

NWRR - TECHNICAL NOTE

DATE:	01 August 2019	CONFIDENTIALITY:	Restricted
SUBJECT:	NWRR Combined Scheme Objectives		
PROJECT:	North West Relief Road	AUTHOR:	Nick Jones
CHECKED:	Gary Dymond	APPROVED:	Project Board
DOCUMENT REF:	70056211-WSP-GEN-AS-DT-ZM-00005		

NWRR COMBINED SCHEME OBJECTIVES

Purpose and Background

The purpose of this Technical Note is to confirm the scheme objectives for a combined NWRR scheme which incorporates the Oxon Link Road (OLR) project. To avoid unnecessary delay, the formal objectives of a combined scheme have been developed ahead of a Shropshire Council's final decision on combining the NWRR and OLR.

To date, the NWRR and OLR projects have developed as individual projects with separate Outline Business Cases (OBC). Since the announcement of funding for the NWRR and with the two schemes being intrinsically linked, Shropshire Council have explored the option of combining the two projects. At present the NWRR and OLR have different, but largely complementary, objectives set out in their respective OBCs. The combined objectives, set out below, sought to combine the aspirations of both schemes in a way that will assist public and stakeholder understanding of the combined project. The objectives form a key part of the Planning Application and will be used as a future measure of the scheme's success.

Oxon Link Road Objectives

The core scheme objectives of the Oxon Link Road are set out on pages 52 and 53 of the OBC prepared in 2015. These are as follows:

- To deliver the Core Strategy housing targets
- To open up employment land, creating jobs and supporting economic growth and competitiveness
- To improve resilience in the local road network
- To reduce accidents
- To allow the form and function of Welshpool Road to be altered in favour of more sustainable modes of transport
- To facilitate improvement of the existing local centre
- To enable delivery of a North West Relief Road (NWRR) in the longer term

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North West Relief Road Objectives

The objectives for the North West Relief Road are set out at four levels – primary, strategic, specific and operational – and are included on pages 65 and 66 of the OBC. The most applicable in the context of this Technical Note are the specific objectives listed below:

- To improve connectivity and accessibility between the north and west of Shrewsbury for all modes of transport
- To reduce traffic congestion
- To improve the reliability of journey times and reduce unforeseen delays
- To reduce the amount of traffic rat-running on unsuitable rural roads
- 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 Plan schemes.
- 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.

Proposed Combined Scheme Objectives

Following a review of all of the objectives across both the NWRR and OLR, the proposed objectives for the combined scheme are as follows:

1. To improve regional and local access and connectivity by enhancing the resilience of the strategic and local network, reducing traffic congestion and improving journey time reliability for all modes of transport;
2. To provide the infrastructure needed to facilitate Shrewsbury's development strategy for the Shrewsbury West Urban Extension ("SUE") under Policy CS2 of the Adopted Core Strategy, by enabling the provision of an existing housing allocation for 700 new dwellings and the improvement of the Local Centre on Welshpool Road;
3. To support the economic growth and competitiveness of Shrewsbury and Shropshire by enabling the provision of an additional 9 – 12 hectares of employment land, to be used for the potential expansion of Oxon Business Park, a business campus and a gateway commercial area;

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4. To enhance the benefits of other current and anticipated transport investment schemes, including the A49/A5 Dobbies Island junction, the Preston Boats junction, the Emstrey roundabout and the Shrewsbury Integrated Transport Package;
5. To improve road safety and reduce road casualties and accidents, in part by reducing heavy traffic from unsuitable routes and rat-running on unsuitable rural roads;
6. To protect and enhance Shrewsbury's built and natural environment by reducing emissions of CO2 and other greenhouse gases and minimising the environmental impact of the Scheme; and
7. To support sustainable modes of transport, particularly by altering the form and function of Welshpool Road and by the inclusion of the combined footpath / cycle way along the Proposed Scheme route.