

**THE SHROPSHIRE COUNCIL
(BOROUGH OF SHREWSBURY & ATCHAM) (NO. 1)
(SPEED LIMITS) ORDER 2006 (AMENDMENT NO.) 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 effect of which will be to introduce a 20mph zone for the roads shown on drawing number 70107870-WSP-HGN-AS-DR-SK-101 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.

Setting speed limits at the appropriate level for the road and ensuring compliance with these limits plays a vital part in ensuring greater safety for all road users. In accordance with Department for Transport guidance, it is expected that Local Highway Authorities keep speed limits under review with changing circumstances. The guidance on urban speed limits states that 20mph limits should be considered on major streets where there are – or are likely to be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic. The Castle Foregate/ Chester Street gyratory is one of the five main entry/ exit points for the town centre and due to its proximity to the railway station it attracts large numbers of both pedestrians and cyclists.

Highway improvements to the gyratory include wider footways for pedestrians along Cross Street through the removal of a traffic lane, and the introduction of a segregated two-way cycleway through the removal of a traffic lane on Castle Foregate. The removal of these traffic lanes would improve air quality by reducing the levels of air pollution beneath the railway bridges. To complement these improvements, the introduction of a 20mph speed zone would help to reduce vehicular speeds along the affected lengths of roads, helping to maintain a safe environment, thus encouraging and facilitating pedestrian and cyclist movements throughout the scheme extents. It would form part of a continuation to the existing 20mph zone within the town centre.

The sections of roads affected by this Order are currently subject to an existing 30 mph speed limit (restricted road by virtue of the presence of a system of street lighting). A previous order sealed in 2006 incorrectly listed Chester Street as both a restricted road as well as a 20mph zone, the latter of which was listed in error and for which no signage was implemented or enforcement is known to have been undertaken. Therefore, this Order seeks to formalise Chester Street as part of the new 20mph zone, with the exception of a short section of Chester Street to its junction with Coton Hill. This ensures that placement of the 20mph zone entry signage will not block the footway which becomes narrow on the eastern side to avoid further impeding movement for pedestrians, particularly wheelchairs and pushchairs.

The works included in the proposals are the installation of 20mph signs on new posts and supported by 20mph roundels on the carriageway as required.

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