

**THE SHROPSHIRE COUNCIL
(VARIOUS ROADS, SHREWSBURY) (TRAFFIC REGULATION) ORDER**

Statement of Reasons

Shropshire Council as the local Highway Authority proposes to make a permanent Order under sections 82(2) and 83(2), and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, the effects of which are set out on drawing number 70107870-WSP-HGN-AS-DR-SK-100 P02.

Shropshire Council is duty-bound pursuant to Section 122 of the Road Traffic Regulation Act 1984 (as amended) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

BACKGROUND

The highway improvements are a step towards meeting the aims of The Big Town Plan which seeks to reduce vehicular traffic movements to and through the town centre.

Highway improvements to the gyratory include the introduction of a segregated two-way cycleway on Castle Foregate through the removal of a traffic lane. This would also require the removal of the right turn lane on Cross Street, giving space to create wider footways. The removal of these traffic lanes would help to improve air quality by reducing the levels of air pollution beneath the railway bridges and promote active modes of travel through improved facilities for walking and cycling.

In order to enhance cycling and walking facilities, the proposals slightly reduce the overall vehicular capacity of the gyratory which would result in slightly longer journey times than existing, based on the same surveyed level of traffic. However, strategic traffic modelling has been carried out which indicates that once the scheme is complete there would be a reduction of traffic flows within the gyratory, with traffic generally spread across a number of other alternative routes, resulting in a reduction in vehicular delays.

It is important to note that the aims of the scheme do not include increasing network traffic capacity. To do so could encourage more “through-traffic” to use the centre of Shrewsbury. It is hoped that the proposed arrangement will encourage a greater transfer of trips to non-motorised modes of travel and encourage more existing through-traffic to avoid the centre and use other routes.

To complement the planned new road layout, changes are required to facilitate the permitted vehicular movements.

PROPOSALS

The proposal to prohibit vehicles from turning south from Cross Street into Castle Foregate will restrict the volume of traffic moving southbound along Castle Foregate. This would allow for the removal of a lane of traffic on Cross Street giving room to improve the footway widths along either side, thus providing additional comfort and safety for pedestrians. It would also facilitate the removal of a traffic lane on Castle Foregate allowing for the introduction of a segregated two-way cycleway. The

removal of these lanes will deliver improvements in air quality, particularly beneath the railway bridges, bringing additional benefits to pedestrians and cyclists.

The section of Chester Street between Smithfield Road and Cross Street is currently one-way in a northerly direction. Revoking this order to become a two-way street will allow vehicles heading south from Coton Hill/ Chester Street to access the town centre, as access to Castle Foregate will no longer be possible via Cross Street. The new layout will allow vehicles to enter the railway station forecourt directly from Smithfield Road to avoid using the gyratory system. This manoeuvre is currently subject to a no entry Order therefore this would be revoked under these proposals. A new Order is proposed to prevent vehicles from exiting via this southern access to Castle Gates however an exception to this would be made for buses and service vehicles to aid traffic manoeuvres for these larger vehicles to exit the forecourt. The arrangement means that vehicles would now exit the station forecourt from the northern access, therefore the existing order to prevent vehicles from exiting the station at this location would also be revoked.

The introduction of a two-way segregated cycleway on Castle Foregate will mean the existing One-Way Order on Castle Foregate would need to be amended to allow for cyclists to travel north on Castle Foregate.

The Order also seeks to remove existing and redundant Box junction Orders within the gyratory. These relate to the criss-cross yellow lines painted on the road indicating a yellow box junction, denoting an area of the carriageway where drivers must not enter until their exit road or lane is clear, helping to keep traffic flowing and prevent vehicles from blocking paths for other vehicles/ traffic manoeuvres. Due to the reconfiguration of the junctions and the traffic signal timings, the requirement for these has been designed out and their removal will help achieve a more appealing aesthetic.

The statutory reasons for proposing the new Order as set out in Section 1(1) of the Road Traffic Regulation Act 1984 are:

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- c) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property
- d) without prejudice to the generality of paragraph (c) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot
- e) for preserving or improving the amenities of the area through which the road runs

f) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

Equality Act 2010

Thorough consideration has been given to the equalities duty of the Council under Section 149 of the Equality Act 2010.

A four-week public engagement was held on the design proposals in February/ March 2024. This was thoroughly publicised through a postcard mail drop, via the council's website, social media posts, and a press release. Further to this there were three public drop-in events in the town centre. Key stakeholders have been consulted with throughout the design process including Shrewsbury town council and local businesses in the project area and this work continues to be ongoing.

Shropshire Council
April 2025