

\*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