

Shrewsbury North West Relief Road (NWRR)



Consultation 2020

www.shropshire.gov.uk/get-involved

Foreword

The North West Relief Road will be one of the most important things to happen in Shropshire for many years and I look forward to work getting underway, and to the road opening to traffic.

Not only will the road reduce congestion in Shrewsbury and surrounding villages, it will also provide a real boost to Shropshire's economy, and help to create jobs in the county. It will significantly reduce journey times, and lead to a reduction in air pollution.

We'll shortly be submitting a planning application for the new road but, before we do, I encourage people to look at the latest plans and information and let us have any feedback.



Peter Nutting,
Leader of Shropshire Council.

The Shrewsbury North West Relief Road will benefit road users across Shropshire and residents of Shrewsbury alike. This new, high standard, direct route between the north and west of Shrewsbury will improve journey times, and because traffic will transfer from the existing routes, it will reduce congestion significantly. These are benefits which will be felt across the county, including the outer bypasses and rural lanes, as well as the roads leading into and through the town centre.

The new road will be safer, helping to reduce accidents; it'll be greener, with carbon emission savings resulting from less vehicles sitting in congested traffic, and will improve air quality in areas where people shop, work and live. Shrewsbury will have a more efficient and resilient road network, and this will support the county's continued growth and economic development.



Steve Davenport,
Shropshire Council's
Cabinet Member for
Highways and Transport.

Welcome

Welcome to the next stage of public consultation for the North West Relief Road scheme, which now incorporates the previously separate Oxon Link Road scheme. In this consultation, which covers the two previously separate schemes together, we are seeking your feedback on recent design changes that have been made since the last consultation, held in 2017.

What is the North West Relief Road?


The Shrewsbury North West Relief Road (NWRR) will provide a new, single carriageway road linking the north and west of Shrewsbury. It will include a new bridge over the River Severn and its flood plain, and a new bridge over the Shrewsbury-Chester railway line. The end points of the NWRR have been determined by the existing Battlefield Link Road in the north, and in the west, at the A5 Churncote roundabout.

In August 2019 Shropshire Council withdrew its planning application for the Oxon Link Road and will instead include the proposed road within the planning application for the NWRR. By combining the schemes, the Oxon Link Road can more easily contribute to the strategic objective of the NWRR, whilst continuing to deliver on the link road's specific goal of facilitating the Shrewsbury West Sustainable Urban Extension (SUE).

Funding

Combined cost of the OLR and NWRR

 Estimated cost
£84,329,000

 Government contribution
£54,406,000

 Shropshire Council's contribution
£16,993,000

 The Marches LEP contribution
£4,200,000

 Shrewsbury West SUE Developer contribution
£8,000,000

 Community Infrastructure Levy contribution
£730,000

 Shropshire Council accepts responsibility for any
cost increases

Why do we need the North West Relief Road?

The links between the north and west of Shrewsbury are presently poor and often congested. The most direct link, through the town centre, is made up of residential roads and shopping streets and is often unreliable. Traffic avoiding the town centre puts extra pressure on the distributor roads, which reduces the overall resilience of Shrewsbury's road network.

High levels of through-traffic in residential areas cause unwanted noise and poor air quality where people live, work and shop, and discourages active transport such as walking and cycling.

As Shrewsbury continues to develop and grow, these problems are expected to get worse, affecting the town's economy and local people's quality of life.

The NWRR scheme will bring a net improvement to the town – this is based on better air quality, fewer accidents and a reduction in noise levels.



Fewer accidents: a safer road will lead to fewer road traffic accidents; in addition to the obvious safety benefits to road users and residents, there are also economic benefits from savings in accidents.



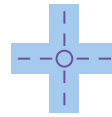
Congestion: the NWRR will provide a new, high standard, direct route between the north and west of Shrewsbury, offering better, swifter journey times for road users.



Air quality: the scheme will reduce the density of traffic in areas where people shop, work and live; improving air quality.



Economic: the NWRR will promote a more balanced economy by enhancing productivity and enabling the pursuit of local growth priorities and more prosperity throughout Shropshire.



Network resilience: the scheme will provide an alternative for trips between the north and west of Shrewsbury, meaning the road network works better for longer.



Shrewsbury's Big Town Plan: the NWRR will support the delivery of Shrewsbury's Big Town Plan.



Showground: the scheme will provide better access to the showground which will improve traffic flows on event days.



Operational carbon savings: the NWRR will reduce greenhouse gas emissions from vehicle journeys to maximise the climate benefit.



