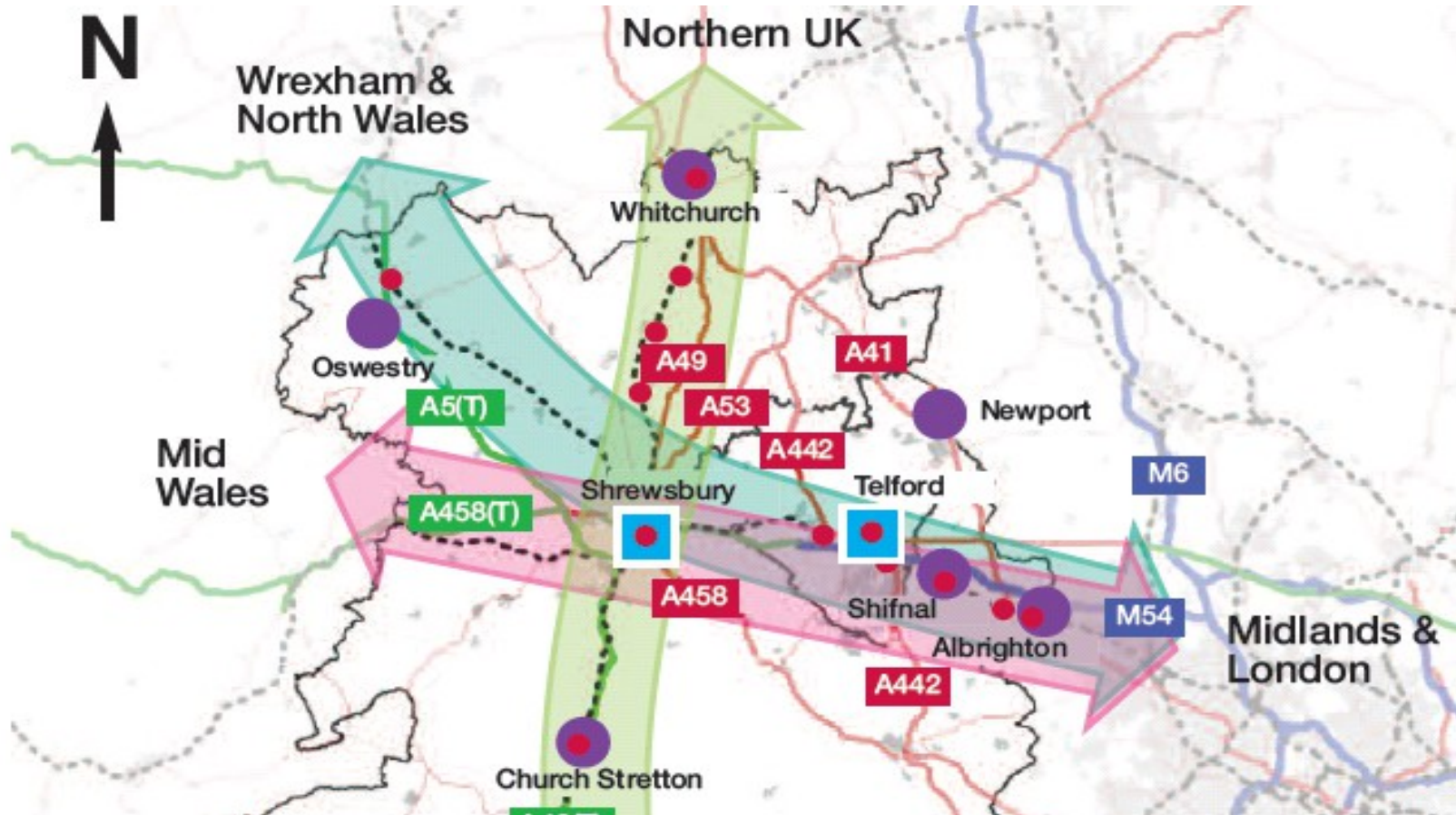


Shrewsbury North West Relief Road - Update

Cllr Simon Jones – Portfolio Holder,
Transport and Highways

Matt Johnson – Strategic Transport
Manager



Marches Local Enterprise Partnership (LEP) -

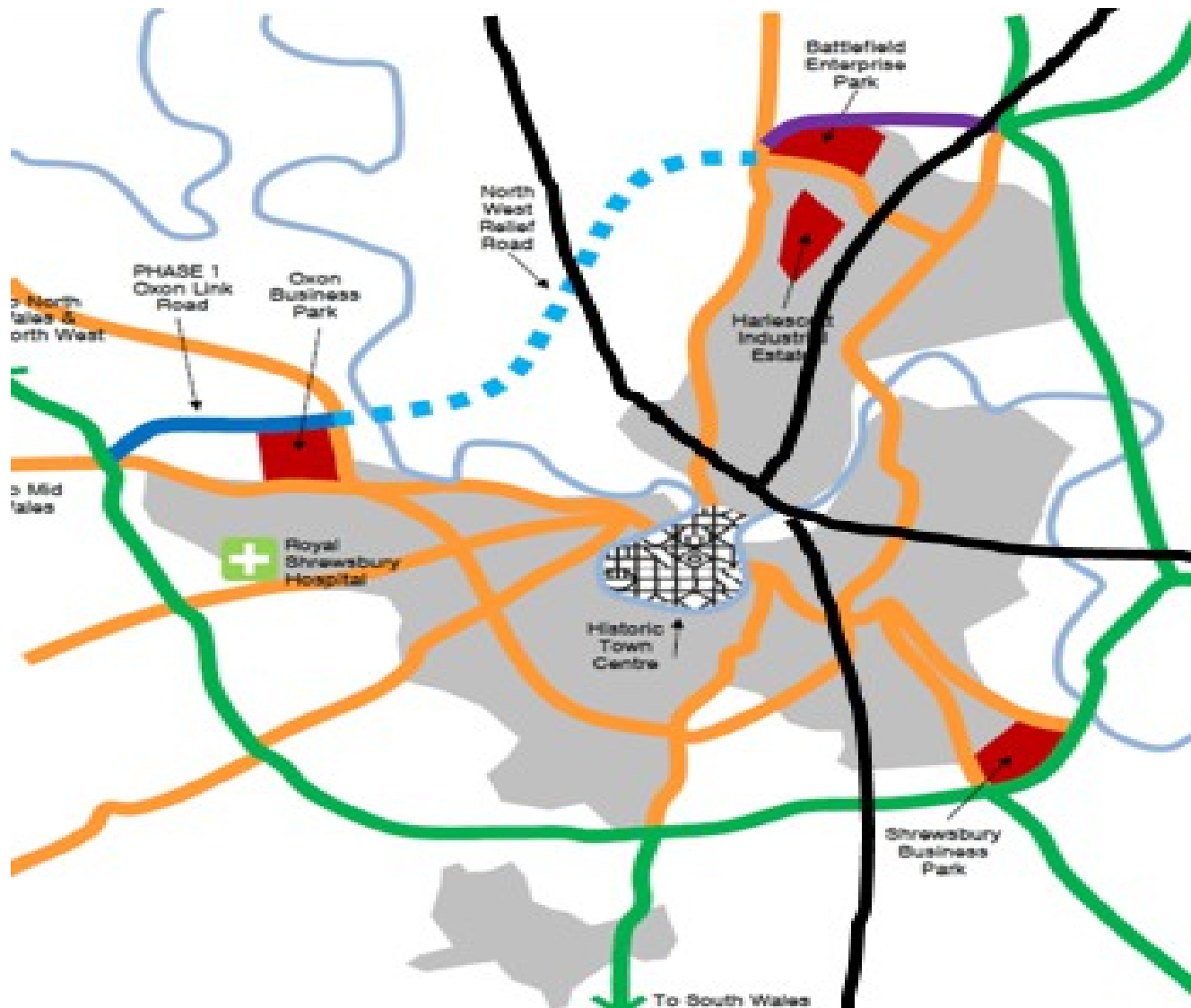
Strategic Transport Corridors Report 2016 Recommendation- Category 2 Project

Transport connectivity benefits:

- Removes through traffic from Shrewsbury's historic town centre**
- Removes through traffic from existing pinch point junctions along A5 and A49 (N)**
- Improves journey time reliability and network resilience for all road users in the event of a major incident.**

Wider economic benefits:

- (1) Significant improvement to journey times for freight movements on the TEN-T network, with resulting reduced costs of transport to businesses.**
- (2) Widens labour markets for commuting to work opportunities in Wrexham, Shrewsbury, Oswestry and Telford.**
- (3) Enables development-led growth in Shrewsbury,**



Progress to date

- The Shrewsbury North West Relief Road (NWRR) proposal has been in the public domain for many years.
- There have been numerous studies and evaluation exercises around the proposal throughout its lifetime, although none of these to date have proceeded to a full bid for construction costs.
- At the start of the 2016 year, there was therefore a wealth of study and evaluation data collated and held by the Council, although given the protracted period over which this had been gathered, its relevance to the towns' current position was in question.

