



SHREWSBURY MINI-HOLLAND BID

LETTERS OF SUPPORT

DANIEL KAWCZYNSKI MP



HOUSE OF COMMONS
LONDON SW1A 0AA

9 August 2021

Letter of Support: Shrewsbury's Mini-Holland Expression of Interest

I am writing to express my support, as the Member of Parliament for Shrewsbury and Atcham, to take part in the Mini-Holland development programme. This will compliment the work of our local Councils in the Shrewsbury Big Town Plan where one of the key areas is the Local Transport Plan, which includes the Shropshire Local Cycling and Walking Plan.

The recent pandemic, and the associated creation of walking and cycling priority streets in the Shrewsbury Town Centre has received overwhelming support by both residents and businesses. I have been contacted by many residents asking for my support for the Mini Holland Development programme.

A Mini-Holland programme for Shrewsbury will enable us to provide a significant investment in our walking and cycling network enabling and encouraging more people to choose active modes over the car, especially for short journeys thereby reducing car dependency.

A handwritten signature in blue ink, consisting of a stylized 'Kaw' followed by a horizontal line.

Daniel Kawczynski MP
Member of Parliament for Shrewsbury & Atcham

Department of Transport
(via email)

Shropshire Council
Shirehall
Abbey Foregate
Shrewsbury
Shropshire SY2 6ND

Date: 4 August 2021

My Ref:

Your Ref

Letter of Support: Shrewsbury's Mini-Holland Expression of Interest

I am writing to express my support, as Leader of the Shropshire Council, for Shrewsbury's Expression of Interest (EOI) for the Department of Transport's Mini Holland development programme.

Building a healthy economy and healthy residents is at the forefront of Shropshire Council's agenda moving forward. We welcome the opportunity to work with the Department for Transport and take part in the Mini-Holland development programme to expedite as well as build upon the plans we are currently working on, including the Shrewsbury Big Town Plan, the emerging Local Transport Plan 4 as well as the plans we are about to embark on, including the Shropshire Local Cycling and Walking Plan (LCWIP).

Shropshire Council is committed to working very closely with our residents, businesses, communities and partners, including the Shrewsbury Town Council, the Shrewsbury BID and the Shrewsbury Big Town Plan Partnership. The recent pandemic, and the associated creation of walking and cycling priority streets in the Shrewsbury Town Centre has received overwhelming support by both residents and businesses indicating that both the political and public will is strongly in place to embrace further change to enable better connected, healthier and more sustainable communities.

The Mini Holland Development Programme also presents an opportunity to harness and build upon the incredible active travel work being led by community groups in Shrewsbury by pulling it together with other Council-led infrastructure schemes under one 'Mini- Holland umbrella'. These grass-roots initiatives, including the projects undertaken by the Shropshire Cycle Hub as well as the Priory School, complement both the work Shropshire Council has completed to date on its cycle and pedestrian network (much of which was implemented as part of the Shrewsbury Cycle Demonstration Town project) and planned work to be developed and delivered as part of the emerging Local Transport Plan 4, LCWIP and Shrewsbury's Movement Strategy as well as Council's School Streets initiative and Active Travel Fund schemes.

I trust that you will accept this letter not only as confirmation of political support from myself for Shrewsbury's Expression of Interest for the Mini-Holland Development Programme but also assurance of strong Council support across the political spectrum for Active Travel initiatives.

Yours sincerely

A handwritten signature in black ink, appearing to read "Lezley Picton".

Lezley Picton
Leader

Department of Transport
(via email)

Shropshire Council
Shirehall
Abbey Foregate
Shrewsbury
Shropshire SY2 6ND

Date: 23 June 2021

My Ref:

Your Ref

Letter of Support: Shrewsbury's Mini-Holland Expression of Interest

I am writing to express my support, as Portfolio Holder for Communities, Place, Tourism & Transport for Shropshire Council, for Shrewsbury's Expression of Interest (EOI) for the Department of Transport's Mini Holland development programme.

Recent engagement with the public as part of the development of the Local Transport Plan 4 (LTP4) has shown that there is an unprecedented level of demand from communities in Shropshire for increased active travel measures as a way to tackle the challenging issues of improving the health and wellbeing of communities, improving air quality and tackling congestion on the roads. There is also an increasingly strong awareness amongst communities that measures that will enable more people to walk and cycle for everyday journeys will help address wider issues of combating climate change and addressing inequalities.

As a result of the social distancing schemes implemented in the Shrewsbury Town Centre in response to the COVID-19 pandemic, many of Shrewsbury's residents and businesses have seen first-hand the economic and social benefits of closing streets to vehicular traffic and allowing for pedestrian and cyclist access only. On the back of the success of the COVID-19 measures, Council is set to launch two trial Liveable Neighbourhoods in areas immediately adjacent to the Shrewsbury Town Centre as part of the Active Travel Fund Tranche 2. These schemes as well as the New St 'reallocation of road-space' scheme (which was introduced under the Emergency Active Travel Fund and received overwhelming support from the community) will provide for safer routes from these residential areas to the town centre. A successful application for the Mini-Hollands Development Programme will enable Council, in partnership with the community, to extend the benefits of low trafficked streets and neighbourhoods further (at the request of a number Ward Members, including the Ward Member for the Meole Brace ward who presented a petition to Council on behalf of the community in January 2021 for a low traffic neighbourhood and increased and safer provision for walking and cycling).

Shropshire Council is also about to commission the development of a Local Walking and Cycling Infrastructure Plan (LCWIP) which will provide the ideal framework for developing a

Mini-Holland for Shrewsbury. Additionally, Shropshire Council passed a motion in September 2020 agreeing that all new cycle infrastructure will meet LTN 1/20 standards – the first Council in England to provide a formal commitment to the new standards which demonstrates the ability of Council to be in the vanguard for Mini-Hollands in rural market towns.

Yours sincerely

A handwritten signature in black ink that reads "Cecilia Motley". The signature is written in a cursive style with a large initial 'C'.

Councillor Cecilia Motley
Portfolio Holder for Communities, Place, Tourism & Transport

Department of Transport
(via email)

Shropshire Council
Shirehall
Abbey Foregate
Shrewsbury
Shropshire SY2 6ND

Date: 4 August 2021

My Ref:

Your Ref

Letter of Support: Shrewsbury's Mini-Holland Expression of Interest

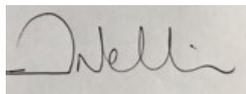
I am writing to express my support, as Portfolio Holder for Climate Change, Natural Assets & The Green Economy of the Shropshire Council, for Shrewsbury's Expression of Interest (EOI) for the Department of Transport's Mini Holland development programme.

In May 2019, Shropshire Council declared a climate emergency. Following on from this, in December 2020 a new Corporate Climate Change Strategy and Action Plan was adopted. Our vision is for Shropshire Council to become carbon net-neutral by 2030 and assist in the ambition for Shropshire as a whole to become carbon net-neutral in the same year. A Mini-Holland for Shrewsbury would enable Council and its partners, together with the community to deliver a comprehensive programme of measures to increase active travel and reduce carbon emissions from transport.

Shrewsbury currently has a higher level of car ownership than the national average with 84.2% of all households owning a car. This is compared to 74.2% of households nationally. Additionally, 40% of trips under 2 miles are travelled by car. However, Shrewsbury has a higher proportion of people travelling to work on foot or by bike than the national average with 11% of residents walking to work and 7% of residents travelling by bike to work. A Mini-Holland programme for Shrewsbury will enable us to provide for a significant investment in our walking and cycling network as well as our urban realms, enabling and encouraging more people to choose active modes over the car, especially for short journeys thereby reducing car dependency.

I am delighted with the incredible support received from key stakeholders in Shrewsbury for a Mini-Holland. I hope this demonstrates to you an indication of the level of commitment political leaders, businesses and the wider community have to working together to develop a Mini-Holland programme that will make Shrewsbury become as cycle-friendly as it's Dutch equivalents.

Yours sincerely

A handwritten signature in black ink, appearing to read "Ian Nellins", on a light-colored rectangular background.

Ian Nellins
Portfolio Holder for Climate Change, Natural Assets & The Green Economy



Please ask for: Alan Mosley

Tel. Direct: 01743 281010

My Ref: HB/01

E-mail: Alan.Mosley@shrewsburytowncouncil.gov.uk

Department for Transport

29 July 2021

Dear Sirs

Mini Holland for Shrewsbury

On behalf of Shrewsbury Town Council, I would like to offer my support for Shrewsbury being considered in your Mini-Holland Programme.

I have been part of the Big Town Plan Partnership Board for the last four years and have seen first-hand the collaborative approach of the Town Council, Shropshire Council and the Shrewsbury Business Improvement District working together with a common goal of making Shrewsbury a fantastic place to live, work and visit.

We have developed the Big Town Plan Vision which established high level principles, one of which was better connectivity linking residential areas with key hubs like the town centre, schools and colleges and the hospital.

The further Masterplan work we have been undertaking has started to put greater detail on that vision and I have been astounded by the level of public engagement and public buy-in to this process.

And this last year we have seen the devastating impact of COVID, but I have been proud at how we have galvanised together to develop our recover plan so that Shrewsbury can bounce back. One of the benefits of COVID is that we have been able to trial ideas at pace that would previously taken months, if not years, to initiate and much of this work is the catalyst to us expressing an Interest in being part of your programme. Social Distancing measures have been tested and the public and most businesses have liked what they has seen and generally want more.