Minimising carbon from construction: a carbon management plan is being used to actively identify and realise carbon savings during design and construction, and then once the road is in use.

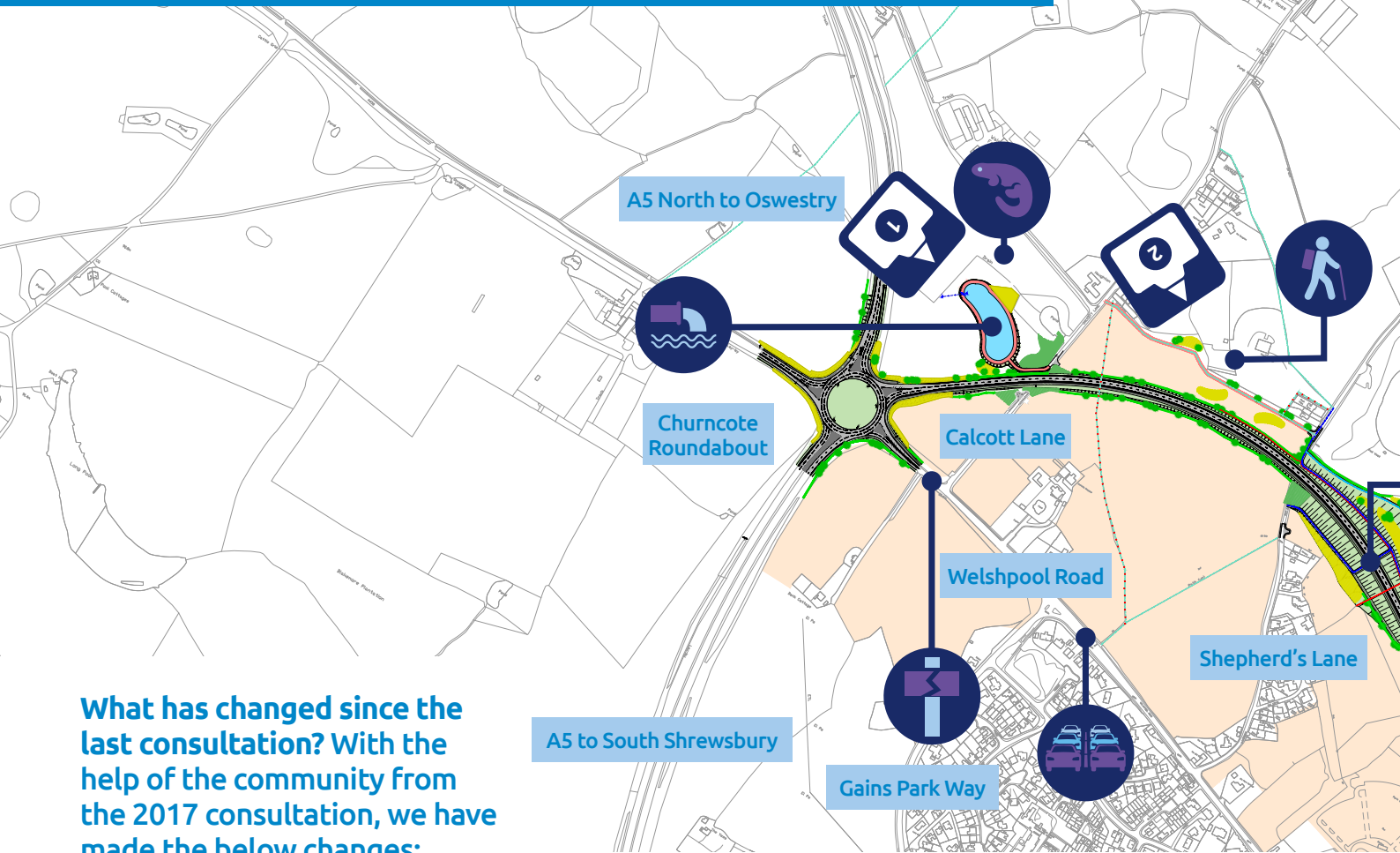
Social value the NWRR scheme will bring

- The scheme will create employment opportunities, with a specific ambition to employ local people and help people who have been in long-term unemployment, people with disabilities, and young people who have had limited opportunities.
- We are committed to sourcing a proportion of materials through local supply chains, and as a result, will help the local economy.


- The NWRR scheme will provide training opportunities, such as, BTEC, City & Guilds, NVQ and HNC qualifications for young apprentices.
- We will ensure funding is available for community initiatives.





