Myth 3 Beneficiaries?

The beneficiaries of the road will predominantly be the better off proportion of the population. When the council discuss the proportion of car owners they always use the county based statistic (84%, i.e. 16% without a car) whereas in Shrewsbury there are more people without access to a private car (22%) and this number is much higher in areas such as Harlescott (25-30%). The council says that these non-car owning people will benefit as buses will be more reliable – but only if they run! We understand that one of the key concerns of businesses in N Shrewsbury is the difficulty in getting young people to work there as many don't drive.

There's a great quote by WSP in their report on the social impacts of the NWRR "*Changes in transport costs have the potential to disproportionately affect areas where there are few or no travel alternatives, particularly in areas where income levels preclude car ownership. As a result, impact on travel to work, education and access to affordable food etc. can be expected. These impacts are likely to be exacerbated in areas with low income, low car ownership and a large elderly population, as well as areas where there is a higher proportion of people with disabilities.*"

They then go on to show that the road would have a slight adverse impact on the most deprived quintile (20% of the population) and a large beneficial impact on the least deprived quintile. Half the benefits from the NWRR assessed in this table go to the richest 20% of the population.

Table 3-28 – Distribution of personal affordability benefits by income quintile

User Benefits	Poor		IMD Income Quintile		Rich	Total
	1 (0%-20%)	2 (20%-40%)	3 (40%-60%)	4 (60%-80%)	5 (80%-100%)	
Total decrease in user costs (£)	-21,524	240,912	164,176	120,166	481,065	984,795
Share of benefits in the impact area	-2%	24%	17%	12%	49%	100%
Population	23,336	9,306	20,494	24,117	22,830	100,083
Share of population in the impact area	23%	9%	20%	24%	23%	100%
Difference (share of benefit – share of population)	-25%	15%	-3%	-12%	26%	
Assessment	Slight Adverse ×	Large Beneficial ✓✓✓	Moderate Beneficial ✓✓	Slight Beneficial ✓	Large Beneficial ✓✓✓	