Centre; cutting congestion on the existing A49/A5 Southern Sweep; cutting congestion on Rural Roads to the North of Shrewsbury; significantly reducing vehicle pollution throughout the area; and considerably improving the amenity value of our wonderful Shrewsbury Town Centre heritage and generally improving the quality of life throughout the area. I also believe that the North West Relief Road would have an additional future benefit in the event that the proposed rationalisation of Hospital Emergency Departments happens. People in this area are extremely concerned that in an Emergency rather than being taken to PRH Telford which is easily accessible from this area, they would have to be taken the much longer route around the Southern Sweep to Shrewsbury Hospital that is located in the West of Shrewsbury - transfer to hospital would be further and would take longer - both factors would be highly detrimental to restorative emergency care being applied. If the North Wrest Relief Road were to be built then access to Shrewsbury Hospital would be more direct and access would be faster.	11/2/2017 8:51 PM
265	The time it takes to get through the own centre is excessive and actually puts me off even going to town to shop a relief Road round the town is sensible for the volume of traffic in Shrewsbury and if the town centre was less busy I would be inclined to go there to shop.	11/2/2017 8:13 PM
266	It will remove a significant amount of traffic from the town centre and make journeys between the west and north of the town (and beyond) quicker and easier and make the town centre more attractive for residents and visitors.	11/2/2017 7:30 PM
267	Far too much congestion in the town centre, the current most practical way to travel from the west to the north of Shrewsbury. This will get worse with the new building in the west/southwest of the town outskirts. The congestion is a problem not only for travel, but also for health (pollution in residential areas) and ultimately the environment, with increased CO2 from running engines or people taking a longer route along the A5. A relief road is also likely to reduce impacts on the bypass and provide an alternative route round the town when traffic flow is high (eg. during holiday season) or when there's an accident on the A5.	11/2/2017 6:18 PM
268	The traffic congestion getting across town, for someone who lives on the West side of the town ( me ) who wants to visit the businesses to the North a great deal of consideration has to be given due to the time involved getting across town, I am sure it is the same for residents travelling in the opposite direction. Either of my routes via Smithfield Road or Meole Brace involve many road traffic light controlled junctions plus the pedestrian controlled lights, I understand the need for these because of the increased volume of traffic but if there was the option to drive from Copthorne using a new link road to Harlescott I would use it in preference to the stop start progress through the other routes, reducing pollution, wear and tear on my car and helping to keep my blood pressure at a safe level. I would prefer it if the construction started straight away, I understand there are procedures that have to be completed but the volume of traffic is not going to reduce so some method of reducing the cross town through traffic is vital, there should be no need for HGV's becoming stuck in the Chester Street area or travelling down Copthorne Road/The Mount making their way to the North of the town.	11/2/2017 6:06 PM

## Shrewsbury North West Relief Road Consultation 2017

269	It would relieve a lot of the congestion that goes through town from the north going to the west. It would ease the problems along Whitchurch Road, Smithfield Road, The Mount, and Copthorne Road. Having watched the video of the route I don't see that it is an ecological problem at all as some critics have said. The traffic would flow much more quickly and therefore would lower the fumes gathering in the town centre which is a good point in favour. I do wonder if some of the critics actually drive around Shrewsbury town centre as from their comments I have read in the press etc. it's more like cloud cuckoo land they come from. The queues into town from the Heathgates island are always a problem. The fire brigade often have problems getting through under the railway bridge despite blues and two's as the traffic has no where to get out of their way. This road would alleviate that somewhat as well. There is also the problem of traffic coming from the north cutting across west and coming out at the Shottaton cross roads. this new road would help there as well.	11/2/2017 6:02 PM
270	There is currently no route around the northern side of town so traffic is very bad on Coton Hill and through town. It will relieve traffic and pollution in the town centre.	11/2/2017 4:51 PM
271	1. reduce town centre traffic. 2. inform traffic flow between west and north Shrewsbury.	11/2/2017 4:01 PM
272	More housing estates are being built on the west side of town and on Ellesmere Road therefore it will cause more congestion into the town. It is already bad at peak times.	11/2/2017 4:00 PM
273	Any improvement to ease congestion is needed	11/2/2017 3:57 PM
274	Less Traffic Congestion in the Town. Shorter journey while going tp North Wales from the Northern suburbs of Shrewsbury. BUT SEE SECTION 5 BELOW. for reservations.	11/2/2017 2:37 PM
275	Reduced traffic on the existing town centre and A5 ring road will improve local air quality and journey times around Shrewsbury. As a resident in the north-east of Shropshire who works in Shrewsbury I have seen first-hand the congestion problems in the centre of town, and worryingly, how this impacts on emergency services trying to navigate through it. I would be reassured that the NWRR would provide an alternative route through to the Royal Shrewsbury Hospital in case of emergencies.	11/2/2017 2:02 PM
276	To help with congestion around the town	11/2/2017 12:26 PM
277	Better transport links to and from all areas concerned. E.g. to get from A5/A458 junction to Battlefield is currently a very long drive.	11/2/2017 12:00 PM
278	relieve pressure	11/2/2017 11:32 AM
279	As someone who lives in the North-West of the town (near Baschurch) and works in Shrewsbury town centre, I have to drive around the town centre frequently to park for work and to get to other locations. I would like to avoid the town centre whenever possible to avoid adding more pollution and to avoid congestion. If our town is to grow, it needs sufficient roads to allow it to do so.	11/1/2017 3:53 PM
280	This is an essential project to divert traffic from going through the Town Centre. Living in Heath Farm and trying to commute to the Hospital takes approximately 40 minutes everyday. Part of the problem is the inconsistency regarding the traffic light system through the town centre - they obviously do not "talk to each other".	11/1/2017 10:04 AM
281	Relief traffic in the town centre	11/1/2017 7:59 AM
282	Traffic jam in town centre	11/1/2017 7:39 AM
283	Stop people using back lanes as a rat run	10/31/2017 5:49 PM
284	Reduction of traffic volume within town centre and other suburban roads around the town.	10/31/2017 2:29 PM
285	I travel often across to Westbury from Battlefield area and usually have to use the back roads via Montford Bridge to avoid congestion on Riverside in Shrewsbury.	10/31/2017 11:23 AM
286	The road will greatly reduce the traffic in the town centre allowing it to prosper, people will no longer be put off coming to the town due to traffic congestion. People will also be able to get to work easier. I, for one very rarely go into town any more because of the traffic congestion.	10/31/2017 9:11 AM
287	Relief of traffic on the Smithfield road area in town. Reduction of traffic on the minor roads (rat runs) between Battlefield and the A5 particularly heavy vehicles through Ryton XI Towns, Baschurch and Walford Heath.	10/30/2017 8:55 PM

## Shrewsbury North West Relief Road Consultation 2017

288	1. The monies which will need to be found locally 2. It is proposed as a single carriageway. This is short-sighted given the problems being experienced on the "new" A5 to Oswestry (congestion on the narrow single carriage-way sections & "encouragement" of dangerous overtaking on the overly-wide single carriage-way sections). Proper consideration of dualing the NWRR should be considered from the outset & non-local monies found for "doing the job properly" 3. Monies should be directed at other dangerous roads/junctions first:- (a) the "new" A5 to Oswestry in general (b) the Shottaton cross-roads death trap - surely one of the most dangerous junctions in the country (c) the Montford Bridge junction with the A5 - a poorly designed & dangerous junction from the outset 4. Environmental impact	10/30/2017 7:34 PM
289	Relief of traffic through town (Smithfield Road and around the station especially); relief of the lanes used as rat runs from Battlefield towards Montford Bridge/A5.	10/30/2017 7:31 PM
290	Reducing traffic through town.	10/29/2017 7:15 PM
291	Something to relive congestion has been needed for a long time, and a north route provides easier, town-free access between Copthorne and the battlefield retail parks	10/29/2017 5:22 PM
292	4 years ago we moved from a rural area to spend our declining years in the convenience of a town centre. In that time both my wife and I have developed allergic reactions which dissappear on our occasional evacuation from the town. We know of others similarly affected and also the certain knowledge of pollution levels way above the legal limit. One way or another there has to be a way for these pernicious affects to be drastically reduced as soon as possible. Illness has no tie limits it is doing its evil work NOW!	10/28/2017 10:27 AM
293	I live on the Leaton to Montford Bridge cut-through road, down in Cutbury Hollow, Fitz SY4 3AS. The traffic, particularly at peak times, is too heavy and travel too fast for the type of road that it is, with lorries and tractors regularly whizzing by. There have been many accidents on this stretch of road, one as recently as September, 2017, 100yds from my cottage. I fear there will be fatalities before too long. Something needs to be done to re-route this cut-through road, before something serious happens, endangering local residents.	10/27/2017 11:53 PM
294	Congestion through the town is getting worse, particularly at bottle necks such as Welsh bridge and the town end of Ellesmere Road and the council seem insistent on making this worse with a massive house building scheme	10/27/2017 4:58 PM
295	To stop through traffic in town centre.	10/27/2017 11:57 AM
296	Relief of congestion and associated air pollution. Improvement in consistency of journey times.	10/26/2017 11:04 PM

## Shrewsbury North West Relief Road Consultation 2017

297	<p>Many conurbations enjoy a ring road, to simplify navigation, and avoid delays and possible confusion, by travelling through the town centre. Shrewsbury has 80% of a ring road in place, and the NWRR will complete the circle, and enable many through drivers to avoid the town centre, with its inevitable congestion. At present, drivers approaching Shrewsbury from the north, down the A49, and intending to continue to the west, have the unattractive alternative of a long detour to the south, and will normally choose the town centre route. In fact Copthorne Hospital traffic from the Whitchurch direction, has this longer route signposted, whilst ambulance traffic chooses the currently more direct through the town. A similar situation exists for vehicles approaching Shrewsbury from the north, down the A5, and wishing, for example, to reach the livestock market - a long detour, or a painful crawl through the town. At present, given most people's preference for the shortest route, there will be a significant volume of through traffic, unnecessarily adding to the congestion in Ditherington, Castle gates, Smithfield Road and Frankwell. The obvious need to regulate flows at junctions, with traffic lights, means inefficient stop /start driving, and a buildup of exhaust pollutants, in the proximity of private houses, businesses, and pedestrians. If the NWRR were available, vehicles would travel at a constant light throttle, with much reduced emissions, and along a sparsely populated route, where pollutants would soon be dispersed. It has been suggested that the construction of this bypass would encourage a greater volume of traffic, but this is a quite ludicrous suggestion. Nobody drives just for the sake of it, mindful of the waste of time, and the cost of fuel. Drivers only make journeys which are absolutely necessary, and the availability of an efficient, and speedy means of avoiding the town centre, will courage traffic to opt for this route, but it will result in an equal reduction in slow moving traffic through the areas noted above. Vehicles which have a town centre destination - deliveries for example - will benefit from a reduction in the current level of traffic, once the through traffic has been diverted along a route which is not actually significantly longer. I have personal experience of the current congestion. Driving, last Sunday, from near Shelton Corner, to near Hadnall, took around one hour, using the currently only available route. On working days, I cannot see that journey taking any less time. I regret that this road was not constructed, when it was first proposed, many years ago, and hope that the false objections from the "environmental lobby" are seen for what they are - misguided, and inaccurate. There will be people living on the approaches to this new link, who will voice some objection, claiming a heavier traffic flow, but they should be encouraged to recognise that the total flow will remain the same, and that the diversion of part of the present town centre traffic will have significant benefits for a large number of current sufferers.</p>	10/26/2017 10:12 PM
298	Roads getting busier every year making commuting more time consuming. More houses being built will mean more cars and more traffic chaos.	10/26/2017 7:04 PM
299	Traffic relief for Shresbury town centre. Improved links from Wales to the North Midlands and to the industrial estates to the north of Shrewsbury.	10/26/2017 6:47 PM
300	Road safety. Not only is the need for the new road to be built to reduce congestion in the town centre, traffic cuts through Bomere heath and cutbury Hollow to montford bridge as a way of getting from the north of shrewsbury to Bicton and west of shrewsbury. These roads are not able to accommodate this increase in traffic and safety and quality of life in these rural communities would massively benefit from this relief road. The quicker its built the better. The relief road would also allow the town to grow both in terms of housing and commercially by opening up additional land which would give the town a more balance feel	10/26/2017 3:36 PM
301	Reduce congestion Ease Traffic Flow	10/26/2017 2:57 PM
302	It completes the ring load and will significantly reduce traffic in the town and many residential areas.	10/26/2017 1:55 PM
303	If we don't have the NWRR something else must be done about safety and congestion along the routes North/West across Welsh Bridge. There have been written proposals for works that would have useful effect more cheaply. These have been ignored even while the NWRR looked unlikely. However, the NWRR will make much more difference than them to vehicular traffic in Shrewsbury Town Centre (not so much to cyclist and pedestrian safety). Also, it permits a host of other benefits. So the bid should have no difficulty in demonstrating a high NPV. Hopefully the Payback Period and ranking against other bids will win the money.	10/26/2017 1:12 PM
304	Ease traffic congestion in town centre on north to west route	10/26/2017 11:21 AM
305	Live in North Shropshire so would increase job opportunities through access to hospital area as currently not viable due to child care. Cut travelling time to access other venues which cuts fuel and pollution.. Have often wondered why the top of the circle is missing when planning routes	10/26/2017 10:39 AM
306	Ease congestion, reduce emissions and bring greater opportunities for business development	10/26/2017 6:47 AM

## Shrewsbury North West Relief Road Consultation 2017

307	Traffic from frankwell to sundorne is horrendous in the morning and evening. Including over 20 sets of traffic lights.	10/25/2017 10:45 PM
308	1,The movement of goods and people would be moved on main roads, Not country lanes and villages. 2,Moving Agricultural machinery around our local roads and villages to fields is not a pleasant experience! 3, The A5 should be improved at the same time to have the most impact. 4, There a lot more houses in villages, but not any jobs ... so people have greater distances to travel to there work, 5, our village is called a "Rat Run" by the people who live here. But they are the "RATS" in the next village / villages on the way to Shrewsbury and beyond.	10/25/2017 9:12 PM
309	Congerstion relief and future planning	10/25/2017 8:40 PM
310	The town centre is used as a through route by too many people. NWRR will ease traffic congestion within the town centre, also creating less pollution.	10/25/2017 7:48 PM
311	its needed to help ease congestion in the town	10/25/2017 7:46 PM
312	Should have been built at the same time as the main by-pass. Failure to do so has really held the town back and swamped it with traffic that doesn't want to go through town but is left with little or no option.	10/25/2017 7:00 PM
313	It will reduce traffic flow into Shrewsbury down the Ellesmere Rd and Coton Hill to Chester Street section of Shrewsbury. It will also balance traffic flow around the existing bypass.	10/25/2017 6:24 PM
314	To cut down the number of heavy haulage vehicles that cut through Baschurch via Huffley Lane from the Ellesmere Road roundabout to get to the A5 at Shottatton - and of course the heavy lorries that come in the opposite direction from Shottatton to get to the Ellesmere Road north of Shrewsbury. There must be plenty of private car users who make the same short cut both ways, putting extra pressure on Baschurch and Ruyton, especially when many ignore the speed limits - it would be good if fewer came through. Huffley Lane is a very dangerous stretch - look at the gaps in the hedges where cars have gone through. Using this road less would reduce the number of accidents - I hope your projection of 30% more vehicles on Huffley Lane after the relief road has been built is wrong ! It will be a worry if it proves to be accurate.	10/25/2017 5:18 PM
315	To relieve the pressure from commercial vehicles in particular using roads through rural villages - as a Baschurch resident I am all too aware of the increase in traffic through the village in recent years.	10/25/2017 4:52 PM
316	Take traffic away from city centre, will make moving around easier very important to be able to get to hospital RSH from north of town quicker - currently about 25 mins - this could cut 10 to 15 mins off and therefore potentially save life's.	10/25/2017 1:28 PM
317	To ease congestion in the town centre and offer s better route from the north of Shrewsbury to the west, and vice versa.	10/25/2017 1:20 PM
318	Would relieve traffic in Shrewsbury, and when established will provide a new safe wildlife corridor. Will also relieve traffic on minor roads through Bomere Heath, Fitz, Forton Heath and Montford Bridge. Will also considerably reduce pollution by reducing traffic holdups and allowing traffic to move at a speed at which pollution is at a minimum. Will also reduce vehicle energy consumption by reducing distance travelled from one side of Shrewsbury to the other.	10/25/2017 8:23 AM
319	To ease traffic in town and make easier and quicker route across from the north of the County	10/25/2017 7:03 AM
320	Safety in our villages and easier driving for motorists	10/24/2017 10:15 PM
321	Smithfield Road and its approaches desperately need a solution which takes through traffic away from the town centre. The railway bridges near the town centre cause repeated problems because of their restricted height. All through traffic and much local traffic along Smithfield Road relies on the Welsh Bridge. If this should ever become unusable for any reason the alternatives would cause major problems in and outside the town. At the moment the country roads from the Ellesmere Road island along Huffley Lane to Leaton and Montford Bridge carry a ridiculous amount of traffic for their size and construction. There are at least two critical bottlenecks at Cutbury Hollow and Fitz Mill Farm, the latter having caused major problems in the recent past. Shrewsbury is expanding at a rapid rate at the present time which is only going to make the need for the NWRR ever more urgent.	10/24/2017 8:54 PM
322	The level of traffic coming through Ruyton Xi Towns, particularly lorries who use the route as a by-pass. To also improve the Shottatton crossing which is extremely dangerous.	10/24/2017 8:40 PM

## Shrewsbury North West Relief Road Consultation 2017

323	<ul style="list-style-type: none"> <li>• Provide the necessary infrastructure to support a rolling programme of land development to meet the aspirations of Economic Growth.</li> <li>• A positive message to Businesses wanting to expand or re-locate in the Shrewsbury area by improving transport links</li> <li>• Decrease cross-town traffic on Smithfield Road and Column Link Road.</li> <li>• Relieve congestion in particular in Shrewsbury town centre, and specifically the congested "hot-spots" of Harlescott, Smithfield Road, Frankwell, Ellsmere Road, and Ditherington.</li> <li>• Provide access into the North East industrial area of Shrewsbury for both freight and employees to Harlescott and Battlefield providing direct access between North of Shrewsbury, North Shropshire and Wales from the M54.</li> <li>• Alleviate heavy traffic on rural lanes through villages to the North of Shrewsbury</li> <li>• Relieve congestion in town centre improving access for Residence; Shoppers; Social and business travel; Town centre events including Theatre Severn; Shropshire Showground; Quarry Park</li> <li>• Safer in town for pedestrians and cyclists</li> </ul>	10/24/2017 7:08 PM
324	In general I agree the road should be built to try to relieve some of the traffic passing through Shrewsbury town centre particularly around Frankwell, Smithfield Road and Welsh Bridge.	10/24/2017 6:47 PM
325	To reduce traffic volumes in Baschurch and Ruyton. Especially HGV traffic.	10/24/2017 6:09 PM
326	It would reduce the flow of traffic using villages such as Baschurch and Ruyton X1 Towns as 'rat runs'. The roads in these areas are not fit for the volume and size of the vehicles currently using them.	10/24/2017 4:14 PM
327	To reduce traffic on Smithfield Road and reduce journey times and pollution.	10/24/2017 1:24 PM
328	It's very necessary, particularly for alleviating traffic in town and elsewhere	10/24/2017 10:43 AM
329	It will reduce traffic going to the town centre, as traffic from north shrewsbury travelling to the west of the town will now have a better route.	10/23/2017 10:05 PM
330	to help conjection in town centre	10/23/2017 6:19 PM
331	Essential to cope with the growth of the town many new homes on Ellesmere Rd will very soon cause gridlock to the station. We are already seeing queuing further back than ever before.	10/23/2017 4:54 PM
332	Traffic on Huffey Lane is now at dangerous levels and the town cannot cope.	10/23/2017 4:40 PM
333	It is badly needed to overcome the terrible traffic problems in NW villages, and also Mount/Copthorne/Fraakwell and Smithfield Road. It makes complete sense to complete the Town's ringroad. Get on with it !!!!!!!!!!!!!	10/23/2017 4:29 PM
334	Traffic reductions through town and around A5/A49	10/23/2017 1:44 PM
335	The sheer volume of traffic is choking the life out of the town and has been needed for such a long time. I live in Bomere Heath and the level of traffic coming across the back road to take a short cut from the west of the town to Harlescott to avoid going down through the town centre or all around the ring road is bordering on unacceptable.	10/22/2017 10:27 PM
336	To ease congestion on Ellesmere Road,Coton Hill,Castle Foregate, Smithfield Road and Frankwell. The more houses being built on Ellesmere Road it will only get worse.Emergency vehicles do get stuck in the traffic queues.	10/22/2017 9:59 PM
337	To much traffic in the town centre causing congestion problems and a safety risk.	10/22/2017 9:40 PM
338	I have lived in the North West of Shrewsbury for many years and had to travel through the town on a daily basis as I work in Oswestry. The daily commute has become unbearable because the volume of traffic has increased so much over the years. Also with the large increase in housing this can only get worse grid locking the town in the not too distant future.	10/22/2017 6:27 PM
339	To reduce traffic travelling into Shrewsbury town via Copthorne Road & The Mount to Smithfield Road Shrewsbury in order to travel to the NORTH of the town.	10/22/2017 1:00 PM
340	as a resident of myddle a lot of heavy goods traffic comes through the village as well as other cars and vans, taking a short-cut off the A5 to the A49.The NWRR will reduce most of these journeys.	10/22/2017 12:02 PM
341	1 Taking transport out of the centre and surrounds of Shrewsbury 2 Quicker access to the hospital from the north of the town 3 Access to the west of the town if an accident occurred on the A5/A49 south of the town, blocking the road, which has happened before. Using the anti clockwise route as an alternative route. 4 Cutting pollution from traffic fumes along Mount Pleasant Road on a personal level.	10/21/2017 10:08 PM

## Shrewsbury North West Relief Road Consultation 2017

342	To relieve traffic on the local roads to the North and West of Shrewsbury. As a resident of Bomere Heath, I notice a great deal of traffic using Huffley Lane as a shortcut to accessing the A5 via Leaton Cross and the Fitz/Mytton bypass and through the accident black spot junction at Montford Bridge. The NWRR would take away the need to use these narrow local roads and provide a safe entry to the A5 in both directions.	10/21/2017 8:04 PM
343	Its the only way to relieve the town centre traffic, which will help the environment in the centre and help the businesses both in the town and on the outskirts. It will also help people in the west of the town access things like the DIY stores that only exist at Harlescott.	10/21/2017 4:42 PM
344	Traffic coming from the A5, A458 B4386 and A488 wanting to go to the north side of Shrewsbury has to either go around the Eastern by-Pass, along Roman Road and the inner ring road or through town. None of these options would be a swift or fuel efficient journey during busy hours. When I first lived in Shrewsbury in the 1970's this was being discussed, when I returned in the mid-90's it was still all talk. Let's make it a reality, not all the infrastructure funding should be going to London and HS2 [a white elephant IMO].	10/21/2017 3:43 PM
345	The relief of the A5 particularly around the Dobbies roundabout.	10/21/2017 3:38 PM
346	Increase in residential homes has increased the volume of traffic across Shrewsbury. The most recent "improvement" works on the A5, mainly Dobbies roundabout has been a complete failure and waste of money. There are large delays, twice a day, every day and on bank holidays the pure volume of traffic causes huge delays in every direction. locals need a road in which they can go about their day without taking over an hour to get across town. When the A5 is as congested as it is the obvious route is go through the town center. This in itself is chaos. Battlefield seems to be the way that all progression is going. the continued development and expansion to this area will require more routes in and out to disperse the volume of traffic.	10/21/2017 3:17 PM
347	Eases congestion in the town centre Environmental benefit to town centre Makes western and northern parts of the town more accessible	10/21/2017 10:59 AM
348	Reduce traffic in town and surrounding roads. Improve air quality in town centre.	10/20/2017 1:01 PM
349	Improved air quality in and around the Town Improved congestion particularly in the Town Centre and the immediate outskirts Improved journey times for commuters Improved transport links for visitors Looking to our future and the infrastructure required	10/20/2017 12:33 PM
350	Reduce congestion and pollution.	10/20/2017 11:50 AM
351	Too allow traffic to travel from Battlefield to Churncote	10/20/2017 11:42 AM
352	Reduce traffic congestion in town centre Allow easier and faster access across town Helps move towards more pedestrian only areas in town centre Meet business appointments more promptly Get to leisure centres across town after school activities on time	10/20/2017 10:36 AM
353	Current road infrastructure is unable to cope with volume of traffic. Increased house building in town has made traffic volume even worse, and SOMETHING must be done.	10/20/2017 6:42 AM
354	There is far too much traffic in the town centre. Anything to improve that can only be a good thing.	10/20/2017 5:31 AM
355	It is ridiculous that the shortest route is to drive through the town centre when travelling between the north-west and north-east sides of shrewsbury. As a resident it is very annoying. It causes far too much traffic on Smithfield road and around frankwell roundabout. The NWRR is a no-brainer.	10/19/2017 11:11 PM
356	Reduce the reliance on the new A5 bypass the traffic travelling around Shrewsbury	10/19/2017 9:45 PM
357	live on the A49 whitchurch road, just moved to the area, daughter works in Percy Throwers, I go to clubs etc on that side of the town, takes around 50mins to drive 10 miles, there are always queues puts me off going into Shrewsbury. ~I head to Chester not good for me or the town.	10/19/2017 9:11 PM
358	Ease congestion through town	10/19/2017 8:42 PM
359	It will remove some traffic from some of the town centre roads and improve some journey times.	10/19/2017 8:37 PM
360	Relieve traffic congestion	10/19/2017 8:31 PM
361	Many hours are wasted with the car ticking over trying to get across town between 8 and 9 every morning thus increasing pollution and reducing productivity. Alternate routes through Montford Bridge are rat-runs not suitable for the amount or speed of the traffic. This relief road is long overdue.	10/19/2017 7:57 PM

## Shrewsbury North West Relief Road Consultation 2017

362	To alleviate congestion on the remainder of the bypass. Two extreme examples would be Fridays in the summer, the bypass is severely congested. Or when there is an accident or broken down vehicle. To facilitate movement around Shrewsbury and make it a more appealing location for employers. And also to make working in the N/NE of Shrewsbury easier for people in the SW/W of Shrewsbury and of course outside of town in those directions. To reduce through traffic in the town centre, which will reduce pollution, congestion and improve safety.	10/19/2017 6:58 PM
363	To ease congestion in the north of the town. Easier and more efficient from Telford to Oswestry	10/19/2017 5:23 PM
364	I believe it would lead to a very significant reduction in traffic through the town centre and a reduction on other main roads outside of the loop. It would help support recent and planned housing development and expansion of the town which has not been coupled with the necessary supporting infrastructure; roads especially. It will make the big town plan much more feasible. At the moment I believe much of it isn't feasible because the road network outside of the loop, to the north west of the town in particular, has been neglected and simply isn't good enough to support it. It unlocks the north west quarter of the town for housing/other development. The town currently resembles a pie chart with that quarter cut out. Until now that area hasn't been a practical target for development since the infrastructure hasn't been there to support it. Instead development has been mostly squeezed into small pockets within existing residential areas of the town. The new road should allow for a much more manageable expansion that's more sensitive to the town's historic areas and which has a much lower impact on existing residents. I think completion of the road should be the number one priority for the town.	10/19/2017 5:11 PM
365	Alleviate traffic congestion on Ellesmere Road and through the town. Reduce urban pollution. Scheme should include a cycle and pedestrian path.	10/19/2017 4:55 PM
366	Through traffic had to enter the town causing unnecessary congestion. The road will provide a complete orbital by-pass allowing through traffic to avoid congestion and delay. This will provide town planners opportunities to consider radical new uses of town centre roads.	10/19/2017 4:08 PM
367	Every town needs a circular route. to many cars heading to to few bridges	10/19/2017 1:47 PM
368	Shrewsbury town centre is limited for traffic movements and pushing traffic away from the centre is an important improvement. Finishing Shrewsbury's 'ring-road' is an obvious step that will improve traffic flows in the town.	10/19/2017 1:13 PM
369	I believe it is a logical route which should reduce cross town traffic and pollution. It will reduce travelling times and therefore costs to businesses.	10/19/2017 12:56 PM
370	Desperately need to link the north and south of town as congestion at certain times of day is awful.	10/19/2017 12:36 PM
371	To ease pollution in the town and allow for a nicer environment with lighter traffic	10/19/2017 12:16 PM
372	Getting from the North of Shrewsbury to the West can only be achieved by going through the river loop. This is leading to long delays, congestion, and is to the detriment of the town. Shrewsbury can only logically expand to the West if the road and communication links to the rest of the town can support this. The North of Shrewsbury is seeing an expansion of the commercial and industrial businesses locating there. However the only link to Wales and the North West requires goods and trade traffic to pass through the centre of Shrewsbury as the shortest route to the A5. The welcome expansion of the North of Shrewsbury is currently to the detriment of the traffic flow through central Shrewsbury and needs to be addressed. This will also give more convenient access to businesses in the North of the town to markets in the West of the UK; Shrewsbury's commercial hinterland.	10/19/2017 12:12 PM
373	Allow free movement of through traffic without having to creep through the middle of a medieval town. Protects historic buildings in the town centre from pollution and vibration damage. Allows visitors to the town centre a more pleasant experience.	10/19/2017 12:05 PM
374	Alleviate congestion in the town and facilitate the growth of Shrewsbury and its environs.	10/19/2017 11:33 AM
375	Business growth Reduced congestion Reduce pollution caused by congestion Reduce the need to drive through town or around town to get to north from the west side	10/19/2017 11:30 AM

## Shrewsbury North West Relief Road Consultation 2017

376	It is the only feasible solution for removing through traffic from our precious medieval town centre by joining up all the arterial routes that centre on Shrewsbury. Better park & ride or possibly new "parkway" rail stations in the Sundorne and football stadium areas can reduce traffic flow that has Shrewsbury as its destination, but this will not solve the "through" traffic or periphery to periphery problem, which is likely to get worse with the level of new builds and business park expansion adjacent to the A5 and elsewhere. The North West Relief Road would also fit in well with the proposed dualling of the A5 west of Shrewsbury, allowing enhanced access from the improved A5 to the north east of Shropshire and the Cheshire borders. I am mindful of the environmental and pastoral impact of the plan, but on balance I regard it as essential.	10/19/2017 11:25 AM
377	Ease traffic flow and reduce unnecessary vehicles through town	10/19/2017 11:21 AM
378	It is essential for the future of the town that this road be built as soon as possible: Provide the only viable route across/around town. Improve town centre for everyone Reduce pollution in town	10/19/2017 11:13 AM
379	Traffic North side of Shrewsbury is ridiculously busy. New homes being built and businesses opening around Battlefield, Harlescott Lane area demand an improvement in infrastructure.	10/19/2017 11:09 AM
380	It makes no sense for a link road to only go 3/4 the way around town. This is desperately needed to ease congestion/through the centre.	10/19/2017 10:44 AM
381	The best solution for town centre by-pass	10/19/2017 10:33 AM
382	I live not far from Welshpool Road and to get to the North side of town is busy and congested, this would make it much quicker. My husband often travels to Stoke for work so this would help him too.	10/19/2017 10:19 AM
383	Increasing congestion within the town centre with it being used as a through route. The additional housing that has been build within Shrewsbury town has also added to this situations with more cars having to enter and leave the town on a daily basis. Current relief road is becoming more and more congested and there is often very long tailbacks to the Dobbies roundabout. The situation with traffic will only get worse over the years with numbers of cars growing exponentially.	10/19/2017 8:18 AM
384	Relieving the congestion in the town centre. It takes 20 to 30 minutes to make the 2 mile journey into town at peak times. Not everyone can walk this short distance and public transport is affected too.	10/19/2017 6:03 AM
385	This road should have been built year's ago. Please, please get on with it.	10/19/2017 2:26 AM
386	Cvdffgg	10/18/2017 8:56 PM
387	I live on Ellesmere Road and the traffic is getting worse and worse. A lot of the traffic could otherwise be directed down the relief road as the only current way to get to south/west shrewsbury from here is to go down Ellesmere Road and through the town centre or otherwise go all the way around the current ring road system.	10/18/2017 8:55 PM
388	Traffic diverts through the town centre as there is no current decent route around the north of the town.	10/18/2017 8:37 PM
389	Take congestion out of the road system, particularly the town center and the North West end of the town. Harlescott and Sundorne is gridlocked in the evenings!	10/18/2017 7:36 PM
390	Living to the north of Shrewsbury I see many advantages to a relief road running to the south-west of the town. Such a road would not only reduce journey times for many people, but it would reduce congestion in the town. This would have an environmental benefit by reducing the amount of queuing traffic in the town and mileage (with associated emissions) covered by vehicles which take the A5/A49 outer "ring" route.	10/18/2017 7:17 PM
391	To divert through traffic from a very congested town centre in both directions. It will be essential infrastructure for a rapidly expanding town	10/18/2017 2:39 PM
392	It will benefit the local economy, reduce traffic jams and improve air quality.	10/18/2017 2:35 PM
393	Traffic through town on Smithfield road and ellesmere road is awful.	10/18/2017 2:26 PM
394	To ease traffic congestion for vehicles travelling from the North & North West of Shrewsbury to the South, South West & West of the town. This would, in my opinion, also ease congestion in the town centre. Easing this congestion would also improve air pollution levels in the town centre.	10/18/2017 2:07 PM
395	This will improve the resilience of the road network around Shrewsbury.	10/18/2017 1:13 PM