I firmly believe that we need to be very bold about Active Travel particularly if we are to meet our Climate Emergency commitments and we owe it to future generations to radically change our culture and habits.

I am exceptionally proud to be Leader of Shrewsbury Town Council, one of the largest Town Councils in the Country and in many ways and an exemplar in our ways of working with many of our peers looking to us for inspiration. Like our innovative approach to Youth, Climate Emergency and actively working with our principal authority Shropshire Council, which have been seen as best practice, we can provide you with a mechanism for reaching out to the 10,000 other Parish & Town Councils, taking what we learn from this process and making it fit for their situation.

There is huge appetite for this from residents who want to move from being car dependent and engage with their town more meaningfully to businesses who see the huge benefits in their customers being able to move around more freely. There is also a huge political appetite for this agenda both from ourselves

at Shrewsbury Town Council but also at Shropshire Council and the Business I D. A better connected town is a happier, healthier, more prosperous and sustainable town and that bodes well for the economic and social vitality of both Shrewsbury as the County Town and hence, of Shropshire as a whole.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alan Mosley', with a long horizontal flourish extending to the right.

Councillor Alan Mosley
Leader of Shrewsbury Town Council



Please ask for: Julian Dean
Tel. Direct: 01743 281010
My Ref: HB/01
E-mail: Julian.Dean@shrewsburytowncouncil.gov.uk

Department for Transport

23 July 2021

Dear Sirs

Mini Holland or Shrewsbury

As Mayor of Shrewsbury, I would like to give my support to Shrewsbury being considered in your Mini-Holland Project

How can we ensure that Shrewsbury makes best use of funding for a 'mini-Holland scheme'?

My lived experience of the town suggests a strong and growing appetite for transforming many of our neighbourhoods to support active travel and reduce car dependency.

We've already shown support for walking and cycling.

In the early Autumn of 2017 the pop-up shop in town centre, run to gather views on the emerging 'Big Town Plan' saw over 2000 comments in the space of three weeks. *By far and away the biggest issues was 'better movement'; and not just for the centre of town.*



We loved our pop-up park...



Then in the summer of 2019, due to some much-needed infrastructure work, our high street closed and we experienced a pedestrianised town centre with space to enjoy each other's company, and a safe environment to wander around. It was a joy. So, it was no surprise that when social distancing measures included a revised pedestrianisation scheme this too was hugely welcomed. We are now having a town wide conversation about the best way to keep our town centre traffic-free so far as is possible.

But not all our neighbourhoods are so liveable.

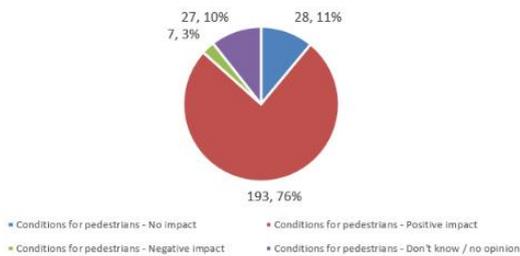
The town centre is surrounded by neighbourhoods of varied character, which have grown up in different periods and have different layouts. Many require improvements, but not all are plagued by unwelcome rat-runs. But for the areas identified in these documents, householders face the everyday barrier to a truly liveable neighbourhood of unwelcome traffic treating their homes as a shortcut, with the inevitable consequence of thoughtless driving and resentful residents.

My own ward has an historic narrow street with a narrow pavement, where many residents, young and old, were fearful of wing mirrors or worse. Their voices have been heard and sense has prevailed, with a one-way scheme and a planned wider pavement. Now neighbouring residents are clamouring – rightly - for further improvements. As plans for these come forward and trials are run (not part of this bid – I represent a neighbouring patch) I am confident that even more residents will be coming to question why their streets cannot be made safer for walking and wheeling and cycling.



The conversation is already happening.

In your opinion, has the one-way system had any impact on New Street for Pedestrians?



I hope you will have picked up that the changes we have already made, or are already planning, have been shaped by all our 'stakeholders'. People in Shrewsbury are increasingly used to having their say and my experience of our officers at both the Town Council and at Shropshire Council is that they are getting equally used to actually listening to our residents! [As the Local Government Association recently established](#), this is key to making a success of Mini-Holland style schemes. Shrewsbury is well-

placed to do exactly that.

Yours sincerely

A handwritten signature in black ink that reads "Julian Dean".

Clr. Julian Dean, Mayor of Shrewsbury

Julia Evans

Email: julia.evans@shropshire.gov.uk

Date: 4/8/2021

Department of Transport

Dear All,

As housing estates are built, there has been little thought beyond how people travel unless by car. In Government statistics, 1 in 6 deaths in the UK can be attributed to inactivity. Leading up to this, heart disease and diabetes which costs the Health Service billions each year. This is a health issue as well as a pollution issue. Children's health is the foundation for a lifetime and activity is pitifully low in children aged 5-15 – varying on geographical address but well below Chief Medical Officer guidelines everywhere. Active Travel is the answer – a miracle cure if a drug according to one Chief Medical Officer- but it has to be safe. Road collisions is the main cause of death or serious injury in children and young people – 35% were going to or from school.

Within Radbrook in Shrewsbury there are some good cycle paths on the Radbrook Green estate and along the Roman Road but these are not linked in to the two Secondary Schools directly and stop at either end of Bank Farm Road, not linking into each cul-de-sac. Roman Road is the same and the two do not link each other. It is disjointed and presents danger points as they meet Longden Road, down which is the Ambulance Hub. High density traffic at school drop off or pick up times combined with Ambulances responding to Cat.1 calls is not a safe environment for a child walking let alone cycling. This is a snapshot of my Constituency and residents in Radbrook told me this was one of their main issues – safe and active travel for all.

It is not only children who would benefit – Active Travel at any age can improve health and wellbeing.

With a designated cycle lane, pollution is a safe distance from pedestrians and so reduces the effect of pollution to the lungs, cyclists reduce their risk by – cycling! Active, safe travel will improve health by such a degree, it will be financially beneficial in a very short space of time.

Yours Faithfully,

Julia.

Julia Evans

Shropshire Unitary Councillor for Radbrook Division.

14 Greyfriars Road,
Belle Vue
Shrewsbury SY3 7EP

02.08.21

Dear Mr Furness

I am writing in support of Shrewsbury's bid to become a 'mini-holland' in the Government's Development Programme. If successful, Belle Vue Ward would be involved in phase one implementation and I am confident that there will be great support for this initiative locally. The ward is densely populated for Shrewsbury, and is adjacent to the town centre, with two main roads running parallel to each other leading into the town centre. It is therefore seen as a route for cars into the town centre (often making short journeys), despite it being a residential area and there being other options to reach the town centre.

The ward also houses a primary school which encourages active travel, and introduced Shropshire's first 'school street' last year. The closure of the street at school pick up and drop off times has increased active travel to and from school, and yet the school remains concerned about the safety of children as they leave the school street and entre the busier roads.

Belle Vue has an active Community Action Group who are supporting the bid. They have worked on a number of travel and environmental issues in the ward including consolation with residents about a possible one-way system on the 2 busy parallel roads in the ward (see below), and also support with implementing the school street. The residents engage with consultations, and whilst a one way street option may not be the best solution ultimately, the residents significantly supported measures to encourage active travel and reduce the harm caused by car journeys. The group have an active Facebook page with over 1000 local followers and if successful they would be instrumental in consulting the local community and supporting any initiatives.

The bid has the wider support of Shropshire Council who unanimously supported a motion I proposed last year that all new cycle infrastructure will meet LTN1/20 standards. I feel that this ward, together with other wards in Shrewsbury would embrace the 'mini holland' concept and would be active in consultation and support its implementation.

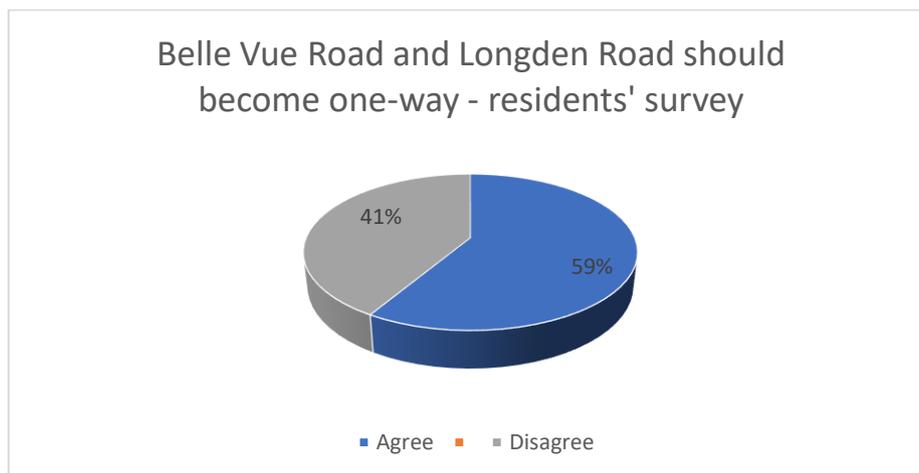
Yours Sincerely,

Kate Halliday

Shrewsbury Town and Shropshire Councillor Belle Vue Ward

Belle Vue Road and Longden Road should become one-way – community survey carried out via the Belle Vue and Coleham Community Action Group Facebook page in July 2020

A survey was carried out following a number of residents suggesting a one-way system along Belle Vue Road and Longden Road could improve walking and cycling, traffic and parking issues in Belle Vue ward.



