

SHREWSBURY TOWN COUNCIL
ACTIVE TRAVEL WORKING GROUP
VIA TEAMS
26 MARCH 2024

Present – Councillors Rosemary Dartnall (Chair), Julian Dean, Kate Halliday, and Rob Wilson

In attendance – Amanda Spencer (Deputy Town Clerk)

22/23 MOVEMENT AND PUBLIC SPACE STRATEGY

All members had received a copy of the Movement Strategy Document ahead of the meeting. It was agreed that the comments noted at the meeting would be fed back in the form of a letter and via the formal consultation process.

There was a general consensus that the Town Council was very much in favour of the Movement Strategy and advocated that it become a statutory document which underpins any transport related decisions for the future in the town.

There were however a number of specific comments and suggestions that the Town Council wished to make alongside this:

- Proper analysis of the public consultation exercise needed to be undertaken. Attention of the demographic of individuals participating in the consultation also needed to be considered to ensure that results were not skewed.
- The Movement Strategy was a great example of what Shrewsbury could be like, but projects needed to be sequenced across a 5-10 year period to ensure success. The Town Council was highly aware of the timelines for LUF2 funding but asked if the timing of other projects such as the work proposed in between the station and the English Bridge could be brought forward to sit alongside this proposal.
- Collective working between Shropshire Council, the BID and the Town Council throughout the delivery of the strategy needed to be continued.
- Access to alternative methods of transport needed to be in place before any further changes were made to infrastructure within the town eg. car parking charges should not be increased until more buses are running.
- The Town Council would like to encourage the prospect of the HS2 funding that Shropshire will receive being utilised to support the proposals.
- The planned expansion of the School Streets scheme appears to be missing from the strategy and should be included.
- The leadership at Shropshire Council relating to the Big Town Plan and Movement Strategy is currently somewhat disjointed and needs consolidation in order to ensure consistency in the delivery of all projects.
- Once measures start to be introduced there is a need for them to be flexible in order that they can be reviewed on a regular basis and appropriate changes made. Experimental Traffic Regulation Orders would be a good way to achieve this.

23/23 ACTIVE TRAVEL QUARTER CONSULTATION

Again, the Town Council were supportive of the proposals but wished to make the following comments in the form of a letter and via the formal consultation process.

- There is currently no facility for cyclist crossing on Longden Road. There is already a considerable amount of cycling traffic from local schools in this area and provision needed to be future proofed as part of the proposals.
- Work on Longden Road should be included in the proposals for a future phase of work even if funding wasn't currently available to deliver this.
- It was disappointing that the work carried out for the design of Mini Holland scheme in the area didn't appear to have been taken into consideration in these designs.
- The Town Council was supportive of the plans for Bank Farm Road but would like reassurance that all schemes comply with LTN 1/20.
- It was suggested that a CYCLOPS roundabout be introduced at Meole roundabout as the safest way for cyclists to navigate the area. This is a scheme that could then be adopted and rolled out elsewhere.

24/23 LUF2 PROPOSALS AT CHESTER STREET

The Town Council were aware of the concerns from members of the public regarding these proposals but were largely supportive of the plans. They did feel however that some modification and greater clarity was needed in some areas.

Again, it was agreed that the comments noted at the meeting would be fed back in the form of a letter and via the formal consultation process as follows:

- The timing of LUF2 clearly sits ahead of that of the delivery of the Movement Strategy but the Town Council wants to be reassured that LUF2 will not prejudice the public's views of the wider strategy.
- The benefits of safer walking and cycling needed to be promoted as part of the development. The Town Council were particularly pleased to see the introduction of bi-directional cycling on Castle Gates.
- It was proposed that a 20mph speed limit be put in place for the whole of the area in question including from the new proposed entrance to the station car park on the A5191 and from the Greenfields roundabout on the A528.
- A cycle route should be put in place all the way from the Welsh Bridge to the station. The current proposals show this as ending on Chester Street (marked as a green line) which would force cyclists into the road in order to complete the journey. The junction design should be future-proofed to accommodate protected cycle movements from this, and other, directions.
- Greater clarity needed to be provided on specific proposals such as:
 - Will the cycle track be clearly marked in a different ground colour?
 - If approaching the station from the A528 will you have to constantly give way to traffic approaching from Chester Street or is it proposed that traffic lights will be put in place at that junction (as they currently are)?