## Shrewsbury North West Relief Road Consultation 2017

396	The levels of congestion through the town centre is already at very high levels with a journey from the south west of the town to the north during the rush hour taking unacceptable amounts of time. This relief road would ease congestion in the centre, perhaps even allow for more roads to be more pedestrian / cycle friendly there and improve the character of the town centre and reduce pollution for the local residents. Indeed many cities across Europe are looking to remove car access entirely from their centre and this road would help Shrewsbury also move towards that objective by giving traffic an alternative route to take.	10/18/2017 1:08 PM
397	We need the bypass finishing off asap, this will have benefits to existing infrastructure. However I do think that your traffic levels are out and this road should be built to better standards with graded junctions and be dual carriageway. If not it cause issues in a few years time. Other answer is to do the junction and build as planned, only allow room for upgrading later, ie new bridge's are built at dual width.	10/18/2017 1:04 PM
398	To take pressure off the town and villages concerned. This will be a huge boost to the local economy and quality of life for residents especially in Ryton and Baschurch. The Baschurch/Bomere Heath to Shrewsbury road is a death trap.	10/18/2017 11:46 AM
399	Reduce congestion and pollution.	10/18/2017 11:15 AM
400	The current route around the NW of Shrewsbury is on unsuitable roads - too narrow in the country or too urban.	10/18/2017 10:07 AM
401	It is the best and only viable option to reduce congestion in the town centre. Most days at peak times a 2 mile journey can take upwards of 45 minutes if going through the town and this is because Shrewsbury was never designed to cope with the amount of vehicles it has to, most of which are just passing through as there is no alternative route	10/18/2017 9:32 AM
402	Congestion around town centre and surrounding roads. Improved links to North end of town which is poorly connected compared to the rest of town.	10/18/2017 9:04 AM
403	Reduction in traffic on Ellesmere rd and through town	10/18/2017 8:21 AM
404	There are a number of articulated lorries using the narrow lanes whilst cutting through from Montford Bridge to Battlefield, often having to almost stop or stop to allow other lorries to pass in the opposite direction.	10/18/2017 8:03 AM
405	traffic relief on A5 Churncote to Preston. re reroute traffic when accidents at Dobie's, Emstry and Preston. open north side of S'bury for business's better access to Livestock Market	10/18/2017 6:55 AM
406	It will complete the loop. Look at the problems York has with only a one sided by pass.	10/18/2017 6:28 AM
407	This is a crucial element to the ever growing town population and traffic, having been born and raised in Shrewsbury I have seen this town grow and grow with little investment to infrastructure and a Significant increase in journey times that impact on my day to work life and social life. This would be a crucial step in unlocking crucial links for people and businesses alike and will have a substantial impact on the town's growing air pollution and traffic issues particularly in our congested town centre.	10/17/2017 10:28 PM
408	Less accidents, Better air quality, Less environment impact on fuel cause the journey time is less and much more efficient, Less road rage Children safer going to school and going home	10/17/2017 8:05 PM
409	Having previously lived in the North of the town centre (Greenfields), I am acutely aware of how much traffic travels through the town simply in order to 'get to the other side' - the NWRR would help alleviate this	10/17/2017 7:28 PM
410	Reduce traffic congestion in the town centre. Speed up journey times. Open up more development area.	10/17/2017 5:26 PM
411	I often travel by car through the town centre and it is clear the roads cannot cope. Also, by diverting traffic from the centre, I would hope this would enable roads like Smithfield Road to be developed, i.e. the shopping centres, etc.	10/17/2017 1:11 PM
412	Less traffic going through town centre	10/17/2017 12:06 PM
413	To reduce the appalling congestion and rat-run traffic that has to go through Baschurch and Ruyton Xi Towns and to enable Shrewsbury, Oswestry and North Shropshire to expand economically from the improved access and communications.	10/17/2017 11:48 AM

### Q3 If you disagree that the NWRR should be built what are the main reasons for this?

Answered: 200 Skipped: 433

#	RESPONSES	DATE
1	The map of Shrewsbury shows that the only developed area of the town is the 90-degree sector lying in the northwest. A landscape Character survey was completed in 2004 by a local environmental group in conjunction with Shropshire Council, 66 separate land parcels surveyed warranted a Category 1 classification. This was defined as:- "landscape which is outstandingly rich in character. It is generally underdeveloped and unaffected by any surrounding development, which, if present, is well screened, In many cases (but not all) these areas are associated with the Severn Valley. Most of these areas include rights of way which are widely used for leisure activities. Development within or adjacent to these areas would be extremely detrimental to the Shropshire landscape as a whole and to the setting and character of Shrewsbury in particular". No less than 8 of the 14 Category 1 areas lie in the northwest sector. A map of the survey results is attached see form no.256 The proposed North West Relief Road would drive straight through this relatively undeveloped area. Once the road was completed, or even before completion, residential, commercial and industrial development alongside the road would bring noise and pollution and rapidly destroy the character of the area. Shropshire Council seems to place little value on those attributes that give the county its uniquely attractive character. I value the small county town values of Shrewsbury that were so apparent when I first came to live in Shropshire sixty years ago, sadly Shropshire Council seem determined to eliminate these characteristics. The area concerned is rich in wildlife, beautiful unspoilt countryside, tranquillity and opportunities for leisure.	11/13/2017 1:58 PM
2	Having seen the exhibition in The Grapes (year 2000?) when the projected cost was £40 million, we are now in 2017 with an estimated cost of £110 million. The extension of the A5 was underway - how long did that take? Time is of the essence. Progressively there are more and more "road works", practically cutting off the town. WHO needs to drive into town? Selfish car owners?? I am one but use the Park and Ride, 1, 2 or 3 times a week and there 3 other bus timetables for SY1	11/13/2017 1:33 PM
3	- Located in wrong place. - Create a potential death trap. - Will benefit a few landowners and developers. - Will not relieve traffic congestion. - Needs to be a dual carriageway from Nesscliffe to Battlefield. - Needs to be called an "outer ring road"! - A5 needs to be dualled first.	11/13/2017 1:17 PM
4	A form of Parkinson's Law applies to traffic - it expands to fill the road space available, particularly in the peaks. Removal of one constraint produces more traffic and hence congestion elsewhere, as demonstrated by the Hyde Park Underpass in 1962. Congestion suppresses demand, new roads create it. The need is for attractive alternatives to car use.	11/13/2017 1:11 PM
5	This is a huge amount of money just to relieve 30% of the traffic from Smithfield which is really only busy at rush hour. There does not seem to be a robust cost benefit analysis in place. The environmental issue is a reason against it, not for it.	11/13/2017 1:04 PM
6	Not convinced it will lessen traffic queues in Shrewsbury, it might work short term but evidence suggests that building new roads/bypasses has no effect long term. Also loss of countryside.	11/13/2017 12:58 PM
7	The disadvantages are greater than the advantages. Hence it is not needed for the next few decades and improvement or objectives can be met by other measures.	11/13/2017 12:51 PM
8	It should be in a different location route.	11/13/2017 12:49 PM
9	Why should we spend 104 million to carve up the most beautiful county I have lived in? It seems outmoded to build a road and we should be working towards alternatives to ease the problem. We cannot keep on destroying our green spaces and wildlife habitats for roads that will themselves become congested in a few years time. Incidences of respiratory problems have been on the rise for years as spaces become built over and we lose trees and hedges which help us to breathe clean air. Please lets improve our local bus services and find other ways. I moved from my last home because of this sort of vandalism and I do not want to leave Shrewsbury for the same reason.	11/13/2017 12:47 PM

## Shrewsbury North West Relief Road Consultation 2017

10	This is just a tick box exercise with the Council paying lip service so they can say we had a consultation. Meole Brace island is a recent example of public opinion being ignored and since the 60's the only option considered is roads. If you read the March 2017 CPRE consultation on <a href="http://www.cpre.org.uk">http://www.cpre.org.uk</a> it shows induced traffic happens every new road.	11/13/2017 12:18 PM
11	1. No need to build this road as there is already a route round Shrewsbury from the west via the A5 to Preston Boate and then A49 north. Motorists do not need to divert down The Mount via Smithfield to Ellesmere Road: this causes the congestion that this new road is imagined to relieve. 2. A recent newspaper report states " A study of 86 schemes commissioned by the Campaign to Protect Rural England found that most roads increased traffic while destroying countryside". 3. The new road will have little impact on congestion as the town will always be congested at rush hours - going home from school or work within the town. 4. The route, is even worse than I thought; far too close to Laundry Terrace, Gravel Hill Farm and the river - perhaps a route, longer and further out nearer Bicton or Montford Brisge could have been considered. 4. The increase in noise, air and light pollution - the miners act as a noise amplifier - visit Telford Way as it crosses the river . 5. Loss of the only "green" corridor left into town for wildlife and walkers up to Montford Bridge on the Severnway. 7. Very little publicity for this consultation - two mentions in the Shrewsbury Chronicle: That there would be a 3 week period, then it was closed. The Community Hub said I was the only visitor so far.	11/13/2017 12:03 PM
12	I believe this will increase car use whereas I think we should be trying to decrease car use and improve public transport, cycling, walking use. I am also concerned at the environmental impact of yet another busy road across the countryside and especially another bridge over the river.	11/13/2017 11:10 AM
13	Strongly feel A5 should be dualled before NWRR is built - simply because it will SAVE LIVES. Shropshire Council asked local residents to pay extra Council Tax to plug a funding gap for Social Services in Spring 2017 - how will/where will the money be found for the road!	11/13/2017 10:48 AM
14	The whole area, belonging to S.T. water board is subsiding and has been for the last 20 years, ever since the Water Board drilled down to the underground reservoir.	11/13/2017 10:30 AM
15	The destruction of the countryside- a beautiful PEACEFUL hidden gem Berwick Road to Huffley Lane/ Ellesmere Road.	11/13/2017 10:27 AM
16	It would impact greatly on the wildlife of significant areas of countryside in a town which is seeing much habitat destruction. The preferred route is very close to housing areas.	11/13/2017 10:02 AM
17	I have just watched the video and am shocked at the level of destruction to the river valley.	11/13/2017 9:55 AM
18	1. Landscape damage 2. Cost. 3. Noise.	11/13/2017 9:54 AM
19	1. It will relieve congestion. New roads create more traffic. 2. It will cause traffic noise and pollution affecting much of northern Shrewsbury. 3. The money would be better spent on a really good subsidised public transport system in Shrewsbury (and idea overleaf). 4. Once built it will encourage more housing infill on what should be a green belt protecting Shrewsbury. Shrewsbury is being strangled by an absolutely disproportionate amount of house building.	11/13/2017 9:53 AM
20	1. It will generate more traffic and fail to solve traffic problems. 2. It will lead to massive new developments on peaceful countryside. 3. It will create unacceptable noise and air pollution. 4. It will ruin an important post-glacial landscape. 5. It is not a sustainable solution to issues of congestion and will lead to MORE SHRESWBURY NOT BETTER SHRESWBURY.	11/13/2017 9:39 AM
21	Other schemes should be addressed first such as the A5 duelling and a flyover at "Dobbies" island, the water run off could create flooding problems on top of the existing flooding problems around Shrewsbury.	11/13/2017 9:32 AM
22	Far too expensive for what it might achieve other options should be considered at a more realistic cost.	11/13/2017 9:27 AM
23	Shrewsbury is being ruined by all it's new roads and houses been built I hope residents get compensation if the noise volume affects them and also the eyesore having to look at it from their homes	11/11/2017 6:18 AM
24	costs -social care/education should be council priorities Not the answer to town centre congestion disruption to areas of beauty	11/10/2017 6:40 PM
25	Road too close to Dalton Drive (SY3 8DA) If Council can honestly say the priority for cash is new road (over hospitals/social care etc) then we have a problem.	11/10/2017 1:43 PM

## Shrewsbury North West Relief Road Consultation 2017

26	The gradient of the bridge over the River Severn is very steep and there will be excessive traffic noise from heavy lorries particularly as the bridge is elevated. Also the predicted increase in traffic on the B4380 by 11%-15% and Holyhead by 30% is unacceptable.	11/10/2017 1:37 PM
27	The impact on other roads e.g. B4380 Holyhead Road - there will be a great increase in traffic along here heading to and from the A5 at Montford Bridge. This is a bad junction at the moment and will be even more dangerous. The B4380 is not any longer suitable for heavy and fast traffic, it is narrow and the surface is poor + an 87 apartment residential development, "The Coppice" is due to open onto it. Berwick Road will be busier and will be used to short circuit the new road. A dual carriageway would be preferable - it will be dearer but safer and "future proof". There seems to be a lot of roads that will see an increase in traffic and these will need to be upgraded to cope.	11/10/2017 12:50 PM
28	However, the plans for the NWRR encompass Shrewsbury town too closely I think it will encourage more traffic. Also, building Oxon Link Road cuts off residents that if NWRR isn't built makes this unnecessary.	11/10/2017 12:23 PM
29	Not convinced that it will reduce the traffic in Ellesmere Road and Town centre.	11/10/2017 12:16 PM
30	Not convinced that it solves the traffic problems in town.	11/10/2017 12:14 PM
31	*CPRE commissioned report shows traffic increases to fill newly available road space. Therefore this proposal will increase rather than decrease traffic in Shrewsbury. * The money invested would be better invested in alternative transport and traffic (journey) reduction measures.	11/10/2017 12:11 PM
32	Unsustainable - need plans to reduce traffic not encourage more driving. No provision for cycle path along Holyhead Road where traffic will increase by 30%. This is a National Cycle Route. Concern for water supply at Shelton.	11/10/2017 12:03 PM
33	Unnecessary. too expensive. Environmental damage. Wouldn't work long term.	11/10/2017 11:55 AM
34	None	11/10/2017 11:19 AM
35	Proximity to housing north. ? Financial implications - fuelling expensive -Money could be better spent away from other areas.	11/10/2017 9:55 AM
36	£100 million should be spent in more socially aware projects e.g. £4000 just being cut from Wem Youth Club!! Why no progress at Shottaton crossroads??	11/9/2017 1:40 PM
37	It is counter-intuitive that relief roads solve the problem of increased traffic - with new road projects come massive development and the resulting cars do not alleviate the problem. This project is hugely expensive and wont work. Why not spend the money on improving the A5 road up to Chester. I am also strongly against it on grounds of damaging an important and beautiful landscape.	11/9/2017 1:35 PM
38	It's unnecessary. There are easier cheaper ways to measure traffic control. The County Council would be committed to spend £20 million, better spent elsewhere i.e. services The money from the government should be spent on the A5 to Chester - making the road into more dual carriageway. The traffic would merely build up again, as been proved with other schemes. It would cover up a highly valued green wedge of the Old River Bed.	11/9/2017 1:30 PM
39	It is unnecessary. It will induce traffic. It is not dual. It will damage countryside. It is overdevelopment. It just encourages car journeys which increase congestion and pollution. It is too expensive. There is not enough local employment and too many houses are being built. People work away and roads encourage this.	11/9/2017 12:58 PM
40	Moving traffic from one bottleneck to another.	11/9/2017 12:45 PM
41	The A5 needs widening from Shottaton down to prevent traffic through Ruyton XI Towns.	11/9/2017 12:39 PM
42	I don't	11/9/2017 12:30 PM
43	The environment will be spoiled, there is a beautiful piece of land that will be ruined that goes down to the Severn. I know lots of friends that live in the area of land that the NWRR will cut through and it will spoil their peaceful environment. I also don't agree with the idea of building more houses NW of Shrewsbury. I don't agree that more houses will be built in the countryside as once it is gone you can't get it back.	11/9/2017 11:11 AM
44	There is no real argument against it.	11/9/2017 10:54 AM
45	The existing road network from Preston island to the battlefield link island(Audi Garage) already struggles to cope with the existing traffic. During the peak travel times these roads are already jammed up with traffic and adding the relief road to it will cause huge problems.	11/8/2017 11:13 PM

## Shrewsbury North West Relief Road Consultation 2017

46	<p>1. Unaffordable. Already well in debt and struggling to maintain services the NWRR would require a huge input of money from the council. Whether in favour or not it simply is too much money bearing in mind the government's approach to local government funding. 2. New roads lead to more traffic. This road will lead to MORE traffic for a variety of reasons not least being the inevitable increase of development within the boundary of the new road. Of course people in favour will say no but the reality is that that is what happens. 3. I can't see there being a reasonable economic case for the road. 4. I do not believe that there aren't other more cost effective ways of solving what ISN'T a very serious problem. The proposed road is certainly not going to lead to the stated aims of the Local Transport Plan: An economically vibrant, healthy, inclusive and sustainable society where people meet many of their needs locally, served by an integrated transport system which allows people to have good and reliable access to jobs, services, learning and leisure opportunities, and which protects and enhances environmental quality and human health. (Local Transport Plan for Shropshire 2006-2011) 5. The environmental damage is just not worth it. 6. I personally would benefit by much shorter journey times to the north of town. However I CAN already make those journeys and I just can't see how such expenditure and damage can be justified. Is getting my rubbish to Battlefield THAT important? No, not really. Handy yes but not that important. I feel it likely that many other areas of town will continue to use the old routes as the NWRR is not relevant to a majority of the population.</p>	11/8/2017 9:46 PM
47	<p>Destruction of important wildlife habitats and the 'green corridor'. Will become an excuse to build houses anywhere within the ring road causing further environmental vandalism.</p>	11/8/2017 8:48 PM
48	<p>- Sceptical that the net benefit for Shropshire (not just Shrewsbury is there. - We can't afford our ~£21m contribution. - Negative environmental impact, as I imagine that car use will increase in its own right after the road is built.</p>	11/8/2017 7:09 PM
49	<p>Increased noise and air pollution due to increased volume of traffic and vehicle speeds. Potential over development of green spaces along the route of the road which would open up access to areas currently protected. The river corridor would be adversely affected with noise and air pollution plus visual intrusion of the road and associated works. I feel it is not necessary and that we could have cheaper and more effective ways of managing traffic through and round the town. A dual carriageway encircling the town will adversely affect the quality of life of residents and effectively cut the town off from the countryside surrounding it. Increased traffic volumes is not the right approach to the issues facing Shrewsbury in the 21st century. We should be looking at much more creative and innovative solutions.</p>	11/8/2017 5:57 PM
50	<p>The building of this road would complete the encirclement of the town, so that all routes in and out would involve require crossing this tarmac circle. This is a situation which blights the entry points to so many towns, but has not yet been fully the case in Shrewsbury. If it happens, all undeveloped areas within that encircling girdle would then be up for grabs - for retail, storage or industrial sheds, and for housing. Areas of wildlife interest, which currently also provide opportunities to the town's residents for walking and fresh air would be lost, whilst the postulated reductions in traffic may never materialise, especially if the areas within the NWRR circle are developed. Even if traffic reductions in the town centre did occur, how long would they last? In the meantime, the switch to electric vehicles seems increasingly likely to happen, so that the clean air benefits the NWRR's supposed reduction in traffic might bring may well happen anyway within a few decades. Is it worth spending all the money, and suffering the admitted environmental losses for an only possible "relief" that may well be rendered redundant by the huge changes in private and public transport that are in the offing?</p>	11/8/2017 4:34 PM

## Shrewsbury North West Relief Road Consultation 2017

51	<p>1. There is no evidence that it will reduce traffic in the town centre - in fact quite the opposite, recent evidence from CPRE "Roads to Nowhere" shows that ALL new road schemes create more traffic and that the roads intended to be "relieved" return to their original traffic levels after a short time. In addition it's very questionable how much town centre traffic would use a bypass and how much is local eg between Sundorne and the hospital. Traffic studies carried out in 2017 will not be reliable due to the extra congestion created by numerous roadworks for the SITP this year, creating an untypical baseline figure. Residents of the current "rat run " villages to the north west of Shrewsbury will be very disappointed that they are not mentioned and no relief from traffic is predicted for them; to the contrary, the north and west approaches to the town are predicted to suffer from up to 30% more traffic with a NWRR in place. 2. It will be extremely environmentally damaging. In addition to the threat to wildlife habitats, sites of archaeological importance and mature trees, mentioned in the consultation displays; the amount of noise pollution is not mentioned. The road will be audible for miles around, reducing the quality of life for many thousand people across Shrewsbury. The peace and tranquillity of the Severn Valley which is so valued by local people and visitors will be permanently destroyed and this can only be harmful for the tourist economy of the town. When the road was previously proposed the figures showed that it would lead to no reduction in CO2 levels. 3. It's a waste of money. Even without the other strong arguments against it, it can't be said to be a priority for Shropshire Council's finances at a time of cuts to youth services, adult social care, libraries, buses and other essential services. How can the council justify spending £21 million PLUS any overspend on the project, when the council deficit by the year the NWRR is supposed to open will be over £100m? The cuts are affecting people across Shropshire while the supposed benefits of the road are limited to Shrewsbury town centre and some unproven economic benefits. 4. There are better and more creative ways to reduce town centre traffic which would be cheaper, promote health by reducing inequality and encouraging active travel, improve air quality and contribute to targets for reducing CO2. This is an out of date proposal which does not address the real transport issues and needs of the growing population of Shrewsbury. Shropshire Council should take this opportunity to free itself from the destructive and costly NWRR proposal once and for all, and start pursuing the excellent priorities in its own vision for transport: "An economically vibrant, healthy, inclusive and sustainable society where people meet many of their needs locally, served by an integrated transport system which allows people to have good and reliable access to jobs, services, learning and leisure opportunities, and which protects and enhances environmental quality and human health"</p>	11/8/2017 3:25 PM
52	<p>1. It is not needed. I do not think that the traffic problems in Shrewsbury are bad enough to justify the proposed £100m expenditure on a NWRR. 2. It won't be effective. I do not think a NWRR will make a big enough difference - e.g. to traffic and congestion on Smithfield Road to justify the proposed £100m expenditure. 3. It isn't best value for money. I think it is wrong for Shropshire Council to contribute £20 million to building a new road whilst saying there is not enough money to provide local services. If there is £20 million of capital available it would be far better to invest this in education, health, housing, environment, business or community infrastructure. 4. New roads should not be a priority. If the £20 million is only available for local transport, it would be better to invest it in high quality public transport facilities (e.g. improving Shrewsbury bus station) 5. It is not really a "sustainable solution". I do not think the Council should base their investment decisions on the assumption that traffic levels will grow in the future. They should instead be looking to build more genuinely sustainable communities which consume less energy. 6. It could make things worse. I fear that, over time, the NWRR will generate more traffic overall. 7. It is environmentally damaging. I think the "green wedge" (through which a NWRR would be built) is a unique and valuable local asset in its own right, and should be left intact for future generations.</p>	11/8/2017 2:38 PM
53	<p>a) Environmentally destructive - countryside, wildlife etc. b) "Problem" is overstated and would be alleviated by improved bus (especially P + R) and train (additional stations) services. c) Traffic Hour data is out-of-date (2010?) and unrealistic (30%) increase in Berwick Road yet 30+% decrease in Coton Hill and Ellesmere Road. d) Increase C)2 emissions e) Money should be used for other priorities e.g. swimming bath.</p>	11/8/2017 2:32 PM
54	<p>Environment - if the road is built the surrounding green space will soon be lost to housing etc          Money - having cut public services massively due apparently to lack of funds, how come the Council now has £21M to spend on a road?! The final cost will doubtless be much more          Effectiveness - NWRR may cause short term decrease in town centre traffic but there are numerous examples of new roads causing traffic increases in medium to long term. No incentive for people to get out of their cars, more people end up driving rather than considering alternatives.</p>	11/8/2017 2:10 PM

## Shrewsbury North West Relief Road Consultation 2017

55	I am not convinced by the proposed benefits. No completed ring road within the UK has shown long term reductions in traffic, and this makes me question the predictions on traffic volume reductions in the center area. I am concerned that building the NWRR might encourage additional traffic, when the reality is there needs to be a reduction in vehicular usage to solve the problem. The cost price of £102 million is excessive, given there is an existing bypass which links the two sides of Shrewsbury.	11/8/2017 1:44 PM
56	Building roads is proven to increase traffic so far from reducing pollution this road will create more - just in a different place! If you truly want to improve air quality in Shrewsbury you should limit polluting traffic. So introduce a pollution charge as London are doing for the most polluting vehicles. Require buses to use non polluting fuel, preferably to be electric. Only allow lorries into the centre town at certain times. Create more cycle lanes.	11/8/2017 1:36 PM
57	1. Not sure it is needed, congestion in town is not because people want to get to Harlescott. 2. The data used is very out of date and not convinced the figures shown as benefits are realistic i.e. the % reduction in traffic. 3. The costs to the taxpayer are v. high given extensive cuts to Council budgets. A large part of the budget to be spent on one project (£20 million) is too great a cost for such limited benefits. 4. Building the new road will simply facilitate higher traffic volumes after a few years, so completely unsustainable.	11/8/2017 1:18 PM
58	1. It isn't needed. We don't have traffic jams: at the busiest times, it takes no more than five minutes to get along Smithfield. 2. I don't believe any detailed traffic survey has been done. 3. It would destroy unique river landscape coming right into town. 4. I don't believe your reasons for building the road are mainly about traffic; I think they have more to do with getting back money already spent.	11/8/2017 12:59 PM
59	Environmental - DON'T PLEASE RUIN OUR TOWN.	11/8/2017 12:52 PM
60	1. Road building only provides a temporary relief. Our car culture means that problems will persist Money should be used for public transport. 2. A common observation that by-passes immediately make the land enclosed available for "development" thus affecting all good planning proposals for green belt, green wedges, etc. irrelevant.	11/8/2017 12:51 PM
61	I am worried that there will be house building along the new road (as there is currently on inner ring road near the football ground) and so there will actually be a huge increase in traffic coming into the town centre, not a decrease as suggested.	11/8/2017 12:46 PM
62	"Congestion" is nothing compared to other towns/cities and largely disappears in the school holidays. Why spend millions on "old technology" (i.e. roads) when relatively small amounts could be spent "nudging" parents to leave cars behind for the school run. The landscape to be used for NWRR is priceless. You don't know what you've got till it's gone.	11/8/2017 12:44 PM
63	Modernize existing roads to the north of the planned route would cause less disruption to the environment. Improving A5 by overpassing roundabouts and dual carriageway would massively reduce traffic cutting them. Shrewsbury invest in Park and Ride and ban lorries from the town. use licence plate recognition.	11/8/2017 12:37 PM
64	Cost too much, the money would be better spent on the Town.	11/8/2017 11:52 AM
65	The area (including the Old Riverbed) should remain for nature preservation and (in my opinion) wont do anything to help traffic flow in areas around Harlescott. if anything I think it will make Harlescott (and top of Ellesmere Road) worse. I think other ideas need to be pursued here.	11/8/2017 11:51 AM
66	Environmental Further spread of tarmac, pollution and noise.	11/8/2017 11:45 AM
67	It would desecrate the river bed which is thousands of years old, also it seems extremely expensive - we all find the Council tax quite a burden as it is.	11/8/2017 11:31 AM
68	Destruction of tranquil landscape; car focus is the wrong solution; noise; expense; doesn't work!	11/8/2017 11:22 AM
69	Not needed Massive environmental impact Excuse to develop land up to the proposed link-road	11/8/2017 11:20 AM
70	Shrewsbury's traffic problems are real, but pretty minor in the context of other towns. If through traffic used the existing A5, there would be no need/benefit for the NWRR. The NWRR is a 20th century engineering solution to what I see as a modest traffic management problem. I don't think the final cost is good value for money. The marginal benefits are outweighed by the cost and environmental impacts especially on European habitat and woodland.	11/8/2017 11:13 AM
71	Being used to build more houses	11/8/2017 10:50 AM
72	see detailed response	11/8/2017 10:13 AM

## Shrewsbury North West Relief Road Consultation 2017

73	Not worth it! Doesn't make much difference - not enough to justify	11/8/2017 10:04 AM
74	Just horrified!	11/8/2017 10:03 AM
75	We need to get people out of their cars not encourage them to drive. Preserve our green spaces!	11/8/2017 10:02 AM
76	Noise and pollution	11/8/2017 9:57 AM
77	I feel that the section from Berwick Road to Battlefield is particularly beautiful with amazing views and a variety of wildlife e.g. buzzards, stoats, owls etc. with footpaths that take you into the heart. So the effect on the environment will be an impact that is not mitigated by the reduction in traffic as most going along Ellesmere Road is local or going into Shrewsbury not trying to go round it.	11/8/2017 9:56 AM
78	The road will mar some very beautiful countryside, is it necessary? Our money should be spent on improving the existing road network and more emphasis on their maintenance.	11/8/2017 9:27 AM
79	Cost.- that money (30 million per mile) could be better spent. Noise - the over river bridge traffic noise will be heard all over town. Very stressful Extra Traffic will leave the road at Berwick Road and join the congestion in the town. Building - as soon as the road is finished more building will take over from the countryside	11/8/2017 9:19 AM
80	Impact on landscape and wildlife area (old river bed) Impact on communities living in Copthorne, Bicton Cost, both financial and environmental, outweighs any benefits.	11/8/2017 9:13 AM
81	- It's well known that new road building eg. bypasses & dual carriageways actually sets the context for an increase in road traffic usage, it certainly doesn't decrease it. This obviously has detrimental environmental effects such as increased noise pollution, air pollution and light pollution etc. This in turn has a negative affect on the health of the people living, working and attending school etc. in those areas. - Building a bypass in attractive rural areas on the edge of towns and cities, gives those developers and landowners who want to build new commercial and/or residential developments an excuse to 'infill' up to the bypass. The examples of such practice are all around us. The land that could be infilled in this proposal is currently not alluded to as such in the plans, but that does not mean that at some future date there would be concerted pressure for this land to be subject to a change of policy and made available for building. At the moment, it is outside the area for permitted development. This is prime agricultural land, a habitat for wildlife and has social amenity value that is currently enjoyed by many people who live in the town. It should remain as it is and not be covered in concrete or tarmac. - Planning an access point or roundabout on and off Berwick Road really surprised me when I read the proposal. The road up Coton Hill and into Berwick Road is narrow and ill suited to the amount and type of traffic (buses, lorries etc) it currently conveys. Traffic is often at a standstill because of congestion as things are, even at 7.30pm! The approach towards the County Show Ground going out of the town is effectively a single carriageway because of the cars parked on the left hand lane of the road. Presumably, those car owners live in the houses and flats on the left hand side and have nowhere else to park. This also leads to further congestion in both directions, particularly in the mornings with tailbacks running from Coton Hill traffic lights to the entrance to the County Show Ground. All this, BEFORE the proposed bypass traffic is supposedly accommodated to and from Coton Hill by a roundabout at Berwick Road. This narrow confluence of Coton Hill, Berwick Road and Ellesmere Road can't cope now with the amount of traffic that comes and goes into and out of the town centre. A bypass would only make these congested conditions worse and increase not decrease travel times. - The infill building of houses, business, schools, etc in the way described above would increase road traffic usage in its own right, even without accounting for additional traffic accessing and using the proposed bypass. The additional traffic from this 'infill' source would undoubtedly increase congestion in the three roads described above. Air pollution would not only be generated by additional traffic on the proposed bypass, but just as importantly, congestion or standing traffic would undoubtedly create air pollution and a hazard to health in the areas in and around Coton Hill, Berwick Road and Ellesmere Road. Some roads in Shrewsbury already measure well under the recommended level for air quality. Do we want to increase the scope of poor air quality to be found in the town? Shouldn't we be rigorously and actively finding ways to eliminate this critical hazard to public health? - There is no guarantee that the congestion currently experienced on Smithfield Road would be eased by this road proposal. Indeed there is an argument for suggesting that the congestion would continue and even increase because of cars accessing the various entrances and exits, to and from this bypass via Smithfield Road and its environs.	11/8/2017 2:43 AM

## Shrewsbury North West Relief Road Consultation 2017

82	<p>Destruction of wildlife Threat to protected species Rapid increase of use of Shrewsbury as a main route to the North West and knock on effect of that Building will extend out to the new road, Shrewsbury will cease to have anything like a good town/country balance if this happens. It will lose its appeal as a pleasant place to live. Increased air pollution across the whole area Increased noise pollution all along the road's corridor area Less money available for more sustainable and healthier e.g. a well supported integrated public transport system in the region It would be a short term 'solution' rendered ineffective within a decade</p>	11/8/2017 1:52 AM
83	<p>1. The NWRR will not significantly reduce traffic around Frankwell &amp; the town centre. Since the 1950s it has been known that building new roads creates more traffic. It is called Induced Demand. We will still have congestion and pollution issues within the loop. The road would not improve air quality or reduce pollution and emissions. No new road ever does that. 2. even if the road were to be built, not everyone travelling from the west of Shrewsbury wants to go to the north-western edge of Battlefield. Whenever I use Smithfield Road in the busy morning period there is always more traffic in the right lane on Chester St turning under the railway bridge than there is in the left lane towards Coton Hill. Most of these drivers won't find the NWRR helps them at all. The same applies in the busy afternoon period between roughly 4:30 and 6pm. 2. The road would not reduce the volume of traffic in the town centre (i.e. Castle St - Dogpole or High Street - Shoplatch etc). The vast majority of the traffic using these routes as a shortcut. At least 80% of vehicles going up Castle St or Wyle Cop are not stopping in the centre of the town. The NWRR cannot provide any relief for people using these routes but our polluted, congested town centre would benefit hugely from a reduction in motorised traffic. 3. Similarly, the NWRR would not going to help drivers approaching Shrewsbury from most points of the compass. Most of them using busy roads from Pontesbury, A49 south, A458 south east, M54/A5 east, Market Drayton (a53) and Whitchurch (A49 north) will not be served by the NWRR. It will also not assist those using the ring road or the routes converging on Heathgates roundabout. 4. consider the substantial housing developments in progress around the town: the NWRR cannot help those who will be living on Ellesmere Road or Oteley Road. Apart from the proposed development at Bicton Heath and possibly some drivers in Bowbrook Meadows who may be served by going to Churncote to reach the NW end of Battlefield/Harlescott or going north towards Ellesmere, Whitchurch or Market Drayton, the NWRR will not help the likely increased traffic from these areas. 5. the NWRR is going to cost a *MINIMUM* of £21 million of the council's money at a time when huge cutbacks have to be made. The real cost will be greater than that and the council will have to pay it. That money should be used for valuable services for the people of Shropshire. The town already has a ring road and dual carriageway bypass. What it doesn't have is a council willing to invest in active travel, dedicated infrastructure for walking &amp; cycling or decent public transport. All these things pay dividends for public health in a number of ways, as other more forward-thinking towns and cities have demonstrated. At a time when there's a health crisis due to obesity why is the council unwilling to address this issue? 6. the environmental impact would be significant. Long term damage will be done to the environment and to the public's access to the last remaining 'green wedge' near the town. The airy-fairy talk of containing pollution etc is merely greenwash. None of those in favour of the road will care about these issues once it has been built. 7. the business case put for this road reads like a planner's wish-list instead of a real world assessment based on evidence of what really happens when a new road is constructed. How this road would provide any economic benefit is not explained. The recent CPRE report "The End of the Road" shows how divorced these ideas are from reality. The alternatives have not been seriously considered, Shropshire council does not want to invest in public transport or active travel solutions. Businesses in the centre of our beautiful town are struggling to compete with the ease of access to out-of-town stores and online. The road would only make this worse.</p>	11/7/2017 10:10 PM
84	<p>The ecological impact of this development on land which is at the moment free of development will be significant. The chance then of infilling development between the town and any new road will increase and again impact the local ecology. Other options including better public transport and investment would be preferable. The mitigation included in proposal for reducing ecological impact are piecemeal and largely replacing some important habitats with lesser value habitats.</p>	11/7/2017 9:32 PM
85	<p>Environmental effects, but mostly cost plus ongoing likelihood of even higher costs.</p>	11/7/2017 9:00 PM
86	<p>Damage to local and global environment</p>	11/7/2017 8:40 PM
87	<p>It's a big waste of money</p>	11/7/2017 8:36 PM