Breakdown	Total	Resident	Resident and Business	Business	Neither
Strongly Agree	151	94	6		51
Agree	20	12	1		7
Maybe	31	27			4
Disagree	29	19	4		6
Strongly Disagree	83	56	5	1	21
	314	208	16	1	89
Keywords in comments					
Speed	30				
Parking	30				
School	26				
Rat run	25				
Cyclist	15				
Calming	8				
Buses	7				

Cllr Chris Lemon
10 Cross Roads
Bayston Hill
Shrewsbury
SY3 0EN
Tel: 07908904163

Email: chris.lemon@shrewsburytowncouncil.gov.uk

4th August 2021

Department for Transport

In Support of a Mini Holland for Shrewsbury

I represent the Radbrook Division on Shrewsbury Town Council and fully support the bid from Shropshire Council, in alliance with STC, to apply for funding which will enable Shrewsbury to join the 'Mini Holland' trials being promoted by the DfT.

Radbrook is a rapidly growing suburb of Shrewsbury made up mostly of radial routes from the town centre and housing estates which date from the 1940s up to the present day. It is a sad reflection of trends in urban planning that the 1940s estate is easier to cycle and walk around than the developments which have gone up in the last five years. It is a priority for a majority of Councillors on STC to promote Active Travel and recalibrate priorities which have focussed almost entirely on private motor vehicles, to the detriment of those wishing to cycle and walk. To this end, STC voted overwhelmingly to support the Mini Holland initiative, and the Town Council has also played no small part in helping Shropshire Council 'come on board' to support this initiative too.

Within the next few years a brand new school and, in all likelihood, further housing development will be take place in Radbrook. It is essential that Active Travel plays a central part in the planning for these things, and harnessing the transformational opportunity that being part of the Mini Holland trial presents is vital to a healthier future for everyone in the Division, and those that surround us. We know that from reaction to trial initiatives designed to encourage Active Travel, such as the closure of a 'rat run' to all traffic other than buses, cycles and pedestrians there is an enormous appetite amongst our residents to schemes like these. With support from all levels of democracy in Shrewsbury, from the local MP to the Mayor of Shrewsbury, plus big beneficiaries of Active Travel like all the secondary schools in the town behind this bid as well, it deserves to succeed and allow our town to begin to escape from the inequalities and poor health outcomes which go hand in hand with over reliance on the motor vehicle.

Yours faithfully,

Cllr Chris Lemon,

Shrewsbury Town Councillor for Radbrook.

2nd August 2021

To the Department for Transport

Dear Mr Furniss,

Re: Bid for Shrewsbury to become a Mini-Holland

Bowbrook ward sits on the far western outskirts of Shrewsbury, between Welshpool Road and Mytton Oak Road, two roads that take a lot of traffic in and out of town. It is a very varied area; containing the Hospital, the area attracts people both of working age in the NHS and older residents who want to be close by. There are some affluent areas and vast newbuild estates, and some of Shrewsbury's traditionally less affluent social housing and renting.

The common theme in the area, though, is that getting around Shrewsbury is not an especially enjoyable experience. The main carriageways are blighted by poor maintenance, non-existent cycling infrastructure, and footpaths left to overgrowth and disrepair. For large chunks of the last year the Park and Ride service has been closed, leaving a solitary bus route as the only safe way for residents to travel around Shrewsbury – that is, apart from in the car.

In areas like Bowbrook, uptake of cycling and walking is low not due to a lack of desire from residents, but due to the infrastructure that constrains them to travel by car. Funding to improve cycleways and footpaths is not just optional or an improvement, it is a must and a need for residents to get around Shrewsbury properly.

Mini-Holland funding for Shrewsbury would signal a real change in the way that the town operates, and for the better. Voters by often landslide margins elected Councillors who supported changing transport arrangements in favour of active travel across Shrewsbury, on a record scale. The Town Council could not be more enthusiastic for the idea. Even out knocking doors and talking to my residents, it comes up a lot, with people enthusiastic about improving the way Shrewsbury travels.

Mini-Hollands can do for a county in rural England what they did for Waltham Forest. Our town is willing to get going. Please do consider our bid seriously, as Shrewsbury is ready.

Kind regards,

Cllr Alex Wagner

Councillor for Bowbrook & Bicton Heath

Copthorne
Shrewsbury

2nd August 2021

To the Department for Transport

Dear Mr Furniss,

Re: Bid for Shrewsbury to become a Mini-Holland

I was elected as a County and Town Councillor in Shrewsbury at the Local Elections in May 2021 on an overtly pro-Active Travel stance, beating the then Leader of Shropshire Council with a 34% swing. During the election campaign I spoke to many residents who want to walk and cycle more for everyday journeys, but feel unable to do so because of the built environment. Mini-Holland funding would quite clearly change their lives.

I was delighted at my full Shrewsbury Town Council meeting on 26th June to propose a motion calling on Shropshire Council to submit a mini-Holland bid for Shrewsbury, which was backed unanimously. This is on the back of Shropshire Council unanimously backing a motion in July 2020 formally supporting Gear Change and pledging to ensure that all cycling infrastructure in the county conforms to LTN 1/20 – I believe making it the first Local Authority to do so! This demonstrates that there is clear and growing political support in Shrewsbury and Shropshire to revolutionising the way people travel. However, it has not always been this way, and Shropshire is playing catch up. Mini-Holland support from the Department for Transport would enable Shropshire and Shrewsbury to make that great leap forwards.

Shrewsbury has been at the forefront of consulting on and planning for its future via the Big Town Plan. I was one of the residents who joined the initial engagement phase back in 2017, and was excited by the project. Following the publication of the Big Town Plan Vision this year, it is now ready to start being delivered on the ground, and mini-Holland would do exactly that. Shrewsbury is one of many, many market towns up and down the country that some people might consider too old, too hilly, too wet to be capable of a dramatic modal shift. I would love to see Shrewsbury held up as a shining example to the naysayers, as Waltham Forest is now, demonstrating that change is possible anywhere and everywhere.

I have two young children aged 8 and 5. One of my primary reasons to stand for election was to enable them to travel independently around our town in the way that so many Dutch children are able to travel around theirs.

I feel sure that Shrewsbury stands ready to do for the mini-Holland in rural England, what Waltham Forest has achieved in London.

Best wishes,

Rob

Cllr Rob Wilson, Copthorne

Shrewsbury Town Council, Monday 26th June 2021: Cllr Rob Wilson's speech proposing a mini-Holland bid for Shrewsbury

I'm very pleased to have the opportunity to propose my first motion to the town council, and in particular on this issue.

The Big Town Plan aims to give priority to walking, cycling and public transport.

At the recent Big Town Plan festival, making movement better was repeatedly stated as the key to unlocking further opportunities.

This was confirmed at our Town meeting a month ago that the Movement strategy should be the top priority.

The Mini-Holland scheme put forward by the government aligns almost perfectly with the Big Town Plan. It offers 12 non-London local authorities the opportunity to transform the way their community travels.

In London, Waltham Forest was one of the original Mini-Holland boroughs.

Cycling increased by 18 per cent and walking by 13 per cent in a single year.

Vacancy rates for retailers are the lowest they have ever been, and trade has significantly increased.

Nor did congestion rise, because the changes allowed many people who had previously driven very short journeys to walk or cycle instead.

We have to address the current level of short car journeys in Shrewsbury – 40% are less than 2 miles!

Everywhere in town is a 15 minute cycle from the centre, but many people don't feel safe to do so.

This proposal isn't about the people who already cycle, it's about the much larger number who would if there was the right infrastructure in place to enable them making that journey.

And with lower numbers of cars on the road, conditions would improve for those who need to drive – the Netherlands topped a recent poll as the best country to drive in Europe.

The need for a shift in how we travel is recognised by the government – Grant Shapps has stated that he wishes to see 50% of urban journeys walked or cycled by 2030.

The city of Ghent in Belgium undertook a citywide scheme on similar principles in 2017 costing just £3.4m:

Within 2 years:

- a. Car journeys reduced from 55% to 27%*
- b. Cycle journeys have increased from 22% to 35%*
- c. There has been a 17% increase in restaurant and bar start-ups*
- d. A previous fall in shop occupancy has been arrested*
- e. Nitrogen Oxide levels have reduced by 20%*
- f. Ghent has been more resilient to the effects of e-Commerce and Covid-19 when compared to Antwerp, Bruges and Brussels.*

All of the parties represented here today backed improving active travel in our town, so I hope we can speak with one voice unanimously calling on Shropshire Council to put forward an ambitious bid for Shrewsbury to be one of the 12 mini-Hollands, and kickstart the Big Town Plan. I also hope that our Member of Parliament will lobby the government on our behalf for this funding.

Many towns across northern Europe have already taken this approach and are thriving as a result. Waltham Forest in London is already benefitting from being one of the original Mini-Hollands in London. Shrewsbury prides itself on being the original one off and has the opportunity to be the first complete urban area in the UK to adopt this approach – a true original!”