North West Relief Road (NWRR) Route Map





What has changed since the last consultation? With the help of the community from the 2017 consultation, we have made the below changes:


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
The North West Relief Road (NWRR) and Oxon Link Road (OLR) are now combined into one project.
- 


Churncote Roundabout to Holyhead Road increased speed from 50mph to 60mph - now a strategic route not a distributor.
- 

Little Oxon Lane Roundabout removed and replaced with Clayton Way overbridge.
- 


Shorter viaduct and longer eastern embankment.
- 


New drainage pond, the NWRR no longer drains into Oxon Pool.
- 


Alterations to Public Rights of Way, including creation of circular routes.
- 


Cycle/footbridge to link Calcott Lane, Shepherd's Lane and Oxon Touring Park with facilities on Welshpool Road and new housing with open space.
- 


More extensive traffic calming will be introduced to Welshpool Road.


- 


Alignment alterations. Now 200m from Hencott Pool. Distance maintained from Alkmund Park Wood. Alignment to be changed at Willow Pool to avoid ancient and veteran trees.
- 


Decreased land take at two locations. Between Holyhead Road and the river and by the removal of farm accommodation bridge.
- 


Better showground access.
- 

Ellesmere Road junction changed (this change was made following liaison with the local communities).
- 

Changes to Welshpool Road - removed closure at the western end of Welshpool Road.
- 

Detailed impact assessment is being undertaken on Groundwater Abstraction and appropriate mitigation will be identified.
- 

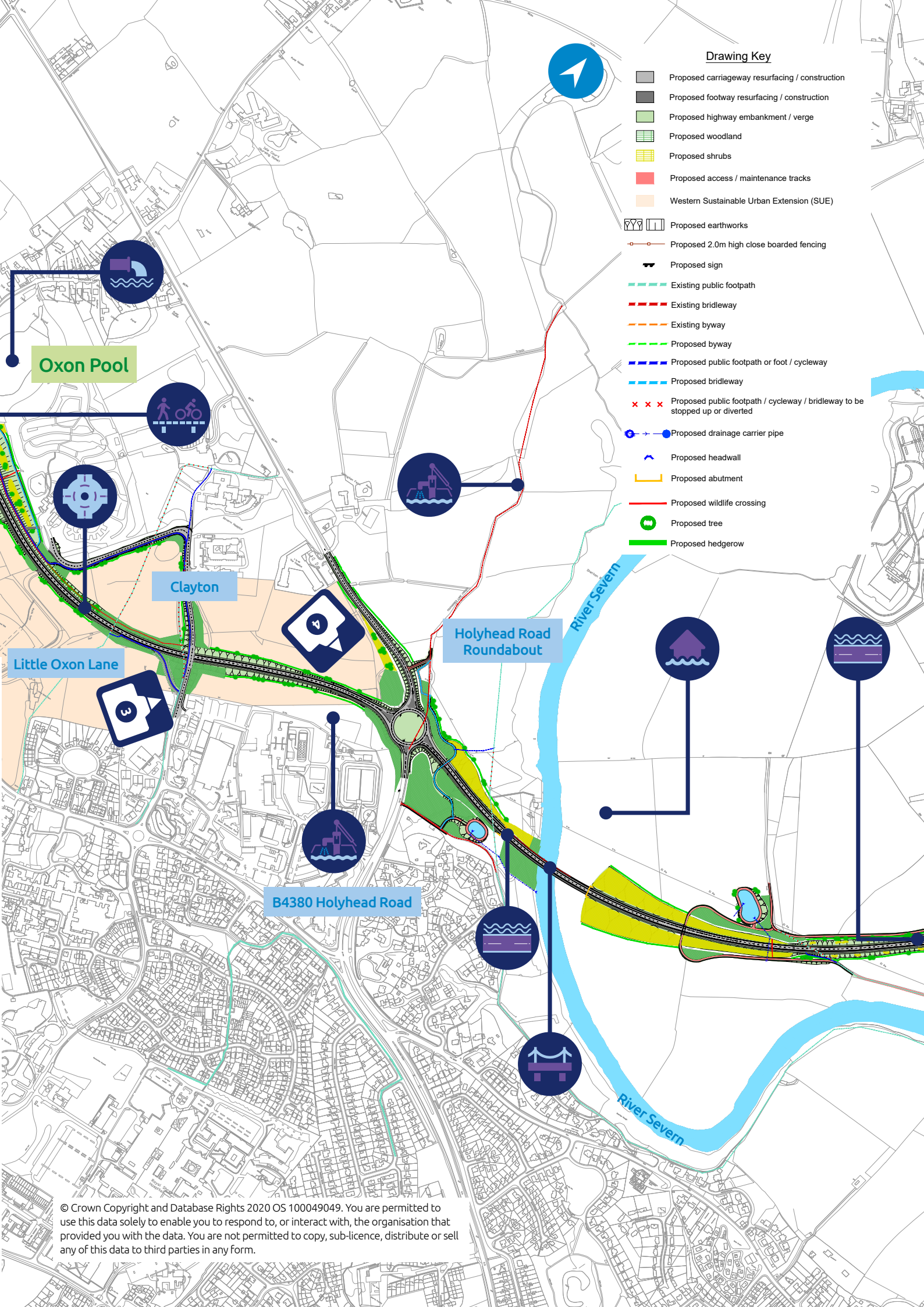
Ecology and hydrology assessments have introduced dual purpose water and wildlife culverts.
- 

