

## **TRANSFORMATION & IMPROVEMENT OVERVIEW AND SCRUTINY COMMITTEE**

**11 FEBRUARY 2025**

### **PUBLIC QUESTIONS**

Mike Streetly

In an article to the Shropshire Star on 23 January 2025 portfolio holder for highways, Councillor Dan Morris said that various organisations had been shown "excerpts" of the as-yet unpublished full business case (FBC) for the NWRR. As this clearly shows that these excerpts are not confidential could councillor Morris please share them with all elected councillors and the public please?

The council's 2021 transport assessment shows that 15 years after building the NWRR, queues at the following junctions would be made worse because of the road: Ellesmere Roundabout, Enterprise Roundabout, Battlefield Roundabout, Welshpool Road / Shelton Road, Woodcote roundabout, Mytton Oak Road / Gains Park Way, Churncote Roundabout and that there is virtually no difference at many junctions including Featherbed Lane / Harlescott Road signalised junction. Overall the road will result in more traffic on Shrewsbury's roads. Did the FBC 'excerpts' the councillor shared with third parties explain the failure of the NWRR to significantly reduce traffic congestion across Shrewsbury and highlight all the places, including roads near Shrewsbury's hospital, that the NWRR would actually make traffic worse?