Meole Ward, Shrewsbury

Friday 6th August 2021

Dear Mr. Furniss,

I would like to strongly and enthusiastically support The Shrewsbury Bid for 'Mini-Holland' Funding.

I was elected Councillor for Meole Ward in Shrewsbury in May 2021 after campaigning for 12 months on multiple traffic issues in Meole, many of which would be dramatically improved with a 'Mini-Holland' Shrewsbury.

Large numbers of Meole residents have complained for decades about the vehicular, cycling and pedestrian issues in this ancient Ward, which is named in The Domesday Book. A recent local petition gained 450 signatures, asking for a comprehensive solution to the 33 separate traffic issues identified in the Ward, many requiring changes in road infra-structure to allow safe Active Travel.

There are 2 large Secondary schools and 1 large Primary school in the Ward with 2400 students in all, of which at least 3 are injured every school term due to traffic accidents. All 3 schools have committed to promoting Active Travel, but parents are reluctant to permit their children to walk & cycle to school, due to the unsafe road infrastructure in the roads leading to, and within, the Meole Ward. A successful Shrewsbury bid for 'Mini-Holland' funding would transform the ability of Shrewsbury's young people to use Active Travel to travel to and from school.

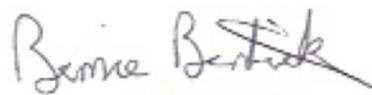
Additionally, the residents of Meole would feel safe in using the roads within the Ward for Active Travel.

There is universal support for a 'Mini-Holland' in Shrewsbury within Shrewsbury Town Council and also strong resident support, as it would substantially improve the health, safety and well-being of the local population, as well as contributing to reduced air pollution and to achieving Zero Carbon emissions for Shrewsbury and Shropshire.

On a personal note, I have dedicated 40 years to the NHS as a Consultant in Women's Health and had to deal with deaths and injuries in women from accidents on roads unsafe for Active Travel. As a newly elected Councillor, I am committed to improving the safety of our roads for pedestrians and cyclists, to prevent further tragedies.

Accordingly, I give my unreserved support to the Shrewsbury 'Mini-Holland' bid.

Yours sincerely,



Bernie Bentick, MB, ChB, FRCOG. GMC Number: 2438560
Consultant in Obstetrics, Gynaecology and Reproductive Medicine and Surgery.
Councillor for Meole Ward, Shrewsbury.

2 August 2021

To the Department of Transport:

I am writing to give Shrewsbury BID's full backing to the Mini Holland application.

Shrewsbury BID (Business Improvement District) support and represent over 500 businesses in Shrewsbury Town Centre and also run the town's marketing activities and brand Original Shrewsbury.

Intensive investment in walking and cycling delivered through the Mini Holland programme would help enable 75,000+ people who live within a 15 minute walk or cycle to access the town centre more often, more safely and more enjoyably – increasing economic activity within the town centre.

Over the past year during the pandemic, many of our businesses have seen the economic and social benefit to making the town centre more walking and cycling friendly. Extending this out to residential areas of the town would be transformational in putting the town centre at the heart of a new network of active travel routes and corridors.

Supporting and encouraging active travel for local journeys will ease congestion and reduce journey times for the many thousands of people and businesses who regularly access Shrewsbury from a wide catchment area by car.

Shrewsbury BID have been a key partner in the development of the Shrewsbury Big Town Plan and this project would be a big step forward on delivering on the objectives of transforming movement to create a more prosperous and healthy town.

If the Mini Holland bid is successful, Shrewsbury BID will play its full part in helping develop and promote the scheme to businesses and the wider population.

Best wishes



Mike Matthews
Chairman
Shrewsbury BID



To the Department of Transport:

I am writing to give the Shrewsbury Big Town Plan Partnership's full backing to the Mini Holland application.

The Shrewsbury Big Town Plan Partnership has worked with the community and stakeholders to develop a collective and ambitious vision and plan for Shrewsbury.

A Mini Holland project for Shrewsbury would be a huge step forward delivering on our objective of transforming movement to create a more prosperous and healthy town.

Shrewsbury Big Town Plan Vision 2021 focuses on the need to create better connectivity and green networks to link residential communities with the retail and commercial heart of the town and beyond. This vision was based on extensive consultation which gathered support for big improvements to walking and cycling.

A Mini Holland programme would help over 75,000 people who live within the proposed project area to move around by active travel more often and more safely, helping to increase social and economic across the whole town.

Over the past year a number of active travel schemes have been successfully trialled in the town centre - making the town centre more walking and cycling friendly.

Extending this out to residential areas of the town through the Mini Holland programme would be transformational for much of the local population.

Increasing active travel for short local journeys will ease congestion to help wider movement and access for the town centre.

If the Mini Holland is successful the Shrewsbury Big Town Plan partnership will play its full part in shaping and promoting the scheme.

Yours sincerely

David Parry
Chairman
Shrewsbury Big Town Plan Partnership

42 Hereford Road
Shrewsbury SY3 7RD
ecmbullard@gmail.com

6 August 2021

Helen Ball
Town Clerk
Shrewsbury Town Council

by email

Dear Helen

EOI for "Mini-Holland" in Shrewsbury

I am very happy to give my support for this Expression of Interest.

I was employed by Shropshire County and then Unitary Council as one of the managers of the Sustrans Connect2 project in Shrewsbury (2007-12) and the Shrewsbury Cycling Town project (2008-11).

Both were based on an understanding that Shrewsbury is a place where significant increases in levels of everyday cycling can be achieved. Its size and geography lend themselves to making everyday journeys by bicycle.

For this to happen there have to be infrastructure and road layout changes, to remove conflict with vehicle traffic and the fear which is the main disincentive for many people who want to but do not cycle regularly. This was recognised by Shropshire County Council and its partners when the successful bids were made for Connect2 and Cycling Town funding.

These schemes had an impact but were time- and funding-limited. Since they came to an end, and particularly since the end of the Local Sustainable Transport Fund first phase in 2015, the impetus to enable more cycling in Shrewsbury has been lost. It is clear that the demand continues; not just from regular cycle-users and campaigners but from the increased numbers of people seen cycling in the town when traffic levels dropped during lockdown.

I welcome a new initiative to increase cycling using the proven approach of the "mini-Holland" schemes. We urgently need to increase levels of everyday cycling, to address the climate and health crises, and to make our town more livable and inclusive.

Please get back to me if you would like any more details or clarification.

Yours sincerely

Emma

Emma Bullard
Promotions Manager, Shrewsbury Cycling Town Project 2008-11



To Whom It May Concern

Sustainable Transport Shropshire (STS) is the voluntary third sector association that brings together people of all backgrounds living locally, who share an interest in helping Shropshire achieve workable transport solutions based on sustainable principles. Our active membership includes expertise in each of the strands of walking, utility cycling, bus services, and trains, and in integrating them with shared and private cars.

We wish to support this expression of interest to bring Mini Hollands to Shrewsbury.

Sustainable Transport Shropshire is one of several community groups which have campaigned, and taken action, to help foster a wider understanding of the benefits of a shift onto feet or bike. This has included

- publishing proposals for sustainable walking, cycle, public transport and last mile freight,
- developing an outline strategic cycle route network for Shrewsbury,
- conducting a survey of current cycle users,
- commenting on planning applications and Council strategic plans, and
- organising an e-bike awareness session in partnership with local cycle shops and Shropshire Council.

In common with many parts of England, there has until recently been a marked reluctance on the part of the local authority to acknowledge alternatives to car transport as realistic. The last two years have seen a tentative culture shift here, with Council officers and new political leadership beginning to take on board messages from the DfT, Business Improvement District, ourselves and others. Current evidence of such a change includes the tendering for a LCWIP, public consultation in one neighbourhood about a low traffic scheme, as well as the development of Shrewsbury's Big Town Plan.

The timing of this Mini Holland scheme is good for Shrewsbury. Success in an application will encourage and embed this new outlook at a time when further expansion of car use in this historic town is increasingly regarded as destructive.

Shrewsbury is a large market town with six distinct residential sectors, and two bypasses. Widespread adoption of 20mph and low traffic neighbourhoods, coupled with segregated cycle ways on remaining through radial roads, could transform the town into a model to show what can be achieved.

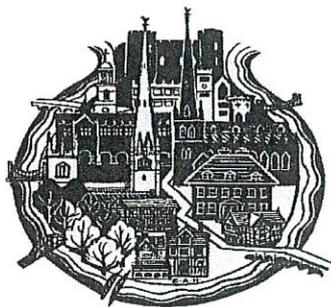
The funding potentially available under this scheme would be sufficient to enable such a transformation to be effected.

We wish Shrewsbury every success with their submission, and will be happy to assist with a more detailed application and implementation if desired.

Peter Gilbert

Chair, Sustainable Transport Shropshire

30 July 2021



SHREWSBURY CIVIC SOCIETY

Bear Steps, St Alkmund's Place, Shrewsbury, SY 1 1UH

Tel: 01743 344994

Email: info@shrewsburycivicsociety.co.uk

Website: www.shrewsburycivicsociety.co.uk

Helen Ball BA (Hons)
Town Clerk
Shrewsbury Town Council
Riggs Hall
The Library
Castle Gates
Shrewsbury
SY1 2AS

29/07/21

Dear Helen,

Bid for Mini-Holland Funding

I write to endorse Shrewsbury Town Council's work, to a bid to seek funding from the Department of Transport, for a 'mini-Holland' scheme for Shrewsbury.