## Shrewsbury North West Relief Road Consultation 2017

88	<p>It would be very expensive. £21 million will need to be found locally and also the overspend will be the council's responsibility. At a time of austerity and decreasing public services, this is a waste of money. It is unnecessary. There are much better and cheaper ways of reducing traffic. It won't work. The figures from the models show increases in traffic on some roads despite the relief road being built. It would be extremely damaging to an important and beautiful landscape. It would carve up irredeemably the highly valuable green wedge of the Old River Bed, with a huge bridge over the river at Shelton affecting The Mount, Shelton and the Berwick Estate. I run and walk in the region around Hencote Hill and this will increase the noise and air pollution in that area as well as ruining the wonderful views of Shrewsbury. The overall traffic levels and carbon dioxide emissions would increase. With growing concerns over climate change if we're to spend more than £100 million on a transport scheme surely it has to contribute substantially to reducing CO2 emissions. The consultation boards do not mention the noise pollution from the road which would be significant for the nearby villages and suburbs. Shropshire Council have done a lot of good work on transport in Shrewsbury and further work has been undertaken in 2017. The Shrewsbury BID team have put forward proposals to take this further. These schemes should be continued and expanded and options explored for reducing rat running in local villages. The funding of buses has been reduced with fewer services and no Sunday service. Improving these services should be seen as an obvious easy means of reducing traffic for a fraction of the cost. . .</p>	11/7/2017 8:33 PM
89	<p>This will have an unacceptable environmental impact in terms of air and noise pollution. This will increase the traffic and cause more growth in the town that I don't want. There are other more cost effective ways of managing traffic including good bus services, and good walking and cycling facilities which has not been fully embraced by the council. Continuous growth in the town is not healthy or a good thing. The council needs to get with the times and look forward instead of always thinking the car is always the way which is very old school. Modern creative Alternatives would cost far less than the £104m this will cost . Whilst the majority would be paid for by central government the council should not use reserves for what is an optional way forward especially as money is so tight. Proceeding with this plan would be irresponsible. It's time to be forward looking and to see best practice solutions implemented elsewhere to plan for the future for shrewsbury. The present proposal is backward looking and does not plan for the future.</p>	11/7/2017 8:29 PM
90	<p>Negative impact on the environment and precious wildlife. Money better spent on improving traffic flow systems within the town.</p>	11/7/2017 6:42 PM
91	<p>Environment Loss of habitat &amp; trees Damage to the river &amp; river bank Damage to the active flood plan, risk of damage down stream Noise Huge bridge elevated section over beautiful landscape Concerns That the road is being pushed so hard is not really to improve driving conditions &amp; the lives of existing residents but is wanted more by the Marches LEP &amp; Shropshire Council for economic development purposes. ie expanding the town with new houses, outer retail parks &amp; the new industrial units being placed on the outskirts of town which means people need to use their cars as there no other options. Won't work Congestion at Castle Foregate &amp; Ellesmere Road. Local people should be using the inner &amp; outer ring round/bypass to get to the other side of town which you are saying they are not. Then why would they use another ring road? Congestion the council wants people to use the town car parks as it generates income. If you stopped car from coming into the town centre at contain times of the day you can reduce/cut congestion. Any new road increased traffic. Cost I don't believe it will come in on budget who will make up the short fall After care cost will be huge, maintenance, drains &amp; balancing ponds, pollution. Money's better spent on better infrastructure to reduce traffic, better buses, linking bicycle paths, park &amp; ride etc etc. There must be a better way than just building more &amp; more roads</p>	11/7/2017 6:28 PM
92	<p>Building another road will not solve the impact of traffic within the town centre because new roads lead to more traffic overall, not less. (Look at the evidence from other bypass schemes.) Instead we need a bold initiative to create easy to use alternatives to car use. Shropshire Council is in the process of spending £12m on the Shrewsbury Integrated Transport Package whose aims largely replicate those of the NWRR. SITP has not yet been implemented so it is grossly irresponsible to spend yet more money without first seeing the benefits of SITP. Shropshire Council has cut and is cutting services, yet wants to spend around £21m on building a ring road in the little used north west of the town. It is a scandal that as Council deficits mount they propose to divert scarce funds into such a vanity project.</p>	11/7/2017 5:42 PM
93	<p>The cost. The impact on the environment. The green areas ruined by the project. The numerous more worthy causes needing money. It will cause more problems than it solves.</p>	11/7/2017 3:15 PM

## Shrewsbury North West Relief Road Consultation 2017

94	<p>It is not a sustainable solution. It will only provide a temporary solution and traffic levels will rise to fill any areas of 'relief'. Limited funds (the Shropshire contribution) could be better spent in providing and maintaining services currently in decline. Adding to a predicted council deficit of over £100 million by the time the road is scheduled for construction. As Shropshire Council is liable for any overspend it is likely that cost savings will see environmental and sustainability features abandoned and not delivered. I feel there is a lack of understanding as to the reasons for travel. Rather than a crude attempt to enable easier car journeys a more forward thinking and sustainable approach would be to assess and address the need for travel. A road solution is not socially equitable. If any real benefits are to be realised they are unlikely to benefit a significant number of people who for reasons of age, finance, health, etc. do not have cars. Environmental impacts. Not just the direct impacts but also the more far reaching. E.g. facilitating more cars means more emissions, health impacts, less sustainable lifestyles. Loss of tranquility along the River Severn, Severn Way and in the Hencott area.</p>	11/7/2017 2:56 PM
95	<p>The North West relief road as proposed is a complete waste of public funds. Common sense would suggest that traffic wishing to go from Frankwell to Abbey Foregate, or Cotton Hill to Coleham will still have to use existing routes through the town centre. Traffic from farther out of town, Shelton and Mytton Oak area, and which probably currently uses either the Telford Way, or the Bye-pass, would make use of this route rather than use existing routes, but this will do little, or nothing to reduce congestion within the river loop. Furthermore, for traffic from farther afield, there already is a NW relief road which runs from Montford Bridge, via Fitz and the Leighton Industrial estate through to the Ellesmere road. Some improvement and widening of this route would cost vastly less than the proposed NW relief road and would be more effective in providing an alternative route for traffic which might use the new NW relief road. I have used this route for the best part of 40 years to get from the west side of Shrewsbury to Bomere Heath, Wem or Ellesmere and can advise that it is very effective as an alternative to using the Smithfield road for such journeys.</p>	11/7/2017 2:49 PM
96	<p>During the passage of many years I have seen this road change from one connecting the top of The Mount to lower Cotton Hill, said to remove congestion in Frankwell and Smithfield Road, through a further period when it was planned for just a little further out and called an inner relief road to the present day when it referred to sometimes as a link road or 'completing the by-pass'! But only once have I heard the statement which genuinely gave a major reason it receives so much support from some local businesses. That was when a director of a Shrewsbury building contractor stated "This road is absolutely essential since it will open up the north of the town for extensive development". The repeated claims that when built the amount of motor vehicles using the roads through the town centre will never be fulfilled. As with other such schemes, roads encourage the use of motor vehicles and any early reduction will soon be more than cancelled by other drivers (many of whom previously avoided Shrewsbury centre) more than taking up the space. This potential huge error of planning threatens local business and residents with a multi million pound debt, not only the forecast amount but also the inevitable overspend. In addition a huge amount of green space will be covered by the new highway, not just across meadows but elevated on the bridges and embankment as it crosses the floodplain. Too much money has already been spent on this pointless proposal, please do not throw good money after bad.</p>	11/7/2017 2:43 PM
97	safety	11/7/2017 1:43 PM
98	<p>I have studied in some detail the proposal and strongly believe the project will not deliver the benefits being claimed. Many other similar schemes have not yielded the economic boost that was expected and where intended to relieve an existing route it has often been the case that the relief is temporary. The NWRR is a classic for this scenario. Development has boomed without the road and Smithfield Road, which would be freed of some traffic initially, will return to carrying the same level of traffic as before because it will always be a shorter route for many people crossing the town. I also have great concern at the cost and in particular that The Council seems to be prepared to put £21 million into the scheme and enter into a situation where they -we - are responsible for all cost increases. This would be bad enough if the financial situation of the Council was ok but as we all know it is absolutely dire Although some measures have been introduced to mitigate the environmental damage it is impossible to get away from the fact that a road built through a peaceful and attractive landscape destroys what people appreciate.</p>	11/7/2017 1:43 PM

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99	<p>Building more roads is not the solution to the problems the road is trying to address. The reduction in traffic congestion in Shrewsbury will be marginal. A significant amount of open landscape and wildlife habitat will be destroyed. Despite wildlife culverts it will be a significant barrier to the movement and connectivity of species. The land either side and within the road (on the Shrewsbury side) will almost certainly be infilled with further development resulting in the loss of more habitat and open space. The only sustainable solution is to reduce the traffic using roads through more effective public transport. If it takes commercial vehicles that bit longer to go around Shrewsbury then so be it. The NWRR is far too high a price to pay for reducing commercial travel time around Shrewsbury. Finally, it is a huge sum of money for Shropshire Council to pay, money which would be far better spent on local public services and amenities which would benefit far more local people than the NWRR.</p>	11/7/2017 1:40 PM
100	<p>Q3: Wrong route -badly selected route risks damage to the town's water supply by both pollution and reducing area of natural recharge. Road is far too close to both the river intake and borehole. Land opened up for future building by the road exacerbates this risk even more. Not sustainable development. Whoever makes the decision to go ahead with the project must be able to provide evidence and be willing to take responsibility that there is no risk to the longevity of our water supply now and for future generations to come. Alternative sources of supply would be likely to cost more than a road Wrong route:NWRR is building on and across active floodplain. Well known that our town floods yet it is planned to build across the active flood storage area. Bicton Heath side is much higher than the floodplain so presumably road will slope meaning huge amounts of water draining somewhere –where? How? It should not add to any floodwaters as surely this puts our town at greater risk of flooding and increases pressure on what flood defences we do have. Wrong route: The bridge will be huge eyesore in beautiful countryside and lead to permanent loss of beautiful scenery. This construction is something that cannot be screened/naturalised as it will lie in the floodplain. Plans at consultation stage were very weak in showing the actual scale of the bridge and how high it will be. It has to be a considerable sized bridge to get across the River Severn and floodplain. How long is the elevated section? how high? The implications of the bridge alone are huge in terms of impact and cost and then there will be future maintenance costs and the complications of repairing buttresses in the river banks and floodplain. A better route should be chosen that does not involve such a feature. Wrong route: Route is being promoted despite so many damaging impacts not because of a real need for it to be in that location for traffic purposes alone but for economic reasons to allow the spread of the town and meet the targets set by LEP and Shropshire Council. Wrong route: future management costs/liability –balancing ponds, drains, pollution treatment –who? How much? Who liable to ensure no pollution? Who liable in event of pollution/flooding? Won't help traffic: Really unclear who this will truly benefit and doubt whether there will be changes in routes taken by local drivers. Sat navs will continue to send drivers the shortest route. May help folk who want to bypass Shrewsbury but Battlefield/Harlescott part of town is gridlocked most days due to poor traffic flows. Do you really believe that local drivers will head up to Bicton Heath and get on the NWRR to go to do their shopping –if they chose not use existing ring roads and bypasses why would they chose another way? Increased local traffic/gridlock: Will transfer traffic problems and make things worse on many local roads which are residential and school routes: closing Welshpool Road at Churncote is going to mean increased use of side roads in residential areas and Shelton Road and the NWRR will increase it even more. Gains Park Way will increase with Bicton Heath drivers using it to reach the A5 via Mytton Oak Road (an awful junction at busy times of day). And this is without any additional house building. Did the figures shown on traffic increases to public include for the SWSUE's proposed significant number of houses? Cost: too high already and will undoubtedly be well over its estimate of 104million. Don't agree with Shropshire Council spending on it nor being implicated in any over spend. Money should be spent on better transport within the existing confines of the town and by extending and subsidising Park and Ride, etc. Planning should be better. Too many huge edge of town developments planned that mean people can only get by car to shops, jobs etc meaning increased traffic and problems perpetuated. Not sustainable development.</p>	11/7/2017 11:22 AM
101	<p>Cost This will rise when the real nature of the land crossed is discovered. Poor use of money Better spent on improving local public transport All this will do is promote yet more trucks and the deadly pollution they create.</p>	11/7/2017 11:19 AM
102	<p>The effects on Berwick Road, Coton Hill, Ellesmere Road, Chester Street, where congestion is already heavy and where there is no capacity for the additional traffic.</p>	11/7/2017 10:36 AM

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103	<p>There are a few reasons for disagreeing - ones which I and others, held during previous times that this has been raised as an option. Firstly, studies show that, whilst initially traffic flow is eased on the previously-used roads, this does not last for long. The main reason for this is that, gradually (over about five years) the amount of traffic increases on the new route. Also, heavier vehicles often take advantage of the new route. As the flow increases, many people decide to use the old route - so we have up to 25% more traffic overall. In short, more roads create more traffic! Secondly, the route crosses many SSSI's, affecting important habitats for wildlife. The plans indicate that you are aware of this and intend to minimise this, but any loss of habitat affects the fragile ecosystem...as we have learnt, to our cost - over many decades. The new road will be an eyesore, visually affecting beautiful landscapes, presently fairly unspoilt. Roads attract buildings over time - we have seen this with previous 'relief' roads. Previous countryside so often comes to be viewed as a part of the town and we get shopping 'parks', industry and houses. There will be noise pollution in what is at present a very unspoilt, biodiverse area. As someone who enjoys both cycling and walking, the western entry to the town is one of the loveliest approaches. This will no longer be the case. I am convinced also, that traffic flow will increase on minor roads/lanes in the surrounding area, should this road be built. The answer is an improved public/integrated transport system, that will do far more to reduce traffic flow overall. This should be seen as an investment in a future for future generations, not as a subsidy. I find it interesting that we speak of 'investing' in roads and 'subsidising' public transport! Lastly, it is a waste of public money! Let's spend this money on investing in good public transport that is accessible to everyone at a low cost.</p>	11/6/2017 10:25 PM
104	<p>Irreversible Damage to the countryside affected Assumptions that traffic in town will decrease , which am not convinced by Opportunity cost, ie all the more important forward looking actions that could be paid for to create a sustainable town centre especially proper cycle routes, pedestrian areas and traffic calming Financial risk to our town already struggling to balance books</p>	11/6/2017 10:20 PM
105	<p>The traffic justification is based on 2010 figures so it is not possible to accurately predict the benefit/dis benefits. The solution to reduce traffic in the town (which is a very marginal reduction in many cases) appears to require increases on roads in the north of town. Roads such as Berwick Road are presently quiet and provide attractive routes for cyclists into and out of town, indeed Holyhead Road is a Sustrans route. There are few roads heading into and out of town which do not require cyclists to navigate large and busy roundabouts, the NWRR would reduce choice further. Notwithstanding the 'in principal' objection above, the route chosen appears extremely insensitive to the environment. There is almost no recognition on the information boards to the fact the road would sever a nationally designated historic park and garden. Similarly the close proximity to a site of international importance (Hencote Pool) and the potential for significant effects appears to be dismissed on the basis of opportunities for improved management rather than through an avoidance of effects in the first instance. There is little or no reference to impacts upon the landscape and the noise and air quality effects that would arise in what is, in comparison to those parts of town blighted by noise from the A5, a relatively tranquil part of town.</p>	11/6/2017 9:17 PM
106	<p>Cost Environment Traffic increase</p>	11/6/2017 9:17 PM
107	<p>We should be aiming to reduce traffic overall, not just diverting it. It would cut through an important environmental area- Old River Bed. It is a very high cost project and we cannot afford it, we don't want other services to be sacrificed in order to build this road.</p>	11/6/2017 7:55 PM
108	<p>Just because every other city has a ring road doesn't mean there is a road missing there. Convenience is not the reason I live in Shrewsbury. I could move to a city that is urbanised easily. Clearly there is an environmental concern that is more important than our convenience. That said if your models say that there will be improvement overall due to decongestion in the town centre then this should be guaranteed - pedestrianisation of the loop together with the building of the road. Still even in that instance this can just be done and that "dreaded commute" of 15-30 minutes on the inner relief road should have signs reminding those complaining that their convenience will kill the environment for their children.</p>	11/6/2017 3:34 PM
109	<p>Absolutely no need for this if traffic was properly controlled and made to travel at 50mph around Shrewsbury environ. Dreadful loss of habitat!!</p>	11/6/2017 2:38 PM
110	<p>If we build a northern relief road, planners will build out to it. Too much for Shrewsbury.</p>	11/6/2017 2:29 PM
111	<p>Cost and environment, wildlife. Money is needed elsewhere.</p>	11/6/2017 2:28 PM
112	<p>Not required. Will change nature of town.</p>	11/6/2017 2:26 PM
113	<p>My main reason for disagreeing is that Shropshire Council in the present financial climate cannot afford to pay even the 20% that you say will have to be paid. As of 6th November you have to make £36 million savings on current statutory duties.</p>	11/6/2017 1:54 PM

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114	The more roads you build, the more people will come and use them. When they built the M6 toll road it was great at first as people went on that instead of the M6, and it freed the M6 up for a while. But this did not last long and now both are full again. Also on the M6, they put in a new lane for people to use, but the congestion is now just as bad as it ever was. Your roundabout at Meole was supposed to help with congestion too and I do not find it any easier or quicker to get round. I also think the money would be better spent on essential services like adult social care.	11/6/2017 1:43 PM
115	A >30% reduction of traffic on Welsh Bridge and the area around would be an excellent outcome, but I find it very hard to believe that will genuinely be the magnitude of benefit from the scheme. I suggest you hang out for improved modelling. Furthermore, with the council being skint, I do not believe that the cost to the council (especially given likely over-runs) is justified vs. other demands on the council budget.	11/6/2017 1:40 PM
116	The consultation document contains no figures regarding SC contribution. It is likely to be a minimum of £21m and more if there are overruns, for example if archeological finds require delays. Given the likely squeeze on SC's budget, and the strong possibility that this will hit Adult Social Care and Youth Services, both of which provide services to people who tend not to drive, this looks like robbing vulnerable Peter to pay non-vulnerable Paul. The case for an improved environment and amenity in the town centre looks very weak. The only road to see significant change in use is clearly a thoroughfare and by-passes the visitor areas of the town. Even on the big town plan this road would be required as a main route and would require additional measures to reduce its impact on the environment not discussed here. Congestion is not the only block to economic activity and well-being. The discussion on other non-road-building measures considers these in relation to congestion reduction only. It does not measure their impact in other ways. Many studies now consider that investment in non-car 'transit' should be measured in terms of its wider benefits, and not be seen as primarily about reducing congestion. These wider impacts are most likely to benefit those who do not use cars regularly. The case is based on the heavy cross town traffic between west and north. A lot of this can be addressed by providing amenities in the west not currently available, for example; budget supermarkets and DIY stores. Appropriate planning decision with regard to mixed use of sites such as the Copthorne Barracks could address some of these issues. The traffic forecasts look unconvincing and perhaps contradictory. For example, there is increased traffic on both Harlescott Lane and between Ellesmere Roundabout and Battlefield Roundabout. Given that Harlescott Lane is already a bottleneck, particularly with the rail crossing, it seems most likely that the knock-on effect of these changes would be to encourage drivers back on to the through-the-middle route, presumably made more attractive by the slight easing of traffic on St Michaels Street and elsewhere. Given all this, the environmental impacts that are accepted in the proposals come to look more weighty in a balanced analysis.	11/6/2017 1:27 PM
117	Shropshire is a small market town which has survived all of these years without extra roads. the landscape in Shropshire is one of the main reasons people love living here. There are already huge sacrifices to the environment and our beautiful countryside with all of the housing estates which are demolishing fields and green land. Shrewsbury does not have the resources to service all of these new houses in terms of schools, hospital pressures etc...You are forcing long term residents out, people who have lived here all their lives. It is devastating to see.	11/6/2017 9:39 AM
118	I don't think the town need it, it would be waste of money that could be used on something more useful if it was every built it would make no change to the traffic in and around town, plus it would more likely take twice as long to be built and double the amount of money in what the Council and the MP says.	11/5/2017 11:48 PM
119	More roads create more traffic, not less. So the proposal would be environmentally damaging. There is no proven economic case for the proposal, just a large economic cost, to local rate payers and to all tax payers.	11/5/2017 5:34 PM
120	Damage to the environment. It will encourage more traffic when we should be finding ways for there to be less. Cost.	11/5/2017 4:55 PM

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121	<p>I live north of Shrewsbury and access the existing 'circular bypass' at the Huffley Lane / Ellesmere road roundabout. I believe that improving the existing 'bypass' around Shrewsbury is the better option for the following reasons. 1. The pinch points at the Newport/Sundorne road, M54 and 'Dobbies' roundabouts will not be improved by a new 'northern link road'. This is because of the amount of local resident north Shrewsbury traffic accessing the 'bypass' at these points, and the amount of north of Shrewsbury traffic trying to get onto the 'bypass' will not change and the current congestion will only worsen. 2. As the planners did not plan for what has happened to the existing round Shrewsbury 'bypass' I doubt that a congested pinch point at the Huffley lane junction will be planned for, putting even more pressure on the northern part of the existing bypass. 3. There is a large amount of new housing at Baschurch and Bomere Heath, I suspect that much of the work for these residents will be around the north of Shrewsbury or Telford. Currently much of the traffic from these increasingly large residential areas comes to the northern part of the existing circular bypass which is inadequate. 4. Despite all assurances that the environmental issues of a new northern link road will be addressed, there will inevitably be large scale destruction of habitat and all that that entails. Plus the inevitable infill of housing that will follow. 5. Make the road. system that we have work better.</p>	11/5/2017 2:21 PM
122	<p>I don't believe it will achieve the long term the reduction in town centre traffic claimed by the modelling which always seems to end up justifying projects which frequently never deliver the claims made but which are never evaluated properly. If we do not get a 30% reduction in traffic on Smithfield road will the consultancy that has done the modelling pay the bill for the road... I don't think so. Will the consultancy which has done the modelling benefit financially from the construction of the road as consultants to the council - if so why should we believe their figures? Time and again increased capacity on a route is simply filled by more journeys until the congestion returns. The one thing that limits traffic flow effectively is congestion! The option that has never been considered is spending the £120m on upgrading the exiting A49 eastern by-pass to dual carriageway and getting rid of all the roundabouts on the A49/A5 route by providing grade separated junctions instead of the proliferation traffic lights that seems to so obsess SC traffic planners.</p>	11/5/2017 10:17 AM
123	<p>More noise, pollution and traffic generated. There are only certain times of each day (rush hours) when traffic doesn't flow through the town. If there were school buses, or parents discouraged from driving children to school, this would take a lot of local traffic off the road. Inevitably, in the future, there is industrial and housing infill between each ring road - this will create more sprawl and car dependence.</p>	11/5/2017 8:44 AM
124	N/A	11/5/2017 8:35 AM
125	<p>The huge cost could be much better spent on improving existing public transport in rural areas. It will encourage greater car usage. We should be trying to reduce car usage. Studies have shown that building new roads soon results in increased car usage and the new road soon reaches capacity and then becomes congested.</p>	11/4/2017 8:58 PM
126	<p>1) the very limited impact this will have on reducing town centre traffic; only Smithfield Road will benefit 2) this project comes at a time when the Council is having to use its reserves to provide funding for important services which, despite this, face the prospect of even further cuts in the future. We can ill afford over £20 million to be spent on this project 3) I have heard reported that the Council will be liable for any overspend - as often happens with such projects - on top of its £20+ million contribution. IF THIS IS TRUE I CONSIDER IT IRRESPONSIBLE OF THE COUNCIL TO PROCEED WITH THE PROJECT GIVEN THE FINANCIAL STRINGENCIES ALREADY FACED 4) There are other ways of reducing town centre traffic congestion much more cheaply and more effectively: • improved cycle lanes on town approaches; • improved park and ride facilities (in part funded by increased town centre parking charges) • priority bus lanes • real time bus information at bus stops for all town centre services</p>	11/4/2017 7:01 PM

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127	<p>This is an extremely expensive solution to a problem which has not been adequately defined. The first Objective 'to improve connectivity and accessibility between the north and the west of Shrewsbury for all modes of transport' does not meet any well-expressed need from within the town. If you look at a map, the link road will be of minimal use to the residents of Shrewsbury. To deliver benefits for the residents and businesses in the town, improvements to the existing ring roads (inner and outer) would be of far more use, would better reduce journey times and would have a much bigger effect in reducing congestion in the town centre. Previous traffic surveys show that most of the traffic using Smithfield Road is generated within the town, not by through traffic. Presumably the recent traffic survey will show the same. The Objective on improving traffic network efficiency 'To improve the efficiency of Shrewsbury's transport network for all modes of transport' is not addressed in the presentations. Traffic efficiency within the town would clearly be better addressed by other approaches, including traffic reduction measures. The NWWR scheme has no contribution to make to this Objective. The Objective 'To enhance the benefits of the Oxon Link Road and Integrated Transport Package' clearly puts the cart before the horse. One ill-thought out scheme does not justify spending money on another ill-thought out scheme. It reads as though traffic engineers are making these proposals rather than them being based on any serious policy considerations. The final three Objectives 'To reduce the number of people killed or seriously injured on roads in Shrewsbury; To improve air quality, especially in the built-up areas of Shrewsbury; and To reduce net emissions of CO2 and other greenhouse gases' are clearly unaddressed by the NWWR proposal. It has been demonstrated many, many times in situations all over the world that increasing road capacity leads to increased traffic. This will have a diametrically opposite effect to that set out in these three Objectives. The policy considerations for this proposal have not been well developed - or if they have, they are undeclared and different from those in the information currently set out as an ostensible justification. Target beneficiaries are not set out, negative impacts (other than some areas of traffic increases) are not addressed. Shropshire Council should not be putting money into this unjustified project which addresses no identified problem, has little or no benefit for the residents of Shrewsbury and little benefit for other residents of the County.</p>	11/4/2017 2:25 PM
128	<p>Whilst I fully agree with the associated environmental impacts of increased traffic, the proposed route will have a long term negative impact on the rural borders of Shrewsbury where we enjoy a quiet life. The environmental impact on the proposed area for the NWRR is significant and in my opinion should not be built.</p>	11/4/2017 11:42 AM
129	<p>More roads generate more traffic. Invest in cycling provision, car share, park &amp; ride instead of another blot on the landscape.</p>	11/4/2017 9:21 AM
130	<p>There is strongly persuasive evidence that additional highway capacity exactly of this kind in or near congested urban roads generates new traffic and adds to congestion. This is the "new roads generate new traffic" concept and is empirically validated in government reports (SACTRA). There has been no systematic exploration and testing of the non road building options that would perform much better (VFM and BCA) and would reduce climate damaging emissions. These options can be found in the government report "Smarter Choice" and these options would be less costly and more effective. The new road will add to climate damaging emissions contrary to the Paris agreement and contrary to national and local commitments to reduce carbon. The road will cost Shropshire Council at least £20 million (this will increase by at least 20% by the opening year and DfT will not cover the increase) and will seriously fetter council spending in future years on a large number of urgently needed and genuinely sustainable transport projects throughout the county. Council spending in an age of austerity should not be so easily absorbed by one road scheme in one town in one small part of Shropshire.</p>	11/4/2017 5:57 AM
131	<p>Environmental - the loss of the green wedge and adjacent landscape cannot be repaired and would be a huge loss of amenity for the town as well as loss of wildlife site. I am convinced that there are cheaper, more effective approaches to affecting traffic flow. The current approach is to build roads &amp; more roads, even though there is great deal of evidence that this doesn't work in the longterm. PLEASE rethink and make more long term proposals which will be applauded in future rather than viewed with regret. This town (and County) is loved because of what it is - beautiful &amp; sympathetic to the environment. Let's keep it that way. In addition to this, Shropshire can barely afford to put the proposed amount of money into this scheme. I would certainly prefer any available money be put into services that are currently being cut. If money cannot be diverted away from the "transport"pot, please use it on better public transport e.g. make the next fleet of Park &amp; Ride electric &amp; encourage more use of them, improve the pinch-points on A49 (i.e. Sundorne/Newport roundabout and A5 Dobbies roundabout) to keep traffic flowing &amp; encourage drivers from trying to use the town routes!</p>	11/3/2017 10:54 PM
132	<p>Cost, environmental impact, and no attempt to discourage vehicles from the centre of town</p>	11/3/2017 10:29 PM

## Shrewsbury North West Relief Road Consultation 2017

133	1. The proposed road is unnecessarily close to our home. 2.The increased noise levels will affect the quality of semi-rural living life. 3. The scheme may have negative impact on the value of our property.	11/3/2017 10:17 PM
134	Ruination of open fields. Queues already from Presto roundabout to Battlefield.	11/3/2017 5:11 PM
135	As I have stated, I agree a NWWR road should be built, but I think it should connect to the A5 further north at,say, Montford Bridge. It would appear from the traffic projections that the benefit in Shrewsbury will be small, whereas the Huffley Lane route, which has had many accidents on it, will actually experience an up to 30% increase in traffic. It seems likely that, because Churncote is so far south, that traffic from the north of Shrewsbury going north to the A5, will either choose to continue to use Huffley Lane, or use the Berwick Road junction and continue to travel through Baschurch and Ruyton of the XI Towns. A route joining the A5 further north may alleviate the problem. Is there any way of predicting what routes SatNav would select for a) light vehicles, such as cars and vans and b) heavy commercial vehicles?	11/3/2017 12:41 PM
136	The long term benefit of a green wedge that comes into Shrewsbury has been undervalued and will only have a short term benefit to town centre congestion. There is no doubt that a completed ring road around Shrewsbury must come but the preferred route is wrongly positioned. This route is far too close to the town and should be much further out rather than truncate the north west part of town's perceived boundary. This is very obvious when looking at a map of Shrewsbury. A route that replaces the Huffley lane and runs above the Isle to Montford Bridge would deal with the 'rat run' from the north of Shrewsbury and would still pick up traffic that currently runs through the town. Does the proposal also deal with the additional traffic that will use this new route to the M54 down the eastern bypass by dualling or flyovers at Battlefield and Sundorne roundabouts? The compulsory purchase of some river ground seems a waste of taxpayers money. This flood plain area is in grassland which grazes cattle in the summer and little else could be done with it to improve its environmental credentials.	11/3/2017 7:35 AM
137	The history of new roads like this is that create extra journeys traffic and create large impacts on the countryside and pollution. The scheme will scarafice large areas for development to the benefit of land owners. It will complete a ring of inhospitable roads around Shrewsbury which makes it impossible for town people to Access quality countryside around the town via foot and bike.	11/2/2017 9:49 PM
138	Damage to the environment, traffic is likely to increase, new housing will likely increase in places to fill the gaps between existing developments and the new road, destroying valuable greenbelt and agricultural land as is happening around Oteley Rd and other areas. It will damage the character of the town as it sprawls ever outwards, damaging the agricultural and tourist economy and damaging local residents quality of life.	11/2/2017 4:28 PM
139	In view of the increasing evidence that internal combustion road traffic is bad for health, it's difficult to contest the plans for a North West Relief road. Traffic emissions result in the premature death of adults and impaired lung development in children. Of course, the NWR has a downside, which the council fully acknowledges. It will increase the exposure to traffic fumes for some, be an ugly scar across attractive countryside, cost over 100 million and so forth. The proposed counter measures will, to an extent, mitigate the downside but certainly not nullify it. In particular, a cycle route partnering the road would not, I guess, be attractive to most leisure cyclists. I base that remark on my experience of cycling along the Hazeldine Way cycle path. My main doubt about the NWR is that it's the last gasp of dinosaur technology, the diesel engine which date back to the 19th century and the internal combustion engine, which dates back to the 18th century. Worse, it's not just a gasp, but an extension of that technology. New roads encourage more car use and more commuting. The NWR proposal ignores rapidly developing technology. Already, Renault, BMW, Nissan, VW, Kia and Hyundai are selling electric cars. The range of these cars on a single charge is increasing. The BMW using lithium ion polymer technology has a range of 190 miles. There is now extensive research into improving batteries. Car manufactures are also looking at automated cars. They would not be spending money on these technologies if they did not think they had a future; in fact, they will shape the future. They will result in cars that are lighter, safer, and without exhaust fumes. Some of the problems of air pollution will have to be solved, nationwide –such as phasing out diesels –and not by local initiatives. My concern is that the NWR will end up ugly testament to an outworn technology.	11/2/2017 3:45 PM
140	The adverse environmental impact	11/2/2017 2:38 PM