Progress to date

- 2007 Cabinet Report identified and approved a preferred route.
- The current preferred route, a slight variation on this, was adopted by the County Council in December 2007 .
- Bid submitted for funding under the Department for Transport's Local Majors Fund (LMF). This application was submitted via, and supported by, the Marches LEP
- It is understood that Shropshire Council's bid was one of just 6 successful bids from a total response of approximately 60 submitted.
- Shropshire Council was successful in being awarded £942,875 of external funding under the LMF.

Challenges

- A refreshed business case allows Shropshire Council to put the concept of a NWRR into a present day setting, where such initiatives as the Shrewsbury Integrated Transport Package and the Oxon Link Road are now being delivered over the next 5 years.
- Engineering challenges
- Public and Stakeholder support
- Scheme funding

Timeline

- **Dec 2016 – March 2017** Initial engagement with DfT / LEP and Mouchel (Shropshire Council term consultants) –finalised scope and agreed outputs for the study.
- **Feb 2017** - Project Board established
- **Dec 2016 – Dec 2017** Key Stakeholder Consultation -landowners, business bodies, Shrewsbury BiD, Member of Parliament, Shrewsbury Town Council, Parish Councils, campaign groups and Shropshire Council Members.
- **April 2017- Dec 2017** - Report creation
- **Jan 2018** - Report delivery date

Matt Johnson

Strategic Transport Manager

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