Shrewsbury Civic Society (SCS) recognises that, if successful, this would fund new infrastructure like segregated cycleways, the implementation of 'low traffic neighbourhoods', and more highways space given over to pedestrians. This aligns in many ways with the aspirations of the Big Town Plan.

Such a move requires significant political commitment and SCS notes that in September 2020, Shropshire Council adopted as policy 'Gear Change a bold vision for cycling and walking' from the Department of Transport. It is of note that the Secretary of State for Transport has said that 50 per cent of urban journeys should be walked or cycled by 2030.

It is important that congestion is reduced in the town centre to improve, and enjoy, its environment by promoting walking, public transport and cycling. In order to support such action it is essential that the appropriate infrastructure is in place to enable this to happen. As part of this SCS supports a 20mph speed limit within the town.

It is evident from experience during the lockdown, and since, that there is considerable public support for such measures. Pedestrians in the town centre have enjoyed no - or reduced - traffic in the town centre which has also been to the benefit

of businesses located there. It must not be overlooked that such measures cannot be totally focussed on the town centre itself and must, by their nature, inevitably include the outskirts of Shrewsbury where many journeys would (and do) start and finish.

The willingness is there: it just needs to happen.

Yours sincerely,

A handwritten signature in black ink that reads "Mike". The signature is written in a cursive style and is underlined with a single horizontal line.

Michael Dinneen FInstAM (AdvDip) MInstL&M

Chair

Shrewsbury Civic Society.



Coleham Primary School

For every child, an Excellent Education

Greyfriars Road, Shrewsbury, Shropshire, SY3 7EN

T: 01743 362668

E: admin@colehamprimary.co.uk

E:businessmanager@colehamprimary.co.uk

W: www.colehamprimary.co.uk

Twitter: @colehamprimary

Headteacher: Ms C Jones

Deputy Headteacher: Mr T Larkham

2nd August 2021

Dear Mr Furness

I am writing to you to support Shrewsbury's expression of interest in the Government's Mini-Hollands development programme.

We are a large primary school located in the Longden Coleham area of Shrewsbury and very close to the town centre. The area is densely populated with two busy main roads leading into town running parallel to the school. The majority of our students come from within, and just outside the area that would benefit from this development.

We have worked hard with our children, their parents and the wider community to improve the safety outside our school at busy dropping off and picking up times. One of the initiatives we introduced last academic year, with the support of the council, was the "School Street" scheme, which involves shutting Greyfriars Road each day to traffic at dropping off/picking up times. The street effectively becomes pedestrianized at these busy times allowing children to walk/cycle/scoot into school safely with their parents. The scheme has been hugely successful and has made the journey to school much safer for our children. The air quality is also much improved outside school, which is an added benefit.

As a result of the scheme, we have found that more children are coming to school on foot or on their bikes/scooters. We see the substantial benefits that an active lifestyle brings to our pupils and we actively encourage all our pupils to embrace active travel as their main mode of travel to and from school every day. We see the obvious benefits this brings to our pupil's physical and mental health.

However, we remain incredibly concerned for the safety of our students in choosing these modes due to the high volume of traffic on many of the roads surrounding our school and lack of adequate infrastructure on the streets that link our school with our students' homes. We are particularly concerned about our oldest pupils, who often travel to and from school without a parent. As a school, we want all our pupils and parents to be confident in coming to school on foot/bikes/scooters, knowing that they are making the best and healthiest choice for themselves and their community, but we need to see radical improvements to the infrastructure in place on the streets around our school if that is going to be achievable over the coming years.

I look forward to hearing more about the Mini-Hollands programme and whole heartedly support its introduction in the Shrewsbury area.

Yours sincerely,

Claire Jones.

Claire Jones
Headteacher



The Priory School

Headteacher: A Pope BA (Hons) PGCE MA
Longden Road, Shrewsbury,
Shropshire, SY3 9EE

01743 284000
info@tpstrust.co.uk
www.tpstrust.co.uk

24th July 2021

Dear Mr Furness

I am writing to you to support Shrewsbury's expression of interest in the Government's Mini-Hollands development programme.

We are one of two secondary schools that operate within the area that has been identified as appropriate for this development, the other being Meole Brace School. Both The Priory School and Meole Brace School are located on the same stretch of single carriageway and our students come from within, and just outside the area that would benefit from this development.

We have worked hard with our students, their parents and the wider community to improve the travelling opportunities for the children in our school. As a school leadership we see the substantial benefits that an active lifestyle brings to our students and are encouraging all our students to embrace Active Travel as their main mode of travel to and from school every day. They experience the obvious benefits to their physical health alongside more subtle but equally important benefits to their mental health, which is becoming an increasingly more challenging issue for young people in the current climate.

Our most recent event was a very successful "Active Travel Week" (w/c 28th June 2021) where we encouraged and supported all our students to walk, cycle or scoot at least part of their journey to and from school. This saw a jump in Active Travel engagement of nearly 44% compared to data we had previously collected and 83% of all journeys to school were by an Active Travel mode. We are already making arrangements for a second "Active Travel Week" in partnership with Meole Brace School and a number of local primary schools within the area.

However, we still remain incredibly concerned for the safety of our students in choosing these modes due to the high volume of traffic and lack of adequate infrastructure on the streets that link our school with our students' homes. Radical thinking is desperately needed and our community understands and supports that.

This concern is echoed by the parents of our students repeatedly when we survey them and far too regularly we have incidents of vehicles colliding with children on their way to and from their school and home. Our concern is not only about the children's safety as they look to make good travel choices to and from school but that parents decide that it is not safe enough for their child to choose Active Travel and will instead drive their child to and from school, adding to the problem further.

The children within our school community understand the important role Active Travel is going to play in improving their lives and their community, ensuring that travel habits are safe, healthy and sustainable. As a school we want all our students to be able to confidently choose Active Travel knowing that they are making the best and healthiest choice for themselves and their community, but we need to see radical improvements to the infrastructure in place on the streets around our school if that is going to be achievable over the coming years.

Yours sincerely

Mrs A Pope
Headteacher

5 Copthorne Drive
Shrewsbury
Shropshire
SY3 8RY

4th August 2021

To whom it may concern,

Re: Shrewsbury bid for Mini Holland funding

I am writing as Chair of Governors of Woodfield Infant School in support of this funding bid.

I believe it is incredibly important that children learn at a young age of the benefits to physical and mental wellbeing of active travel. The school is very supportive of pupils walking, scooting and cycling into school, however I understand the concerns some parents have around road safety, particularly at drop off and pick up times.

Woodfield and St. George's are situated between Copthorne Road and Woodfield Road. On Woodfield Road there is a 20mph limit around the school, but I have never seen this enforced and vehicles regularly exceed that speed. With a high volume of vehicles and limited parking options it becomes an extremely hazardous place to undertake active travel, despite being on National Cycle Route 81.

On the Copthorne Road side there is a 30mph limit but again many drivers disregard this.

Councillors in Porthill, Copthorne and Bowbrook understand the desire of families and children to undertake active travel and to embed these habits at a young age and I am delighted that Julian Dean, Rob Wilson and Alex Wagner are committed to improving these opportunities through bids for funding.

I have no doubt that investing in Shrewsbury as a Mini-Holland will reap considerable benefits in both the short and long term. Having travelled to the Netherlands many times for work I am in awe of their cycling culture and the infrastructure that enables it.

Yours faithfully,



Duncan Tunbridge
Chair of Governors
Woodfield Infant School



**National
Trust**

mark.agnew@nationaltrust.org.uk
29/07/2021

Helen Ball
Town Clerk
Shrewsbury Town Council
Riggs Hall
Castle Gates
The Library
Shrewsbury
SY1 2AS

Dear Helen

National Trust Attingham Estate support for 'mini Holland' cycle scheme

The Attingham Estate is working on ambitious plans to develop a cycle network across our 4,000-acre Estate and would be very keen to work with the Town Council to improve cycle links between Attingham and Shrewsbury.

We receive around 540,000 visitors a year with over 80% of them coming from within an hour's drive time in particular Shrewsbury post codes. We anticipate visitor numbers will grow to over a million visits by 2031.

We want as many of these visitors to be able to arrive utilising sustainable transport. We also receive constant requests from local visitors to improve the cycling across the Estate and our links to Shrewsbury.

We would be keen to participate in any schemes that would improve cycle provision and links with our partners in Shropshire.

Yours sincerely

Mark Agnew

Mark Agnew
General Manager
Attingham Estate

National Trust
Estate Office
Attingham Park
Shrewsbury
Shropshire SY4 4TP
www.nationaltrust.org.uk

President: HRH The Prince of Wales
Chair of the Midlands Committee: Carys Swanwick
Director for the Midlands: Andy Beer

Registered office:
Heelis, Kemble Drive, Swindon
Wiltshire SN2 2NA
Registered charity number 205846





Dave Mellor Cycles
9 New Street
Shrewsbury
SY3 8JN

Helen Ball BA (Hons) FSLCC
Town Clerk
Shrewsbury Town Council
Riggs Hall
Castle Gates
The Library
Shrewsbury
SY1 2AS

3rd August 2021

Dear Helen

Please can I add my endorsement to the Shrewsbury Town Councils bid to become a mini Holland.