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141	I do not think that there is sufficient need for this road to be built at this expense. I think the council should be using the money for much more important frontline services for children or vulnerable adults. I think that Huffley Lane is a very dangerous Road and cannot see any measures in the plan that would reduce the danger; the possible diversion would seem to add further to the potential danger on this route. I live to the North of Shrewsbury and travel into town every week day for work; I do not find congestion to be a problem other than at rush hour on Telford Way going towards Heathgates, and I cannot see how the relief road would affect this at all. I dread the disruption that would take place for 2 years whilst this work is undertaken. The traffic disruption that Shrewsbury residents and visitors have had to put up with this year has been horrendous and I do think the Council should be considering other priorities for investment with the limited funds they have.	11/2/2017 11:47 AM
142	It is essential that we move towards sustainable development for Shropshire and the priority should be to develop a sustainable transport system and a transition away from private car and truck transport towards an integrated sustainable and low carbon development plan. The further development of highways and this NWRR in particular is not consistent with a likely sustainable development plan and should not be given funding. Consideration should be given to some immediate priorities in line with the development of a sustainable development plan for the County, and appropriate traffic projections can then be explored once a strategy has been developed. Shropshire Council has an obligation to promote sustainable development and has not delivered on its duties in regard to the scope of assessment for this scheme.	11/2/2017 11:34 AM
143	This will scar a beautiful part of the county and will lead to increased traffic on Shropshires roads. There will undoubtedly be a short, medium and long term detriment to the local environment and a significant loss of habitat.. The cost of the build is disproportionate to the benefit it will give to the road-user. In a time of Austerity this money should be spent on public services not roads. I moved here from Oxford and in comparison there are very few issues with traffic around Shrewsbury.	11/2/2017 11:26 AM
144	History. Nearly a century of building new roads and widening existing roads in the U.K. to ease traffic congestion and where are we? The problem persists, only now on a massive scale. Shrewsbury is not some special case where a new "relief" road will work when those already constructed clearly have not. You can complete the ring road, turn it all into a dual carriageway and it still will not remove the traffic problem in the town. Why not? People live in Shrewsbury, they work and socialise there, come to see the sights, do their shopping. Shrewsbury just like any other town is a traffic generator. Road space created in the urban streets by the new "relief" road will create new journey opportunities that drivers are quick to exploit. The Transport Research Laboratory finally conceded this was the case a quarter of a century ago. How long does it take to change the ways of the traffic planner? I can think of three ways of reducing the motor traffic congestion problem, they all amount to restraint which makes them politically unpalatable: Physical methods. (Road blocks, reallocation of roadspace to pedestrians, public transport & cyclists). Road pricing. Rationing. (Number plate recognition to alternate between odd and even numbers). No doubt the proposed urban sprawl planned for perimeter of the town will be the type that builds in motor vehicle dependency so to claim it is sustainable is a cynical lie.	11/1/2017 10:28 PM
145	Environmental devastation and link into other roads which could not cope with the influx	11/1/2017 10:22 PM
146	- We need to be reducing car traffic and building up public transport. - this goes against the paris climate agree ment as not aiming to cut carbon - we need bespoke cycle paths not more roads - the relief rd will likley increase rather than decrease traffic - it will destroy wild life and habitat - it will be used as an excuse to infill with houses and propert developers will get rich but the rest of us will suffer reduction in quality of life anbd there will be more pressure on services - The traffic in Shrewsbury isn't that bad. - we need more car p[arks and park and ride to make the town centre less tarafficy - the figues are wtromng and there will be a deal of traffic coming in along Berwick Rd and traffic will build up down coton hill as it does now - and along BERwick road. Your models are wrong - mthe momney shoulv=d be spent on publoic transport or the nhs	11/1/2017 9:07 PM
147	Waste of taxpayers money, which would be better spent elsewhere Erosion of green space, which makes Shrewsbury a nice place to live. Detrimental to wildlife. Congestion only occurs for an hour in the morning and evening so the costs and disruption cannot be justified. Propoosed route is too close to the houses, bringing noise pollution and unsightly raised eleventions. Why is the route now much closer to the 'living space'?	11/1/2017 8:29 PM
148	I do not agree with the NWRR being built.	11/1/2017 3:53 PM

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149	It will not make any difference to the volume of traffic travelling through Shrewsbury town centre. This is local traffic movement. The new road from Shelton to Huffley roundabout cuts through a delightful and environmentally important site. The amount of traffic both commercial and private using the new route would not be proportionate to the adverse impact on this route would have. A vast sum of money for a not needed road. The A5 needs more attention before this project. The impact on traffic use along Huffley Lane, Cutbury Hollow and the road to Baschurch and beyond would not be relieved as most of this is locally generated due to increase in housing and general increase in car ownership and local economy traffic.	11/1/2017 10:34 AM
150	Prefer the money to be spent on public transport especially buses.	10/31/2017 2:55 PM
151	Insubstantial evidence of relief of traffic, in fact after new housing is built traffic would be much worse.	10/31/2017 11:55 AM
152	1. The monies which will need to be found locally 2. It is proposed as a single carriageway. This is short-sighted given the problems being experienced on the "new" A5 to Oswestry (congestion on the narrow single carriage-way sections & "encouragement" of dangerous overtaking on the overly-wide single carriage-way sections). Proper consideration of dualing the NWRR should be considered from the outset & non-local monies found for "doing the job properly" 3. Monies should be directed at other dangerous roads/junctions first:- (a) the "new" A5 to Oswestry in general (b) the Shottaton cross-roads death trap - surely one of the most dangerous junctions in the country (c) the Montford Bridge junction with the A5 - a poorly designed & dangerous junction from the outset 4. Environmental impact	10/30/2017 6:29 PM
153	-- Cheaper & more sustainable ways of controlling town centre traffic should be put in place instead. The display claims that alternative methods have been explored but each issue has been tested independently of the others eg we have just had a consultation on car-parking charges. A business case should be put together for a full package of measures to improve TC access: huge improvement in bus services/P&R plus car parking charges, road pricing, improved cycling and walking access from residential areas etc. -- It is very risky. Already £21m of the cost will need to be found locally. And then Shropshire Council will be responsible for paying all of any cost overrun if they have under budgeted. I think it would be so much better to use the money instead on local services that are facing such radical cut-backs. -- Studies into similar recent schemes show that there are overall traffic increases on the new road (more CO2... oh no!) and that any temporary let-up in town centre traffic is soon filled in by local cars. I have heard local residents say that they look forward to getting into the TC more easily by car. -- We shouldn't be damaging historic landscapes and wildlife. This area is used by thousands of people. Green areas help improve mental and physical wellbeing - this is well understood now.	10/30/2017 12:55 PM
154	The route passes through areas of attractive countryside and important wildlife areas and will have a high environmental impact. It will also impact on residential amenity and affect people's enjoyment of rights of way. I do not consider that the perceived benefits of the road would outweigh the negative impacts. Building new roads does not necessarily solve traffic congestion - it can just make people drive more. There is also an existing way around using the A49 and A5.	10/30/2017 11:10 AM
155	I don't think it is right to build through someone's house and I think it costs too much money and will damage the countryside	10/29/2017 12:47 PM
156	1. The project is very unlikely to meet the majority of its objectives, as demonstrated by the recent CPRE report ( <a href="http://www.cpre.org.uk/resources/transport/roads/item/4542-the-impact-of-road-projects-in-england">http://www.cpre.org.uk/resources/transport/roads/item/4542-the-impact-of-road-projects-in-england</a> ) 2. The likely impacts of changes in transport and information technology have not been taken into account. In particular, significant alternatives to road building that would meet most of the stated objectives and at significantly lower cost, are now available and should be considered. 3. An estimated £21m "local contribution" could be better spent, either on alternative means of meeting transport objectives, or on entirely different areas of the local budget.	10/29/2017 10:12 AM

## Shrewsbury North West Relief Road Consultation 2017

157	<p>The proposed route runs through unique countryside rich in biodiversity, important not just to the county, but to the country. The proposed man made wildlife mitigation measures will never compensate for the destruction of this natural area. Trees can be planted without having to build a new road. One of the important assets for the county is its countryside which draws in visitors and investment through relocation - why destroy it? Claims of improving air quality are spurious as the pollution is being displaced. Much can be said about traffic reduction claims. Inevitably traffic levels will return to old levels and then increase since nothing is being done to reduce reliance on the private motor car with alternatives like efficient public transport and walking and cycling. HGVs will continue to go through places like Wem and Baschurch as there is no alternative route at these places. Indeed there would be greater economic benefit by improving the existing roads serving Shrewsbury (A5, A49 etc ). Some of the funding for this road will have to be found from council resources; how can this be so? when there is insufficient funding for Adult Social care, Childrens services etc. Indeed there is insufficient funding to repair existing roads! The best way to create jobs is by investing in people, by upskilling them as a skilled workforce brings on the investment. Never forget local businesses need to serve the West Midlands and look eastwards.</p>	10/29/2017 8:27 AM
158	<p>The route chosen for the NWRR is really quite ridiculous. It is far too near the north west of the town as it exists today. It should be routed over the open land to the north west of the town to complete the loop. The town will inevitably expand over time and it will become an inner road within the town. Having a route to keep traffic out of the town centre is a laudible aim but the proposed route is way too compromised. Please reconsider it.</p>	10/28/2017 3:27 PM
159	<p>It would spoil a beautiful landscape and destroy wildlife.</p>	10/28/2017 1:06 PM
160	<p>I would prefer if the route chosen was more direct rather than curving in against the town ruining outdoor amenities which are heavily used by local people such as the foot paths from Frankwell curving a long the river and up towards the water tower. I understand that big money has been given preference/priority over local residents</p>	10/27/2017 4:58 PM
161	<p>I object to the North West Relief Road proposal. The reasons for my objection are as follows: 1) Fundamental concerns: a) Building a new road does not provide a long term solution to congestion and noise and air pollution. Discouraging the need to travel does. This can be achieved in many ways, but principally through better planning. Allowing construction of places of work and leisure on greenfield sites, far from where people actually live and only accessible by car has lead us to the situation we find ourselves in today. Building a new road across a beautiful, environmentally sensitive area is a sticking plaster solution. b) Has a thorough Whole Life Cost analysis been completed? Civil Engineering assets generally have a design life of 120 years. Climate change and automation (changes in working practices) will dictate that we need to dramatically change the way we live and work. It seems likely that this road may become obsolete fairly quickly (20 – 30 years). Change to electric vehicles will not be a panacea. 2) Practical concerns regarding the proposal: a) There are already significant congestion issues at the level crossing on Harlescott Lane and at the Junction between Harlescott Lane and Whitchurch Road (near Tesco). I understand the desire to reduce through town traffic, but because the overall requirement is not to reduce the need to travel (1a), the problem will just be pushed elsewhere. b) The proposal does not seem to have fully considered safety. Is a Designers Risk Assessment or HAZID available? Road traffic accidents cause many deaths and serious injuries per year. I'm sure that the proposal is fully compliant as far as horizontal and vertical alignment, carriageway width etc is concerned, but why have grade separated junctions, lighting, active measures to control speeding not been included?</p>	10/27/2017 12:17 PM
162	<p>1. environmental - the area is of great natural beauty and the 'green corridor' to the town. 2. in the long term it will increase congestion into town along mount st and other access roads as houses will be built and people will drive into town. 3. the cost - the money (from our local and national taxes) should be spent more wisely; and it could bankrupt the council as it is bound to go over budget. 4, congestion in Shrewsbury is not as severe as nearly all other towns and cities - we are lucky in this regard. 5. if park and ride was free it would encourage people to use it more and this would be more cost effective. also free/cheap buses, and schemes to encourage bus use, walking, and cycling would be much cheaper and better for people's health and the environment compared to a big dual carriageway.</p>	10/26/2017 9:15 PM
163	<p>Shropshire council have done little or nothing to improve public transport, it frequently waste tax payers money on road improvements scheme to reduce congestion that have no benefit. It has reduced park and ride services, axed all Sunday bus services, allowed development in unsuitable locations that has created more problems. They have talked for years about improving local services, such as a train station at baschurch and whittington but delivered nothing. The nwrr is a smoke screen for the council to build more houses destroying the character of the town.</p>	10/26/2017 8:09 PM

## Shrewsbury North West Relief Road Consultation 2017

164	N/A	10/26/2017 3:36 PM
165	Disastrous impact on the last remaining rural aspects of Shrewsbury. The only real reason for this road is to create more development land. It will not have any benefits in reducing cross-town traffic. It will not reduce commuter traffic into/out of central Shrewsbury to/from the north, and it will increase HGV traffic on the A528 Ellesmere road.	10/26/2017 2:40 PM
166	No major civil engineering works does not have an overspend! The council tax payers will, in addition to the funding proportion via Shropshire council have to cover any overspend. This is too open ended and dubious, if the contractors are not prepared to accept the risk why should the already over taxed people of Shropshire do so? Despite the perceived economic benefits this must be postponed until the risk is removed or is not a future burden for S.C. council tax payers or for Taxpayers more generally!	10/26/2017 12:24 PM
167	1. The whole 'ringroad' should be dual carriageway to future proof. This would avoid the current traffic planning mistakes on the A5 from S'bury to Oswestry and also the Battlefield to Preston Boats were 'dualling' should have been done. Assume you definitely wouldn't get the funding it was done properly? If the traffic volumes don't merit dualling is it worth a £100 million plus spend anyway? 2. Not happy with the route as it crosses the river at Shelton - far too close to the houses that back onto the current bridleway. The noise and levels of traffic going up a relatively steep slope and braking and accelerating for the roundabout will be unacceptable. The video and diagrams wildly overestimate the amount of trees providing soundproofing between road and homes 3. Needs to be the other side of the Severn Trent pumping station and if you are concerned about pollution from road traffic accidents affecting the drinking water you need to arrange for the intake to the pumping station to be taken from upstream and piped to the station. Or place the route across Uddlington Farm at Bicton and cross the river there - less impact on fewer homes?? 4. As you divert the bridleway by the water tower and you officially restrict vehicular access with lockable bollards to ward off it becoming a convenient secluded stop off for illicit night time activities - so close to a new major traffic roundabout 5. What about improving the existing roads via Montford Bridge/ Forton Heath / Leaton - the route that most people currently use - surely that is a cheaper alternative??	10/26/2017 8:39 AM
168	It is completely unnecessary. Invest in promoting sustainable transport rather than building more roads.	10/25/2017 9:18 PM
169	N/A wholeheartedly support	10/25/2017 7:00 PM
170	Building such a relief road will initially reduce traffic in the town centre. As time passes, traffic in the town centre will slowly increase as traffic for which the town centre is a shorter route finds it quicker because initially there is reduced congestion. It would be more sensible to ban through traffic from the centre and pedestrianise the area by removing kerbs and providing appropriate street furniture. Public transport would continue to use the area. Traffic between north and west would be forced around the around the south of the town. The possibility of improving the north/south route should be considered. In order to improve traffic flows on the A5 the junctions should be improved and become grade separated. This would reduce the desirability of using the inner ring. I can find no mention of the volume of traffic which the proposed relief road would generate. How many journeys would be undertaken because travel times have been reduced. which would not otherwise have been undertaken. I asked the question at an open day but received no satisfactory answer, or even an acknowledgement that such a possibility existed.	10/25/2017 5:26 PM
171	It scarcely at all reduce traffic in the town centre which , from my understanding is the reason for the proposal . Also it would destroy animal habitats and beautiful land The money could be hugely better spent by n other services.	10/25/2017 8:53 AM
172	The proposed new road is an extremely expensive project, and the suggested benefits do not justify this level of expenditure. It would only provide limited local improvements, with very few strategic benefits to the rest of Shropshire, and the national network. Traffic congestion within the town of Shrewsbury only arises at peak times, and as a resident for nearly 60 years appears to be significantly less than it was 30 and 40 years ago, when the A5 and A49 passed through the town. Unnecessary traffic arises within the town centre eg High Street, because access is unrestricted. This area would become much more attractive a ban was introduced preventing cars from gaining access from 9.00am - 6.00pm. Action should have been taken to make these changes as part of the current Integrated Transport Package.	10/24/2017 5:03 PM

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173	Unnecessary, it will only reduce traffic volumes to a small extent and that will only be temporary as new roads always generate more traffic and using the existing system I can't see that the existing traffic levels justify it anyway. There is also the cost that will have to be borne by the whole county, not just those who live, work or otherwise use Shrewsbury (how will you justify this to people living in, say, Ludlow?) and the inevitable environmental damage which with projects like this has a nasty tendency to be much larger than the pre construction surveys.	10/24/2017 2:37 PM
174	The dualling of the A5 should take preference, which should also include a flyover at dobbies island . The water run off from the proposed NWRR would have a massive effect on the flooding problems around shrewsbury.	10/24/2017 10:28 AM
175	I don't believe it will alleviate traffic in the affected areas, in my experience road schemes such as these always increase traffic. It will also run across beautiful unspoilt countryside which at the moment extends right to the edge of the town, giving Shrewsbury a unique rural feel. It will only be a matter of time before the area between the proposed road and the town becomes developed. I feel the money would be better spent making the A5 a two lane carriageway in each direction with flyovers and slip roads instead of roundabouts.	10/24/2017 10:01 AM
176	N/A	10/23/2017 10:05 PM
177	Pointless, only a excuse to build on more land up to the bypass and ruin what green land is left around the town. Business need people to come into the town not bypass it Sort the Miss managed tragic lights out and tragic within the town will flow better and stop the mass housing developments!!they are only for people from further afield we have become a commuter town and this mass expansion is ruining this once lovelytown....I blame money grabbing one track minded councilers, just remember the councilersof the 50's and 60's they ruined the town and now your to ruin it again	10/23/2017 6:40 PM
178	More road closures for Welshpool road residents - who is going to pay all our extra fuel money - we already have to go miles out of our way to get to hospital or dr surgery thanks to closing Racecourse Lane. Now your closing Welshpool road so we have no access to Welshpool and also calcott and shepherds lane which are used frequently by residents. Give us some say in where we drive!!!!	10/23/2017 6:23 PM
179	1. We think it will increase traffic overall and therefore bring no real benefit. 2. We are concerned about noise. 3. We are concerned about effects on the environment 4. We are concerned about the cost 5. We do not see how it will relieve traffic going into the town centre, especially as there are no plans to increase park & ride buses. 6. A single carriageway as proposed would be frustrating and lead to potential accidents.	10/23/2017 6:02 PM
180	Traffic in the town centre will not be reduced - except along Smithfield Road for maybe 2-3 years before vehicle numbers return to present levels. More roads means more traffic in the long run. The traffic congestion problems could be solved by other (more environmentally friendly) methods at a fraction of the cost. Although some mitigation of environmental damage is being proposed, this road will be extremely detrimental to a large area of beautiful and unique countryside. Let's think about our children and grandchildren's future and reconsider our lazy, selfish and harmful ways of transporting ourselves.	10/22/2017 6:11 PM
181	This road would degrade a large area of countryside with little impact on traffic in Shrewsbury. It would impact badly on the Berwick road/ Ellesmere junction and the raised bridge and road would cause a noise nuisance for those living on the south side of the river. I was under the impression that national and local policy was to decrease the use of the motor car not to encourage it. With the need for more social provision to prevent bed blocking in our hospitals, with an increase in crime due to a shortage of money for police and cuts in welfare causing stress on food banks there are much better ways of spending £100,000,000.	10/22/2017 9:36 AM
182	Government money should not be spent on non-urgent projects in a time of austerity. There are other road priorities. eg. A5, A49 where there is a huge number of accidents. Shropshire Council should not be spending this amount of money when there are other priorities. As above, vulnerable adults etc If the project goes over budget, the council will be responsible for the excess. We are already using up our reserves. The council has taken very little action to implement other measures. It has not applied for sustainability grants. The SITP money has done little to make walking or cycling better. Cycle lanes have been removed ( eg Abbey Foregate) and taken out of the plan. ( English Bridge) Buses are becoming less and less frequent, thus putting more and more people onto the roads. If the road goes ahead, then the BID Shrewsbury Vision, must take priority in reducing town centre traffic, and the council must ensure that they work towards this.	10/22/2017 8:32 AM

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183	There is little in the documents uploaded to see why increasing traffic and pollution has any environmental benefits, to health benefits to the people of Shrewsbury. At a time when public transport is poor and alternative transport by bike (or foot) is so poorly supported this should be the primary focus. Including traffic free days for the centre of Shrewsbury. The aim of the council should be a reduction in traffic, not an increase. The damage that this road will create by its building and by future impacts as residential and business premises are built alongside the road as inevitably they will, does not set Shrewsbury or Shropshire as a visionary or environmentally focused organisation. The public of Shropshire deserve better.	10/21/2017 10:50 PM
184	Visual intrusion particularly of the bridge over the river. Night time light pollution. Noise pollution. Taking of green space. Due to Central Government proposals regarding carbon emissions and transport in general any traffic predictions are extremely dubious.	10/21/2017 5:27 PM
185	It is not worth the money. National and local government have more important things to spend the money on.	10/21/2017 1:01 PM
186	Environmental concerns - this is an area of outstanding natural beauty with many animals and plants. It would be a travesty if this was destroyed for people and their cars. Need for this road - in my opinion the demand for a link road isn't there. Destruction of the environment for a road is very old fashioned and we should be looking for alternatives within the existing structure. A better train link would take more people off the roads. Stourbridge got lots of people off the road through providing free parking to commuters. We should do this. There is lots of space by the railway line. Improve the buses?	10/21/2017 11:30 AM
187	The environmental impact overrides any perceived benefit of the scheme. Road building is a 20th century 'fix' and new roads will fill up quickly without solving any problems. Congestion in Shrewsbury is limited to about 2 hours a day, and drops dramatically in school holidays. Spend a fraction of the proposed money on schemes to encourage parents to walk their kids to school and back.	10/21/2017 11:12 AM
188	This is a very expensive proposal (note that the council is going to put £20M into it and it will be drawing down a similar amount from its reserves to balance the books in its forthcoming budget - what else could that money be spent on for greater benefit?) for limited benefit and I am not convinced by the very limited information in the consultation that even greater benefits couldn't be achieved through alternative measures: there is very clear evidence that new roads bring new traffic rather than growth e.g. CPRE research <a href="https://www.ft.com/content/77f9fdb0-0a65-11e7-97d1-5e720a26771b?mhq5j=e6">https://www.ft.com/content/77f9fdb0-0a65-11e7-97d1-5e720a26771b?mhq5j=e6</a> Given that new traffic surveys have been carried out and the ITP scheme implemented since the last consultation it is essential that the consultation should be based on the evidence that comes out of that rather than on the old modelling. Given that the business case is being submitted in December I would have thought that the traffic modelling results must now be available. The environmental impacts of the scheme are very significant and there is very little in the consultation about protecting land in the vicinity of the scheme from urban sprawl or compensation measures for the loss of an important amenity. I would like to see specific plans from the council as to how much of the land around the scheme will be protected as green infrastructure. The footpath proposals along the edge of the road are, in my view, feeble: pedestrians do not like walking next to busy roads	10/20/2017 11:00 AM
189	The council is making cuts to services in Shropshire, why spend 21 million pounds on a road we don't need. Improve park and ride facilities. Improve cycling provision, improve public transport and improve health outcomes for people.	10/19/2017 5:20 PM
190	This has a 60 year projected view. It seems maybe a bit farsighted when there is, if you may have noticed, very dramatic changes in car production - in as little as 10 years there will be many electric cars and lorries. Within 20 years many people may not own cars, they'll just phone up for an electric one which will take them, efficiently and quietly to their destination. There will be little queuing, and almost no pollution and the guidance systems will take the most efficient route, therefore no congestion. It would be a great shame to despoil this last peaceful section of town to a road which won't ever be silent - like the rest of town where we have to put up with the 24 hour drone of traffic passing through en route to the north and west.	10/19/2017 3:23 PM
191	NA	10/19/2017 12:56 PM
192	"If you build it they will come" - it is a truth that building more roads is not the solution; the existing roads should be improved. More roads simply generate more traffic. The route will spoil a landscape of high value that is irreplaceable. Critical habitats will be lost and mitigation measures may well be implemented, but they do not in truth compensate for the loss. Tunnels should be provided to facilitate the movement of wild animals; it is sickening to see dead wildlife along our roadsides.	10/19/2017 10:40 AM

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193	1. This route will do little to alleviate traffic in the town centre. 2. It will place more pressure on the Eastern bypass A49 as it takes traffic off the A5 at Churncote. 3. It will not pick up	10/19/2017 5:41 AM
194	Cccvvc	10/18/2017 8:56 PM
195	We should not destroy local countryside. We should make better use of existing infrastructure; moving and setting roundabouts to an adjacent position to the A5, accessed by a series of sliproads, would allow traffic to flow faster and more efficiently around the town - from the north, from the east and vice versa. Additionally better traffic and speed management around Leyton and Fitz, and Shrewsbury town centre will provide further encouragement for road users to use existing infrastructure.	10/18/2017 7:14 PM
196	It would be a waste of tax payers and only encourage more traffic. The potential '£100 million' costs would be much better spent on urgently needed public transport enhancements, such as a Sunday bus service in Shrewsbury (we are the only large town in the country with no Sunday bus service which is a total disgrace) and the main rail link to Wolverhampton has a speed limit of only 70 mph (the slowest main line speed limit in the country).	10/18/2017 7:51 AM
197	n/a	10/18/2017 6:55 AM
198	N/a	10/17/2017 8:05 PM
199	The road is unnecessary. Spend the money on flyovers for the bypass to make the traffic flow better.	10/17/2017 3:35 PM
200	The reasons for building it are flawed. It will do nothing to reduce the congestion travelling on the existing routes from the north of the town into the town centre. The destination for the majority of this traffic is the town centre itself. Therefore this is a new road across open countryside to a destination people do not want to go. The only benefit is that it will open up a huge amount more green belt land for development. The only people that will benefit is those with vested interests.	10/17/2017 3:23 PM

## Q4 If you do not know whether or not the NWRR should be built please tell us the main reasons?

Answered: 27 Skipped: 606

#	RESPONSES	DATE
1	Should be built whether statistics show a very low impact on Smithfield Road etc.	11/13/2017 11:07 AM
2	The cost will be very high and the balancing of this with the cost ?	11/13/2017 10:02 AM
3	Phase 1 - Churncote to Holyhead Road roundabout Phase 2 - Holyhead Road to Ellesmere roundabout at Battlefield Certainly a need for Phase 2 to be built but who will pay for this? Environmental issues involved, why can't a fraction of the cost be used for improved bus services/cycle lanes!? Phase 1 from Churncote roundabout a white elephant with no short term benefit to residents of Gains Park, Shelton, Bicton etc!	11/10/2017 2:20 PM
4	Environmental Too costly It has been proved that more roads do not work. 20 million how would solve the problem and wouldn't cost the "EARTH".	11/10/2017 1:54 PM
5	I think this "consultation" is a veiled attempt to make people feel "consulted". The decision is clearly being imposed on us - futile!	11/10/2017 12:23 PM
6	None	11/10/2017 11:19 AM
7	I am 16 and currently learning to drive. I will be driving on the roads in 6 months so this road will affect me a lot. I think that the road is a good idea to divert traffic but I don't think people will use the footpaths very much as people would rather walk in the woodland to the side than next to a busy road so I think this will be a waste of money.	11/9/2017 11:11 AM
8	Proposed footpaths etc. should be legally dedicated as rights-of-way.	11/9/2017 10:23 AM
9	I'm not convinced that simply building a road would increase prosperity in the area. More roads seem to simply bring more traffic and I am concerned about detrimental effects on the environment and wildlife and damage to the landscape.	11/9/2017 9:49 AM
10	I do not know see Q3	11/8/2017 12:59 PM
11	Again, I have mixed feelings as I have explained.	11/8/2017 11:51 AM
12	We already have the new A5 joining the improved section of the A49, serving West to East.	11/8/2017 9:27 AM
13	Should be built.	11/7/2017 12:47 PM
14	I live in Baschurch and welcome the chance to reduce traffic travelling through my village. However, the proposals have not made clear how much this traffic will be reduced. Furthermore, it seems that traffic on nearby routes ( Huffle Lane and Berwick road will be increased).	11/6/2017 4:26 PM
15	N/A	11/5/2017 8:35 AM
16	n/a	11/1/2017 3:53 PM
17	See above	10/27/2017 4:58 PM
18	N/A	10/26/2017 3:36 PM
19	Fine balance between traffic reduction (in town and villages to the north), and ruining some beautiful countryside. Until recently, I used to think the traffic wasn't bad enough, but I concede it's getting worse and future development will lead to a further deterioration, so a further river crossing on this side of town feels inevitable and desirable from a traffic point of view. But my starting principle is that "new roads encourage more traffic".. so it's a tough one!	10/26/2017 10:17 AM
20	N/A	10/25/2017 7:00 PM
21	N/A	10/23/2017 10:05 PM
22	NA	10/23/2017 6:02 PM
23	No conclusive proof that the scheme will make any difference in the longer term.	10/21/2017 7:36 AM

## Shrewsbury North West Relief Road Consultation 2017

24	NA	10/19/2017 12:56 PM
25	Xdfvg	10/18/2017 8:56 PM
26	N/a	10/17/2017 8:05 PM
27	There are some good reason for it to be built such as reducing congestion in the town centre. However the environmental impact on biodiverse sites such as Hencott pool seem to be severe.	10/17/2017 9:43 AM

## Q5 Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.)

Answered: 242 Skipped: 391

#	RESPONSES	DATE
1	This is a unique area within the town; if the North West Relief Road is approved and financed residents of Shrewsbury will be deprived, once and for all, of this beautiful and quite countryside.	11/13/2017 1:58 PM
2	Written against Q1. Information on the exhibition boards was incomplete and misleading. Not all of them had compass points. Q5. It will never happen. Any other scheme must take precedence, to rescue a historic town and prevent destruction of more of the countryside.	11/13/2017 1:33 PM
3	The bypass would have been better built to the north of Shrewsbury rather than the south. This would have provided a bridge over the river between Welsh Bridge and Montford Bridge. A bypass to the east of Bayston Hill would improve the environment there.	11/13/2017 1:11 PM
4	Why not pedestrianize a lot of Shrewsbury centre - lots of other towns and cities do this to keep cars out. We have a Park and Ride system that people should use instead. Keeping traffic out would draw in more shoppers as much more pleasant experience. People who are very reliant on their cars don't come into town anyway as they always complain there's nowhere to park!	11/13/2017 12:58 PM
5	I object to your introductory paragraph which sets out your plan as a solution for which you are preparing to submit a funding bid. It does not fill me with optimism that you will take any of our objections seriously. Please prove me wrong, I want a green future for my grandchildren.	11/13/2017 12:47 PM
6	It would be more sensible that the West Midlands as a whole have an integrated hub to move freight onto trains. Reduce traffic volume and pollution needs to be done at a larger level. As my and any other view that does not agree with the relief road at least do it as a dual carriageway. A house building bonanza will occur and quality of life will be down the toilet!	11/13/2017 12:18 PM
7	The road needs to be built now - stop talking about it and we can all move about more easy on our roads.	11/13/2017 11:32 AM
8	I am concerned about the environmental/wildlife impact.	11/13/2017 11:26 AM
9	The A5 by-pass had many errors (e.g. Dobbie's island should have had underpass/flyover; Emstrey camber was wrong). can we get it right first time please?	11/13/2017 11:23 AM
10	None just needs to happen as without it the towns growth is stifled.	11/13/2017 11:20 AM
11	The bridge over the Severn ideally would be a structure of significance.	11/13/2017 11:13 AM
12	Sundorne Road island presently chaotic what impact would extra heavy traffic deciding to use the NWRR have at this junction.	11/13/2017 11:07 AM
13	The Battlefield- Sundorne- Preston Island is VERY congested NOW - it will be VERY congested if NWRR joined. Rob Surl wrote in Shropshire Star town centre, traffic would be reduced 20% - 30% if NWRR built -NOT COST EFFECTIVE - most traffic going into town needs to go into town. * EVERY town in G.B. which is historical and built "on" a river is congested.	11/13/2017 10:48 AM
14	Loss of Public Rights of Way 2 PRW being dissected by NWRR west and east (1 each) of Shrewsbury - Chester railway line.	11/13/2017 10:27 AM
15	Are farmers happy for road to go through their land. What sort of disruption will occur when altering the roundabout at battlefield. That area is very busy.	11/13/2017 10:16 AM
16	From past experience, each time a by-pass is provided, the space between new and old boundaries is quickly filled by development, necessity a further by-pass.	11/13/2017 10:07 AM
17	The route appears to be very close to the housing currently and still being built in the town but I could not see any scales on any of the maps in the exhibition, other than grid lines on a couple.	11/13/2017 10:02 AM
18	NO	11/13/2017 9:55 AM

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19	The main cause of congestion into Shrewsbury from The Mount and Copthorne is the Welsh Bridge and the traffic lights between it and Frankwell. Once over the bridge traffic flows freely on Smithfield Road and when coming into town. I suggest a new bridge across the river from Frankwell Quay; one way traffic over the Welsh Bridge coming out of town and one way traffic from Frankwell to the mini roundabout in front of the University centre, then turn right there and across a new bridge onto Smithfield Road.	11/13/2017 9:53 AM
20	Ring roads don't solve traffic problems - look at York for example - it's ring road is regularly choked with traffic because it allowed so much house building and industrial development. Look at Birmingham's ring road - it's a joke! Shrewsbury wants to make all the mistakes that other places now regret.	11/13/2017 9:39 AM
21	The Oxon relief road should not go ahead, it is totally unnecessary, it would sever links to amenities in the Bicton Heath and Copthorne areas and Montford Bridge residents.	11/13/2017 9:32 AM
22	The public should have the opportunity to see and be consulted on the business case before it is submitted to the Department of Transport.	11/13/2017 9:26 AM
23	Traffic coming on the A5 from Oswestry would probably take the road through Montford Bridge and past Bicton instead of going as far as Churncote Island before joining the NWRR. A dual carriageway would be preferable as a long term solution but probably unlikely to be funded at this stage.	11/10/2017 2:25 PM
24	Agree with Phase 2 but overall cost is astronomical now and will go up, so who pays for it?? Phase 1 retail units at Churncote roundabout will increase traffic usage not decrease it!	11/10/2017 2:20 PM
25	I feel road should be dual carriageway. You only need one slow vehicle and someone will take a chance to overtake - very dangerous. Also no hard shoulder - in case of accidents. Nowhere for vehicle to go if broken down.	11/10/2017 2:11 PM
26	1. Concerned that Montford Bridge to new road will be used as a sort cut creating traffic problems there and extra pollution. 2. Can new road be a dual carriageway? - possible risk of accidents due to frustrated drivers overtaking on long straight stretch of road. 3. Build a "comfort stop" for weary drivers with petrol/café/toilets. It's a long way to the M6 after Shrewsbury and facilities at Nescliffe.	11/10/2017 2:01 PM
27	1. What will height of road be as it crosses river by Dalton Drive? Will homes be higher or lower? 2. Can we remove vehicular access to bridleway by water tower.	11/10/2017 1:43 PM
28	If the NWRR is built the noise baffles would be required on the elevated viaduct over the river severn. If the NWRR is built it should be dual carriageway for safety reasons. The Holyhead Road would need to be improved with a roundabout at Montford Bridge if traffic is to increase 30%.	11/10/2017 1:37 PM
29	Shared cycle/pedestrian paths will need regular sweeping. Many such tracks have "Cyclist Dismount" signs at junctions, this is not very convenient and at roundabouts it can be perilous to navigate them.	11/10/2017 12:50 PM
30	Noise pollution, damage to local environment. Cutting off current roads and preventing local access.	11/10/2017 12:36 PM
31	I think a bottom-up approach has not been fully considered. Public transport in Shrewsbury is poor, expensive - as cheaper to drive and park in town which is wrong!! This should be considered as an alternative along with diverting HGV's out of town.	11/10/2017 12:23 PM
32	A new survey of where the cars on Ellesmere Road are going would help.	11/10/2017 12:16 PM
33	I'd like to see independent assessment of the benefits to town traffic reduction and creative public transport options considered for the town suburbs.	11/10/2017 12:14 PM
34	This proposal for funds is being made because there is a fund available not because the Council have considered this the best method of managing congestion in and around Shrewsbury. The case for other transport alternatives such as funded buses have not been reviewed since 2009.	11/10/2017 12:11 PM
35	Do not put road through ground water SP21 with the rise in electric vehicles and banning of sales of petrol/diesel cars in 20 years, air quality issues should not be a consideration.	11/10/2017 12:03 PM
36	Concerned about increase in traffic on Holyhead Road with no provision for cyclists.	11/10/2017 11:55 AM
37	I think the current T junction from Gains Park onto Copthorne Road will need to change to an island.	11/10/2017 11:48 AM
38	Pedestrian access to Oxon Caravan Park.	11/10/2017 11:45 AM
39	Pedestrian access to Oxon Caravan Park	11/10/2017 11:44 AM

