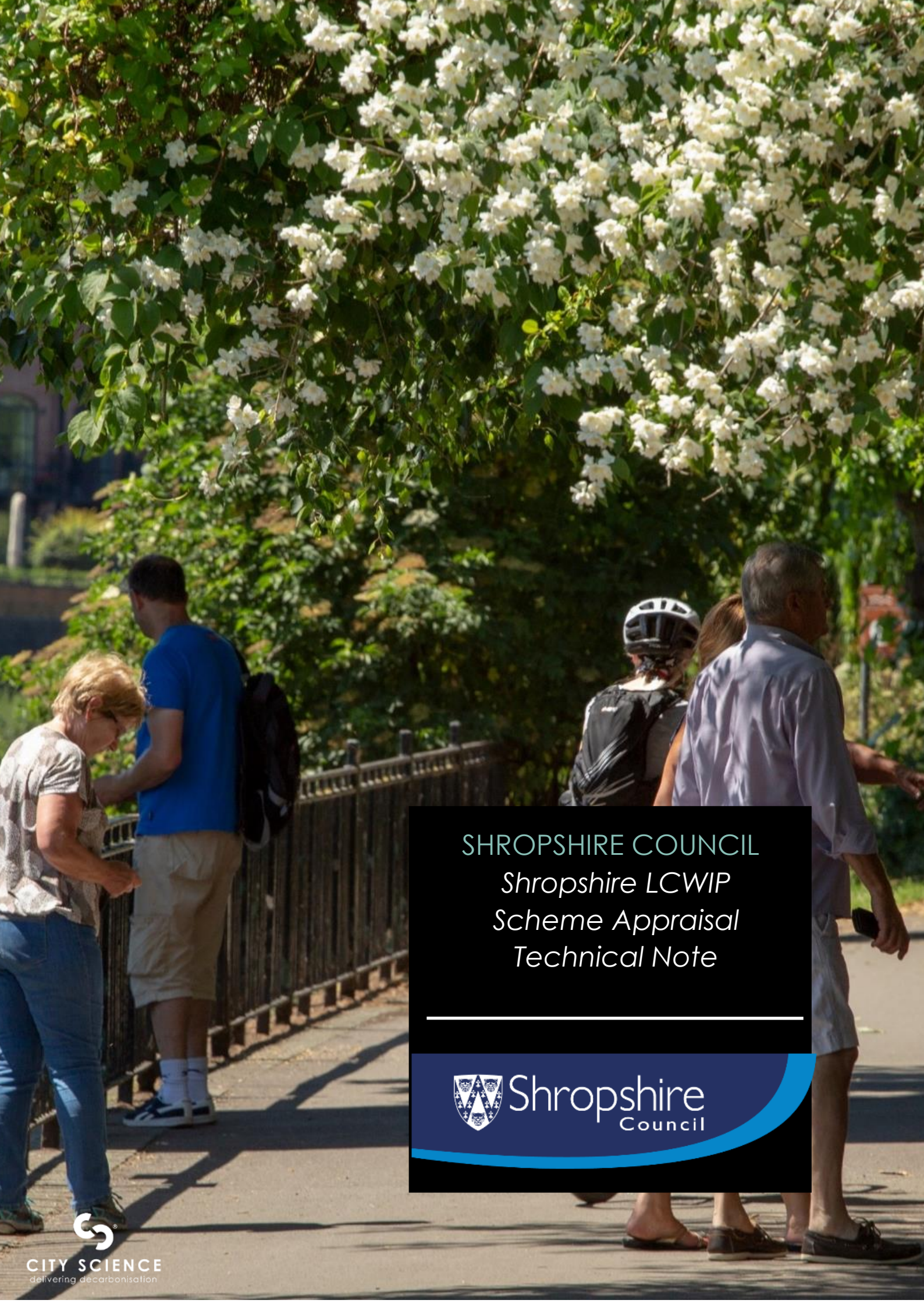

SHROPSHIRE COUNCIL

Shropshire LCWIP Scheme Appraisal Technical Note

Shropshire Council

CITY SCIENCE
delivering decarbonisation

Date issued:	12/02/2024
Document status:	Final
Version number:	1.1

Prepared by:

Aoife Dudley BA — Principal Transport Consultant

Reviewed by:

Elliot Reid — Associate Director

Approved by:

Simon Lusby CTPP MET BSc — Managing Director

1 Introduction

1.1 Overarching Context & Purpose

City Science has been commissioned by Shropshire Council to produce a Local Cycling & Walking Infrastructure Plan (LCWIP). The purpose of this LCWIP is to identify and prioritise long term investment over a ten-year period (to 2032) in new and upgraded cycling and walking provision across Shropshire.

