

‘You said we did’

After analysing the results of the public consultation, commonly raised issues and themes have been identified from the responses that need to be considered as the MPSS is progressed forward to the next stages of development.

Table 4 presents the next steps that the project team will take following respondents feedback obtained through the public consultation.

Table 4: You said, we did responses

You Said	We Did
There needs to be a more detailed understanding of the impacts interventions outlined in the MPSS will have on the highway network.	We will utilise a detailed transport model to assess the operation and impacts of interventions outlined within the MPSS on the wider transport network of Shrewsbury.
More information is required on the Pedestrian Priority Zone to be created in the town	We have included a new Strategic Intervention focused solely on the Pedestrian Priority Zone within the updated summary document.
There needs to be continued access to the town centre by private motor vehicle for people with disabilities, including exemptions from Intervention 1 – Implement traffic loops to restrict general traffic from routing through the town centre.	We will engage with key stakeholders, including disabled people, to define an exemption list which could include Blue Badge holders. Exempts would permit private motor vehicles to travel without restrictions.
There needs to be continued access to religious buildings such as St Chad’s Church and Shrewsbury Unitarian Church for all.	We will engage with St Chad’s Church and Shrewsbury Unitarian Church as we define arrangements for traffic loops in the town centre, which could include providing exemptions on a case by case basis.
More information is required to understand how businesses will be impacted by proposals and a greater understanding of how servicing will change as a result of interventions outlined within the MPSS.	We will develop a freight, delivery and servicing strategy in consultation with local businesses.
People who live in the town centre must continue to be able to access their homes by private motor vehicles from all directions and should be exempt from Intervention 1 - Implement traffic loops to restrict general traffic from routing through the town centre.	We will engage with key stakeholders, including people who live in the town centre, to define an exemption list which could include Blue Badge holders. Exempts would permit private motor vehicles to travel without restrictions.

You Said	We Did
<p>There are concerns that due to the narrow road layout of the town centre, some interventions, most notably Intervention 2 – Provide a two-way bus route through the town centre would not be feasible.</p>	<p>We will conduct detailed swept path analysis along the full proposed two-way bus corridor to ensure vehicles are able to sufficiently make turning manoeuvres. We will also model the operation of shuttle working sections using outputs from the strategic transport model and detailed junction/network modelling to assess its feasibility.</p>
<p>There are multiple roads in Shrewsbury which would benefit from the implementation of 20mph speed limits as well as many residential areas where the introduction of Local Access Priority Areas would be beneficial.</p>	<p>We will develop a draft 20mph policy, including desired objectives and outcomes. We will also work with key stakeholders to develop a prioritisation approach which would quantify areas across Shrewsbury where Local Access Priority Areas are required and complement this with local knowledge to accelerate plans in key locations.</p>
<p>More Information is required as to what bus provision will be available across the town, particularly where the current Bus Station is located and what amenities would be incorporated within a new ‘public transport interchange’.</p>	<p>We will conduct a bespoke feasibility study to assess bus provision across the town and agree on facilities to be provided within the new public transport interchange. High quality alternative bus facilities will be provided as part of the Smithfield Riverside development on or near to the site of the current bus station.</p>
<p>The measure to integrate Park and Ride with general bus facilities as well as revising bus routes and frequencies is welcomed, but details of locations of Park and Ride sites and the exact bus route amendments is required to ensure maximum benefit to the town.</p>	<p>We will work with bus operators to agree on servicing frequency and routing arrangements through our role in the Shropshire Enhanced Bus Partnership arrangement and we will identify the most suitable bus routes to serve local populations in Shrewsbury. We will also undertake feasibility studies to understand the most suitable locations and viability of providing a new Park and Ride site to the east of Shrewsbury and relocating Oxon / Harlescott Park and Ride.</p>
<p>More information is required on which streets would be transformed into bus priority routes and the overall impact this may have on the transport network across Shrewsbury.</p>	<p>We will work with stakeholders to agree on locations where bus priority measures would be most suitable. This would be informed by detailed modelling outputs to</p>

You Said	We Did
	assess how bus priority measures will impact traffic congestion across the town.
There is a need to understand the environmental impacts on interventions outlined within the strategy, particularly intervention – implement a water taxi along the River Severn.	We will conduct an Equality Impact Assessment to understand the viability of operating a water taxi. This assessment will identify and mitigate any adverse effects on the environment.
Further clarity is required on how interventions will embed mitigation measures for extreme weather events, particularly flooding.	As interventions are developed further, we will ensure that materials to be utilised in the development of interventions use sustainable materials where possible, which will seek to mitigate the impact of flooding on the town.
A well-defined strategy for parking in Shrewsbury that clearly outlines any adjustments to parking fees and outlines future initiatives for parking throughout the town is needed.	We will develop a 'Parking Plus Strategy' which will detail how car parking will be managed in the future as well as establishing a phasing plan for introducing new car parking prices across Shrewsbury.
Additional details are needed on how blue badge parking will be managed throughout the town centre, while also acknowledging that many individuals require prioritised access even if they do not possess a blue badge.	We will provide 'priority parking' spaces at Park and Choose sites on the edge of the town centre.
Respondents want to be kept informed on the proposals and want to play an active role in decision making as interventions continue to progress.	We will work with key stakeholders in the community to ensure a wide range of viewpoints are considered prior to any interventions are delivered across Shrewsbury.
Respondents want further information on phasing and implementation of interventions outlined in the strategy.	We will produce a delivery and phasing plan which will take into account key dependencies and set out a clear pathway for delivery.