There are so many wonderful reasons why Shrewsbury should strive for this status but for me, as I think back to my childhood, the independence that the bicycle gave me is immeasurable. These are different times with busier roads but the needs of children to play, to visit friends and relatives, to explore in safety will be an opportunity that will be valued forever.

As a bicycle retailer in Shrewsbury for almost 40 years I am finally seeing the demand for utility bicycles increasing, be they solely pedal powered or electrically assisted pedal cycles. Customers of all ages are now switching from the car or public transport to the bicycle as they see the advantages to health, avoidance of crowded space and of time saving. Our older customers and sometimes younger customers are switching to the E-Bike and we have heard so many inspirational stories of peoples cycling epiphany that we renamed the "E" in E-Bike from Electric to Enabler.

Cycle racks are full which heartens me to think that the time is right for Shrewsbury to truly be a twin for our friends in Zutphen and provide the infrastructure for our residents to move safely and quickly around the town and for Shrewsbury to become a real cycling hub. We have already a much-envied 1km floodlit cycling circuit at our wonderful Shrewsbury Sports Village where we have seen cyclists from as young as 3 years of age take part in organised cycling activities, cyclists with disabilities enjoy off the road exercise and elite athletes compete for National Championships. Our last winner at Shrewsbury Sports Village is now a Gold Medal Tokyo Olympic Champion!

Shrewsbury Sports Village is not just home to competition. The Ride Social community project initiative now has 3 groups of riders leaving the Village every Sunday morning for rides of varying distance, but all with a "no drop" ethos using the National Cycle Network to get out of town.

I wish you the very best in your bid!

Kind regards

Dave Mellor

Owner – Dave Mellor Cycles
Director – The Trailhead Bicycle Company
Organiser – Mid Shropshire Wheelers
Trustee – Shropshire Community Leisure Trust
Ex- Programme Manager – Great Britain Paralympic Cycling Team
Ex-Team Manager – Great Britain Olympic Cycling Team
Ex-Team Manager – Team England Cycling Commonwealth Games
Ex- Director – British Cycling



SALOP LEISURE
Go Explore!

Salop Leisure Limited, Emstrey, Shrewsbury, Shropshire SY5 6QS. Tel: 01743 282400. Fax: 01743 282404
Email: info@salopleisure.co.uk www.salopleisure.co.uk

Dear Helen

Support for 'mini Holland' cycle scheme.

Salop Leisure and Love2Stay resort are in full support of the "Mini-Holland" scheme. As a major employer in Shrewsbury based on the A5 outer ring road, we attract over 750,000 visitors a year to view our selection of leisure products and/or enjoy holidays on our touring and glamping resort.

Visitors at Love2Stay have spent an estimated £2.4m a year within the local community, with many guests seeking efficient solutions to travel to the town centre. We would welcome any initiatives that encourage people to walk and cycle rather than use the car and would be happy to work with Shrewsbury Town Council, Shropshire Council and the Shrewsbury Business Improvement District in developing more active travel solutions for Shrewsbury.

With that we are wholly supportive of Shrewsbury being considered for the Department for Transport's Mini-Holland Programme.

Yours sincerely

Tony Bywater
Chairman
Salop Leisure



Distributors of all leading manufacturers of caravan holiday homes and touring caravans.
First Class Touring and Holiday Home Service Facilities. Large selection of Holiday Parks available.
Authorised and Regulated by the Financial Conduct Authority.

Registered Office: Emstrey, Shrewsbury, Shropshire SY5 6QS. Registered in England No. 2865955





Helen Ball
Shrewsbury Town Council
Riggs Hall
Castle Gates
The Library
Shrewsbury
SY1 2AS

3 August 2021

Dear Helen

Letter of support to Shrewsbury Town Council (STC) in bid for Shrewsbury to become a 'Mini Holland'

At Shropshire Cycle Hub we are delighted to support STC in your bid for Shrewsbury to win funding to help it become a 'Mini Holland'. We know that the step change this could deliver for Shrewsbury will be transformational and the support is there in the local community to make it happen.

With our compact medieval town geography and current state of highways infrastructure there can be few towns in England which are so much in need of this programme and which can so well benefit from it.

Shropshire Cycle Hub was founded in 2020 to respond to the climate, nature and health emergencies. We are a community charity focused on improving access to healthy sustainable transport across Shropshire, and our goals are closely aligned with the Shrewsbury Mini Holland objectives of achieving a sustainable town which prioritises active travel.

We exist to help overcome barriers into active travel. Our volunteers retrieve, repair and redistribute donated bikes to those that need them, and support local communities so that anyone who wants to cycle can. We are supporting people through bike maintenance sessions, teaching and encouraging through public health and schools initiatives, and running or partnering community based events that are encouraging local people to cycle more.

As a further example of our initiatives we are working with Shrewsbury BID to commence a free cycle rickshaw shuttle service this month to help visitors to Shrewsbury get around without needing cars.

Our initial goal is a 5-fold increase in the number of journeys taken by bike, by 2025, on the road to #NetZeroShropshire2030.

We will be pleased to work further in partnership with STC on this vital agenda, tackling the biggest source of carbon emissions in our county, whether or not you are successful in winning Government funding. Please do get in touch to let us know what else we can do to work with you towards the Government target for half of journeys in town to be undertaken by walking and cycling by 2030.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Mark Fermor', followed by a long horizontal flourish.

Mark Fermor
Chair of Trustees
Shropshire Cycle Hub

5 August 2021

Dear Councillor Rob Wilson,

Re Letter of Support for Shrewsbury's "Mini Holland" Bid

We are delighted to hear Shropshire Council with full Shrewsbury Town Council support are applying for funding to make Shrewsbury one of 12 "Mini- Holland" towns and create transformational pedestrian and cycling infrastructure.

Cycling4All, Shropshire is a voluntary community group, affiliated to Cycling UK, who work



with local organisations and individuals. We aim to promote and encourage particularly inclusive and adaptive cycling and try to provide opportunities for people with difficulties, disabilities and long-term health conditions to take part in cycling in a safe and enjoyable way. Although county wide, our main activity is in Shrewsbury – from Pedal in the Park events (please see flyer attached) to supported rides, when we also offer tandem rides with experienced leaders.

We have this year secured a small amount of funding from Energise to focus on and encourage "post-covid activity" - we really want to encourage people to keep cycling!

Therefore, we are extremely supportive of this "Mini Holland" bid which would provide safer and more pleasant conditions by the introduction of new infrastructure like segregated cycleways, the implementation of 'low traffic neighbourhoods', and more highways space given over to pedestrians and cyclists.

Apparently, in taking into account the new LTN 1/20 cycle infrastructure guidance, any new infrastructure will be of high quality and designed to fully inclusive cycling, very much helping the very individuals we are trying to support, encourage to give cycling a try and keep active.

Yours sincerely,

Jean Breakell MCSP,

on behalf of

Cycling4All, Shropshire

<https://www.cycling4allshropshire.co.uk/>

Mr John Ingham,
64, Sutton Lane,
Sutton Park,
Shrewsbury
SY3 7QQ

2nd August 2021

To whom it may concern.

I am writing as chair of Belle Vue & Coleham Community Action Group to support Shrewsbury's interest in the Government's Mini Holland development program for Shrewsbury.

We are a very active Community Group recently have entered into Staffordshire's County Council's Community Competition (result awaited). We have been acknowledged in writing by Mrs Anna Turner, Lord-Lieutenant of Shropshire for our services to the community during the Covid 19 pandemic.

I am of the opinion that our members and residents would benefit from this development for the following reasons:-

- (a) The Belle Vue & Coleham Community Action Group (BCCAG) assisted Shropshire Council Highways Department and Coleham Primary School in a road closure project. The school were concerned with social distancing during the pandemic and speed, parking and volume of traffic prior to and after closure of the primary school. As a result Greyfriars Road is closed between 0830 and 0900 hours and 1430 to 1500 hours.
- (b) BCCAG are also campaigning for 20mph speed limits at various locations in our area. In my opinion this would be an added safety feature for cyclists. In 2020 (shortly after our inception) we liaised with our resident via BCCAG Face Book page by means of a survey relating to Belle Vue Road and Longden Road becoming a one-way traffic system. Fifty-nine percent voted in favour, on the grounds that it would improve safety for cyclists and pedestrians.
- (c) The group encourage its members not to use a motor vehicle if another means is available to them. I am pleased to relate that post Covid an increased number of motorists have purchased pedal cycles and have abandoned the motor car. We hope that this will continue into the winter months. The obvious benefits to our member's health hopefully will be evidenced in the near future.

- (d) On a date in January this year, a group member witnessed large clouds of black diesel smoke emitting from a yellow diesel-electric locomotive on the railway lines adjacent to Betton Street. In view of the recent Coroner's Court finding into the death of 'Ella Adoo-Kissi-Debrah' death caused by air pollution; the member sent the video evidence to Colas Rail the owners of the locomotive. The communication resulted in the locomotive being removed from service and repaired. I highlight this scenario because of the widespread health and wellbeing issues i.e. air pollution.
- (e) BCCAG are currently in talks with Shropshire Council regarding the frequent flooding problem in Coleham when the river Rea breaks its banks and the water flows freely into Longden Coleham. This causes disruption to traffic, commerce and residents. It is hoped that our volunteers can assist the Emergency Services with 'agreed' tasks.
- (f) In support of the Mini Holland development project, we (BCCAG) would like to see segregated/designated cycle lanes on all routes in and around Shrewsbury where possible i.e. where the road width can cater for the cycle lanes.
- (g) We would support restricted traffic areas in the town e.g. the current one way system on Wyle Cop which could include a cycle lane.
- (h) We would recommend that a cycle lane be commissioned on all the town centre roads, where the width of the road is not compliant a one way system should be considered if practicable.
- (i) We would promote Shropshire Council in the development of a survey to establish how to improve the shift from the motor vehicle to pedal cycles which would include battery assisted cycles. The Council should consider the Greater London projects of offering for hire cycles for journeys around the town.