Detailed impact of scheme on Flood Plain is being undertaken and appropriate mitigation identified.
- 

Newt mitigation area.



Camera views - please see NWRR Route Visualisations page for indicative artistic representations.



Drawing Key

- Proposed carriageway resurfacing / construction
- Proposed footway resurfacing / construction
- Proposed highway embankment / verge
- Proposed woodland
- Proposed shrubs
- Proposed access / maintenance tracks
- Western Sustainable Urban Extension (SUE)
- Proposed earthworks
- Proposed 2.0m high close boarded fencing
- Proposed sign
- Existing public footpath
- Existing bridleway
- Existing byway
- Proposed byway
- Proposed public footpath or foot / cycleway
- Proposed bridleway
- Proposed public footpath / cycleway / bridleway to be stopped up or diverted
- Proposed drainage carrier pipe
- Proposed headwall
- Proposed abutment
- Proposed wildlife crossing
- Proposed tree
- Proposed hedgerow

Oxon Pool

Clayton

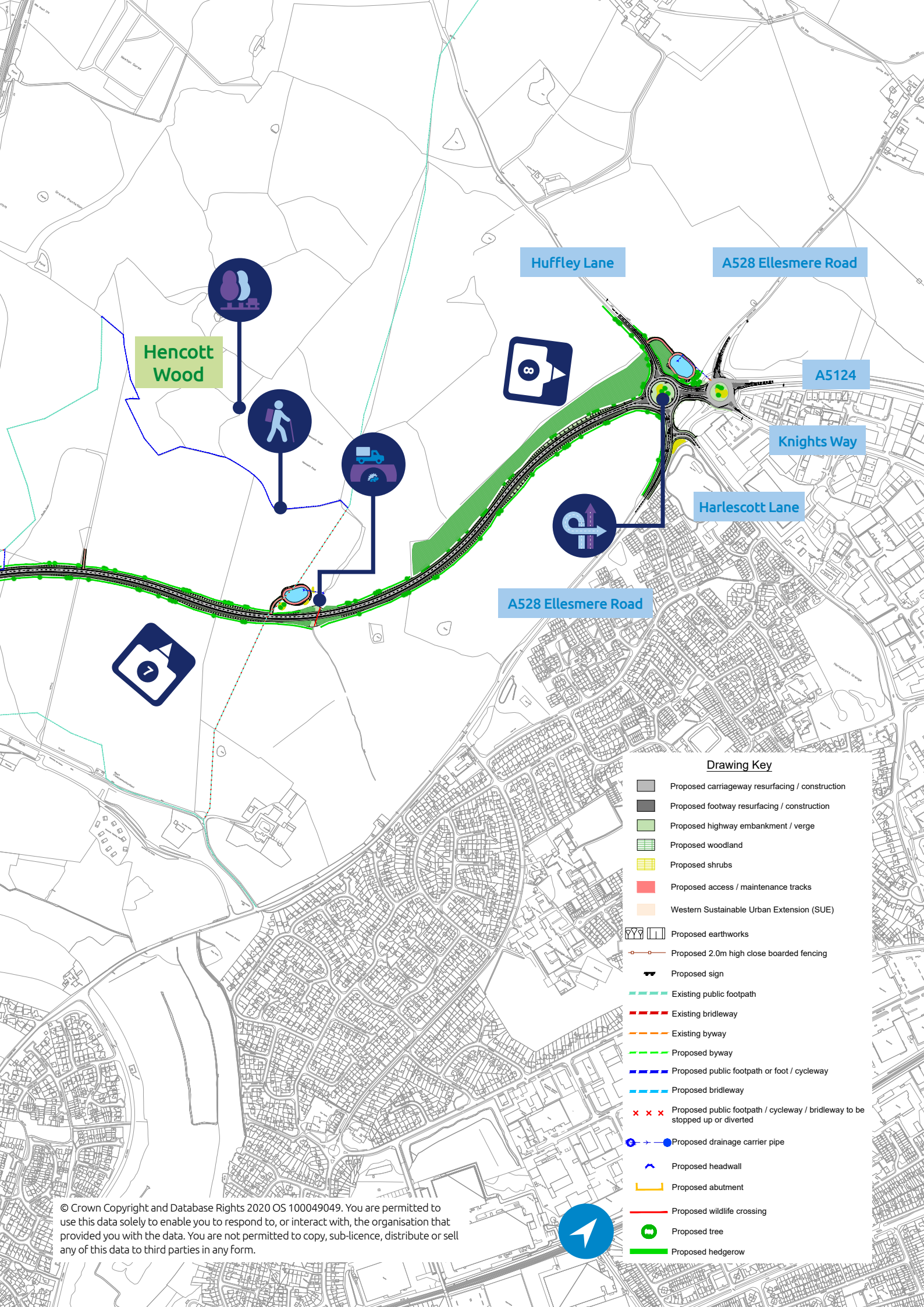
Little Oxon Lane

Holyhead Road Roundabout

B4380 Holyhead Road

River Sever

River Sever



Hencott Wood

Huffley Lane

A528 Ellesmere Road
























A5124

Knights Way

Harlescott Lane

A528 Ellesmere Road

Drawing Key

-  Proposed carriageway resurfacing / construction
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North West Relief Road (NWRR) Route Visualisations

Below are a selection of visualisations of the NWRR. These are indicative artistic representations only. Please view the NWRR Route Map pages for camera positions.