## Shrewsbury North West Relief Road Consultation 2017

40	* Major, major consideration if the proposed redevelopment is implemented. The Gains Park/Mytton Oak junction will become a hazard (it is a major problem now!) with Welshpool road closure and increased housing developments there will be accidents/deaths at that junction without major improvements to that junction.	11/10/2017 11:43 AM
41	Main concerns re: cutting off access at Churncote to Welshpool road off  Gains Park/Bicton Heath will all be forced to turn right onto Welshpool road to gain access to new relief road. Welshpool road is already a dangerous road because drivers do not heed speed restrictions. When new housing development off Welshpool road goes ahead this will greatly increase use of Welshpool road. Some drivers may choose to go south and access roundabout onto A5/Mytton Oak road. Which will cause congestion at this junction.	11/10/2017 11:30 AM
42	If traffic increases along B4380 via Montford Bridge to A5 then needs roundabout at A5 junction, too dangerous as it is. Needs to restrict/limit traffic going via Montford Bridge.	11/10/2017 11:24 AM
43	No concerns. Build it!	11/10/2017 11:19 AM
44	Concerns about the impact of the works traffic on the local roads during the construction phases. Still unsure about the overall impact on the traffic flows if the proposal "untill" of housing to the A5 bypass is to proceed. Traffic and pedestrian access to the town centre from the housing areas needs to be properly addressed and not just by increased parking charges.	11/10/2017 11:07 AM
45	Noise level affecting Dalton Drive on Darwins Wood estate	11/10/2017 11:00 AM
46	Huffley Lane diversion onto Ellesmere Road is certainly a concern and likely to create tail backs.	11/10/2017 10:52 AM
47	Concerned about facilities for cyclists to cross the NWRR at Berwick Road new roundabout and Holyhead Road new roundabout.	11/10/2017 10:50 AM
48	Are you sure all the traffic going down the Ellesmere Road is travelling north?	11/10/2017 10:48 AM
49	Calcott Lane - restrict car parking	11/10/2017 10:47 AM
50	Construction - process - is the plan to retain materials on site, there-fore reduce construction traffic movement. Design - of a single lane carriageway, based on cost, e/o for a dual carriageway is not explained. Safety - cross sections and layout drawing do not indicate a vehicle safety barrier (peds at risk!) is the carriageway lit?	11/10/2017 10:44 AM
51	I would like to know what the Shrewsbury West sustainable urban extension consists of. Houses? Shops? Amenities?	11/10/2017 10:32 AM
52	Agree with the road being built. What businesses will be coming to the area?	11/10/2017 10:30 AM
53	see Q3	11/10/2017 9:55 AM
54	There is dangerous congestion on small country roads to the NW of Shrewsbury which needs addressing urgently.	11/9/2017 1:44 PM
55	Environmental surveys not up to date. What's next board assumes a positive outcome if there is a public inquiry - this is undemocratic and professional's should not be doing this!	11/9/2017 1:40 PM
56	Bicton will get incredible pressure for new houses - not welcomed.	11/9/2017 1:30 PM
57	This scheme has had so much money spent on it already that it has built up its own momentum. Cancelling it now would save lots of money.	11/9/2017 12:58 PM
58	Huffley Lane has T junction this will cause traffic 30% + build up. Roundabout required.	11/9/2017 12:45 PM
59	Proposed junction for Huffley Lane joining into Albrighton Road will be dangerous for villagers turning right due to volume of traffic down that road.	11/9/2017 12:39 PM
60	Noise needs to be taken into consideration, don't want another Nescliffe bypass with quiet tarmac which isn't quite.	11/9/2017 12:30 PM
61	Concern that proposed road is single carriageway i.e. same as A5 to Oswestry - very short sighted for future use. Concern over bridgeworks - very unsightly in a rural area. Traffic will still take Baschurch short cut to A5 - does not make this much longer than new road.	11/9/2017 12:14 PM
62	Keep the T junction on Huffley Lane. More traffic calming chicaines on (or in) Baschurch to deter through traffic and channel Oswestry - Telford traffic to use the new link road. Our County Councillor has repeatedly said that the link road (or lack of it) is the root cause of the high volume of traffic currently existing (5000 vehicles per day). Exhibition data suggests this to be untrue.	11/9/2017 11:58 AM
63	Moving Huffley Lane is excellent as it will not be an obvious option for traffic using the new route.	11/9/2017 11:32 AM

## Shrewsbury North West Relief Road Consultation 2017

64	Maybe traffic lights at Huffley Lane/Ellesmere Road junction in peak times.	11/9/2017 11:26 AM
65	It needs to discourage the use of Huffley Lane, other than very local traffic.	11/9/2017 11:24 AM
66	As a resident of Baschurch, it is clear this is a plan for Shrewsbury town, not Shrewsbury and its surrounding area including the villages that are now satellites of this town. The consequential and adverse consequences for traffic flow through Baschurch are worrying - even your own figures show a 30% (+) growth in traffic along Huffley Lane almost all of which will flow through Baschurch.	11/9/2017 11:21 AM
67	Before the NWRR is built and only the first phase is in place the first part of the road will stop at Holyhead Road and therefore more traffic will be sent north towards Montford Bridge and Fitz as people wanting to travel to the other side of the town would rather travel rural than through the town. I agree with the road 100% if both parts can be built.	11/9/2017 11:11 AM
68	Trucks will still use B4397 to avoid VOSA site. This needs relocating.	11/9/2017 10:54 AM
69	Possibility of dual road to allow for future increased volume	11/9/2017 10:47 AM
70	Only concern is the hope that nothing will delay building the road.	11/9/2017 10:42 AM
71	I have huge concerns about pollution, noise and uncontrolled building (refer to Baschurch). No account given to quality of life, nor the environment. We need mass planting of trees to offset pollution and noise. Shrewsbury and Shropshire is a beautiful country but people simply won't visit if you ignore the importance of the above.	11/9/2017 10:38 AM
72	Should be dual carriageway.	11/9/2017 10:18 AM
73	Most of the emphasis is on reducing traffic through the town centre - which is okay as long as it does not then send more through the villages. Provision must be made particularly at new junctions to ensure that through traffic is directed onto the new road and discouraged from using e.g. Huffley Lane - perhaps decrease/other traffic calming measures to slow this traffic.	11/9/2017 10:15 AM
74	I am concerned that there is a projected 30% increase in traffic flow in the Cotton Hill area which could lead to an increase on Berwick Road and hence through Walford, Baschurch, Ryton etc.	11/9/2017 10:09 AM
75	As long as there is a watching brief by the (?) archaeological/English Nature/English Heritage people to make sure things are okay (look at the interesting finds London Cross Rail project threw up) and the road works are designed to fit in with the beautiful surrounding countryside. However I feel the road is NECESSARY to free up the centre of Shrewsbury.	11/9/2017 9:46 AM
76	I am not convinced about the number of access points planned at the Churncote end of the road. I suggest that traffic from the A5 would use B4380 through Montford Bridge, instead of continuing along the A5 to Churncote to access the NWRR. The A5/B4380 junction is dangerous, especially for right turns and if access from the B4380 is provided, additional traffic management measures will have to be put in place at the A5/B4380 junction at Monford Bridge.	11/9/2017 9:34 AM
77	Getting out from Huffley Lane without an island will be problematic during peak times.	11/8/2017 11:13 PM
78	I don't agree with it being built but regardless of the decision ..... "an integrated transport system which allows people to have good and reliable access to jobs, services, learning and leisure opportunities, and which protects and enhances environmental quality and human health (Local Transport Plan for Shropshire 2006-2011)" ..... NEEDS to be developed. MUCH cheaper I would suspect.	11/8/2017 9:46 PM
79	What is the purpose of this consultation? The figures of traffic etc are almost 10 years out of date and you are really just asking people what they think of a route on a map and a highly misleading video which admits itself that it is inaccurate eg it shows laybys that are no longer part of the proposal. There is no up to date supporting evidence that would help people to decide if it's worth the money.	11/8/2017 3:25 PM
80	1. I do not think that the proposed "bypass style" route is the best that could have been put forward. Most of Shrewsbury's traffic is local, so a shorter route, closer to the town centre, would have been more useful for local people. 2. A connection to Ellesmere Road, near the junction with Hubert Way would have enabled people living or working in north Shrewsbury to make better use of a NWRR. 3. As a Council Tax payer I think the Council should concentrate on the many other things they can (and do) do to make Shrewsbury a better place to live in, rather allow themselves to be distracted by a "grand project" which saps money and energy, and will ultimately prove a disappointment.	11/8/2017 2:38 PM

## Shrewsbury North West Relief Road Consultation 2017

81	1. This relief road requires building as soon as possible before Shrewsbury reaches grid lock (river loop reduces options). 2. Traffic reduction on A5 length to M54 -reduce holiday congestion.	11/8/2017 2:17 PM
82	The dualling of the outer ring road (where currently single lane) and improvements at the major roundabouts may be a better first step to improve the existing traffic flows around town. This would need to be done in conjunction with major transport changes to the town centre - where cross town traffic movements need to be discouraged through design and policy. Environmental improvements to the NW side of Shrewsbury associated with the scheme, could still be undertaken through other funding sources perhaps related to flood alleviation projects which have been raised before. i.e The Jubilee River (Windsor) project is a good example of this, providing key flood alleviation protection through a controlled river bypass with huge fringe benefits to wildlife and the local population through new pools/habitat and cycling/walking facilities.	11/8/2017 1:44 PM
83	Building more roads doesn't work. Just look at London - M25 did not reduce traffic pollution in London. Please do some thorough research before proceeding with this road and ruining yet more landscape.	11/8/2017 1:36 PM
84	One specific concern. Why oh why close the Welshpool Road? This will certainly make journeys much longer for us in this part of town.	11/8/2017 1:21 PM
85	Have concerns that no pollution data is being shown for the proposed route.	11/8/2017 1:18 PM
86	Thanks for providing FREEPOST	11/8/2017 12:59 PM
87	It would be useful to have a schedule of the public rights of way affected and details of proposals i.e. closure, bridging, underpass, link to new roads accompanying track. I have doubts about Biction FP7 Shrewsbury FP104/1 Shrewsbury FP4/1	11/8/2017 12:51 PM
88	1. Look at re-opening rail stations e.g. Meole Brace/Baschurch 2. Parkway station - what happened to that? 3. No sign of industry refusing to locate to Shrewsbury, so their not bothered about perceived transport problems!	11/8/2017 12:44 PM
89	I think the area around Coton Hill, Old River bed and Greenfields should remain Greenland, much in the same way the REABROOK is. If more could be done with existing roads that would also help.	11/8/2017 11:51 AM
90	Post effect of NWRR build will be ? development in adjoining areas, which are environmentally sensitive and flood risk areas.	11/8/2017 11:45 AM
91	I feel parts of the new by-pass could be improved before this expensive scheme is considered. For instance fly-overs could be implemented at both the Dobbies roundabout and the Emstrey Island roundabout. Both are difficult, have huge traffic jams and are often the scene of accidents.	11/8/2017 11:31 AM
92	There is an argument that the planned Oxon link road makes the NWRR necessary/more favourable. I don't agree with this approach : you can't build one bit of by-pass and then use it to justify the rest of the by-pass. Impacts on habitat can be mitigated but not eliminated. The bridge across the Severn seems particularly intrusive.	11/8/2017 11:13 AM
93	More roads generally create more traffic not less	11/8/2017 10:50 AM
94	I strongly agree with the road being built but I am concerned with the arrangements currently being made at its northern egress at Huffley Lane/Ellesmere Road. Here most of the traffic will wish to turn right towards Shrewsbury West and the M45. The increase in traffic will be substantial and will acerbate these already congested routes. Careful consideration needs to be given to the precise layout of the roads in this area.	11/8/2017 10:46 AM
95	see detailed response	11/8/2017 10:13 AM
96	Most traffic trying to get to/from Oswestry side travels from/to Telford direction so they would veer to the left (from Telford A5) rather than right and if forced to go to right would end up blocking Sundorne Battlefield roundabouts in rush hour which are already a problem. Money better spent on duelling A5 between Shrewsbury and Oswestry.	11/8/2017 9:56 AM
97	Improve and maintain road network as per previous standards.	11/8/2017 9:27 AM
98	Shrewsbury traffic problems are no worse than other similar towns. All the extra houses on Ellesmere Road and down Berwick Road will still go through town to go south.	11/8/2017 9:19 AM
99	Impact on the environment and people living nearby	11/8/2017 8:58 AM

## Shrewsbury North West Relief Road Consultation 2017

100	As a Civil Engineer, who has constructed major highway improvements, I think it is very short sighted to build a single carriageway road. This road will become heavily used and the additional cost of constructing a dual carriageway will soon pay for itself.	11/8/2017 7:59 AM
101	The levels of traffic using Huffley Lane to access Bomere Heath etc and vice versa might require a mini-roundabout at the Ellesmere Road junction	11/8/2017 7:58 AM
102	Although I agree in principle, I am concerned that the traffic modelling used to predict traffic flow is from a survey carried out in 2009. I live in Uffington and although e8 and e9 are predicted to have less traffic once the relief road is built I am worried that traffic will use the new link coming from and going to Telford thus actually increasing both amount of traffic and the noise levels which effect the village already. What sensitivity analysis has been undertaken to ensure assumptions that both local and non local traffic will still circumnavigate the town via the current a5 south and north route? I would want very clear assurances once new modelling has been completed that traffic level predictions have not changed since those made from 2009 survey. I would also want to know that analysis has also been carried out to test in what circumstances traffic would shift from predicted routes and that mitigation has been considered to try and manage this. Ultimately if the predicted traffic levels show different predictions (not a reduction but an increase) then I would want to see mitigating actions taken on e8 and e9 to dampen noise levels i.e. particularly on the sides of the bridges over the river Severn where noise "leaks" and to raise road banks up. I would also want to see changes made to sundorne island to ease flow of traffic at peak times.	11/7/2017 7:26 PM
103	I totally agree with this fantastic idea	11/7/2017 4:03 PM
104	There will of course be an environmental impact but this can be minimised by careful design and substantial tree planting.	11/7/2017 3:34 PM
105	Cars from beyond the A5 should still be allowed down Welshpool Road at 20mph, especially the cars that want to park behind the Co-Op and use the Park and Ride. Park and Ride buses "do not stop" en route to town so O.A.P's should be allowed to use any available seats for FREE from Oxon Co-Op at ANY TIME!	11/7/2017 3:06 PM
106	In stead of wasting public money on the NW relief road can I make a number of suggestions which I think would have more impact on congestion and air quality in central Shrewsbury. First of all the three main causes of pollution in the town centre are; 3) Too many buses in the town centre 2) stationary vehicles at Traffic Lights 1) Buses stationary at Traffic Lights So here are my suggestions; 1) Remove all of the sets of traffic lights from within the town - at all junctions. This will significantly improve traffic flow in many locations. 2) Put park and ride on to the railways, using platform 3 at the station. Preferably use central rail electric trains rather than diesel. In addition build a new parkway station at Preston boats for all commuter trains to Wolverhampton and Birmingham, as well as for park and ride into town. 3) All other buses to only go directly to and from the bus station, without multiple stops in the town centre. I would respectfully suggest that this will have far more impact on congestion and air quality in the town centre than the proposed NW relief road.	11/7/2017 2:49 PM
107	The roundabout where the Welshpool road joins A5 already has serious congestion problems but I understand there are plans to tackle this.	11/7/2017 2:47 PM
108	The propose junction for the Ellesmere Road is not acceptable.	11/7/2017 2:24 PM
109	A link road into a town centre multi-storey car park.	11/7/2017 2:22 PM
110	None really. The NWRR needs building a.s.a.p.	11/7/2017 2:05 PM
111	Building along open countryside is always of concern but a road like this is worth the sacrifice.	11/7/2017 1:58 PM
112	Anyone who hasn't already seen the mayhem caused daily from Leighton through Fitz, Forton bank and Montford Bridge should spend a day down this road, then they would realise how desperate this link road is needed.	11/7/2017 1:48 PM
113	We just need to keep trying to improve Shrewsbury not to give up.	11/7/2017 1:33 PM
114	Just get on with it!	11/7/2017 1:29 PM
115	get on with it!	11/7/2017 1:28 PM
116	This is something I have talked passionately about for a number of years now. Without NWRR Shrewsbury cannot grow and will not be able to realise its full potential.	11/7/2017 1:26 PM
117	Lots of silly road works not necessary. Could have gone towards N.W.R.R.	11/7/2017 12:37 PM

## Shrewsbury North West Relief Road Consultation 2017

118	I just hope you will think of pedestrians especially at the new river crossing. Would pedestrians be able to get access to town from this bridge or the riverside. Liked the Hodnet bypass ideas.	11/7/2017 12:33 PM
119	We are concerned that the proposed T junction north of the new roundabout at Battlefield for Huffley Lane will prove to be a bottleneck for local traffic. We estimate around 90% of Bomere Heath residents use Huffley Lane to access Harlescott, Telford and M6 on a daily basis.	11/7/2017 12:24 PM
120	Poor traffic in Shrewsbury	11/7/2017 12:15 PM
121	The sooner it starts the better	11/7/2017 12:08 PM
122	Part time lights if traffic islands are in place. Minor roads coming into Shrewsbury must enable safe crossings (overpass/underpass) for cyclists, pedestrians and vehicles wishing to cross.	11/7/2017 11:40 AM
123	I am unhappy that the current access to Huffley Lane is being moved	11/7/2017 11:31 AM
124	This is a council vanity project that has wasted money for 30 odd years. Change your view of the future look to simpler small changes.	11/7/2017 11:19 AM
125	Needed a.s.a.p.!	11/7/2017 11:08 AM
126	Teething problems are to be expected.	11/7/2017 11:05 AM
127	I'm concerned about the destruction of natural habitats. I'm also concerned that it will be just another road that becomes filled with traffic, rather like all the other roads that we have.	11/7/2017 10:39 AM
128	Long, long overdue, this will be the completion of the missing link in the outer Shrewsbury ring road.	11/7/2017 10:33 AM
129	The only worry is the road works disruption to the areas it will be built ! But... we survived meole island we can survive this ! Get it sorted and get it built	11/6/2017 10:46 PM
130	No.	11/6/2017 10:25 PM
131	No.	11/6/2017 9:17 PM
132	I am concerned that the design of the NWRR is not future proof. Road traffic levels continue to increase in the UK and my concern is that once complete the road will initially improve traffic flow in the town but that over time (10-30 years in the future) the road will be clogged by traffic with large delays along its length and users once again frustrated that the NWRR is not able to deliver what it promised. I would like to see the road width used by 3 lanes not 2 so that traffic that is stuck behind slower traffic can make progress on their journey. Shropshire has many major arteries that are very poor for making progress. Decent width roads but filled with dangerous corners, few straights or dual carriageway sections in which to overtake safely slow traffic such as HGV or farm traffic. I'm thinking of the A49 especially. To my mind, can the new NWRR have a third lane (utilising the existing width of the carriageway i.e. no extra construction cost just alter where paint is applied) in much the same way as the A41 at Whitchurch has. Another example is the A303 in Somerset. These sections of road are fantastic examples to my mind of maximising the use of what we have. It is very clear to drivers who has access to the central lane and because it swops direction frequently drivers are happy to wait behind a slower vehicle as they know it is not a long time before they will be able to pass safely. I hope this can be applied to the NWRR with no additional costs. I would also question why it cannot be implemented on the A49 east Shrewsbury bypass and the A5 between Shrewsbury and Oswestry and on to Chirk. Thank you.	11/6/2017 8:44 PM
133	My current commute takes me through the town centre. Due to my start time, I cannot use the buses as I would need to stay overnight in the bus station to reach work on time. My journey to work, early in the morning averages 20-25 minutes with the car reporting over 50mpg. I finish work in time for the rush hour and the return journey takes at least 35 minutes and can stretch up to 1hr 15, usually averaging less than 40mpg. There are no viable alternatives to the through town route - the ring road to the east adds 40% more distance and is often very congested around the traffic lit roundabouts; the cross country route through Montford Bridge has junctions with restricted views and narrow roads.	11/6/2017 7:25 PM
134	I worry how this will impact the schools in the area. The traffic increase could mean traveling to and from school could become more dangerous for the children. I also worry that the plans aren't very specific about developing bicycle lanes, electric car charging points, better bus connections and other methods of travel aside road transport. With regards both noise and environmental pollution, I don't believe the information was robust enough to allay the fears that the development could upset the fine balance of urban and rural Shropshire which we currently enjoy in most areas of Shrewsbury. Thank you. Dr Olusegun Ilesanmi.	11/6/2017 4:58 PM

## Shrewsbury North West Relief Road Consultation 2017

135	You are framing this question to have a positive example - please be careful with this. Don't suggest what I should think, it is a dangerous game to play	11/6/2017 3:34 PM
136	Town centre needs more access as you have to queue to get out of town?	11/6/2017 3:27 PM
137	No public money to be spent supporting objectors at public enquires. Been all through this too many times already	11/6/2017 3:25 PM
138	Hurry up and do it!	11/6/2017 3:06 PM
139	Traffic lights in town causing congestion, narrowing of roads etc. Artificial figures.	11/6/2017 2:58 PM
140	Whew??	11/6/2017 2:20 PM
141	Go ahead and build it but don't forget pedestrians.	11/6/2017 1:53 PM
142	I understand the environmental issues but this development over-rides most of these objections.	11/6/2017 1:47 PM
143	There's not a lot of proposals for habitat development along the route. Development zoning is not mentioned - are you proposing to build housing out there in due course - or expand the Battlefield industrial area? Bring these into the benefits appraisal.	11/6/2017 1:40 PM
144	Please do not consider pedestrianizing the town centre until after the relief road is built.	11/6/2017 1:33 PM
145	Yes. I do and I can use alternative means - cycle, buses, but Shropshire Council could do more in this respect as cycling is not that safe (i.e need more routes).	11/6/2017 1:28 PM
146	Please consider a direct road into Frankwell carpark straight off the north west relief road. Visitors to Shrewsbury could go round the bypass, and exit straight into the town centre car park and walk over the river bridge into the town centre avoiding using any roads in the town itself. Please consider dual carriageway as single carriage roads are short sighted as seen with the harlescott bypass to the north of the town which also should be dualled. Please consider using overpasses or underpasses for the bypass road at every roundabout/junction so through traffic can flow without constantly needing to upgrade roundabouts/ add traffic signals as has had to be done with the southern bypass. Again very short sighted design.	11/6/2017 1:08 PM
147	I feel that there will have to be a dual carriage way due to plans of a new industrial estate on the NWRR which will onlty make more traffic on the NWRR and people will not use it during peek times	11/6/2017 10:34 AM
148	It really should be dual carriageway!	11/5/2017 9:09 PM
149	Make it a dual carriageway! Prevents doing so in the future.	11/5/2017 9:00 PM
150	Improve the non car traffic infrastructure in and around the town, and support and encourage cycling and pedestrian use and access. Ensure less traffic through the town centre and direct traffic away from the town around the A5. If the govt wish to support a local road scheme, then widen the A5 in and around Oswestry.	11/5/2017 5:34 PM
151	As a local taxpayer, I strongly object on the grounds that I will be liable through my local taxes for any overspend on the road.	11/5/2017 4:55 PM
152	The only concern that I have is that the information boards stated that there will be an increase in the traffic on Harlescott lane. This road is busy already due to the rail level crossing, we need to look at the amount of traffic using this road possibly redirecting large traffic onto the bypass rather than allowing this traffic to go through Harlescott lane.	11/5/2017 11:40 AM
153	The NWRR needs to be built but it needs to be future proof, dual carriageway is a must, including widening the current sections through battlefield and harlescott, islands are pointless as they will just become bottlenecks, proper overpass/underpass junctions will make the route viable, without dual carriages and proper junctions it will just come to a standstill during rush hour and the traffic will avoid it and continue to use existing route through the town	11/5/2017 9:21 AM
154	I do believe it needs doing, because shrewsbury is becoming so congested, however I do believe that we need to ensure that the local environmental impact is minimised. It will be going through some beautiful bits of shropshire with hundred year old trees and other unique habitats. If habitats are destroyed, you need to ensure a decent lead in time to allow for flora and forna to have new habitats built and species relocated, decent standard trees planted and staked etc.	11/5/2017 8:35 AM
155	Why us this being looked at again just 7 years after being rejected?	11/4/2017 9:21 AM
156	It is extraordinary that Shropshire Council is considering the expense of this dubious road at a time when so many cuts are being made from vital services. No, no, no, no, no!	11/3/2017 10:54 PM

## Shrewsbury North West Relief Road Consultation 2017

157	Length of time How much more disruption will it cause	11/3/2017 9:58 PM
158	I believe plan is short sighted by only having single lane traffic - should be dual carriageway.	11/3/2017 4:28 PM
159	I am VERY disappointed that this route is short sighted in that it is only single lane. Whilst understanding that a dual carriageway would be more expensive, to must surely be understood by the planners that they are only going to lead to further congestion in the not to far away future. And also their use of roundabouts is also going to lead to bottlenecks.	11/3/2017 4:22 PM
160	1. Delighted to see that there is provision for a cycleway. 2. Very disappointed to see that the plans are for a single carriageway only. How long do you really think it will be before this becomes yet another project where people are saying that a dual carriageway should have been built. If the traffic levels become to high it may be that people will revert to the old cross-town routes. This is so short-sighted.	11/3/2017 4:00 PM
161	Yes. It is expected that the volume of traffic will increase in Berwick Road and motorists may cut through Coton Crescent. At presents there has been an increase of traffic in Coton Crescent and deliveries and emergency services struggle to park safely. If traffic increases further the erection of speed humps in Coton Crescent would help slow drivers who currently drive too fast down the road.	11/3/2017 1:07 PM
162	With budget constraints a single carriageway will be sufficient for now but traffic grows. I would suggest maintaining land rights for a second carriageway to be built in the future throughout the route i.e. - No housing estates right alongside the road. - Also any bridges to be built "over" the new road should be wide enough to accomodate a second carrigeway instead of having to knock and rebuild later on. Look at the A49 from the end of A5/M54 island upto Battlefield/Market Drayton roundabout - frequently stationaery in both directions - This North East road should have been dual all the way around Shrewsbury - Don't make the same mistake with the NWRR.	11/3/2017 10:53 AM
163	Whilst I fully support NWRR, I am concerned that it will only be a single carriageway road and that this fact will induce high levels of congestion on the new road once it is built. The area North of Shrewsbury is a rich agricultural area with high-density agricultural traffic which seems to be travelling ever greater distances using bigger and bigger tractors and trailers that are not appropriate for single carriageway roads, travelling very slowly and causing congestion/ high degrees of frustration to other road users, such that they are likely to become impatient and take increased risks to overtake. A single carriageway road is therefore likely to induce a high imncidence of accidents. Furthermore, reading your outline scheme reminds me directly of many local improvement projects that have taken-place nationwide implementing the 'single-carriageway' model where once opened new congestion 'black-spots' are created and further road enhancement solutions to 'dual' the new road quickly become the imperative. An extremely good example of this is the Worcester 'Southern Route' which is now having to be 'dualed' at high cost and at high costs of traffic disruption whilst the widening is implemented. Surely it would be far more economical to build the new NWRR road as a dual carriageway from the outset. A single carriageway would in my mind be a 'false economy'. The issue of tractors and their negative impact on the efficiency of the road system needs to be tackled. Farmers are out-sourcing more and more of their farming operations to "contractors" who travel longer and longer distances between farms and in doing so add significantly to congestion and delays. If NWRR is built could farm vehicles be forced into using the existing rural road network and dissuaded from using the NWRR? This sounds as though I'm anti-agriculture which I am not - I'm however of a strong opinion that the industry is imposing higher and higher negative economic impacts on the roads of Shropshire that are not being checked.	11/2/2017 8:51 PM
164	It surprises me that the cost is so high, even with the western section not included.	11/2/2017 7:30 PM
165	I have a specific environmental concern: There is a natural spring which has created an important wildlife area at OS grid reference SJ 45321 13503, close to the proposed route. In addition to its general importance for wildlife, this pool is frequented by little ringed plover, which may have attempted breeding there (little ringed plover is a schedule 1 breeding bird - ie. legally protected from disturbance). Impacts on this area resulting from the scheme should be avoided. Ideally I would like to see the area improved/protected (it is currently subject to frequent disturbance from dog walkers).	11/2/2017 6:18 PM

## Shrewsbury North West Relief Road Consultation 2017

166	I have been following the progress (or lack of it) since a meeting at the Gateway around 1989. It is long overdue and because of the objections that have been made on dubious grounds before the costs have escalated beyond belief. Shrewsbury is a tourist destination town and it is appropriate that visitors can access it easily rather than get involved with the congestion of through traffic from North to West and from West to North. Sat Navs which are set to "shortest routes" will send people through the town along Riverside in both directions. I have attended other subsequent meetings on this subject and each time the Green Lobby always shouts down any progress without in my mind any real evidence that it would affect wildlife much at all. Tunnels can be installed if there is a migration route say as have been done on other roads. I have some sympathy with another persons comment that roundabouts are used rather than slip roads but I would rather that than no road at all. Please let's see sense now and get this road built especially with all the house building that gone on since 1990, and is going on now and the planned areas around town which will only make the problems even more intense.	11/2/2017 6:02 PM
167	I do have concerns about the potential build up of traffic on Berwick Road and at the junction at the top of Coton Hill. These traffic lights get overwhelmed now, let alone with the increased traffic that will come down Berwick road if the new road and roundabout at the top Berwick road are built. I would like to see a traffic management plan that addresses this.	11/2/2017 4:51 PM
168	When is the A49 (south) going to be sorted. A Dorrington Bypass was being discussed over 30 years ago. Equally as important as NWRR.	11/2/2017 3:57 PM
169	I live in Sundorne. If I wish to go to the Battlefield or Lancaster Road Trading Estates, and am unlucky it can take up to 30 minutes by car to do less than 2 miles. Why? The railway crossing. At times when one or more trains are due and this coincides with rush hours or lunchtimes the traffic back-up is right down both Whitchurch Road AND Featherbed Lane. The Traffic lights at the junction are completely clogged up to the extent that by the time you get to the railway another train is due. you then also have chaos at the roundabout with Lancaster Road just past the level crossing. This applies to traffic entering from 3 ways into this roundabout and wanting to cross the railway. I have waited up to half an hour in a queue on Harlescott Lane. YOU ARE NOW PROPOSING A PLAN WHICH WILL ADD 30% MORE TRAFFIC TO HARLESCOTT LANE AND KNIGHTS WAY AND BATTLEFIELD LINK ROAD. Any reduction on Whitchurch road will be insignificant as the traffic there is mainly local. Getting to Tescos will be a real problem. Obviously someone has not thought about this plan in relation to the above points and the increase of traffic along Mount Pleasant and Sundorne Roads to avoid this bottleneck. You simply cannot put in the link road WITHOUT also putting a bridge across the level crossing on Harlescott Lane.	11/2/2017 2:37 PM
170	To be future proof, it really should be a dual carriageway on key sections, otherwise you will be causing bottlenecks again when traffic levels increase.	11/2/2017 2:02 PM
171	Why isn't it dual carriageway?	11/2/2017 12:26 PM
172	I travel daily from Shrewsbury business park, round the A5 and down the A458 back to Welshpool. Ensure appropriate mitigation is put in place for current traffic when upgrading the current A5/A458 roundabout. If this stretch of road is compromised, the entire town comes to a standstill as there are minimal alternative routes.	11/2/2017 12:00 PM
173	The route	11/1/2017 10:22 PM
174	It should not be built	11/1/2017 9:07 PM
175	This should be a dual carriageway	11/1/2017 7:59 AM
176	I live on Pitchford Road, facing the Ellesmere road and will be one of the households affected by the new road, with the increase of traffic passed my house. However, I welcome this road as it saves people living on the north side of the town having to drive down through the town or completely around the ring round. It will also stop heavy goods vehicles using the town as a cut through. I would however wish to see an island built on the Ellesmere Road turning into Mount Pleasant road because the traffic will increase and therefore it will be far more difficult for drivers to get off Mount Pleasant road onto the Ellesmere road. The other benefit of the island is it would slow the traffic down coming passed the houses facing / directly onto the Ellesmere Road. Although the Ellesmere Road is a 40mph zone many drivers do not stick to this speed limit, sometimes at night driving at 50-60mph. There is talk of some people wanting an island at Herongate, this is not necessary but it is strongly felt that one is / will be needed at the Mount Pleasant turning.	10/31/2017 9:11 AM