This LCWIP will incorporate the following outputs:

- Network plans for walking and cycling, identifying preferred routes for upgrade
- Prioritised programme of infrastructure improvements for further investment
- A final report which incorporates the analysis outcomes and an associated narrative

As identified in the Department for Transport (DfT) Technical Guidance (2017), LCWIPs are comprised of six key stages (identified in Figure 1-1).

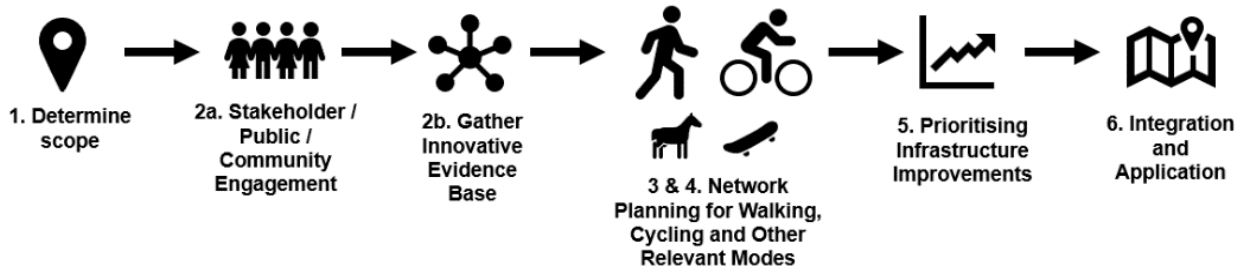

Figure 1-1: Summary of LCWIP Process

The Shropshire LCWIP covers seven key communities. These are:

- Shrewsbury
- Bridgnorth
- Church Stretton
- Ludlow
- Market Drayton
- Oswestry & Gobowen
- Whitchurch

1.2 Scheme Prioritisation Report Purpose

This technical note sets out the methodology for the appraisal process as part of the Shropshire LCWIP. This process was developed in consultation with Shropshire County Council and key external stakeholders.

- Chapter 2 Scheme Prioritisation Framework: Details the appraisal criteria and methodology
- Chapter 3 Prioritised Schemes: Provides the results of each appraisal metric
- Section 3.2 Top Performing Schemes: Details the top scoring schemes over the whole county and broken down by focus town
- A full list of all the schemes and their appraisal scores is included in Appendix A – Full Prioritisation Results

This appraisal assesses the schemes developed during the Network Planning stages of the LCWIP process. The long list of schemes was developed using data collected through the evidence base, the site visit and a desktop review of the network.

2 Appraisal Framework

2.1 Overall Approach

DfT LCWIP Guidance (DfT, 2017) identifies that proposed schemes should be prioritised based on their ability to *'have the greatest impact on increasing the number of people who choose to walk and cycling and therefore provide the greatest return on investment.'* It also identifies that other factors, including deliverability of schemes or opportunities to integrate with wider schemes, should be considered.

Accounting for this, the scheme prioritisation process is split across two components (see Figure 2-1):

- **A) Effectiveness & Needs Based Appraisal:** To assess the extent to which the proposed scheme has the potential to deliver upon the five LCWIP outcome-led objectives
- **B) Deliverability:** To assess the relative ease in which the proposed scheme can be implemented, considering factors such as dependency, feasibility, and public acceptability

These are underpinned by a total of 26 bespoke metrics (21 in Part A & 5 in Part B) to provide an objective, robust and evidence-led approach to the prioritisation process. The outcomes of these components are then combined to formulate an overall score, which is then used to inform the relative scheme rank and implementation priority.