1
Drainage pond at Churncote roundabout
(Camera facing east)



2
Cycle/footbridge and embankment east of
Shepherds Lane (camera facing south east)



3
Clayton Way overbridge
(camera facing north east)



4
Holyhead Road roundabout
(camera facing south east)



5
Berwick Road drainage pond
(camera facing north east)



6
Farm vehicle and Public Right of Way overbridge and
separate Railway bridge (camera facing north east)



7
South of Hencott Wood
(camera facing north)

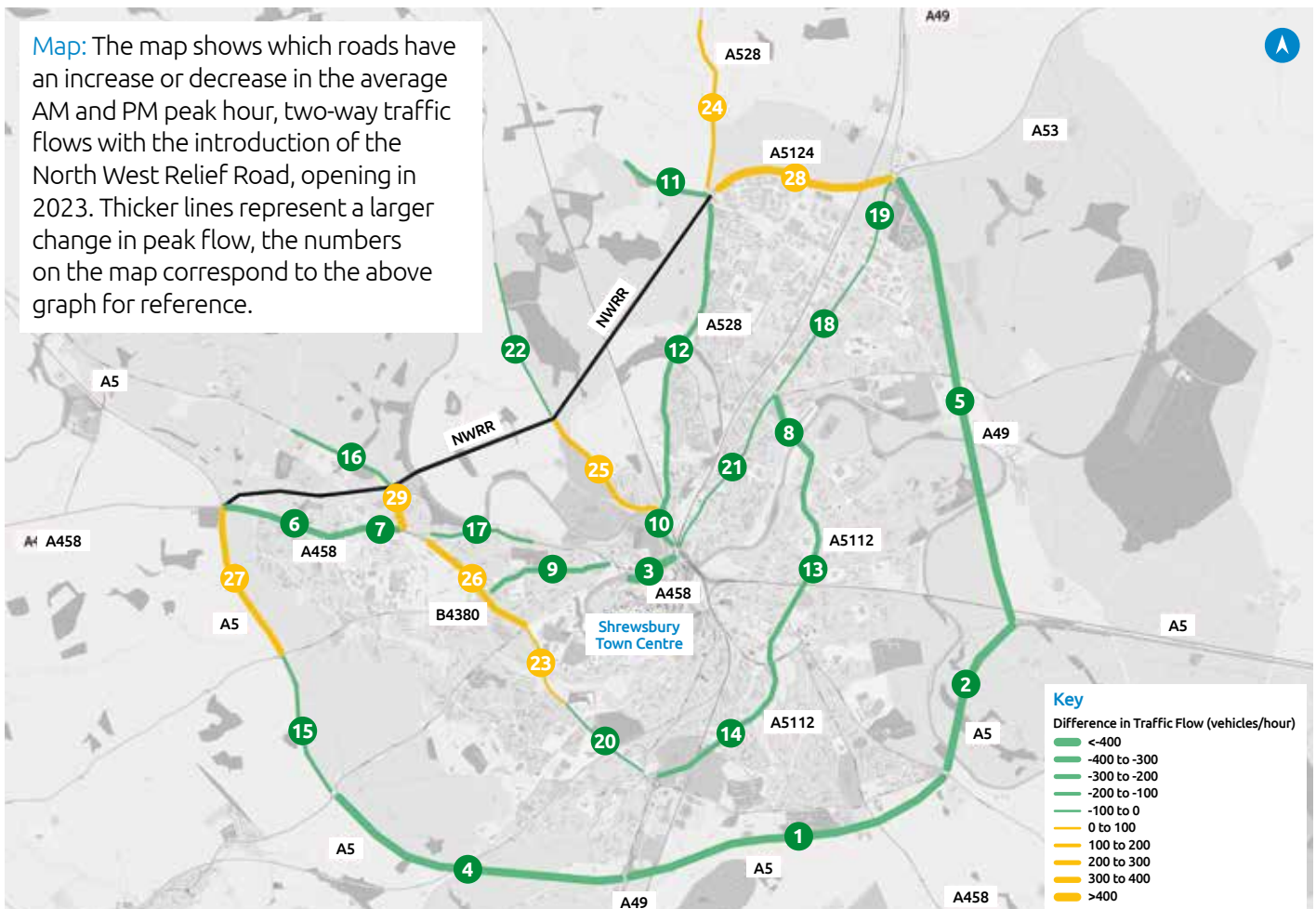
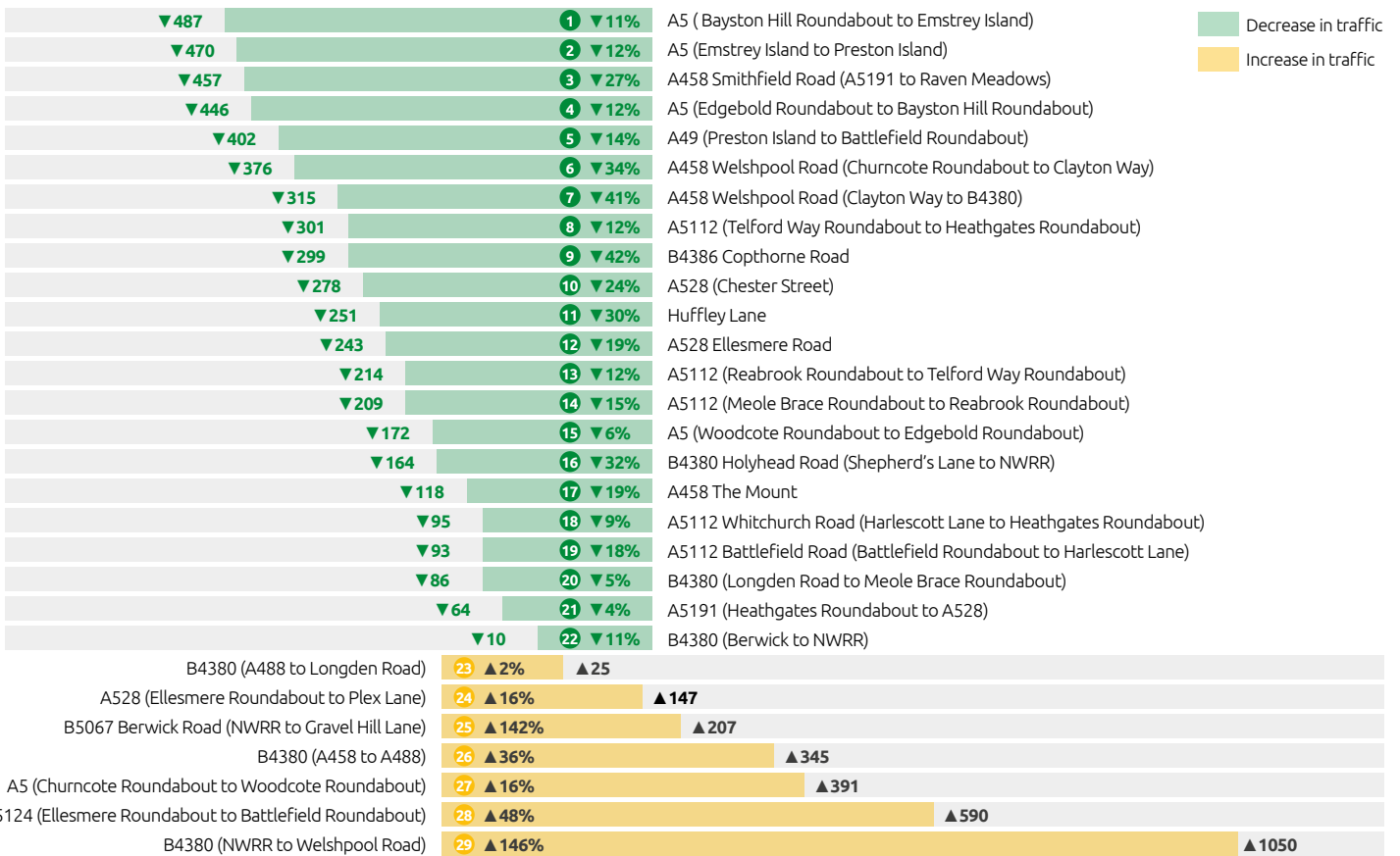