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177	<p>Huffley Lane is a very busy road and there are numerous cases of vehicles being in the fields and through the hedges. If there is an increase of 30% in the traffic, I presume some measures to increase the safety on this road will be undertaken, particularly for cyclists. The exit from Huffley Lane needs careful thought, a T-junction onto Ellesmere Road would not be a safe junction especially with the extra predicted traffic. The vast majority of traffic using Huffley Lane would want to turn right at this new junction to access town/the NWRR/the existing by-pass, so would need to cross the traffic approaching from the right going towards Ellesmere. There is nothing on the Traffic figures board with regard to Berwick Road (B5067). It would be prudent to limit the weight of vehicle on this road to ensure that heavy goods vehicles use the NWRR. This road has already had 2 fatalities in recent years, and we residents of Walford Heath suffer hugely with not only the volume of traffic through the village but also with speeding vehicles, a reduction in the speed limit through the hamlet and perhaps traffic calming measures would help to limit the number of cars using this road. One further concern that does not appear to have been addressed within this consultation is the affect the new road will have introducing more traffic to the already completed section between the roundabout at the A49/B5062 junction and the A49 / A53 (Two Henry's) roundabouts. This road is already heavily congested at peak times and will only get worse after the NWRR is completed.</p>	10/30/2017 8:55 PM
178	<p>1. If monies can't be found for dualing the whole NWRR, then it's severn bridge &amp; it's chester railway bridge should be constructed in such a manner that they could easily accommodate a dual carriage-way at some point in the future, without great expense. 2. Disagree with, or have comments on quite a few of the projected increases/decreases in traffic volumes:- (a) &gt;30% increase on Holyhead road - this has no cycle lane; a poor road surface (for cyclist at least); has traffic directed to the (already stated above) dangerous A5 junction at Montford Bridge. (b) &gt;30% increase on Huffley lane - this has no cycle lane; is a poorly constructed road with many blind summits; has seen several accidents (c) Gains Park road isn't projected as having increased traffic, but surely there will be increased traffic from:- south Gains Park/Bowbrook Meadows traffic accessing the NWRR via Little Oxon roundabout; north Gains Park traffic accessing the A5 southbound now that A5 Welshpool road junction will be closed (d) Berwick road isn't projected as having increased traffic, but surely it will have considerable increased traffic (from A5 north, at least) - this has no cycle lane; a poor road surface (for cyclists at least); directs traffic through cotton hill traffic lights &amp; into the station gyratory system 3. Concerns regarding the southern end of the NWRR:- (a) the Holyhead road to Berwick road section bows southwards, taking it closer to the houses on Shelton Gardens/Darwin's Wood - surely it should be kept further away from these residential areas (b) there will be considerable general noise levels for the above residents (c) the crawler lane &amp; traffic accelerating to overtake in the faster lane, will only add to the noise levels (d) no mention has been made of any sound baffling for these residents 4. The NWRR does not include sufficient benefits for cyclists:- (a) the objectives do not appear to include a specific objective of improving the cycling infrastructure on/around/integrated into the NWRR (b) specifically on the Ellesmere roundabout, when cyclists on the NWRR hit this roundabout, where are the onward connecting cycle lanes? (there are none - cyclists have no choice but to go along roads that are predicted to have a 30% or more increase in traffic) 5. To avoid extra "load" on Churncote roundabout, consideration should be given to a feeder lane from the A5 north to the newLink road (to take this traffic off the roundabout) 6. The traffic light controlled junctions at Shelton water tower &amp; top of the mount are currently very poorly timed, give too much bias to Shelton Gardens etc &amp; generally slow traffic down without there being any actual congestion in the area. These should be replaced by a single non-light controlled roundabout - this would help the additional traffic volumes expected at these junctions. 7. In general the NWRR appears to sit there in it's own glory, without a fully integrated package on the surrounding/connecting roads.</p>	10/30/2017 7:34 PM

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## Shrewsbury North West Relief Road Consultation 2017

179	<p>Huffley Lane is already an extremely busy road and there are numerous cases of vehicles being in the fields and through the hedges. If there is an increase of 30% in the traffic I can only assume that there will be some work done on Huffley Lane to make it safer. There are no footpaths and cycling is dangerous due to the narrow road with many bends and dips. There needs to be more thought as to the exit from Huffley Lane. A T-junction onto Ellesmere Road would not be a safe junction especially with the extra predicted traffic. The vast majority of traffic using Huffley Lane would want to turn right at this new junction to access town/the NWRR/the existing by-pass, so would need to cross the traffic approaching from the right going towards Ellesmere. It would also not be safe to have traffic queuing on Huffley Lane waiting to exit because as previously stated there are many blind bends and dips. There is nothing on the Traffic figures board with regard to Berwick Road (B5067). Surely the traffic along this road will also increase with people using it to access the NWRR. This road has already had 2 fatalities in recent years, and we residents of Walford Heath suffer hugely with not only the volume of traffic through the village but also with the amount of drivers exceeding the speed limit in our village. We can only hope that although we are some distance from the NWRR something will also be done to help our situation as the first major settlement along the B5067. There is nothing to show how we will be able to access all these new bridleways/cycle paths and improved public footpaths. There are to be no laybys on the NWRR, and as stated above there is nowhere to access the existing paths from Huffley Lane.</p>	10/30/2017 7:31 PM
180	<p>1. If monies can't be found for dualing the whole NWRR, then it's severn bridge &amp; it's chester railway bridge should be constructed in such a manner that they could easily accommodate a dual carriage-way at some point in the future, without great expense. 2. Disagree with, or have comments on quite a few of the projected increases/decreases in traffic volumes:- (a) &gt;30% increase on Holyhead road - this has no cycle lane; a poor road surface (for cyclist at least); has traffic directed to the (already stated above) dangerous A5 junction at Montford Bridge. (b) &gt;30% increase on Huffley lane - this has no cycle lane; is a poorly constructed road with many blind summits; has seen several accidents (c) Gains Park road isn't projected as having increased traffic, but surely there will be increased traffic from:- south Gains Park/Bowbrook Meadows traffic accessing the NWRR via Little Oxon roundabout; north Gains Park traffic accessing the A5 southbound now that A5 Welshpool road junction will be closed (d) Berwick road isn't projected as having increased traffic, but surely it will have considerable increased traffic (from A5 north, at least) - this has no cycle lane; a poor road surface (for cyclists at least); directs traffic through cotton hill traffic lights &amp; into the station gyratory system 3. Concerns regarding the southern end of the NWRR:- (a) the Holyhead road to Berwick road section bows southwards, taking it closer to the houses on Shelton Gardens/Darwin's Wood - surely it should be kept further away from these residential areas (b) there will be considerable general noise levels for the above residents (c) the crawler lane &amp; traffic accelerating to overtake in the faster lane, will only add to the noise levels (d) no mention has been made of any sound baffling for these residents 4. The NWRR does not include sufficient benefits for cycling:- (a) the objectives do not appear to include a specific objective of improving the cycling infrastructure on/around/integrated into the NWRR (b) specifically on the Ellesmere roundabout, when cyclists on the NWRR hit this roundabout, where are the onward connecting cycle lanes? (there are none - cyclists have no choice but to go along roads that are predicted to have a 30% or more increase in traffic) 5. To avoid extra "load" on Churncote roundabout, consideration should be given to a feeder lane from the A5 north to the newLink road (to take this traffic off the roundabout) 6. The traffic light controlled junctions at Shelton water tower &amp; top of the mount are currently very poorly timed, give too much bias to Shelton Gardens etc &amp; generally slow traffic down without there being any actual congestion in the area. These should be replaced by a single non-light controlled roundabout - this would help the additional traffic volumes expected at these junctions. 7. In general the NWRR appears to sit there in it's own glory, without a fully integrated package on the surrounding/connecting roads.</p>	10/30/2017 6:29 PM
181	<p>The area where the proposed road crosses the river, is currently very peaceful if possible sound reflecting panels on the bridge section would reduce the noise impact.</p>	10/29/2017 7:15 PM
182	<p>I don't understand why the road has to curve towards houses (creating more noise pollution for people) when it could go in a straight line</p>	10/29/2017 12:47 PM
183	<p>Concerned that the proposed route is so close to existing development, if the plans are for a Big Town approach in Shrewsbury, why would the Council not consider using the considerable open area north/west of the current route ? This would meet the requirements for a new road, but provide for more expansion with less noise/ pollution effects on current housing. So everybody wins ? The current proposals to protect the environment where every possible are important and should be an integral part of any plans</p>	10/29/2017 10:19 AM
184	<p>Why not scrap the scheme and look to an alternative route by using a widened Huffely Lane and improved roads going north of Montford Bridge. This would cost less. In addition the roads serving Shrewsbury e.g. A5 , A49 needs improving which would greatly improve prosperity</p>	10/29/2017 8:27 AM

## Shrewsbury North West Relief Road Consultation 2017

185	The route chosen for the NWRR is really quite ridiculous. It is far too near the north west of the town as it exists today. It should be routed over the open land to the north west of the town to complete the loop. The town will inevitably expand over time and it will become an inner road within the town. Having a route to keep traffic out of the town centre is a laudible aim but the proposed route is way too compromised. Please reconsider it.	10/28/2017 3:27 PM
186	Its an outdated way of dealing with supposed traffic congestion when there are cheaper more environmentally friendly ways of dealing with transport problems. Better public transport and cycle routes	10/28/2017 1:06 PM
187	Has the impact on the Ellesmere Road / Berwick Road junction been assessed? Specifically: - traffic flowing along Ellesmere Road towards the town centre seems to be subject to increasing congestion caused by vehicles turning right onto Berwick Road - the nature of the existing junction (ie tightness of the left turn) is such that the forecast increase in traffic from Berwick Road onto Ellesmere Road out of town may require Ellesmere Road traffic towards the town centre to be held longer to accommodate it	10/26/2017 11:04 PM
188	Need a slip road at the Churncote (Welshpool) roundabout for north bound A5 traffic going to Mid Wales. Re-enstate the road markings at Dobbies roundabout to help steer traffic joining the roundabout into the correct lanes. Investigate the potential of a sliproad from the north bound A49 at Dobbies roundabout onto the northwest bound A5 behind the Dobbies garden centre.	10/26/2017 6:47 PM
189	Just get on with it as its badly needed	10/26/2017 3:36 PM
190	Sundorne Roundabout (A49/B5062) is already a notorious pinch-point. It is more troublesome than some of the items in the Highways Agency's recent "Pinch Point Alleviation Program" south of the town. It is more deserving than the SITP 2017 Meole Island modifications for which the finance was purportedly justified. (We were assured that neither it, nor other suggested better value proposals, could be substituted for the 2014 SITP enthusiasm for a trendy hamburger junction.) It is a shared node with the A49 bypass which is the responsibility of Highways England. They are currently reducing their rate of spend because of practical, not just for budgetary, reasons. This might be an opportune time to bid for and/or budget money jointly with them. Until Sundorne Roundabout is remedied it will substantially undermine a part of the benefits that the NWRR should bring. The NWRR will increase the pressure upon it. A proposal should be worked up urgently to supplement the NWRR bid. There are no obvious constraints but, unfortunately, it is likely to cost about as much to rectify it as it cost to do it wrong in the first place.	10/26/2017 1:12 PM
191	need to keep to budget and ensure central funding confirmed limit impact on all aspects involved	10/26/2017 10:39 AM
192	My concerns would be alleviated if there was some sort of lasting commitment that the road wouldn't lead to extensive further development along the 'new ring'. While this would concern me less at the far northern end (adjacent to the Heath Farm estate), the Alkmund/Berwick/Hencott/river areas further south are very attractive and accessible rolling green countryside with stunning views of Shrewsbury, and it would be a shame to see them destroyed.	10/26/2017 10:17 AM
193	The relief road should be a dual carriageway	10/25/2017 8:40 PM
194	i think it needs to be dual carriageway	10/25/2017 7:46 PM
195	No concerns, just want the road built, been talked about for the 45yrs I've been alive, time for talking was over 20yrs ago, now is the time to finally get it built.	10/25/2017 7:00 PM
196	A dual carriageway section should be included on at least one section to allow faster traffic to navigate around slower traffic. The existing A49 section between Sundourne Road (B5062) to Two Henry's (A53), and A5124 between A49 and A528 already get badly congested at peak times. Within the above sections there are no passing places or dualled sections approaching roundabouts. There should at least be suitable dualled approaches to and after key roundabouts to allow improved traffic flow. Why is Huffley Lane being moved further up the A528? A large amount of traffic travels from the Bomere and Baschurch area on this road, understandably this will see a reduction but a lot will still use it. Where Huffley lane is moved to join the a528 is a busy section of road which undulates, currently has double white lines and could lead to traffic collisions. Surely it is better joining at the larger roundabout?	10/25/2017 6:24 PM
197	It is unfortunate that the environment assessment has not yet been undertaken. The public is therefore being asked to comment without all the necessary information.	10/25/2017 5:26 PM

## Shrewsbury North West Relief Road Consultation 2017

198	I have two points that I hope you will consider. (a) I realise your models are data-fed, but I am not clear how Huffley Lane will see an increase of 30% in traffic once the relief road is built. This leads to the question as to where the extra traffic will go, if not Baschurch and Ruyton or Bomere Heath, when the very point of the relief road for residents living there is to reduce traffic pressures in these villages. Otherwise, it appears to presuppose a very significant increase in the populations of these villages. (b) I hope the scheme involves as little environmental damage as possible. I realise opponents will make this a key point in their case. I would like to see as few trees uprooted as possible and a very generous planting of trees along the route. A replacement ratio of two trees for one seems unnecessarily low. It is a great opportunity to establish a wildlife corridor, using British native trees, which would have the added advantage of meeting some of the objections of those who raise environmental concerns.	10/25/2017 4:52 PM
199	The exhibition suggests that Harlescott Lane will have 30% more traffic and I understand this is based on old data - this cannot happen and a solution must be found. currently - there is a queue back from tesco junction past level crossing up to Longbow at peak hours, This makes it practically impossible to get out of Harlescott Cres/Freshfields/Leafields at certain times already (have waited 5 plus minutes to get out on several occasions). key points to consider - Level crossing - train timings and traffic frequently creates a situation where you can wait for the level crossing and once it goes up move forward and it goes down again for a second train prior to you crossing (causing considerable delays). All the new businesses around battlefields are increasing the traffic already - and i understand the site next to stadco is sold - dependent on who too this could have a significant effect on traffic. Tesco junction causes a considerable hold up - this could be easily resolved by making the car park a one-way system - in next to Franky and Bennies and out where the buses go (next to Barclays) or the other end of that block next to the solicitor - or the entrance and exit could be the other way round - but this would avoid a queue at that corner and long delays. I am 100% behind the ring road - but Harlescott Lane needs looking at independantly and definately cannot afford a growth in traffic. It would become impossible for those living directly of it to get in and out of their streets.	10/25/2017 1:28 PM
200	Strongly agree that it should be built, but there should be assurances for local people that this project will not overspend, leaving the council in an even more dire financial predicament than it is already in.	10/25/2017 1:20 PM
201	I have concerns about moving the end of Huffley Lane from the Ellesmere road roundabout and forming a T junction on Ellesmere road. Traffic coming from Leaton direction will then have to cross Ellesmere road to turn right . Traffic coming off the roundabout towards Ellesmere is accelerating on that stretch of road - I predict a problem similar to Shottaton crossroads considering the amount of traffic using Huffley Lane. Why not leave Huffley Lane ending on the roundabout?	10/24/2017 6:47 PM
202	The VOSA checkpoint needs moving - or HGVs will still go through Baschurch to avoid it.	10/24/2017 6:09 PM
203	I am concerned regarding the Oxon part of the scheme in the closure of Calcott Lane, Shepherds Lane and Welshpool Road on local residents. Also the new Huffley Lane junction to Ellesmere Road I feel should be a roundabout.	10/24/2017 1:24 PM
204	Get it built!!!!	10/23/2017 10:05 PM
205	Think it's disgusting your now closing Welshpool rd, shepherds lane and calcott lane we have already lost access through racecourse lane and have to spend. Fortune on fuel getting to dr or hospital now u want to close all other access off to us as well. Why not just close rd by Oxon water tower end too and block us all in altogether!!!!	10/23/2017 6:23 PM
206	There must be better ways to spend some of that money. How about some traffic calming on The Mount, more and better maintained cycle paths everywhere?	10/23/2017 6:02 PM
207	Delays and repeated Public Consultations have only given rise to the increased cost. The sooner its done ,the better. The Tree Huggers have had plenty of previous chances.	10/23/2017 4:29 PM
208	Well as I am not a politician I am allowed to say this but to be quite honest there are far too many cars on the road and they really need to be culled !! Travelling anywhere by car these days is a nightmare and for a high proportion of people a grossly unproductive use of their time. The congestion charge in London works very well so I am led to believe because you think twice before going into the zone. I have no idea at all how much it would cost but at some point in the future we should be taxed on the amount of driving we actually do because as sure as night follows day we will start to think more carefully about the unnecessary trips we make where walking there would lessen the volume of cars and be much healthier as well.	10/22/2017 10:27 PM
209	Far to much traffic going through the town centre the town needs a relief road.	10/22/2017 9:40 PM

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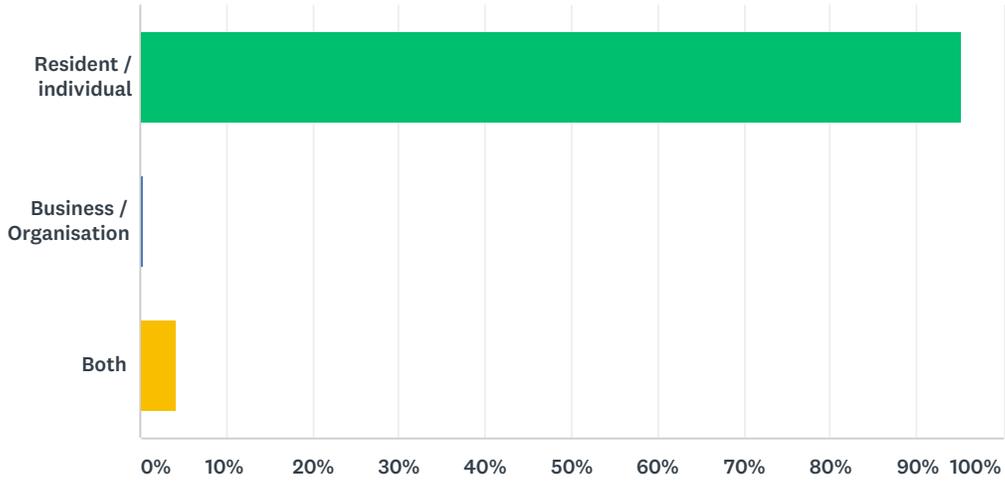
210	My main concerns would be how many residential properties would need to be demolished to build the road & how near would the new road be to existing residential properties with regard to noise & pollution.	10/22/2017 1:00 PM
211	The best way to improve Shrewsbury is to stop through traffic. I can see no way to stop through traffic along the Smithfield road but closing the English bridge and the Toll bridge, except to emergency services, pedestrians and cyclists, would remove much of the traffic from the rest of the town and smooth the flow on the Smithfield road.	10/22/2017 9:36 AM
212	This road will go ahead at some time, and as £1 million has already been wasted on a "business" plan (would have preferred the plan to include environment and people) I can see that doing it whilst the government is offering some of the money would seem sensible.	10/22/2017 8:32 AM
213	At a time of budget restraint this is not an acceptable use of my money.	10/21/2017 10:50 PM
214	Reinstate the lay-byes of the original plans. Could have been better if it was dual carriageway Like the idea of cycle-ways/foot-way along the route, it would make a great walk! Can clarity be made of how crossing of roads at roundabouts by cycles/pedestrians.	10/21/2017 10:08 PM
215	My only concern is the changes at the Ellesmere roundabout (A528/A5124/Huffley Lane junction). By re-routing Huffley Lane to a T junction on the A528 (North) I believe you are creating a potential accident black spot. Most traffic coming from Huffley Lane would be turning South on the A528 and therefore crossing the main road at the junction. I would recommend that the new junction with the A528 and Huffley Lane should be a roundabout.	10/21/2017 8:04 PM
216	Get on with it, we've been talking about this for 25 years.	10/21/2017 4:42 PM
217	I was recently cycling in the lanes NW of Shrewsbury and blundered across the A5 unexpectedly just north of Montford Bridge. After waiting several minutes for a gap in the traffic to safely cross the road it was apparent there wouldn't be one any time soon and I turned back to find an alternative route back to Shrewsbury via Shrawardine. With this in mind I hope you don't make the indicated cycling facilities ones that force the rider to stop and wait for traffic before negotiating every roundabout leg. By far the best balance between safety and lack of hold-ups waiting to cross junctions is the wide cycle lane on the main carriageway delineated by a heavy white line to guide the less instinctive drivers where to place their vehicles.	10/21/2017 3:43 PM
218	Bearing in mind the fact that in Worcester the southern bypass now has to have a second bridge across the Severn I think that where the NWRR crosses the river Severn and railway those bridges should be built wider to permit, in the future, a dual carriageway.	10/21/2017 3:38 PM
219	Can someone please look ahead here? you will most probably design and build a road that is costed to suit legislation and current budget, work will over run and cost more, then 10 years from now it will be too small, more roads will join to it and it will become the same car park as the A5 right now. Think about, 1. An appropriate width to accommodate a cycle lane. 2. Roundabouts wide enough to have future adjoining roads so that we do not need ridiculous traffic signals on what should be a free flowing section of roadway. 3. Overtaking sections instead of chevrons to allow any idiot to swing across the carriageway.	10/21/2017 3:17 PM
220	It should be combined with a redevelopment of the Smithfield Road area of the town centre There should be a 'parkway' railway halt where the new road crosses the railway line , and others also at Harlescott and Meole Brace Park & Ride centres.	10/21/2017 10:59 AM
221	There needs to be far greater restriction on Heavy Goods Vehicles in the town centre - both driving through and delivering in. This may necessitate de vaning loads outside of the Town centre and transshipping into smaller vehicles.	10/20/2017 1:01 PM
222	I was against the NWRR in the last public consultation - but have changed my mind because: I can see for myself how much worse things have become in terms of air pollution and traffic congestion since the last public consultation. Also you have addressed my concerns for the natural habitats and wildlife conservation and protection.	10/20/2017 12:33 PM
223	One concern would be the aesthetics (elevated carriageway) and environment knowing how much land has been taken by new builds in Shrewsbury Should not open up a new corridor for house building creating microvillages - we don't want another Telford new town	10/20/2017 10:36 AM
224	It's a long time over due	10/19/2017 8:42 PM
225	Fully agree 100%. Its a shame that so much money has been frittered on the various islands; meole in particular but also reabrook & emstrey - to very little benefit, whereas the money would've gone a long way toward the NWRR.	10/19/2017 6:58 PM

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226	Environmental concern is always there but I believe that the route is sympathetic and also balances out losses by gains.	10/19/2017 12:56 PM
227	I think the road should be bigger without roundabouts	10/19/2017 12:36 PM
228	Looking at the plan the addition of a separate cycle and pedestrian path along the route is a very welcome addition. It will also open up some beautiful countryside for access and recreation. Please DO NOT drop this from the plan as I believe the potential health and fitness benefits of such a long, continuous path linking the North of the West to the town be be extremely beneficial.	10/19/2017 12:12 PM
229	I'd sincerely hope that the nwrr can be built with minimal adverse effects on wildlife and the environment, while I support the application this is a very real concern.	10/19/2017 11:09 AM
230	Many bypasses have been built over the years (e.g. Oswestry) with only the current traffic situation in mind. Within a short space of time even these bypasses cannot cope with the volume of traffic as they are single carriage. It is important that if the bypass is built then it is future proofed so that further roads do not have to be built which would ultimately lead to green belts been swallowed up for housing as towns expand up to them.	10/19/2017 8:18 AM
231	I hope that there will be investment in decent public transport to compliment this project? The current bus service provided by Arriva is appalling. We would still need a relief road but incentives for local people to use PT would be both economically and ecologically beneficial. Clean, reliable buses and improved timetables would encourage local commuters to use the service and this would also relieve congestion. Our town is getting bigger not smaller so we need to be making it easier for everyone that comes into the area to get about.	10/19/2017 6:03 AM
232	Dual it from the start, so your going back to it in the near future when the amount of traffic using it increases, to do this.	10/19/2017 2:26 AM
233	I feel that we should be thinking ahead and make it a duel carrigeway or at least some sections of it should be / traffic is only likely to get worse in the future and it should be done whilst the building and planning is going on.	10/18/2017 8:55 PM
234	The NWRR should 100 % be a dual carriageway to ensure it is future proof and fit for use.	10/18/2017 8:37 PM
235	Get on with it!!!	10/18/2017 2:35 PM
236	I have noticed in the "fly-through" that, although I realise that it is only to give an impression of what the route may be like, the junction at the end where the road meets Ellesmere Road & Battlefield Link Road, etc, there is no raod shown to Huffley Lane & on towards Bomere Heath.	10/18/2017 2:07 PM
237	Think forward, or your end up as existing. ...see above text.	10/18/2017 1:04 PM
238	How will the traffic be affected on the Battlefield roundabout especially down to Sundorne Roundabout during busy times, as both roundabouts suffer from congestion and delay already. With slow lorries pulling away from the various roundabouts has a duel carriageway been considered. With today's poor standards of driving and speeding there appears to be plenty of scope for the road to become an accident black spot with idiots forgetting the rules and attempting to overtake unsafely.	10/18/2017 8:03 AM
239	Although the Churncote to Bicton pat of the route is likely to be built anyway the number of crossing points for existing access should be minimised in fact only a single island with connecting roads behind to give access, otherwise traffic flow will be impeded as at the Sundorne Island to west. the bicton to bomere island route should be pushed out as for as possible, to the orange route of the 2005 proposal. make it as big as possible first time because there will be no chance to alter anything after constructed.	10/18/2017 6:55 AM
240	It would be beneficial to gauge an analysis on air pollution, the possibility of pedestrianising the town centre in areas and the impact it could have on nhs services centralised in the county in the future by reducing journey times. We need to look at additional infrastructure that could be opened off the back of the completion of this project to go hand in hand with the increasing population and housing developments in the town.	10/17/2017 10:28 PM
241	N/a	10/17/2017 8:05 PM
242	Should have been done years ago. Also perhaps a more integrated transport strategy with parkway train station (s)	10/17/2017 5:26 PM

## Q6 Are you completing this questionnaire as:

Answered: 614 Skipped: 19



ANSWER CHOICES	RESPONSES	
Resident / individual	95.28%	585
Business / Organisation	0.49%	3
Both	4.23%	26
<b>TOTAL</b>		<b>614</b>

**Q7 If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer):**

Answered: 564 Skipped: 69

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244	SY3 8BG	11/7/2017 10:47 AM
245	sy3 5ha	11/7/2017 10:44 AM
246	SY1 4EB	11/7/2017 10:44 AM
247	SY1 3R	11/7/2017 10:42 AM
248	SY3 6AX	11/7/2017 10:41 AM
249	SY2 5PL	11/7/2017 10:40 AM
250	SY1 2LJ	11/7/2017 10:36 AM
251	SY11 4BQ	11/7/2017 10:33 AM
252	Sy35ft	11/7/2017 7:59 AM
253	SY12RB	11/6/2017 11:24 PM
254	Sy3 5hn	11/6/2017 11:20 PM
255	Sy1 2jq	11/6/2017 10:46 PM
256	SY1 2HS	11/6/2017 10:26 PM
257	Sy38hz	11/6/2017 10:20 PM
258	Sy14jn	11/6/2017 9:19 PM
259	Sy3	11/6/2017 9:17 PM
260	No	11/6/2017 9:17 PM
261	sy3	11/6/2017 8:54 PM
262	SY3 5HG	11/6/2017 8:51 PM
263	SY5 8EX	11/6/2017 8:44 PM
264	SY3	11/6/2017 7:56 PM
265	SY3 5PP	11/6/2017 7:25 PM
266	sy3 5bh	11/6/2017 6:36 PM
267	Sy1	11/6/2017 5:28 PM
268	Sy3 8sw	11/6/2017 4:59 PM
269	SY4 2AZ	11/6/2017 4:26 PM
270	SY3	11/6/2017 4:17 PM
271	SY12 0JS	11/6/2017 3:40 PM
272	SY4 3BA	11/6/2017 3:27 PM
273	SY2 6SH	11/6/2017 3:25 PM
274	SY4 4BU	11/6/2017 3:21 PM
275	SY4 3HX	11/6/2017 3:20 PM
276	SY1 3DD	11/6/2017 3:18 PM
277	SY 5PH	11/6/2017 3:16 PM
278	SY! 3DD	11/6/2017 3:13 PM
279	SY2 6GA	11/6/2017 3:02 PM
280	SY1 4ES	11/6/2017 2:58 PM

## Shrewsbury North West Relief Road Consultation 2017

281	SY1 3XF	11/6/2017 2:54 PM
282	SY1 4YJ	11/6/2017 2:52 PM
283	SY5 9RC	11/6/2017 2:38 PM
284	SY1 3ES	11/6/2017 2:30 PM
285	SY1 2JQ	11/6/2017 2:28 PM
286	SY3 8XQ	11/6/2017 2:24 PM
287	TF9 3TP	11/6/2017 2:23 PM
288	SY3 8QF	11/6/2017 2:17 PM
289	SY4 2ED	11/6/2017 2:13 PM
290	SY3 0LL	11/6/2017 2:09 PM
291	SY3 0LL	11/6/2017 2:08 PM
292	SY1 3ST	11/6/2017 2:06 PM
293	TF9 1NZ	11/6/2017 1:53 PM
294	SY1 4RU	11/6/2017 1:47 PM
295	SY2 5BX	11/6/2017 1:43 PM
296	SY3 8SA	11/6/2017 1:40 PM
297	SY4 5QH	11/6/2017 1:34 PM
298	SY1 2PJ	11/6/2017 1:28 PM
299	SY1 2QZ	11/6/2017 1:28 PM
300	SY5	11/6/2017 1:19 PM
301	SY1 2QN	11/6/2017 1:08 PM
302	sy35pj	11/6/2017 1:06 PM
303	Sy3 5hn	11/6/2017 11:36 AM
304	Sy3 5hf	11/6/2017 10:35 AM
305	SY5 8	11/6/2017 9:46 AM
306	SY3	11/6/2017 9:39 AM
307	SY3 7AB	11/6/2017 9:38 AM
308	SY1 2US	11/6/2017 8:21 AM
309	SY1	11/6/2017 8:19 AM
310	SY1	11/6/2017 8:01 AM
311	Sy4	11/6/2017 6:03 AM
312	SY2 6FB	11/5/2017 9:09 PM
313	Sy36bq	11/5/2017 9:00 PM
314	SY1 3SF	11/5/2017 7:05 PM
315	Sy3	11/5/2017 6:47 PM
316	SY3	11/5/2017 5:35 PM
317	SY3 0EN	11/5/2017 4:55 PM
318	SY1 2TU	11/5/2017 3:37 PM
319	SY4 3QX	11/5/2017 2:22 PM
320	SY1 3PZ	11/5/2017 12:31 PM
321	SY1 3JD	11/5/2017 11:40 AM

## Shrewsbury North West Relief Road Consultation 2017

322	SY2	11/5/2017 11:10 AM
323	Sy3 8sy	11/5/2017 10:35 AM
324	SY3	11/5/2017 10:17 AM
325	SY1 4YP	11/5/2017 9:22 AM
326	SY25PJ	11/5/2017 9:14 AM
327	sy1 2hs	11/5/2017 8:44 AM
328	SY3	11/5/2017 8:36 AM
329	SY1 3EZ	11/4/2017 10:24 PM
330	SY11	11/4/2017 7:02 PM
331	SY2 5PG	11/4/2017 7:01 PM
332	SY1 3EZ	11/4/2017 6:28 PM
333	SY1 3YX	11/4/2017 2:58 PM
334	SY3 8JG	11/4/2017 2:26 PM
335	SY3	11/4/2017 1:03 PM
336	SY3 8BS	11/4/2017 11:42 AM
337	Sy2 5lh	11/4/2017 10:43 AM
338	SY3	11/4/2017 9:21 AM
339	SY6 6DQ	11/4/2017 5:57 AM
340	SY3 7TE	11/3/2017 10:54 PM
341	SY2	11/3/2017 10:29 PM
342	SY3 8DA	11/3/2017 10:18 PM
343	SY3	11/3/2017 9:58 PM
344	Sy2	11/3/2017 8:01 PM
345	SY3	11/3/2017 6:57 PM
346	SY1 3DS	11/3/2017 4:42 PM
347	SY3 7TJ	11/3/2017 4:37 PM
348	SY3 6DJ	11/3/2017 4:28 PM
349	SY1	11/3/2017 4:23 PM
350	SY1 1UE	11/3/2017 4:18 PM
351	TF11	11/3/2017 4:00 PM
352	SY1	11/3/2017 1:36 PM
353	SY5	11/3/2017 1:35 PM
354	SY1 2NY	11/3/2017 1:07 PM
355	SY4	11/3/2017 12:41 PM
356	SY2	11/3/2017 12:28 PM
357	SY3	11/3/2017 10:53 AM
358	SY^	11/3/2017 7:36 AM
359	SY1 3DF	11/2/2017 11:00 PM
360	Sg2 5nj	11/2/2017 9:49 PM
361	TF9 2DG	11/2/2017 8:51 PM
362	SY1 3	11/2/2017 8:14 PM

## Shrewsbury North West Relief Road Consultation 2017

363	SY3 8TA	11/2/2017 7:31 PM
364	SY3 8GD	11/2/2017 6:19 PM
365	SY3 8LT	11/2/2017 6:07 PM
366	SY3 9BZ	11/2/2017 6:03 PM
367	SY1 2NZ	11/2/2017 4:51 PM
368	Sy3	11/2/2017 4:28 PM
369	SY1 1TW	11/2/2017 4:01 PM
370	SY4 5HX	11/2/2017 3:58 PM
371	SY4 5HX	11/2/2017 3:58 PM
372	SY5 7ER	11/2/2017 3:57 PM
373	SY5 8NJ	11/2/2017 3:45 PM
374	sy2	11/2/2017 2:39 PM
375	SY1	11/2/2017 2:38 PM
376	SY4	11/2/2017 2:02 PM
377	Sy2 5tw	11/2/2017 12:26 PM
378	SY21 9DG	11/2/2017 12:01 PM
379	SY4 2HQ	11/2/2017 11:47 AM
380	SY2 5DW	11/2/2017 11:35 AM
381	SY2 5DU	11/2/2017 11:26 AM
382	SY3 8QN	11/1/2017 10:29 PM
383	SY1	11/1/2017 10:23 PM
384	sy1 2ny	11/1/2017 9:08 PM
385	SY3	11/1/2017 8:30 PM
386	SY4 2AA	11/1/2017 3:53 PM
387	SY1	11/1/2017 10:04 AM
388	Sy13sp	11/1/2017 7:59 AM
389	SY25XS	11/1/2017 7:40 AM
390	SY4 1DB	10/31/2017 5:49 PM
391	SY39JP	10/31/2017 2:30 PM
392	SY2	10/31/2017 11:56 AM
393	SY4	10/31/2017 11:24 AM
394	SY1	10/31/2017 9:12 AM
395	SY4 2HS	10/30/2017 8:55 PM
396	SY3 9FH	10/30/2017 7:34 PM
397	SY4 2HS	10/30/2017 7:31 PM
398	SY2	10/30/2017 12:55 PM
399	SY3 9HW	10/29/2017 7:16 PM
400	SY3 8QY	10/29/2017 5:23 PM
401	SY3	10/29/2017 12:47 PM
402	Sy3	10/29/2017 10:19 AM
403	SY1 4AQ	10/29/2017 10:12 AM

