

NORTH WEST RELIEF ROAD

The Real FAQs



bettershrewsburytransport.org.uk

Published by
**Better
Shrewsbury
Transport**

1. How does the cost of the proposed road compare with a motorway?

About the same – the single carriageway road would cost **£20 million a mile**.

2. How much of the budgeted cost could Shropshire Council use for something else?

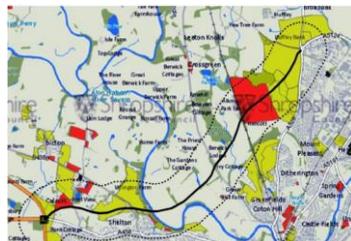
£25 million of Council money (that's Shropshire Council's full spending commitment). This money could be spent on capital projects anywhere in Shropshire.

3. Which areas would have more traffic if the road is built?

The Council figures show there would be **significant increased traffic** along Shelton Road/Roman Road, Porthill Road/New Street, Berwick Road and Ditherington Road/St Michael's Street and on roads that feed into the new bypass, with smaller increases in Welshpool Road, Gains Park Road, Bank Farm Road and Harlescott Lane.

4. Why is the Council cabinet so keen on this scheme?

We don't know, but the Council does own land along the route (in Oxon), and they have also indicated that the road would be an 'enabler' for development of land on both sides. In the County Plan 4,669 new dwellings (green) are shown as 'potential for residential development' and a further 1,522 (red) subject to the owner agreeing to sell. (In contrast the Shrewsbury Big Town Plan proposes 4,400 more people living in high density housing in the town centre where they could walk to work, to shops etc!)



5. Doesn't this make a mockery of claims the road will reduce traffic?

Yes.

6. Are there better ways to make it easier to get around town?

Half the population of Shrewsbury don't even own a car! Nationally, car use is declining especially among younger people; they want improved affordable ways of getting around – better buses, safer cycleways, and attractive walking routes – not more roads for cars they don't use. The new road is supposed to help the industrial north of Shrewsbury reach markets in mid Wales but the route would be only a tiny bit shorter than their current one.

Email nwrr@shropshire.gov.uk before 13 April to demand a different approach.

NORTH WEST RELIEF ROAD

6 better ways to spend our £25 million.



Shropshire Council cabinet want to spend up to **£25 million** on Shrewsbury's latest road scheme. This is money that is able to be spent elsewhere. Here's 6 better ways to spend it

£10 million to rebuild some of Shropshire's crumbling schools

£1.5 million to do up youth and community centres, and build new ones for new housing developments

£0.8 million for 20mph zones all across Shrewsbury and twelve more towns

£2.5 million for a new bus station in Shrewsbury

£5.2 million to make it easier to get round Shrewsbury with safer, healthier streets.

+ that still leaves **£5 million unspent!**

The Council's North West Road would be a white elephant because it won't provide relief. New roads cause *more* journeys to be made by car – that's why Roman Road bypass and the A5 bypass are busy. More journeys will mean more fuel, more carbon, and less of the clean physical exercise we all need. We need to do different. At Ghent in Belgium they spent just £3.4m on a 'central circulation plan' and car traffic reduced massively, while businesses became buoyant (see photo, and graph of how car use has gone down).

Shropshire Council will be deciding their *own* planning application. They are currently running a consultation with loaded questions to get the answers they want! If you agree that they should be doing everything possible to reduce traffic before even considering a new road then tell them, saying explicitly that you are against the new road. **Write to Shirehall, or Email nwrr@shropshire.gov.uk before 13 April to demand a different**