

## Myth 10 Good for the climate emergency?

One of the stated objectives in the Outline Business Case was “*To contribute towards a reduction in greenhouse gas emissions*” and this was the part of the basis on which the DfT agreed to fund the scheme. However, in the carbon assessment section of the EIA for the project in 2021 it was acknowledged that the ‘embedded carbon’ of the construction would only be offset by subsequent reductions in user emissions after 180 years.

In November 2024, Shropshire Council released a revised carbon assessment for the scheme which showed that, rather than reduce greenhouse gas emissions from cars in Shrewsbury, building the proposed road would [increase them](#).

The council has admitted that it has no costed or quantified plans to offset the 55,000 tonnes CO<sub>2</sub> that it told the planning committee would mean that the council would [no longer be able to meet its commitment to achieving net zero greenhouse gas emissions by 2030](#).

Interestingly, the Full Business Case says that the greenhouse gas emissions of the NWRR (excluding the Oxon Link Road) would be 95,000 tonnes CO<sub>2</sub>. When an allowance is made for the Oxon Link Road this suggests that the true emissions will be double the amount presented to the planning committee. This is in part because of a significant difference in the traffic scenarios used in the carbon report used to justify the offsetting figure and the draft Full Business Case. This inconsistency is typical of the way the council picks and chooses figures to fit its short term tactics.

BeST’s review of Shropshire Council’s latest greenhouse gas reports for the NWRR is available here <https://www.bettershrewsburytransport.org/wp-content/uploads/2025/03/15-BeST-Dec-2024-review-of-CO2-report-5486379.pdf>