## Shrewsbury North West Relief Road Consultation 2017

404	Sy2	10/29/2017 8:27 AM
405	sy3	10/28/2017 3:27 PM
406	SY3 OJS	10/28/2017 1:07 PM
407	SY1 2AJ	10/28/2017 10:27 AM
408	SY4 3AS	10/27/2017 11:53 PM
409	SY38P	10/27/2017 4:59 PM
410	SY3 8SZ	10/27/2017 12:17 PM
411	SY5 0QT	10/27/2017 11:58 AM
412	SY1 2QN	10/26/2017 11:05 PM
413	SY4 4DX	10/26/2017 10:14 PM
414	sy38qq	10/26/2017 9:15 PM
415	sy4 3rq	10/26/2017 8:09 PM
416	Sy3 7jr	10/26/2017 7:04 PM
417	SY21 8SX	10/26/2017 6:47 PM
418	SY1 3ED	10/26/2017 3:37 PM
419	SY22	10/26/2017 2:58 PM
420	SY1	10/26/2017 2:40 PM
421	SY1	10/26/2017 1:55 PM
422	SY3 9QJ	10/26/2017 1:15 PM
423	SY6	10/26/2017 12:25 PM
424	sy3	10/26/2017 11:21 AM
425	sy45ls	10/26/2017 10:39 AM
426	SY4 3QJ	10/26/2017 10:27 AM
427	SY3 8DA	10/26/2017 8:39 AM
428	SY3 5HF	10/26/2017 6:47 AM
429	Sy1 4qs	10/25/2017 10:45 PM
430	Sy22	10/25/2017 9:18 PM
431	Ruyton X1 Towns / SY4 1LR	10/25/2017 9:15 PM
432	SY13	10/25/2017 8:41 PM
433	TF3	10/25/2017 7:49 PM
434	sy1	10/25/2017 7:47 PM
435	SY3 8HT	10/25/2017 7:01 PM
436	sy4	10/25/2017 6:25 PM
437	SY3	10/25/2017 5:27 PM
438	SY42EN	10/25/2017 5:19 PM
439	SY42EN	10/25/2017 4:52 PM
440	sy1 3jd	10/25/2017 1:29 PM
441	SY4 1BG	10/25/2017 1:20 PM
442	SY3 8QH	10/25/2017 8:54 AM
443	SY4	10/25/2017 8:24 AM
444	TF9	10/25/2017 7:04 AM

## Shrewsbury North West Relief Road Consultation 2017

445	SY4 1LX	10/24/2017 10:16 PM
446	SY4 3PU	10/24/2017 8:55 PM
447	SY41LD	10/24/2017 8:40 PM
448	SY1 4UD	10/24/2017 7:09 PM
449	SY4	10/24/2017 6:47 PM
450	SY4 1LR	10/24/2017 6:09 PM
451	SY3	10/24/2017 5:04 PM
452	SY4 2DP	10/24/2017 4:15 PM
453	SY11 2YH	10/24/2017 2:38 PM
454	SY4 5	10/24/2017 1:24 PM
455	SY3	10/24/2017 10:43 AM
456	SY38AS	10/24/2017 10:29 AM
457	sy4	10/24/2017 10:01 AM
458	SY1 3PE	10/23/2017 10:06 PM
459	Sy1 4dx	10/23/2017 6:40 PM
460	SY35AG	10/23/2017 6:24 PM
461	sy13pe	10/23/2017 6:20 PM
462	SY3 8BU	10/23/2017 6:02 PM
463	SY4 3PE	10/23/2017 4:55 PM
464	SY1 3PE	10/23/2017 4:40 PM
465	SY3 5BL	10/23/2017 4:30 PM
466	Sy3	10/23/2017 1:45 PM
467	SY4 3NL	10/22/2017 10:28 PM
468	SY1 2PX	10/22/2017 10:01 PM
469	SY12BF	10/22/2017 9:40 PM
470	SY1 4BF	10/22/2017 6:28 PM
471	SY3	10/22/2017 6:11 PM
472	SY3	10/22/2017 1:00 PM
473	sy4 3rr	10/22/2017 12:03 PM
474	SY3 8QL	10/22/2017 9:37 AM
475	SY5 7BA	10/22/2017 8:33 AM
476	SY1 2QN	10/21/2017 10:50 PM
477	SY1 3BP	10/21/2017 10:09 PM
478	SY4 3QP	10/21/2017 8:05 PM
479	SY3 7RQ	10/21/2017 5:28 PM
480	SY1 1JL	10/21/2017 4:42 PM
481	SY36AW	10/21/2017 3:43 PM
482	SY35DF	10/21/2017 3:39 PM
483	sy35hf	10/21/2017 3:17 PM
484	SY3	10/21/2017 1:02 PM
485	SY3 8bl	10/21/2017 11:32 AM

## Shrewsbury North West Relief Road Consultation 2017

486	SY3	10/21/2017 11:13 AM
487	SY5 8DS	10/21/2017 11:00 AM
488	SY3	10/21/2017 7:36 AM
489	Sy4 3pe	10/20/2017 5:34 PM
490	SY1 1ES	10/20/2017 1:01 PM
491	SY1 1ES	10/20/2017 12:34 PM
492	sy5	10/20/2017 11:50 AM
493	SY1	10/20/2017 11:42 AM
494	SY3 7LL	10/20/2017 11:00 AM
495	SY3 9BH	10/20/2017 10:36 AM
496	SY5	10/20/2017 6:42 AM
497	Sy3	10/20/2017 5:31 AM
498	SY3 8XW	10/19/2017 11:57 PM
499	SY4	10/19/2017 11:12 PM
500	Sy5	10/19/2017 9:45 PM
501	sy4	10/19/2017 9:11 PM
502	Sy1 4rb	10/19/2017 8:43 PM
503	SY1 3PW	10/19/2017 8:37 PM
504	Sy3 9FJ	10/19/2017 8:31 PM
505	Sy4 3ld	10/19/2017 7:57 PM
506	Sy5 8lu	10/19/2017 6:59 PM
507	Sy1 4pd	10/19/2017 5:23 PM
508	Sy3 7nh	10/19/2017 5:20 PM
509	SY2 6BA	10/19/2017 5:12 PM
510	SY1	10/19/2017 4:55 PM
511	SY2 5df	10/19/2017 4:11 PM
512	Sy2	10/19/2017 3:24 PM
513	Sy25qt	10/19/2017 1:48 PM
514	SY3 8HX	10/19/2017 1:13 PM
515	SY3 9DG	10/19/2017 12:57 PM
516	sy5	10/19/2017 12:36 PM
517	SY2 6AF	10/19/2017 12:16 PM
518	SY3 8GG	10/19/2017 12:13 PM
519	sy5 8et	10/19/2017 12:05 PM
520	SY2 5DF	10/19/2017 11:33 AM
521	sy59qn	10/19/2017 11:30 AM
522	SY3	10/19/2017 11:26 AM
523	Sy1	10/19/2017 11:21 AM
524	SY2 6BL	10/19/2017 11:13 AM
525	SY1 3RN	10/19/2017 11:10 AM
526	SY2 5TD	10/19/2017 10:44 AM

## Shrewsbury North West Relief Road Consultation 2017

527	SY2	10/19/2017 10:41 AM
528	SU3 9DQ	10/19/2017 10:33 AM
529	SY3 5BW	10/19/2017 10:19 AM
530	SY22	10/19/2017 8:18 AM
531	SY1	10/19/2017 6:03 AM
532	SY3	10/19/2017 2:26 AM
533	SY1 2QZ	10/18/2017 8:56 PM
534	SY10	10/18/2017 8:38 PM
535	SY2 5NW	10/18/2017 7:37 PM
536	TF9 3JX	10/18/2017 7:18 PM
537	SY5	10/18/2017 7:15 PM
538	Sy1	10/18/2017 2:40 PM
539	SY2	10/18/2017 2:37 PM
540	SY1 2	10/18/2017 2:36 PM
541	Sy4 3jl	10/18/2017 2:27 PM
542	SY1 4QJ	10/18/2017 2:07 PM
543	SY44US	10/18/2017 1:13 PM
544	SY3 8LT	10/18/2017 1:09 PM
545	sy30ne	10/18/2017 1:05 PM
546	SY10 8DF	10/18/2017 11:47 AM
547	SY5	10/18/2017 11:15 AM
548	Sy1 2qu	10/18/2017 9:33 AM
549	SY2 6EA	10/18/2017 9:05 AM
550	Sy3 7BS	10/18/2017 8:23 AM
551	Live TF11 8UE Work SY4 3AP	10/18/2017 8:04 AM
552	SY1	10/18/2017 7:52 AM
553	sy5	10/18/2017 6:55 AM
554	sy3 8hz	10/18/2017 6:28 AM
555	Sy2	10/17/2017 10:28 PM
556	Sy14lr	10/17/2017 8:06 PM
557	SY3	10/17/2017 7:28 PM
558	SY1	10/17/2017 5:26 PM
559	SY3	10/17/2017 3:35 PM
560	SY7	10/17/2017 3:23 PM
561	SY3 5NP	10/17/2017 1:11 PM
562	Sy3	10/17/2017 12:06 PM
563	SY4 1JA	10/17/2017 11:49 AM
564	SY4 1HX	10/17/2017 9:43 AM

## Q8 If you're completing this as a business / organisation, please provide the following information:

Answered: 35 Skipped: 598

ANSWER CHOICES	RESPONSES	
Business / organisation name:	54.29%	19
Contact details:	88.57%	31

#	BUSINESS / ORGANISATION NAME:	DATE
1	Mercedes Benz of Shrewsbury	11/11/2017 4:03 PM
2	Manor Farming Co	11/8/2017 10:31 PM
3	SY3 5DF	11/8/2017 9:46 PM
4	Nicky Fraser Gardens	11/8/2017 8:49 PM
5	Vintage Shrewsbury Ltd.	11/7/2017 8:41 PM
6	shropshire stone and granite ltd	11/7/2017 5:03 PM
7	[REDACTED]	11/7/2017 12:00 PM
8	SY3	11/7/2017 11:12 AM
9	[REDACTED]@ Brandhall farm.com	11/6/2017 2:23 PM
10	Sy1	11/5/2017 8:36 AM
11	M Pepler	11/3/2017 7:36 AM
12	AJTURS Ltd	11/2/2017 11:00 PM
13	4 legs good	11/1/2017 9:08 PM
14	N/A	10/26/2017 3:37 PM
15	J Hamlett Contracting / Farming	10/25/2017 9:15 PM
16	UGolf Media	10/22/2017 10:28 PM
17	SY1 1sz	10/19/2017 4:11 PM
18	Alderton Farming Partnership	10/18/2017 10:08 AM
19	Red Step Marketing	10/17/2017 5:26 PM

#	CONTACT DETAILS:	DATE
[REDACTED]		

## Shrewsbury North West Relief Road Consultation 2017

11	Dlangton1980@hotmail.co.uk	11/6/2017 6:03 AM
12	Kateknight2012@gmail.com	11/5/2017 8:36 AM
13	see.jaaay@gmail.com	11/4/2017 2:58 PM
14	07886203272	11/3/2017 10:18 PM
15	michaelfepler@googlemail.com	11/3/2017 7:36 AM
16	07872469316	11/2/2017 11:00 PM
17	Clm.macklin@gmail.com	11/2/2017 8:51 PM
18	James Grundy, jimmyg777@hotmail.co.uk, 07535909634	11/2/2017 6:19 PM
19	claire@4-legs-good.co.uk	11/1/2017 9:08 PM
20	C.F. Mackley	10/26/2017 10:14 PM
21	clivecrosse@hotmail.co.uk	10/26/2017 1:15 PM
22	johnhamlett11@btinternet.com	10/25/2017 9:15 PM
23	Mattalexander_@hotmail.com	10/25/2017 6:25 PM
24	01743 581425	10/22/2017 10:28 PM
25	01743 363590	10/19/2017 4:55 PM
26	01743 242254	10/19/2017 4:11 PM
27	Boardman 07905476006	10/19/2017 3:24 PM
28	baystonhill@hotmail.com	10/18/2017 1:05 PM
29	01743741689	10/18/2017 10:08 AM
30	peterdunhams@gmail.com	10/18/2017 8:23 AM
31	Chrisaallen@gmail.com	10/17/2017 5:26 PM



# Appendix E

## STAKEHOLDER RESPONSES



#196

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, November 01, 2017 10:19:16 AM  
**Last Modified:** Wednesday, November 01, 2017 10:28:03 AM  
**Time Spent:** 00:08:46  
**IP Address:** [REDACTED]

Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Very strongly agree**

**Q2** If you agree that the NWRR should be built what are the main reasons for this?

The congestion in the town centre is unacceptable. We at Shrewsbury Dial a Ride try to run an efficient service but our vehicles are frequently delayed by hold ups. In order to ensure that our passengers get to their hospital appointments, doctors and dentists we have to pick them up far too early in order to allow for potential delays. This means we can't carry as many people as we could and many of our passengers are distressed by the time they have to wait.

I hope this work will enable us to improve our service by removing unnecessary traffic from the town centre so allowing essential services such as ours to operate more efficiently.

**Q3** If you disagree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons? **Respondent skipped this question**

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.) **Respondent skipped this question**

Page 2

**Q6** Are you completing this questionnaire as: **Business / Organisation**

**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer): **Respondent skipped this question**

Shrewsbury North West Relief Road Consultation 2017

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**Shrewsbury Dial a Ride**

Contact details:

██████████@shrewsburydialaride.org.uk

---

# #194

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, November 01, 2017 8:57:38 AM  
**Last Modified:** Wednesday, November 01, 2017 9:04:59 AM  
**Time Spent:** 00:07:21  
**IP Address:** [REDACTED]

---

Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Very strongly agree**

---

**Q2** If you agree that the NWRR should be built what are the main reasons for this?

- Will improve connectivity between the north and west of the town
- Will reduce traffic congestion in the town centre
- Will reduce traffic conditions along all key roads leading into town
- Will improve the resilience of the network
- Will reduce the number of accidents on the network
- Will improve air quality

This is of strategic importance to not just Shrewsbury's vitality and viability but also that of Shropshire and Mid/North Wales

---

**Q3** If you disagree that the NWRR should be built what are the main reasons for this?

N/A

---

**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons?

N/A

---

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.)

Clearly the devil is in the details and members would be keen to work with colleagues at Shropshire Council to look at other mitigating measures that will inevitable need to be put into the local road network to support this project.

---

Page 2

**Q6** Are you completing this questionnaire as: **Business / Organisation**

---

Shrewsbury North West Relief Road Consultation 2017

**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer):

**Respondent skipped this question**

---

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**Shrewsbury Town Council**

Contact details:

██████████@shrewsburytowncouncil.gov.uk

---

# #614

**COMPLETE**

**Collector:** Manual input (Web Link)  
**Started:** Monday, November 13, 2017 10:18:24 AM  
**Last Modified:** Monday, November 13, 2017 10:20:18 AM  
**Time Spent:** 00:01:54  
**IP Address:** [REDACTED]

---

Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Very strongly agree**

---

**Q2** If you agree that the NWRR should be built what are the main reasons for this?

Reduce traffic in town centre.

---

**Q3** If you disagree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

---

**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons?

I agree NWRR should be built. It's important that traffic in the town should be reduced.

---

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.) **Respondent skipped this question**

---

Page 2

**Q6** Are you completing this questionnaire as: **Business / Organisation**

---

**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer):

SY4 4SP

---

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name: **Uffington Parish Council (Chairperson)**

---

#648

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, November 07, 2017 12:07:05 PM  
**Last Modified:** Tuesday, November 14, 2017 11:50:59 AM  
**Time Spent:** Over a day  
**IP Address:** 88.215.1.180

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Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Strongly agree**

---

**Q2** If you agree that the NWRR should be built what are the main reasons for this?

This would help to alleviate traffic congestion on the existing A5. There are increasing concerns about the amount of traffic which uses the unclassified and B roads around Montford Bridge-Leaton to cross to North Shrewsbury which is unsustainable. Currently when the A5 is blocked traffic use rural lanes in Pontesbury Parish to avoid any hold ups which causes problems for our residents. The new road would help to alleviate this problems as it will act as an alternative route.

---

**Q3** If you disagree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

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**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons? **Respondent skipped this question**

---

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.) **Respondent skipped this question**

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Page 2

**Q6** Are you completing this questionnaire as: **Business / Organisation**

---

**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer): **Respondent skipped this question**

---

Shrewsbury North West Relief Road Consultation 2017

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**Pontesbury Parish Council**

Contact details:

**pontesburypc@gmail.com**

---

#290

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, November 02, 2017 10:36:32 AM  
**Last Modified:** Monday, November 06, 2017 12:43:02 PM  
**Time Spent:** Over a day  
**IP Address:** [REDACTED]

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Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Agree**

---

**Q2** If you agree that the NWRR should be built what are the main reasons for this?

If the NWRR does ease congestion, then the Road Haulage Association is very supportive. However it must be stressed that alongside congestion RHA members are also very concerned about the state of roads and roadworks in the area. More should be done to improve roads in the area and increase the speed of roadworks.

---

**Q3** If you disagree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

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**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons? **Respondent skipped this question**

---

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.)

The RHA is very concerned that the lay-bys are now not included in the plan. This will create further obstacles for HGV drivers requiring to park in a safe place for their statutory rest. Already there are not many truck parking facilities in the area which will hinder the ability of HGVs to make deliveries and could damage the local economy.

---

Page 2

**Q6** Are you completing this questionnaire as: **Business / Organisation**

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**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer): **Respondent skipped this question**

---

Shrewsbury North West Relief Road Consultation 2017

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**Road Haulage Association**

Contact details:

█@rha.uk.net

---

#503

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, November 08, 2017 3:33:27 PM  
**Last Modified:** Wednesday, November 08, 2017 3:44:45 PM  
**Time Spent:** 00:11:17  
**IP Address:** [REDACTED]

Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Agree**

**Q2** If you agree that the NWRR should be built what are the main reasons for this?

Shrewsbury BID supports Shropshire Council's approach to the North West Relief Road project and its funding bid to take the remaining sections of the NWRR forward.

Shrewsbury BID's Access and Car Parking group received a presentation on the project from Martin Withington on 12th October 2017. The ACP group were in agreement with the principles and objectives of the scheme but also decided to carry out a survey of its wider membership.

Only 8 members responded (compared with 61 for the recent car parking consultation) which suggests this is not high in the minds of businesses in the town – but could also show that businesses feel connected to a large longer-term project. We received no negative comments directly from members and in answer to the question 'Do you think the NWRR should be built?' a positive score of 9.57 out of 10 was achieved.

The ACP group was encouraged to see the Big Town Plan referenced in the consultation and is of the broad view that the NWRR is an important action needed to reduce through traffic thus unlocking of a major part of the town and supporting economic growth.

Comments received from BID members.

"It should only have entry points at Harlescote in the north and Shelton to the south. It should not be regarded as a development strip"

"The town needs this desperately"

"Need to ensure good road network for the town if more housing is to be built and encourage businesses to locate where there is easy access"

"This is desperately needed to alleviate traffic using the back 'rat run' through Forton Heath to Bicton"

"It is needed to divert traffic from the overly congested town centre"

The Following positive Comments were received from the Big Town Plan consultation:

Build the NWRR to take out through traffic + limit speed(?) +

Smithfield road has poor air quality. NWRR can solve this. +

NWRR - the clue is in the title. +

Much as I regret the idea for impacts on rural area; loss of farmland etc the NWRR is needed to reduce traffic flow in town centre. This would improve traffic flow in centre and help with more pedestrianisation. +

Until NWRR built... give major road all around the town. How can you change traffic with the river? +

Be clear and convincing about the plan to pedestrianise and the rest can be possible. NWRR can help quieten(?) a bit. +

The town is medieval and has always had traffic - removing it will change the feel of the town forever, maybe not for the best. Nothing should be done with pedestrianisation until the NWRR is built. Pride Hill is pedestrianised + looks awful, dreadful appearance + full of

## Shrewsbury North West Relief Road Consultation 2017

beggars + charity muggers who would not be there if there was traffic. With regard to pro air quality + congestion. the problems are caused by the very poor calibration of the traffic lights + the lack of a complete ring road. Retain car parking at reasonable prices - town is doing well don't wreck it. +

1) Build NW relief road 2) pedestrianise centre of town 3) close smithfield road to traffic 4) re route traffic via rovshill and ravens meadows (2 way traffic) 5) make smithfield road a leisure area (like Victoria Quay). +

Having a train from English bridge and the main station. North West relief road would help a lot. The little shuttle buses are a great idea. Can deliveries be done with those shuttle buses? +

None of BTP possible unless the North relief road is built. +

N.W. relief road a must. Stop doing grand projects they really do not achieve much. +

Before further schemes for pedestrians in town centre, traffic needs to be deviated from town centre by NW relief road and better signage. +

NW relief road a must. +

We need the North West Relief Road. +

North West Relief Road is the one thing I'm interested in. +

North West relief road should resolve most problems. Intergrate cycle routes and put lights in the Quarry, cycling in the dark is dangerous around the Quarry. +

NW relief road is essential for all especially residents around the Ellesmere road. +

Hi tech centre in the train station. Relief road will reduce through traffic. +

An intergrated, sensibly priced bus service. Free park and ride. Bus route round the ring road especially if NW relief road. More park + rides then could be built. +

Northern Relief Road needs to be a priority. If there is to be any hope of people not using the town as a 'rat run'. Especially from Harlescott to the Hospital. +

Build the North West Relief Road! +

Northern Relief Road - essential! New hospital - essential! New schools - essential! +

Pedestrianise the centre and build the north-west relief road to complete the 'through traffic' relief +

North West relief road will remove half of the traffic +

Really need a North West relief road +

There should be passes for essential users in the loop. North West Relief Road if going to help town centre traffic. +

North West Relief Road is a necessity - A49 Sundorne bottleneck +

We need the North/South Relief Road +

More bridges are needed across the river. Like the North West Relief Road. +

Difficult to park in child friendly space. North West Relief Road good. +

North Wesr Relief Road would improve things and reduce congestion in town. +

**Q3** If you disagree that the NWRR should be built what are the main reasons for this?

The Following negative comments were received through the Big Town Plan Consultation.

The NWRR is a waste of time and money. -

I'm not utterly opposed to NWRR but I think we fetter new roads as a panacea. I don't want this project rushed through until fully consulted. Is the car a long term solution - might we regret a NWRR? -

NWRR will not necessarily alleviate traffic in town. Careful with big housing estates. -

NWRR is a trojan horse to develop green spaces and will increase not decrease traffic in and out of town. -

NWRR idea is appalling - destruction would be regretted evermore. -

NWRR will create more traffic. -

This will only work if the outer road system is improved esp Harelscott or there is no NWRR. -

Are there plans to now expand within the blue area? It is unclear. Potential to consider North West and fill the quadrat (NWRR). -

I disagree - the NWRR wouldn't bring about a big reduction in traffic - it's a red herring! -

The NWRR will create more pollution, encourage car use. Get children cycling or walking to school - or school buses. In school holiday times town traffic is a lot less busy. -

No NWRR. -

Including old river bed - I.e No NWRR (Agreed!) (Agree) (Don't agree we still need NWRR) -

Don't build the NWRR. Keep swimming baths in the Quarry. -

Yes! We do not get the same relief & support as chain-retailers, multi-billion corporations! -

Northern relief road absolutely not essential. -

Don't want (or need!) the North West Relief Road. -

No evidence NW relief road will ease traffic. But will be massively expensive + environmentally damaging. -

Don't call it the North West "Relief" Road. No evidence that it will relieve congestion. -

The NW relief road is an old fashioned solution to an old fashioned problem and should be dropped. -

The North West Relief Road will alter traffic flows in and around the town. The final result is difficult to predict. -

Do not want a relief road. -

The money that a relief road would cost would be much better spent on free park and ride and further measures which would prioritise the pedestrian in town. Arguably is a serious issue. -

Roads planned, are delayed, relief roads are made more expensive, as land is sold off. Thus blocking routes and negating all efforts. -

No NW relief road - it's not the answer! -

North West Relief Road is a waste of money - spend the same on public transport. -

Why is our MP obsessed with a relief road? It won't be built because of cost + high environmental impact. Need to focus on getting more people out of their cars, not encourage them! -

It would cost less to build A5 route with roundabouts which have flyover routes for the A5. This would avoid the dreaded North West Relief Road. -

No to the North West Relief Road -

(arrow pointing to comment about not having the North West Relief Road) Rubbish. We need the North West Relief Road -

North West Relief Road will not work - will encourage further traffic around town. -

Good but not by building North West relief Road - it would not help town centre - too expensive and very damaging -

North West Relief Road would not be needed if we had a road over (in the air) for the A5 to go over Bailey's/A49. North West Relief Road as last resort. -

---

**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons?

Comments received through the Big Town Plan consultation were split on the issue. Out of the 63 comments received on this topic 31 or 49% were a positive response on the issue.

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**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.)

**Respondent skipped this question**

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Page 2

**Q6** Are you completing this questionnaire as:

**Business /  
Organisation**

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**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer):

**Respondent skipped this question**

---

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**Shrewsbury BID**

Contact details:

**██████████@shrewsburybid.co.uk**

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# #504

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, November 08, 2017 4:09:22 PM  
**Last Modified:** Wednesday, November 08, 2017 4:21:52 PM  
**Time Spent:** 00:12:29  
**IP Address:** [REDACTED]

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Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Don't know**

---

**Q2** If you agree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

---

**Q3** If you disagree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

---

**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons? **Respondent skipped this question**

---

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.)

If the road is to proceed it is important that when provision is being made for walkers and cyclists off carriageway that equestrians are not excluded from this provision, and if they are that clear reasons are given as to why it is considered appropriate to remove cyclists and walkers from the carriageway, and why it is considered safe for equestrians to remain on the carriageway with high volumes of vehicular traffic.

It is also important that when provision is being made for walkers and cyclists on carriageway that equestrians are included as well so that walkers and cyclists are not passing on the inside of horses whilst other traffic is passing on their outside.

---

Page 2

**Q6** Are you completing this questionnaire as: **Business / Organisation**

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**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer): **Respondent skipped this question**

---

Shrewsbury North West Relief Road Consultation 2017

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**The British Horse Society**

Contact details:

██████████@bhs.org.uk

---

**Bomere Heath and District Parish Council**

Parish Clerk  
Westcote  
Baschurch Road  
Bomere Heath  
Shropshire  
SY4 3PN

For the attention of:  
Martin Withington  
WSP - on behalf of:

Shropshire Council  
Shirehall  
Abbey Foregate  
Shrewsbury  
Shropshire SY2 6ND

By email to: [Martin.Withington@wsp.com](mailto:Martin.Withington@wsp.com)

Date: 9 November 2017

**Shrewsbury North West Relief Road (NWRR) – 2017 Consultation  
Parish Council Representations**

Dear Martin,

Further to my email of 30 October 2017, the Bomere Heath and District Parish Council (BHDPC) met on 8 November 2017 and discussed the NWRR and the issues we have.

In principal the BHDPC is supportive of the NWRR, however its route and in particular the alterations to a roundabout with the Battlefield Link Road / Shrewsbury Rd (A528) is causing us some concern around how Huffley Lane is being diverted. As a stakeholder and the impact the NWRR will have, the BHDPC wishes to make representations on behalf of its parishioners.

**Back Ground**

Planners should be aware that Huffley Lane is akin to an arterial route for Bomere Heath and the larger village Baschurch and as a result it carries significant traffic. In fact a recent traffic survey (June 2017) commissioned by the BHDPC shows that circa 800,000 vehicles per annum enter Bomere Heath village via this route. It is not unrealistic to suggest that the traffic flow is probably two/three times this volume as a large percentage of traffic serves Baschurch, which turns off Huffley Lane before entering the village (and where the survey was conducted).

With the rapid and almost exponential growth of Baschurch, there is every indication that traffic volumes will increase on this factor alone.

Huffley Lane by its nature is a twisting and undulating single carriageway and quite narrow in places. It carries a diversity of vehicles with HGVs and large agricultural

vehicles not uncommon. In our recent public consultation (Community Led Plan - January 2017) the public raised concern on the frequency of serious accidents on this road and the speeding traffic. The traffic survey and accident data will corroborate the public's anxiety.

### **Issues of Huffley Lane Diversion**

The NWRR proposed route is that Huffley lane is diverted before joining the existing roundabout and via what is best described as an 'S' bend re-joins Shrewsbury Road as a 'T' junction approximately 200m north of the roundabout. The reason for this diversion is not known to BHDPC and it can only be assumed that it is to reduce traffic flows onto the roundabout. The proposed re-routing raises the following:

#### **Congestion**

At this time, congestion is minimised by Huffley Lane traffic entering the roundabout, exiting towards Battlefield Link Road or turning right towards the town centre / Harlescot. The majority of traffic at the proposed 'T' junction will have to turn right giving way and crossing over a main A road causing traffic to build unnecessarily in Huffley Lane at peak times.

Shropshire Council's own data (Information – Public consultation) suggests that Huffley Lane traffic flow will increase by 30%. It is assumed that this is purely down to the re routing of traffic

#### **Road Safety Risks**

As already identified Huffley Lane already has existing road safety risks, introducing yet another series of bends on top of queuing traffic is only going to exasperate the problems.

Slow moving and large vehicles entering a busy A road (A528) from a side road and being broadside to flowing traffic has inherent problems and risks.

#### **Conclusion**

The proposed design and rerouting of Huffley Lane will only create issues for local traffic. Consideration should be given in either re-designing the roundabout to suit the needs of local traffic or revisiting the need for re-routing Huffley Lane and proposing a far more suitable option to the one proposed.

Yours faithfully



Martin Speak  
Parish Councillor  
On behalf of  
Bomere Heath and District Parish Council

Our ref: SHARE/ 55739723  
Your ref: NWRR

Martin Withington  
WSP  
on behalf of Shropshire Council  
Via Email: martin.withington@wsp.com

Patrick Thomas  
Asset Manager  
Operations Directorate

The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN  
[www.highways.gov.uk](http://www.highways.gov.uk)

Direct Line: [REDACTED]

9 November 2017

Dear Martin,

### **SHREWSBURY NORTH WEST RELIEF ROAD – 2017 CONSULTATION**

Thank you for forwarding me details of the consultation on the Shrewsbury North West Relief Road.

Highways England is responsible for the operation and maintenance of the strategic road network in England. The network includes all major motorways and trunk roads. The network includes all major motorways and trunk roads. It is therefore committed to supporting Government objectives on economic growth and sustainable transport, and recognises the need for closer integration of transport and land use planning as set out in the Department for Transport (DfT) Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'.

The Strategic Road Network (SRN) in the vicinity of Shrewsbury includes the A5 and A49 trunk roads.

We welcome the opportunity to comment on the Shrewsbury North West Relief Road and have reviewed the consultation material in the context of the ongoing operation of the SRN.

We have considered the consultation documents and make the following comments:

It is noted that the Shrewsbury North West Relief Road (NWRR) has been a long term aspiration of Shropshire Council (SC) and that the provision of the NWRR remains a SC ambition which is being promoted through the current public consultation exercise.

The current public consultation material contains limited information with regard to the impact of the NWRR on the SRN.

We note that the NWRR does not have a direct physical impact on the SRN as it joins onto the proposed Oxon Link Road (OLR) via a roundabout junction at the B4380 Holyhead Road. However, it is important for Highways England to understand the

impact this will have on the SRN with regards to any predicted increases/decreases in traffic flows once the eventual connection between the OLR and NWRR is operational.

Highways England need to be satisfied that any change in flows as a result of the NWRR would not adversely impact on the SRN and that the proposed OLR scheme at the A5 Churncote Roundabout is designed with sufficient capacity to accommodate any additional traffic as a result of the opening of the NWRR.

We note that the current 'Traffic Figures' section of the consultation material which summarises the impact of the NWRR on local roads is based on 2009 data, with the assumption that the opening of the NWRR would be in 2017. This information is acknowledged to be in need of updating and it is noted that SC have undertaken new surveys and updating the traffic model used to predict the future traffic flow. It is understood that the flow forecasts could change and that any decision to progress the scheme would be based upon the most up to date information.

We assume that the traffic model which is currently being updated by Shropshire Council is a strategic SATURN model which will be used to predict the traffic flow redistribution effects of the NWRR. It would be beneficial for Highways England to be kept informed with regard to the model update and modelling methodology in order to avoid any delays in reviewing the technical evidence as this consultation progresses and a planning application is submitted for the NWRR.

## Conclusion

In principle, we are generally supportive of the NWRR and its stated objectives. However further detail is required regarding the impact the NWRR would have on the SRN once it is connected to the OLR.

Whilst the NWRR section does not have a direct physical impact on the SRN, we would like confirmation of whether the NWRR will be designed to the same DMRB standards as the OLR, given that it will eventually form part of the same link road.

We note that the NWRR could create improved conditions for other types of transport including public transport and pedestrian and cycle facilities. This would be welcomed as it could potentially reduce the need to travel by private car and therefore vehicular movements on the SRN. Further details in relation to how this would be achieved would be welcome.

Given the implications for the SRN, Highways England would expect to be party to further engagement by SC as the scheme details emerge and indeed would expect to be a statutory consultee to any future planning application for the scheme.

We appreciate your engagement at this stage and look forward to further details being submitted to Highways England for review as soon as they become available.

Yours sincerely



Patrick Thomas  
OD Midlands  
Email: Patrick.Thomas@highwaysengland.co.uk

Cc: Robert Jaffier - Highways England  
Tori Lazenby – Highways England

## Withington, Martin

---

**From:** [REDACTED]  
**Sent:** 09 November 2017 09:49  
**To:** parishclerkgnln@gmail.com  
**Cc:** Withington, Martin  
**Subject:** RE: NW Relief road consultation

Hi Rebecca,

Thanks very much for your email and update on the Parishes position here, noted on the issues with the multiple responses!

I'm copying this in to my colleague Martin so these responses can be collated as part of the consultation.

Kind regards,

Matt.

---

Matt Johnson - Strategic Transport and Contracts Manager

Highways and Transportation  
Shropshire Council  
Shirehall  
Abbey Foregate  
Shrewsbury  
SY2 6ND

---

**From:** parishclerkgnln@gmail.com [mailto:parishclerkgnln@gmail.com]  
**Sent:** 08 November 2017 16:16  
**To:** Matt Johnson <matt.johnson@shropshire.gov.uk>  
**Subject:** NW Relief road consultation

Dear Matt,

I am trying to respond to this for several parishes but the form will only let me answer the questionnaire once.

I wanted to say that Ford, Great Hanwood and Great Ness and Little Ness Parish Council all support the NW relief road as they feel it is needed and will have a positive impact economically and on the country lanes which are often used as a "rat run" at present.