8
Ellesmere Road dumbbell roundabout
(camera facing north east)

Improvements to Road Network

Traffic explanation

Graph: The graph shows the anticipated change in the average AM and PM peak hour, two-way traffic flows for roads across Shrewsbury with the introduction of the North West Relief Road, planned to open in 2023.



North West Relief Road (NWRR) Environmental Considerations

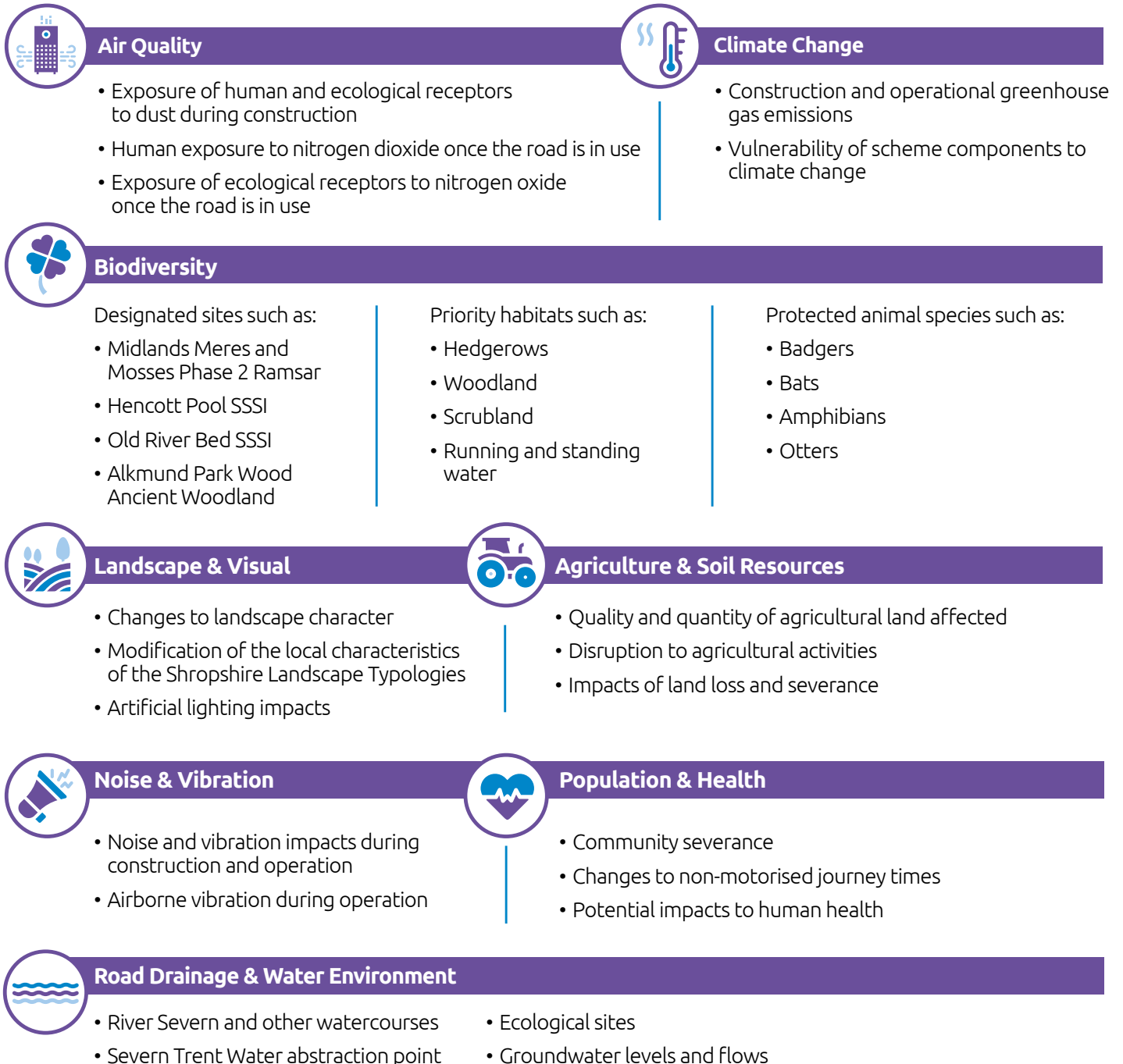
The Environmental Impact Assessment (EIA) will help Shropshire Council and the public understand the scale of potential environmental effects associated with the construction and operation of the North West Relief Road (NWRR).

