

Online Consultation re. Draft Shropshire Local Transport Plan (LTP)

18:00 -19:30 Tuesday 28th July 2026

This on-line event was facilitated by a London based team from WSP, a large multi-national firm of engineering consultants who have been engaged by Shropshire Council to produce a 10 year county wide Local Transport Plan (LTP) which is a statutory document, i.e. all authorities must have one. This event for nominated councillors was billed as a "pre-consultation". The findings will feed into the next step which will be a full public consultation in September 2026.

The first 20 minutes were taken up sorting technical issues followed by a long explanation of the purpose of an LTP and the process. The discussion that followed was useful if a little disjointed given that the facilitators were working on high level themes whereas participants from parish and town councils wanted to raise very specific concerns on local transport issues. As well as a standard MS Teams chat facility there was a virtual "white wall" on which participants could place "post-it notes" with comments. I found that I couldn't get this to accept my comments, I think I had mistyped my email address. I therefore followed up the following morning with the email below:

"Good Morning India,

Thanks for facilitating last night's session on the draft LTP. During the session I managed to put a couple of comments into the MS Teams chat but wasn't able to use the Menti/Mural wall, I think I may have mistyped my parish council email address.

I therefore want to set down the points I wanted to make in this email and I hope you can incorporate them into the rest of the material you captured.

Before the conference, I reached out to c.100 parishioners living locally around Lyth Hill asking for views on the LTP and I got several responses.

LOCAL ROADS

Lyth Hill is a small settlement in Longden parish just five miles from Shrewsbury town centre but local lanes are poor, single track width with passing spaces and road surfaces are poor due to potholes only some of which seem to get repaired. All residents need to navigate these lanes whatever their means of transport. Well over 90% of journeys are by car. The most frequent comment I received was "if there is any money - **fix the potholes first**". Large HGVs visiting farms use the local lanes and often damage verges which are being maintained for wild flowers by volunteers thus causing resentment. There are calls for an HGV ban or at least width restrictions.

The Connect On Demand bus is used by some and is well liked despite some limitations.

The Meole Brace Park and Ride is also used by some and its threatened cessation is viewed with dismay.

NATIONAL HIGHWAYS

The A5/A49 'Dobies Island' junction at Meole Brace is a bottle neck which causes long tail-backs on the approach roads whenever there is a minor obstruction. Built in 1991, it was obvious even then

that an under-pass or flyover was really needed but had been downgraded to a roundabout to keep costs within budget. A solution is needed now more than ever.

The A488/A5 junction at Edgebold is another problem and people are starting to avoid it. The roundabout needs traffic lights or complete remodelling.

RAIL

Shrewsbury is a rail hub for the county and beyond but Shrewsbury station is difficult to access by car due to congestion in the area. An attempt to improve flow introduced last year has caused controversy. The idea of a Park & Ride station east of the town has been suggested but it would only help those headed towards Birmingham. Passengers using any of the other four routes would still need to use Shrewsbury station.

The line to Wolverhampton has eight intermediate stations currently served by relatively slow London Midland trains. This is a constraint to faster journey times which could be alleviated if capacity on the line were improved so as to allow fast trains to overtake slow ones.

Many travellers prefer to avoid travelling to London via the West Midlands and Birmingham New St because it is slow and there is a risk of failed connections. The route via Crewe is longer but quicker and more reliable. This will probably be just as true after HS2 opens.

Best wishes

Cllr. David Morgan Longden

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