

## **Connect2 (Welsh Bridge) Consultation November-December 2009**

### **The consultation process**

During November and December 2009, over 400 people were contacted directly to find out their views on the detailed plans for walking and cycling improvements at the Frankwell Quay and Victoria Quay junctions.

The methods of contact used included:

- Briefings – with councillors, Shrewsbury Town Council and Morris and Company Ltd
- Meetings – including Cycle Shrewsbury/ Connect2 Project Group and the Shropshire Cycle Forum
- Letters (43) to stakeholders
- Fliers (400) – to businesses in the area, Mountfields residents and Sixth Form College students
- Plans and feedback forms available at Shirehall Reception, Guildhall Reception, Shrewsbury Reference Library and Rowley's Mansion
- Websites – Shropshire Council, Cycle Shrewsbury, Shropshire Consultation Portal and Sustrans Connect2
- Information in other newsletters – including to 2,400 Belle Vue residents
- Media coverage – in Shrewsbury Chronicle and Shropshire Star

### **Summary of responses**

In addition to feedback at the briefings and meetings, 20 letters and e-mails were received and 14 feedback forms.

Generally, the responses demonstrated support for the Connect2 Welsh Bridge proposals.

As with all projects, there were a number of questions and concerns relating to specific aspects. These are described below:

#### **Frankwell Quay - wider traffic lanes on exit from Theatre Severn and changes to loading and parking bay**

Most people thought that this was a good idea; speeding up the exit of vehicles and helping those turning left.

#### **Frankwell Quay – proposal to remove the signalised element of the existing two-stage pedestrian crossing across Welsh Bridge**

There were a number of concerns (11) raised about this proposal, which was included in the designs to help optimise traffic flows and enable the new crossing at the other side of Welsh Bridge to be introduced. People did recognise that the current crossing is poor but it did offer some benefit to elderly and disabled people.

**Suggested action – we will retain the signalised element of this crossing as part of the Frankwell signals refurbishment and review vehicle delays after the Victoria Quay crossing is introduced**

#### **New one-stage 'Toucan' signalised crossing across Welsh Bridge**

This was very popular.

### **Shared use footway on the riverside (Smithfield Road) between Welsh Bridge and Raven Meadows**

The responses were mostly supportive with some concerns about the width available for shared use. **We would like to widen the footway in the future but felt that it was important to start making new connections for cyclists at the same time as the Toucan crossings are installed. The removal of the existing planters and the new path at the Boxing Gym will also help provide more space for all users.**

### **Two-stage 'Toucan' signalised crossing across Smithfield Road**

Responses were mostly supportive although there were some concerns about continued delays for pedestrians and cyclists.

### **New two-stage signalised pedestrian crossing across Bridge Street**

This was very popular. A number of people noted that this was a long-awaited improvement.

### **Victoria Quay – proposal for one-way for motor vehicles towards Quarry**

This proposal would have limited the direction of motor vehicles along Victoria Quay but allow two-way movements for pedestrians and cyclists, as well as large vehicles leaving the Quarry for events. All the comments from feedback forms were in support of this proposal. However, objections were received from Cllr Peter Nutting, Morris and Company, Shropshire Horticultural Society and Shrewsbury Town Council. **Suggested action – that the design is revised to allow two-way traffic on Victoria Quay**

### **Shared use footway on the corner of Smithfield Road outside the Shrewsbury Hotel**

There were some concerns (12 in number) about this proposal. Many people mentioned the restricted width of the footway and the potential conflicts between large numbers of pedestrians and cyclists. **Suggested action – that the design is revised to retain the footway for pedestrians only, but to provide more carriageway space for cyclists by reducing the width of the central refuge on Smithfield Road near Mardol**

### **Delays for users**

A number of people raised concerns about vehicle delays (9) whilst others raised concerns about delays to pedestrians and cyclists (5). **Ultimately, the layout of the junctions is a compromise in providing facilities for the different users without any particular group suffering too much delay to their journeys. The proposed designs were developed to minimise delays by providing up-to-date signalling equipment and layouts that kept traffic moving whilst also providing much-needed pedestrian and cycling improvements.**

### **Continuity and linkages**

7 people raised concerns about how the riverside shared-use path would be continued towards the Railway Station and whether additional crossing points could be provided for access to Frankwell footbridge and Roushill. **The Welsh Bridge proposals are just one element of a much wider Connect2 project with improvements planned at Raven Meadows junction, Meadow Place, station gyratory and beyond towards Greenfields. Suggested action – we will ask designers to add an additional**

pedestrian refuge on Smithfield Road near Roushill and will continue to work on designs to widen the footway towards the gyratory and provide better crossings to Meadow Place.

#### **Changes to bus lane/ cycle lane between Welsh Bridge and Bridge Street**

A number of people asked about the changes to the bus/ cycle lane and requested a similar straight-on facility to be provided for cyclists in the new layout **Suggested action – the central refuge for the staggered Toucan crossing on Smithfield Road will include dropped kerbs for direct cycle access from the carriageway.**

#### **Right turn for cyclists between Welsh Bridge and Frankwell Quay**

3 people asked if this facility (not available at present) could be included in the designs. **This was considered as part of design process but unfortunately could not be achieved without additional delays. However, alternative routes such as Water Lane will be signed.**