To conclude, Belle Vue Community Action Group support Shropshire Council to reduce pollution by removing motor vehicles from our highways and encourage motorists to seek other forms of transport for business and pleasure. Hopefully Mini Holland could achieve this ambition.

Yours Sincerely

John Ingham

Chair

Belle Vue & Coleham Community Action Group.



Coleham Primary School

For every child, an Excellent Education

Greyfriars Road, Shrewsbury, Shropshire, SY3 7EN

T: 01743 362668

E: admin@colehamprimary.co.uk

E: businessmanager@colehamprimary.co.uk

W: www.colehamprimary.co.uk

Twitter: @colehamprimary

Headteacher: Ms C Jones

Deputy Headteacher: Mr T Larkham

16th November 2020

'SCHOOL STREET' INITIATIVE: GREYFRIARS ROAD CLOSURE

Dear Parents and Carers,

We are excited to announce that, after a number of weeks liaising with Shropshire Council, we will be the first school in Shropshire to operate a *School Street* outside our school. A *School Street* is a national initiative whereby a road outside a school is temporarily closed to vehicle traffic at drop off and collection times. The aim is to make the space outside of school safer for parents and families, and to help make the air cleaner. This will begin from **Monday 30th November 2020**.

Why we want to run a School Street

For some time, we have been concerned about the safety of our community outside the school gates at drop off and collection. Greyfriars Road is often very busy at these times with traffic moving at speed to cut through and lorries making deliveries.

These issues are exacerbated somewhat by inconsiderate parking blocking pavements and narrowing the carriageway, and also blocking the local businesses' loading bay. Since the first lockdown and the need for social distancing, this problem of space has become even more pertinent: the pavements outside the school are far too small to accommodate more than 400 families at these busy times.

The implementation of the *School Street* will greatly improve the safety at these times and make the experience of the school run a more pleasant one for many people.

What will be closed and when?

From **Monday 30th November 2020**, Greyfriars Road will be closed from the junction of Longden Coleham to Salter's Lane at the following times:

- 8:20 am – 9:00 am
- 2:50 pm – 3:30 pm

At these times, traffic will not be permitted to use this section of Greyfriars Road and barriers and cones will be in place to remind motorists. Access for residents during these times will always be available should it be needed, though people are asked to use vehicles as little as possible during the closure times. Emergency access will be available at all times.

How will I get my child to school?

For those of you who walk, scoot or cycle, there will be no change. For those of you who drive, there will still be some parking available in Belle Vue or Longden Coleham. However, these spaces will be at a premium. You can also park for free at:

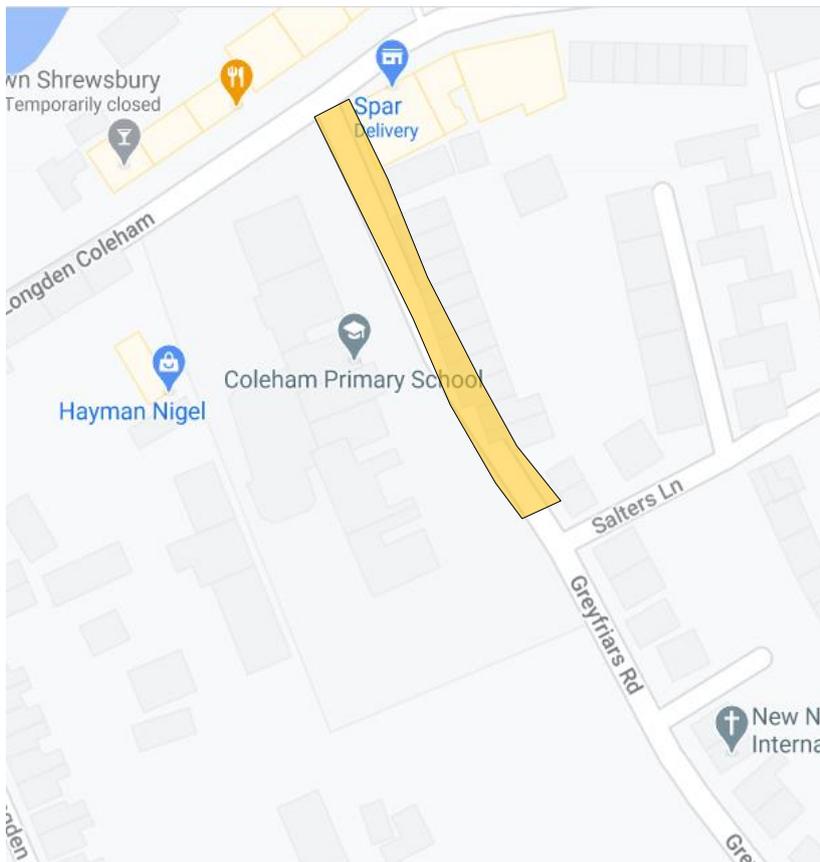
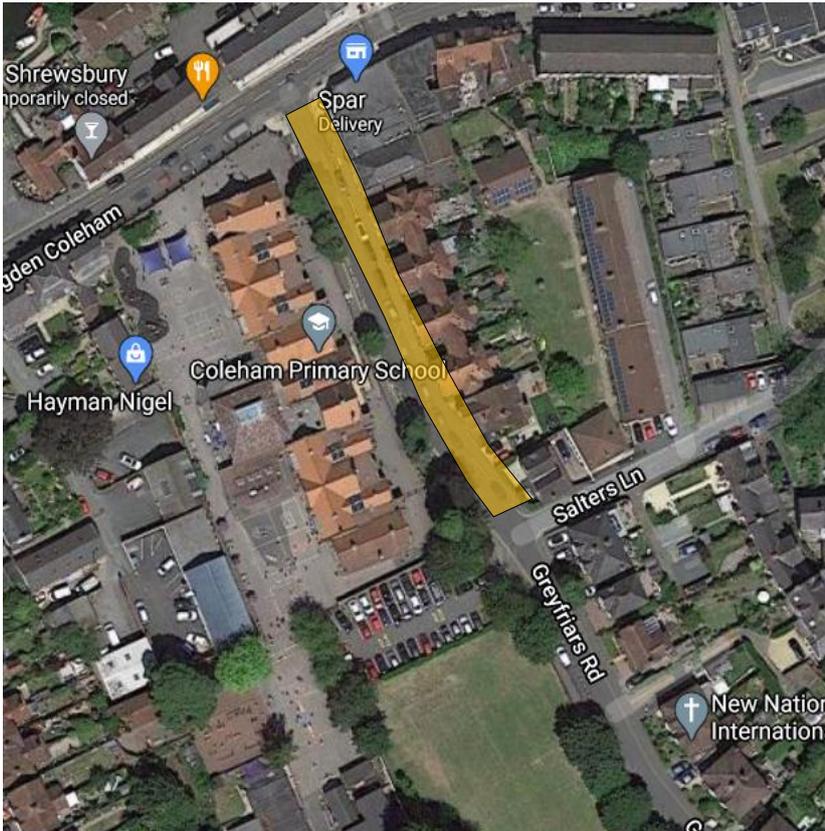
- ASDA on Old Potts Way. ASDA have kindly allowed Coleham parents to use their car park and make the short walk through Old Coleham to school.
- St Julian's Friar car park for 30 mins max between 8:30 am – 9:30 am; and 2:45 pm – 3:45 pm. School-issued permits will need to be displayed. If you would like a permit, please ring the school office and we will arrange to provide you with one, which must be displayed in your car window when using St Julian's Friar car park between these times. Please note: you will need to provide your vehicle registration details at time of request.

Having a *School Street* outside our school is an exciting opportunity. It will help to make our school environment safer and cleaner, and we very much look forward to seeing it in action. If you have any queries, please don't hesitate to contact the school.

Yours sincerely

Claire Jones
Headteacher

Greyfriars Road School Street: Longden Coleham to Salters Lane.



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r being "humiliat-
from him.
...Gibbs QC said
...vidence of eyewit-
...sions and remarks
...e was frightened,
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...the new shop floor employees as
demand for its machinery continues to soar.
The digger company is taking on the additional agency employees at its 11 plants in Staffordshire, Derbyshire and Wrexham - on top of the 850 shop floor jobs already created so far in 2021. JCB is also offering an additional 300 agency employ-

...bringing the total number of agency shop floor employees given permanent jobs this year to 1,000.
The moves follow record demand for JCB's construction and agricultural products, with most new machines already sold out until next year. Pay for shop floor roles has risen this year to £11.35 an hour.

...Firefighters were called out to assist health centres just hours apart following two different false alarms.
Crows were called out to Bridgnorth Hospital on Northgate at 10am yesterday before being sent to Northgate Medical Practice at 12.18pm - both of which turned out to be false alarms.