I am awaiting a meeting of Atcham Parish Council but I think they are likely to also support the proposal so please log a supporting comment for them

Regards

Rebecca Turner

Parish Clerk

\*\*\*\*\* If you are not the intended recipient of this email please do not send it on to others, open any attachments or file the email locally. Please inform the sender of the error and then delete the original email. \*\*\*\*\*

14<sup>th</sup> November 2017

Mr Martin Withington  
Shropshire Council  
The Shirehall  
Abbey Foregate  
Shrewsbury  
Shropshire

Dear Mr Withington

North West Relief Road

On behalf of Shrewsbury Business Chamber I am writing in support of the construction of a North West Relief Road for the town. The Chamber and its members have been lobbying for this for many years. They view good transport infrastructure as vital for the continued economic stability and hopefully continued growth for Shrewsbury. In particular it will

- Provide the necessary infrastructure to support a rolling programme of land development to meet the County's aspirations for economic growth.
- Give a positive message to businesses wanting to expand or re-locate in the Shrewsbury area by improving transport links
- Decrease cross-town traffic Smithfield Road and Column Link Road.
- Relieve congestion in particular in Shrewsbury town centre, and specifically the congested "hot-spots" of Harlescott, Smithfield Road, Frankwell, Ellesmere Road, and Ditherington.
- Provide access into the north east industrial area of Shrewsbury for both freight and employees to Harlescott and Battlefield providing direct access between north of Shrewsbury, North Shropshire and Wales from the M54.
- Alleviate heavy traffic on rural lanes through villages to the north of Shrewsbury
- Relieve congestion in town centre improving access for residents; shoppers; tourists, social and business travellers
- Reduce congestion for town centre events including those at Theatre Severn; Shropshire Showground and the Quarry Park
- Make it safer in town for pedestrians and cyclists

Yours sincerely



Peter Bettis  
President  
Shrewsbury Business Chamber

#353

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, November 07, 2017 9:53:27 AM  
**Last Modified:** Tuesday, November 07, 2017 10:14:38 AM  
**Time Spent:** 00:21:11  
**IP Address:** [REDACTED]

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Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Very strongly disagree**

---

**Q2** If you agree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

---

**Q3** If you disagree that the NWRR should be built what are the main reasons for this?

1. Unacceptable impact on an important landscape, largely unspoilt, between the railway crossing and Berwick Road.
  2. Impact on wildlife in the Old River Bed. This part is unique in that the water level fluctuates following water levels in the river Severn.
  3. Highly unlikely that the scheme will achieve its objectives. A study "The Impact of Road Projects in England" published by CPRE in March 2017 shows that a very high proportion of road projects fail. A hard copy of the Executive Summary will be sent by post.
  4. The perceived benefits do not justify the environmental damage.
  5. Nor do they justify the financial cost. The money could be better spent on other ways to improve traffic conditions in Shrewsbury without the environmental consequences of NWRR
  6. While not strictly a CPRE issue, it is understood that Shropshire Council, in addition to putting up money for its share of the cost, would run the risk of having to meet any overspend.
- 

**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons? **Respondent skipped this question**

---

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.)

If the scheme were to be approved, much better provision should be made for cycleways and footpaths. At the moment, they are shown as running alongside the road without proper screening. Given the levels of exhaust pollution, their use would be unpleasant.

---

Page 2

**Q6** Are you completing this questionnaire as: **Business / Organisation**

---

Shrewsbury North West Relief Road Consultation 2017

**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer):

**Respondent skipped this question**

---

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**CPRE Shrewsbury group**

Contact details:



#229

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, October 17, 2017 8:16:12 AM  
**Last Modified:** Friday, November 03, 2017 10:27:16 AM  
**Time Spent:** Over a week  
**IP Address:** [REDACTED]

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Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Very strongly disagree**

---

**Q2** If you agree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

---

**Q3** If you disagree that the NWRR should be built what are the main reasons for this?

This is a very expensive scheme which will have detrimental environmental affects. These include noise pollution and damage to the local landscape and nature sights. It is unlikely to reduce town centre traffic, in the long term and it is better to invest in more sustainable transport schemes such as the park and ride, rural bus services, community buses, car sharing and cycling.

Shropshire council needs to consider the priorities for transport schemes that can deliver the maximum benefits for the whole of the county. The NWRR will require a the council to contribute of £21 million and also cover any overspending costs. This is at a time when the council is having to use the reserves to fill the budget gap. Green Shropshire Xchange therefore supports sustainable solutions which would be less costly than building this relief road, while also promoting alternatives to car use. These would help to reduce carbon emissions and air pollution.

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**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons? **Respondent skipped this question**

---

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.) **Respondent skipped this question**

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Page 2

**Q6** Are you completing this questionnaire as: **Both**

---

## Shrewsbury North West Relief Road Consultation 2017

**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer):

sy2 5bs

---

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**GreenShropshire Xchange**

Contact details:

**greenshropshireexchange@gmail.com**

---

#445

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, November 07, 2017 8:07:52 PM  
**Last Modified:** Tuesday, November 07, 2017 8:10:14 PM  
**Time Spent:** 00:02:21  
**IP Address:** [REDACTED]

---

Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Very strongly disagree**

---

**Q2** If you agree that the NWRR should be built what are the main reasons for this?

n/a

---

**Q3** If you disagree that the NWRR should be built what are the main reasons for this?

The proposed NWR would be;

A, too damaging to the highly valuable green wedge to the nw of Shrewsbury, including the Old River Bed area, Hencott pool and the River Severn, together these areas are a huge asset to the town and should be preserved.

B, largely ineffective as there are no planned measures to lock in any traffic reductions that would occur. We also believe the traffic reductions quoted are hopelessly optimistic, eg nobody has been able to explain why building the NWR would reduce traffic on the High Street by 10%. The road is therefore very likely to bring about an increase in overall traffic without solving congestion in the town centre or elsewhere.

C, too expensive. £104m plus of public money on this scheme at this time is simply not credible when there are so many better ways to spend the limited resources available. It is simply not credible that Shropshire Council should spend even £21m on the scheme, and the risks of overspend on such a complicated engineering project are very high so the final amount is likely to be much more.

---

**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons?

n/a

---

## Shrewsbury North West Relief Road Consultation 2017

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.)

A, Recent studies have shown that road schemes in England have mostly failed to achieve reductions in congestion or improve the local economy, see - 'The Impact of Road projects in England' L.Sloman et al.

B, There is no evidence that the lack of a NWR is acting as an economic brake on the town. Indeed the Battlefield Enterprise Park at the north end of the proposed road is thriving with no promise that the road will get built.

C, There are much better, more acceptable and cheaper ways to control traffic levels in the town centre, eg trials of 'Smarter Choices' have shown that giving people targeted information and advice on public transport can cut journeys by up to 14%. We feel that work currently being undertaken under the SITP should be allowed to bed in and further options explored fully (eg those of the Shrewsbury BID team) rather than focussing attention on building yet more roads.

---

Page 2

**Q6** Are you completing this questionnaire as: **Both**

**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer):

SY2 5BS

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**Shrewsbury Friends of the Earth**

Contact details:

**[REDACTED]**

#549

COMPLETE

**Collector:** Manual input (Web Link)  
**Started:** Thursday, November 09, 2017 1:17:27 PM  
**Last Modified:** Thursday, November 09, 2017 1:23:44 PM  
**Time Spent:** 00:06:17  
**IP Address:** [REDACTED]

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Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Very strongly disagree**

---

**Q2** If you agree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

---

**Q3** If you disagree that the NWRR should be built what are the main reasons for this?

1. The Berwick section will destroy habitat and cause more congestion at the Coton Hill/Shrewsbury centre area.
  2. It will attract building along the route.
  3. Roads attract cars - see the M25 and Newbury bypass.
  4. Better rail routes would be better.
- 

**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons? **Respondent skipped this question**

---

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.)

The proposed £21 million contribution from Shropshire Council (i.e. tax/rate payers) will undoubtedly rise. Housing (inevitably built along the proposed road) will lead to more traffic,

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Page 2

**Q6** Are you completing this questionnaire as: **Business / Organisation**

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**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer):

SY4 2HB

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**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**F o E Green Party**

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#548

COMPLETE

**Collector:** Manual input (Web Link)  
**Started:** Thursday, November 09, 2017 1:07:47 PM  
**Last Modified:** Thursday, November 09, 2017 1:17:26 PM  
**Time Spent:** 00:09:38  
**IP Address:** [REDACTED]

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Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Very strongly disagree**

---

**Q2** If you agree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

---

**Q3** If you disagree that the NWRR should be built what are the main reasons for this?

The claim that HGV traffic that had no business passing through Shropshire cannot be legally required to remain on the trunk road is a lie. The claim that other options have been properly evaluated is a lie.

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**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons? **Respondent skipped this question**

---

**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.)

Open/re-open stations at Baschurch, Dorrington, Meole Brace, Hanwood, Hadnall. Take advantage of S.C.'s associate membership of WMCA/TFWM's research into ultra light rail, institute proper integrated bus/train services 7 days a week at proper regular intervals, from early to late. Promote massive modal shift of freight from road to rail.

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Page 2

**Q6** Are you completing this questionnaire as: **Business / Organisation**

---

**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer): **Respondent skipped this question**

---

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**Railfuture West Midlands + Shrewsbury - Chester Rail  
Users Association SY4 2HB**

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## Withington, Martin

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**From:** [REDACTED] on behalf of Transport  
<Transport@Shropshire.gov.uk>  
**Sent:** 08 November 2017 09:09  
**To:** Matt Johnson; Withington, Martin  
**Subject:** FW: NWRR consultation 2017

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

[REDACTED]

---

**From:** Peter [REDACTED]  
**Sent:** 07 November 2017 17:57  
**To:** Transport <Transport@Shropshire.gov.uk>  
**Subject:** NWRR consultation 2017

Sustainable Transport Shropshire strongly objects to the building of the 'North West Relief Road'.

It is well established that bypass building does not result in less traffic. It creates more, as both the new and old roads fill up as people make additional and longer journeys by car. To those who say 'something must be done', frustratingly this is not the right 'something'.

### **There are better ways to reduce town centre traffic**

If Shropshire really wants to draw in business and compete with modern societies with an attractive, efficient county town we need to dump the thinking of the 1950s and '60s and instead embrace the mobility that has transformed successful cities and towns across Europe. Think of empowering people of every age to choose convenient, flexible and sociable transportation. Instead of another bypass (Shrewsbury has two already) invest in infrastructure that minimises use of space and impact on the surrounding human and natural environment by creating effective, safe walking and cycling routes throughout Shrewsbury, backed by a modern bus transport system. This approach, linked with explanations to people that breaks long held habits, will result in a 25% reduction in car traffic in all parts of the town. It is well evidenced that active travel (rather than sedentary travel by car) improves people's physical and mental health. Such quiet mobility augments the attractiveness of the town as a place to live, work and visit, unlike the construction of another highway through our near countryside.

### **The benefits are questionable**

We do not 'buy' the varied, unsubstantiated claims to enhancements made by the promoters of the NWRR scheme. The Council has had £1m this time, and much more in the past, to create validated predictions of the benefits. Despite this the scheme submitted for public consultation is vague and full of platitudes about who will benefit. Before Councillors consider such a road building scheme the promoters should be required to produce peer-reviewed evidence based research to support their proposition.

## High financial risk at a time of financial deficit

Shropshire Council is running a deficit which is budgeted to increase to £103m over the two years 2020-22. It has cut services and is planning to make more cuts. It is extraordinarily irresponsible for Councillors to consider spending around £21m on an unproven road in such circumstances. Road building often overruns on expenditure especially where there are technical challenges such as is the case with the NWRR route. Is Shropshire Council really going to take the risk of overspends beyond the £21m initial contribution?

### Useful references:

[cpre.org.uk/resources/transport/roads/item/4542-the-impact-of-road-projects-in-england](http://cpre.org.uk/resources/transport/roads/item/4542-the-impact-of-road-projects-in-england)

*Joining People With Places: A practical vision for travel in Shropshire.* Available from Sustainable Transport Shropshire (Tel 07773 980094)

Submitted by Sustainable Transport Shropshire

7 November 2017

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#507

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, November 08, 2017 3:26:27 PM  
**Last Modified:** Wednesday, November 08, 2017 5:06:23 PM  
**Time Spent:** 01:39:55  
**IP Address:** [REDACTED]

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Page 1

**Q1** Having viewed the exhibition boards or information on the website about the North West Relief Road, how strongly do you agree or disagree that the North West Relief Road preferred route should be built? **Don't know**

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**Q2** If you agree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

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**Q3** If you disagree that the NWRR should be built what are the main reasons for this? **Respondent skipped this question**

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**Q4** If you do not know whether or not the NWRR should be built please tell us the main reasons?

I am responding on behalf of Organisations, The Shrewsbury & District Riding Club, Affiliated to the BHS, and the Nesscliffe Hills & District Bridleway Association P3 Group, which cover this area, so can only comment on the provision for Equestrians within the plan.

I can say that this route will give an excellent opportunity to provide links between off road equestrian routes, the current links to which are now along busy roads, and through the centre of Shrewsbury, but to do this, the bridleway provision must follow the whole length of the NWRR, and not just sections of it.

The Oxon Link Road is severing routes currently open to Equestrians, and it is vital that the links from and to both Calcutt Lane and Shepherds Lane, and along the new Link Road are recorded as bridleways for use by walkers, cyclists and horse riders to enable them to connect to these severed lanes, and to other off-road routes, and to link up with the bridleway sections already planned along the NWRR.

What consultation was there on this Link Road with regard to equestrian use?

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**Q5** Is there anything else you would like to add? (For example if you agree with the NWRR being built but have some specific concerns that need to be addressed please let us know.)

See above comments and:-

I was involved with the original consultations on the NWRR on behalf of equestrians, and put emphasis at the time on the importance of an equestrian route right along the new roads, with safe links around the roundabouts and under the road where necessary, and linking to current Public Rights of Way open to equestrians. Since then evidence has been found of an old equestrian route at Hencott, and this could provide an important link for Equestrians and Cyclists to the north of Shrewsbury to connect to ongoing off road routes out of Shrewsbury to the East. It is important that this opportunity to provide non-motorised user links is taken into consideration.

Whilst some excellent equestrian access has been given, sections of the route appear now to only have cyclist and pedestrian provision. Why? The whole of the parallel path should be registered on Shropshire Council's Definitive Map of Public Rights of Way as a Public Bridleway, open to walkers, cyclists, equestrians and disabled users, to protect its status for the future.

The Government's policy (14th June 2011, Richard Benyon MP Minister for Natural Environment and Fisheries letter to Anne Main MP) gave strong guidelines that Highway Authorities and other providers should accommodate horse riders as well as cyclists and pedestrians on all off-road routes, unless there was a very good reason why not. I can see no reason why the off road routes along this proposed road should not be open to equestrians as well as cyclists and pedestrians. Suitable safe height, filled in parapets on bridges are required by all users, and the proposed routes are all of adequate width. It is up to horse riders if they choose to use the parallel routes along the road and over the bridges, but if they are not provided for, they have no choice but to ride along the main carriageway.

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Page 2

**Q6** Are you completing this questionnaire as:

**Business /  
Organisation**

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**Q7** If you're completing this as a resident / individual, please provide your post code (this can just be the first part if you prefer):

**Respondent skipped this question**

---

**Q8** If you're completing this as a business / organisation, please provide the following information:

Business / organisation name:

**Shrewsbury & District Riding Club & Nesscliffe Hills &  
District Bridleway Association P3 Group**

Contact details:

██  
██



Mr Tim Sneddon  
Shropshire Council  
Shirehall  
Abbey Foregate  
Shrewsbury  
SY2 6BR

Your ref: NWRR consultation 2017  
Our ref:  
Email: [REDACTED]  
Direct line: [REDACTED]  
Date: 6 November 2017

Dear Mr Sneddon

### **Shrewsbury North West Relief Road Consultation 2017**

The National Farmers Union represents over 47,000 farmers and growers across England and Wales. The comments in this response are on behalf of the farming and land management sector in general.

We would like to raise some issues; in summary the areas of concern are:

1. The consultation lacks detail on the impacts on farm access, farm tracks and land access, therefore more information is required on the impact on farm access and land severance.
2. The impacts on farm businesses require further consideration, particularly with regard to road closures and diversions and construction impacts.
3. If access is to be lost, will replacement bridges and underpasses be provided to landowners and farmers? Modern agricultural vehicles are long and wide and there are also many HGV lorries visiting the so replacement infrastructure must be able to accommodate them.
4. The consultation does not fully take into account the value of farming businesses to the local economy and environment.

### **Impact on Farm Businesses**

We do understand the need to improve traffic flow and safety on routes in and of Shrewsbury town centre, for the benefit of local communities and business as well as to enhance connectivity in the area. Some farm businesses will be significantly impacted by the proposals and the associated construction works.

Shropshire Council needs to understand how the proposal will impact farming businesses and their day to day operations, so that this information can influence the design of the new road and reduce any impact. It is essential that Shropshire Council take no more land than is absolutely necessary to build the new road. Access and land severance is a key issue and any existing access structures should be replaced. If there is loss of buildings and infrastructure, the need to gain planning consent to replace them is also a key area where farmers will need support.

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We are aware that Shropshire Council and WSP have approached the businesses potentially affected; these discussions need to take full account of the impacts on their operations during the construction phase as well as the more long term effects. Shropshire Council should also seek the views of farmers who may be located a little distance away from the proposed route but whose operations will also be affected, e.g. long diversions and traffic delays may have a detrimental impact on farms during harvesting operations.

Many farms will have multiple movements of HGVs in & out of the farm all year round e.g. grain lorries, fertiliser deliveries. At peak times this could be 6 or 7 a day. No weight restrictions, or other restrictions, should be imposed on agricultural vehicles using access routes. In addition, there should be no other restrictions placed on agricultural vehicles and the type of agricultural material being transported (for example hay and straw). Any additional local weight limit restrictions imposed to protect communities from diverted or rat-run traffic before, during or after construction must not impact farm vehicles. It is imperative that where necessary safe crossing points are provided for landowners and farmers just as they would for other user groups.

### **Construction Impacts**

We feel strongly that the impact on farm businesses in the immediate and local area must be considered ahead of any construction works. The following issues need to be addressed:

- **Waste and Spoil:** Land should not be compulsory purchased for the scheme in order to take waste and spoil from the construction works. Details of where spoil will be taken to must be provided in advance of construction and in close consultation with impacted farmers and land owners.
- **Soil:** Details of how soils will be stored and kept clean during construction must be set out at the earliest opportunity and further detail must be provided to explain how soil will be reinstated for agricultural use, including information about the type of aftercare plan which be put in place. The NFU would expect to see this detail in the Environmental Impact Assessment and in the Code of Construction moving forward.
- **Drainage and field drainage:** There is limited information on the drainage needs for this scheme. This information is essential for both farm businesses and local environment protection and must be thoroughly considered, planned and agreed in advance of the works. Farmers will need to know how their field drainage is to be dealt with during construction and reinstated once construction is completed and we expect Shropshire Council to clarify their intentions in writing before any works begin.

Land taken on a temporary basis must be returned and reinstated in no worse a condition than that which is suitable for agricultural production.

### **Environment**

The environmental effects of the scheme on the local area are a very important issue and therefore there must be a dialogue with local farmers about the local environment as they are often responsible for its management. There should also be consideration of voluntary environmental initiatives undertaken by farmers and participation in agri-environment schemes within and adjacent to the construction area. Shropshire Council should demonstrate how they intend to safeguard these environment and landscape features as part of these works.

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## **Economic Impacts**

Projects of this scale need to balance the cost of the project with the economic benefits to the area. We agree with the need to achieve the best value for money during major infrastructure works, however, it is vital that the project recognises the economic benefits that the food and farming sector delivers to this area, and we believe Shropshire Council should seek ways in which to reduce the impact of these works on farm, food and diversified businesses, during and after construction.

It is vital that farm businesses are adequately compensated for their short and long term business losses as a result of the scheme, throughout all stages of the works, which should include any consultation hereafter.

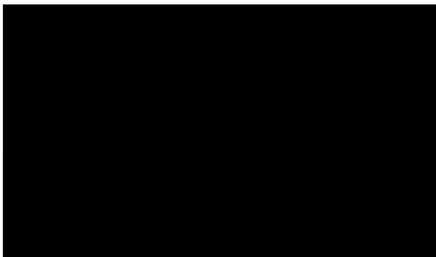
## **Conclusion**

We would impress upon Shropshire Council the benefits of regular dialogue with the NFU and affected landowners. The local meetings held so far have been worthwhile and we welcome this commitment from Shropshire Council and hope that these arrangements will continue on a regular basis with the Project Team.

Farmers and landowners must continue to be provided with the opportunity to be fully involved in the formation of future plans and refined designs.

I hope you have found our contribution to the consultation helpful, if you require any further information please contact us at the West Midlands Regional Office.

Yours faithfully,



**Environmental & Rural Affairs Adviser**



**Shropshire**  
Wildlife Trust

## **Shrewsbury North West Relief Road Consultation 2017 - Shropshire Wildlife Trust Comments**

Shropshire Wildlife Trust has a number of concerns relating to the proposed North West Relief Road

While we appreciate that the route of the road avoids directly passing through many of the most sensitive sites, there will be an impact upon species and habitat in the area. We have not seen full details of the proposed compensation measures to enable us to comment on whether they would provide suitable levels of biodiversity enhancement to make the scheme acceptable. There will certainly be a requirement for a substantial level of ecological survey and previous survey data will require an update.

We would also point out that the impact is not limited to individual sites and species but will also affect the landscape in which they sit. A consultation on the value of green space in the town clearly identified that both tranquillity and views were important aspects to many people. A significant number also identified the river corridor as important green space. There appears no feasible means of mitigating, or compensating, for landscape impacts and loss of tranquillity.

Shropshire Wildlife Trust are also concerned that given the current and predicted financial situation the suggested ecological features (along with other sustainable features) maybe be dropped from the plan or reduced in scale to make cost savings. Any business plan must ensure that all the ecological and environmental impacts can be addressed and that adequate provision is made to cover increasing costs.

Also in relation to costs we understand that the road will require at least £21 million of local funding with Shropshire Council being responsible for 100% of any overspend. Given the current reductions in resources to manage biodiversity, environmental assets and community facilities we have to question whether subsidising the road is the best use of limited resources.

There appears to be little research into the reasons for the journeys that the road claims to help with and whether the need for travel could be addressed by other means. We question the link between the expansion of transport infrastructure and economic growth, especially given the obvious lack of sustainability in enabling greater car use and the uncostered impacts on health and the environment.

Regards,

  
Shropshire Wildlife Trust.  
08/11/2017

## Withington, Martin

---

**From:** [REDACTED]@westmercia.pnn.police.uk>  
**Sent:** 07 November 2017 10:46  
**To:** Withington, Martin  
**Subject:** RE: Shrewsbury NWRR consultation 2017

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Martin, Many thanks for the below 2010 background information re the current NWRR consultation. Can I confirm acknowledgement of the current consultation information and the decision by Shropshire Council to progress this proposal. May I ask that West Mercia Police be involved in any appropriate consultation matters and at the appropriate time as the process progresses.

Best Regards Brian.

[REDACTED] Traffic Management Advisor, Warwickshire Police and West Mercia Police.

██████████ Dalton Drive,  
Shrewsbury,  
Shropshire.  
██████████

6 November, 2017

## **Shrewsbury North West Relief Road (NWRR) Consultation**

### **Feedback on behalf of Dalton Drive Residents Group**

Dear Cllr Nutting,

Following discussions with all the residents of Dalton Drive, Shrewsbury SY3 8DA, I have been instructed by the group, representing 14 homes, to write to you as both our local Ward Member and as Leader of Shropshire Council to ensure that you are aware of our feedback and considerable concerns relating to the latest plans for the Shrewsbury North West Relief Road.

We ask, as our elected representative, that you would acknowledge these concerns and assist us in ensuring that our interests are taken into account as the project proceeds. In addition we ask that you make known the views of the group, not only, to the latest consultation team but also to the appropriate departments and committees within the Council that have authority for considering the design and delivery of this project.

#### **Dalton Drive Resident's Concerns**

Notwithstanding the overarching debate regarding the credibility and necessity for the North West Relief Road as a viable, cost effective proposal, which we would challenge, the concerns of residents to the latest proposed plans are:

C1. The proposed road is unnecessarily close to the homes on Dalton Drive (some homes appear to be less than 50 metres from the proposed road) and as such the plans are not acceptable. This appears totally unnecessary when there is an abundance of open space in the Bicton / Udlington Farm direction.

We have a copy of the Ad Mag, dated May 19th 2005, showing all the routes then under consideration, with comments re beneficial and detrimental effects of each. In 2007 the Council finally chose the Black Route which has the quote 'Crosses the Severn **above** extraction point and ground water protection zone near Severn Trent obstruction borehole - these resources would be protected.'

It seems strange that the Council have changed the route BEFORE opening up for comment by ALL concerned.

C2. The increased noise levels will affect the quality of semi-rural living, given that the road is being built on Council designated 'green belt' land and the levels are likely to be unacceptable.

C3. There will undoubtedly be a reduction in air quality for Dalton Drive given how close the proposed road would be and also potentially light pollution issues depending on the lighting scheme used on the road and the roundabout on Holyhead Road.

C4. The view from the homes that currently back onto the Shelton Bridleway, will be severely affected in a negative way.

C5. The scheme will have a negative impact on the value of homes on Dalton Drive.

C6. It seems slightly perverse that the only part of the relief road that appears to affect housing sees traffic increased to three-lanes. This situation will be made worse as traffic that has been stuck behind lorries coming from the Berwick Road direction will be choosing to accelerate hard up the hill on the additional lane in order to get past slower traffic before returning to single lane traffic on the 'Oxon Link Road'. Acceleration means more noise at all times of the day. Should the scheme receive funding we would expect that the Council would employ and monitor appropriate speed limits (40mph seems to be the norm for roads close to houses) to keep the noise to a minimum.

C7. The Council appear to have over estimated the quantity and coverage of trees between the proposed road and our homes on their initial artist impressions and video, thereby misrepresenting the true proximity and noise impact of the road on existing homes. Also, the trees will only offer an element of protection for six months of the year. What will be done to provide all year round protection?

C8. Having a roundabout on the Holyhead Road, by the Shelton Water Tower, will potentially drastically increase the number of people 'stopping off' a major road to enjoy the proposed 'viewing point' and walks. Whilst genuine walkers are welcomed it also gives rise for increased less welcome 'after hours' type activities. We are particularly concerned about the impact on the existing Bridleway Path that runs alongside Dalton Drive (from opposite Shelton Water Tower to The Mount) in terms of vehicle parking, fly tipping, unsociable activities during the night.

C9. The creation of a new pedestrian access route to the South of the proposed road which links to the existing bridle path unnecessarily highlights its existence and will generate unwanted 'curious' visitors, which could lead to unwelcome behaviour and disturbances. This will also lead to a significant increase in the volume of pedestrian traffic through the bridle path, which again will result in disturbances to the residents.

C10. We believe that a 'viewing platform' is an unnecessary additional cost to the project and the plan does not appear to factor in further additional costs associated with an 'attraction' such as parking or maintenance.

C11. All current residents purchased properties prior to these plans being made public when the location was considered for the rural outlook and safety of pets.

C12. If funding is not secured for NWRR, following the application in December 2017, will the plans remain in place so that the project will show up on a 'property search' if any Dalton Drive properties are sold? Obviously, this is a concern if this plan becomes a protracted 'on / off' project for decades to come.

### **Dalton Drive Resident's Requirements**

(in the event of approval being given to the North West Relief Road scheme).

The current plans, as displayed at the latest consultation exhibitions, did not provide answers to some of our questions and other points that arose subsequently. We would appreciate if you could arrange to have the following points answered:

R1. What will be the various levels of the road and bridge as it passes directly behind Dalton Drive and how will these affect noise, given there will be 3 lanes of traffic. What is the height of the road in relationship to the height of our homes?

R2. What are the actual distances from the road to each of the homes on Dalton Drive? We would like to meet with Council representatives, on site with these measurements, to see exactly where road boundaries will be and highlight the lack of existing trees for sound proofing.

R3. What 'sound proofing' and 'visual blocking' options have been explored as part of these plans. Please provide details. We would assume that the Council would need to make these elements effective all along the road side as it runs from the Holyhead Road roundabout and across the river crossing and on as the road crosses the flood plain.

R4. We would ask that the project considers ways to prevent vehicles accessing / parking on the existing bridleway and thereby limiting the opportunity for inappropriate 'after hours' activities (fly tipping / in appropriate vehicular gatherings / illicit activities). Perhaps lockable bollards at either end of bridleway. This would also help with genuine access for Severn Trent, given the assumed importance of the riverside pumping station.

R5. We would request that any associated pedestrian route is located to the North of the proposed road and the existing bridle path is retained in its current state and not highlighted or connected to preventing an increase in unnecessary foot traffic and the inevitable disturbances which would follow.

R6. We would appreciate being actively and officially communicated to by the Council with regards to progress or otherwise of the project.

R7. What surveys would the Council put in place (before and after any building) to highlight the change in noise and outlook as a result of the new road and to demonstrate the impact of the project

R8. What are the compensation options available to homeowners in relation to this type of insensitive road development by a council.

### **Dalton Drive Resident's Suggestions**

The residents would also appreciate official feedback from the project on these suggestions:

S1. Apparently, the road crossing now has to be 'downstream' of the Severn Trent pumping station (extraction point for Shrewsbury's drinking water) hence why the road has been forced so close to Dalton Drive. Is this an actual fact or just a convenient theory?

As a group we strongly disagree with the logic that the Council appears to be applying to the 'disaster planning' issue raised by Severn Trent. It appears to say that something like after an accident on the road, an exploding petrol tanker could pollute the water course so let's move the explosion as close to homes as possible.



## Withington, Martin

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**From:** [REDACTED]  
**Sent:** 10 November 2017 11:09  
**To:** Withington, Martin  
**Subject:** RE: Shrewsbury North West Relief Road - consultation 2017 - reminder

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Martin

Apologies for the delay – a little more complicated than I first thought

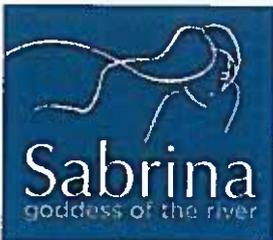
There is a real conflict of interest with the nw relief road as the chairman has land and a business which it will go straight through. One director believes they are trying to do it on the cheap by only putting single carriage and 2 another director believes it will be detrimental and then a few of believe it's a positive to relieve congestion.

Personally I support it, but this is one consultation I don't believe the Shrewsbury tourism Association can actually comment on

I am a director of the Business Improvement and I am certain this is very much part of the integrated transport plan and the Big Town plan. Would you like mew to put you in touch with Seb Slater who runs the BID

All the best  
[REDACTED]

Sabrina Tours Ltd / All Things Shrewsbury



Sabrina Tours Ltd  
[www.sabrinaboat.co.uk](http://www.sabrinaboat.co.uk)

Office - 10 Roushill Bank, Shrewsbury, Shropshire. SY1 1PN  
Boat - Victoria Quay, Welsh Bridge, Shrewsbury. SY3 8LH

## Withington, Martin

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**From:** Julian [REDACTED]  
**Sent:** 14 November 2017 17:30  
**To:** Withington, Martin  
**Subject:** RE: North Shrewsbury Relief Road - Cycling UK

Hi Martin

Thank you for your email. I not sure I can contribute much.  
Our members club has not discussed it at any committee meeting so a collective view is not possible. I have talked to a number of individuals and their views vary widely.

I think my overall impression is a relief road with proper cycle lanes/paths would be good, but there is a worry about its effect on the local environment along the proposed route, and concern about whether, in times of austerity, this is the best use of the council's budget. There are so many local areas such as education, public health, etc crying out for additional money.

I think that as a cycling club we are more interested in, if the project does go ahead, in trying to ensure cycling and cyclists are adequately considered at the detailed planning stage.

Regards. Julian [REDACTED]

*Email response only*

Your ref: 201142

Email: [REDACTED]

Telephone: [REDACTED]

28 November 2017

Dear Martin,

**Re: Shrewsbury North West Relief Road**

Many thanks for consulting Historic England on the Shrewsbury North West Relief Road Scheme. We understand from our discussion on 21 November 2017 that the road scheme proposed is the same as the scheme that we commented on in 2010, as the then English Heritage.

Are you able to give us an update on the planning status of this project and the anticipated timeframe?

My former colleague Amanda Smith made a number of representations at the time about the need to assess the impact of the proposed route option on the historic environment, both designated and undesignated heritage assets.

Please find attached a number of documents that may assist you in this process:

Good Practice Advice Note 2 - <https://content.historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/gpa2.pdf/>

Good Practice Advice Note 3 - <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>

Conservation Principles - <https://content.historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesguidanceapr08web.pdf/>

We have looked at the route maps provided to us in 2010, which include plotting of environmental constraints, and wondered if you had any assessment work relating to the proposed route and heritage assessment? If so, are you able to provide us with a copy of this document/s. We appreciate this is likely to have been from between 2005 and 2010, when the original project was discussed.

I am aware from a file we hold on this project that we had concerns regarding the close alignment of the proposed route to the Grade II Registered Park at Berwick. Are you able to confirm whether you have undertaken any assessment on this issue and if it featured as part of a heritage landscape assessment? We raised the need to consult the Shropshire Historic Landscape Characterisation at the time, and these comments are still relevant.

We also raised the need to consider setting and views from assets and historic landscape in the surrounding area. I have included a link to GPA 3 on assessing setting above, which was produced in 2015 and will be invaluable to this project now.

Amanda Smith further raised the need to deliver an integrated traffic management scheme for the city centre, to secure townscape enhancements, as part of any new infrastructure proposals. Are you aware if this is something that is being considered?

We also raised a number of concerns regarding archaeology and in particular paleochannels, especially relevant due to the crossing of the River Severn and the proposed route. Our colleague Lisa Moffett, Science Advisor, is currently unavailable and is due back in the office on 5 December 2017. I understand that she made a number of recommendations during the earlier process about how the assessment process should go forward in respect of archaeology. I will ask Lisa, when she is back in the office, if she has any additional comments or advice for you to consider at this stage and come back to you in due course.

If you require a meeting with Historic England to discuss the process in more detail and to share your evidence base relating to the historic environment for our comment, we would be happy to attend. Please send us some suitable dates in early 2018.

We would recommend that you fully engage with the Shropshire Historic Environment Team on any proposals and consultation exercises.

We welcome the opportunity to comment on these proposals and look forward to hearing from you.

Kind regards



Historic Environment Planning Adviser/ West Midlands Region



2nd Floor Shirehall  
Abbey Foregate  
Shrewsbury  
SY2 6ND

[wsp.com](http://wsp.com)