The Environmental Statement (ES) will summarise the findings of the EIA to inform the planning decision. The timeline is as follows:

STAGES	Scoping (the content of the EIA)	Preparation of the Environmental Statement (ES)	Submission of Planning Application and consultation	Decision Making
TIMEFRAMES	Submission of EIA Scoping Report: 28/10/2019 Receipt of Scoping Opinion: 28/01/2020	January to May 2020	Minimum 16 weeks from Planning Application	

Scope of Environmental Impact Assessment (EIA)

The scope of the EIA has been determined through consultation with statutory and non-statutory environmental bodies, and will include the following environmental elements:





The EIA will also cover:

Historic Environment

- Known and unknown buried remains
- The setting of aboveground heritage assets and designated heritage assets

Arboriculture

- High value veteran trees and ancient woodland
- Moderate value, notable and low value trees

Material and Waste

- Consumption of material resources and waste generation and disposal during demolition, site preparation, remediation and construction

Geology and Soils

- Construction workers and third-party neighbours
- Controlled waters from accidental spillages
- Third party land/Surrounding land use due to potential off-site migration of contaminants

Major Accidents and Disasters

- Vulnerability to hydrological, climatological/metrological and biological natural hazards
- Vulnerability to technological or manmade hazards such as transport, pollution accidents and engineering failures

Establishing the Baseline

The environmental baseline within the site and the surrounding area is established during the EIA process. This is based on desk based studies and field surveys undertaken for an extensive range of topics e.g. air quality, ecology, historic environment, landscape & visual, and noise.

Indicative environmental mitigation measures

The following measures are already included in the design of the NWRR to **avoid** and/or **minimise** potential adverse environmental effects:

Provision of multi-species culverts (e.g. allowing badgers and bats to cross the scheme) along the route of NWRR



Development of a landscape strategy to help integrate the NWRR within the landscape and enhance biodiversity value



Highways realignment to avoid potential impacts on ecological sites and irreplaceable habitats



Identification of opportunities to minimise the export and import of material resources



The following mitigation are examples of measures which will be adopted to **minimise/rectify/reduce/offset** potential adverse environmental effects:

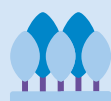
Implementation of traffic management and construction environmental management plans



Provision of earth mounding or acoustic fencing where required



Protection of retained trees during construction



Construction timing to avoid disruption of nearby properties and notable species



Have your say

Fill in the questionnaire and post it back via the freepost address, or fill in the questionnaire online.

How can I comment?

This consultation is to update you on all changes that have been made since the 2017 consultation. You can comment:

- Online at www.shropshire.gov.uk/get-involved
- Via the **consultation questionnaire**
- By email: NWRR@shropshire.gov.uk
- By post: **Freepost RSXA-YGES-CXCE, Tell Us, Shropshire Council, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6BR**

Paper copies of the brochure and questionnaire will be available at public consultation events and from the Shirehall, Abbey Foregate, Shrewsbury.

How long do I have to submit my views?

The consultation is open for comments until 30 April 2020.

What happens next?

A planning decision is expected in September. If planning permission is granted, construction is expected to start in Spring 2022.

For further information, please visit: www.shropshire.gov.uk/NWRR

If you would like help to understand this document, or would like it in another format or language, please contact Shropshire Council via email: NWRR@shropshire.gov.uk