...out to seven false fire alarms at hospitals in less than four days. All seven took place at Telford's Princess Royal Hospital, The Robert Jones and Agnes Hunt Orthopaedic Hospital near Oswestry, Royal Shrewsbury Hospital and Bridgnorth Community Hospital.

Fourteen new homes can be built on the site of a town centre car park after demolition and redevelopment were approved.

Peter Morris Cars Ltd is planning to build 14 out of its current Welling and Telford and Wrekin Council houses. It has been given permission for two and three-bedroom apartments to be built in its place.

Company director Peter Morris says the proposed three-storey development fits comfortably with the existing town centre which include a 19th century hospital on the other side of the road.

Town councillors support the new homes with the new homes will be sold on the open market in the nearby shopping area.

A design statement, submitted by Mr Morris by Shrewsbury David Humphreys Ltd, said the flats would be accessed from Wall Lane and have one three-bedroom apartment and two two-bedroom flats, served by 25 parking spaces.

"The site is currently used for car parking. The owner is looking to relocate to a local commercial area,

School taking action in bid to improve safety on road

NICK HUMPHREYS

nick.humphreys@mnamedia.co.uk

Teachers and civic leaders are trying to set the wheels in motion to improve safety on a notorious road outside a school where children have been knocked down by cars.

Longden Road in Shrewsbury, which runs past The Priory School and Meole Brace School, has been a major concern for parents and teachers for many years due to how busy it gets at the start and end of a school day.

Children have been hit by vehicles several times, including a couple of recent occasions when pupils were knocked off their bikes.

This week, The Priory School is holding an Active Travel Week to encourage pupils to walk, cycle or scooter to school and help get cars off the road.

Children

And a cross-party team of Shrewsbury councillors have joined forces to get behind the school as it aims to lobby for new safety measures in the long run.

Jeremy Tudor, head of maths at The Priory School, said: "We've had incidents with students, two quite recently, where they've been knocked off their bikes by cars.

"We've got a Catch-22 situation where some parents don't want their children walking or cycling to school because they feel it's too dangerous, so they get in their car to take their child to school, which then adds to the problem.

"We're trying to get our own house in order in terms of getting more people walking and cycling, so we can then put a bit of pressure on to try and make the road safer.

"The roads around our school are clogged with traffic at the start and end of



Councillor Bernie Bentick, Aidan Wheeler, 12, Duncan Jones (Shropshire Cycle Hub), Ffion Evans, 12, and Councillor Kate Halliday

the school day and our hope is that initiatives like this will go some way to reducing that congestion. We also hope that it will show town planners that road space needs to be better prioritised to help facilitate these habit changes and that the health, safety and education of the children within our community needs to be given higher priority than it has done previously." He added: "Our aim is sim-

ple, we want to encourage and support all our students to walk, cycle or scooter to and from school every day that week."

Earlier this year, before being elected as Meole councillor, Bernie Bentick submitted a petition over safety concerns outside the school and elsewhere in the area.

He said: "I'm delighted to be supporting The Priory School's Active Travel Week, and I'm looking forward to Shropshire

Council adopting my petition on the Meole traffic agenda. There has been an increase recently in children being injured on Longden Road. I want Longden Road to be safe for all."

Elsewhere in Shrewsbury, traffic has been banned from a road outside Coleham Primary School in the morning and afternoon when the children arrive and leave, and the move has been a success.

Council curbs links with...

Powys County Council are to end their joint venture with Heart of Wales Property Services for a year with service delivered to the County Council.

Following a comprehensive review of the company, the Council and Kier are set to end the contract at the end of the current financial year in July 2022.

Powys County Council Councillor Rosemarie Jones said: "Heart of Wales Property Services was established in 2011 to provide a wide range of service housing and building maintenance as well as a consultancy service for council projects, employing nearly 100 staff.

"Following a detailed review of the company, it has been agreed that a break clause in the contract will be implemented and services provided transferred back to the council. The initial investment will be made to make the change, but we believe it will provide improvements in the long term."

Auditions held for...

Open auditions will take place for youngsters to join a musical theatre company in the area.

Drop in car crashes as pandemic leads to reduced traffic



NEWS
It's coming home, say fans
Page 3



FEATURE
Wine is among world's best
Page 16



MOTURING
Driving Audi's new Q4 e-tron
Page 33

Price when sold 90p

**SHREWSBURY'S
LONGEST RUNNING
NEWSPAPER
ESTABLISHED 1772**

Shrewsbury Chronicle

Right flap over Lola

Lola the parrot bit back with her owner after five days winging it around Shrewsbury.
The two-year-old bird flew out of the window of Sam Jones' town house flat and, despite searching everywhere for her, he couldn't track her down.
Then an appeal in The Chronicle's sister daily newspaper Shropshire Star brought news that a parrot had been spotted in trees in Radbrook.
Sure enough there was Lola in the branches. But nothing Sam tried could coax her down as she was busy eating cherries. Help forward council workers, Matt Wilkinson and Ryan Jones. Matt, a parrot owner himself, said: "Working nearby to remove a branch, we offered to help, as we had the correct kit to get up into the trees. Eventually I was able to coax Lola to safety."



Sitting pretty again - Lola the Parrot has been reunited with owner Samuel Jones

Flaxmill gets a wide audience

Online talks sharing the story of Shrewsbury's historic, Flaxmill Holdings have reached geotrips across the globe.
Friends of the Flaxmill Holdings in Shrewsbury have been delivering talks about the building, its win-win making it the forerunner to the skyscraper.
Talks range from general history about the site over its 224-year existence, to more specialised ones about architecture and the restoration process. Those hearing the talks range from civic societies to a museum in the USA.
Richard Benjamin, Friends co-ordinator, said: "Our volunteers have engaged live online audiences far above any numbers they would have reached in normal face to face talks around Shropshire."
• Last chances to visit - Page 13

Officer jailed for eight years

A police officer responsible for the death of Shrewsbury-born former Aston Villa footballer Dallas Atkinson by 'excessive' drinking and kicking him in the head has been jailed for eight years. Pte Benjamin Monk was cleared of murder but convicted of manslaughter after jurors heard that he left bootlace imprints on Mr Atkinson's forehead, following an 'excessive' 33-second Taser deployment. Passing sentence on Monk on Tuesday at Birmingham Crown Court, Judge Melbourne Imray QC said: "You have let yourself and the force down."
• Cruel death - Page 18

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DUTCH BLUEPRINT FOR TOWN FUTURE

Report by Kerl Trigg

Shropshire Council is being urged to bid for millions of pounds from a new Government initiative to radically boost cycling and walking in Shrewsbury.
The town council wants Shrewsbury to be one of 12 'Mini Hollands' set to be created across the UK, saying the scheme could make a major shift towards active travel.
Meeting on Monday evening, councillors backed a motion tabled by Councillor Rob Wilson to call on Shropshire Council to draw up a bid for the towns when the Department for Transport invites expressions of interest.
If a bid is successful, the money would fund new infrastructure like segregated

cyclways, the implementation of 'low traffic neighbourhoods', and more highway space given over to pedestrians.
The rollout of the scheme comes after the success of the first Mini Hollands created in three outer-London boroughs, which have reported a huge uptake in cycling, reduced levels of vacant streets and increased high street footfall.
Cllr Wilson said the initiative "aligns almost perfectly with the Big Green Plan", which includes a strategy aimed at reducing congestion and improving the town centre environment by promoting walking, cycling and public transport.

Cllr Wilson said: "We have to address the current level of short air journeys in our town - 40 per cent of them are less than two miles long.
"Everywhere in our town is 15 minutes by cycle from the centre, but many don't feel safe to cycle or walk.
"This proposal isn't about the people who already cycle, it's about the much larger number who would if there was the right infrastructure in place to enable them to make that journey.
"With fewer numbers of cars on the roads, this would improve for those who need to drive.
"The Netherlands topped a recent poll of the best country to drive in in Europe."

He added: "The need to shift how we travel is recognised by the Government. Grant Shapps (Transport Secretary) has stated he wishes to see 50 per cent of urban journeys walked or cycled by 2030."
Councillors agreed and voted unanimously in support of Cllr Wilson's innovative motion.
Councillor Rosemary Darvall said: "We have an urgent need to reduce the number of short car journeys within our town, and in Shropshire, and the way to do this is through active travel.
"With proper infrastructure for cyclists and walkers we will reduce demand for those far faster methods of transport."

SHREWSBURY CARS
GETTING SHREWSBURY BACK TO THE THINGS THEY LOVE
24-24-24
download the app

Council is urged to bid for cash aimed at boosting cycling

Call for county to be a mini Holland

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KERI TRIGG

Local Democracy Reporter

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Councillors voted unanimously in support of the motion.

Demand

Councillor Rosemary Dartnall said: "We have an urgent need to reduce the number of short car journeys within our town, and in Shropshire, and the way to do this is through active travel.

"With proper infrastructure for cyclists and walkers we will induce demand for those far better methods of transport."

Councillor Alex Wagner said: "We will look back in 10 or 20 years and wonder how we got on without it."

Mayor Julian Dean added that improved cycling and walking facilities should be complemented by better public transport and other schemes like a blanket 20mph limit within the town. He suggested the town council form a working party.