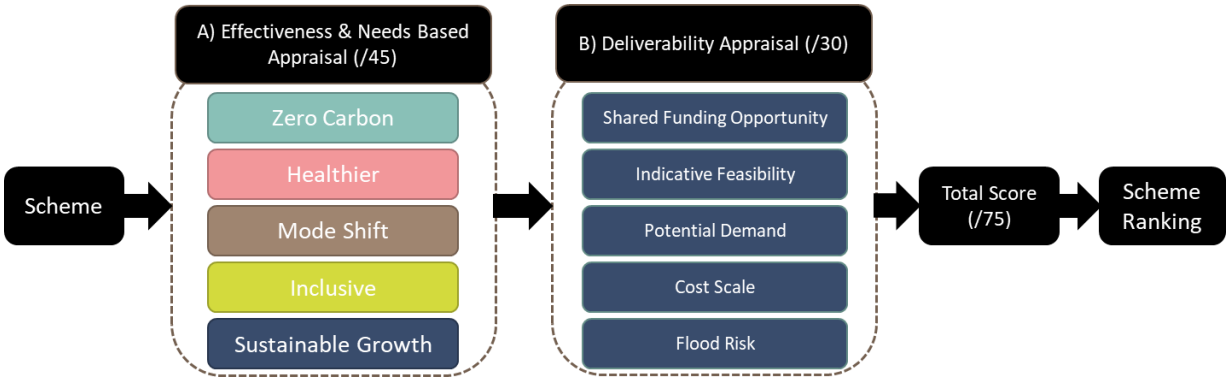

Figure 2-1: Scheme Prioritisation Framework

2.2 Effectiveness & Needs Based Appraisal (Part A)

The appraisal framework is based around the objectives set in the Evidence Base for this LCWIP (see Table 2-1). These are outcome-led and account for the key opportunities and constraints for walking and cycling in Shropshire.

Objective	Description
Zero Carbon	Shropshire as a Zero Carbon County
Healthier	Healthier living for Shropshire residents
Mode Shift	Reduced congestion and car dependency through embedding walking and cycling as the modes of choice for local and some inter-urban journeys
Inclusive	An inclusive network which is accessible, perceived to be safe and enables opportunity for all regardless of age or ability
Sustainable Growth	Supports sustainable economic growth in Shropshire's market towns, including the visitor economy

Table 2-1: Shropshire LCWIP Objectives

Section 2.2.1 to Section 2.2.5 summaries the metrics applied for each of the five objectives as the basis for the prioritisation process. All metrics are quantitative, and most have been assessed using an automated approach to ensure objectivity and robustness. The scores for the metrics were combined so that all objectives had equal weighting in the final scores.

2.2.1 Objective 1: Zero Carbon

Table 2-2 identifies the metrics applied alongside their purpose for the **Zero Carbon** outcome led objective. Table 2-3 identifies the scoring criteria applied to each of these metrics, ranging from a score of one (low priority) to three (high priority).

Measure	Purpose	Data Source
Car Related Carbon Emissions	To prioritise routes where current transport-related carbon emissions from car travel are high	CREDS Place-Based Carbon Calculator
Embodied Carbon	To prioritise schemes with low embodied carbon	City Science analysis on scale of embodied carbon of a scheme
Links with Existing Infrastructure	To prioritise routes which link in with existing infrastructure to create a coherent network	Open Street Maps & Shropshire Council
Existing Car Mode Share	To prioritise schemes in areas with high existing car mode share	Census 2011 commuting mode share

Table 2-2: Zero Carbon related metrics, purpose and data source

Measure	Prioritisation Scoring Criteria		
	1 – Low Priority	2 – Medium Priority	3 – High Priority
Car Related Carbon Emissions	Located in an area with A- (best 10%) or above carbon grade	Located in an area between C- and B+ carbon grade	Located in an area lower than C- carbon grade
Embodied Carbon of Schemes	Scheme would require a large amount of carbon to build	Scheme would require a medium amount of carbon to build	Scheme would require a small amount of carbon to build
Links with Existing Infrastructure	Scheme is remote from existing infrastructure	Scheme lies near to existing infrastructure	Scheme lies along or joins to existing infrastructure
Existing Car Mode Share	Scheme is in an area with low existing car mode share (< 40%)	Scheme is in an area with medium existing car mode share (40-45%)	Scheme is in an area with high existing car mode share (> 45%)

Table 2-3: Zero Carbon related scoring criteria

2.2.2 Objective 2: Healthier

Table 2-4 identifies the metrics applied alongside their purpose for the **Healthier** outcome led objective. Table 2-5 identifies the scoring criteria applied to each of these metrics, ranging from a score of one (low priority) to three (high priority).

Measure	Purpose	Data Source
Percentage of People Classed as Physically Active	To prioritise investment for routes in areas with lower rates of physical activity to encourage localised targeted mode shift to active travel	Sport England Local Area Estimates
Active Travel Collisions	To prioritise schemes in areas with higher incidence of collisions involving people walking & cycling	STATS19 Database (2016 – 2021)
Air Quality (Annual Mean NO2 Levels)	To prioritise investment for routes in areas with poor levels of air quality to encourage localised targeted mode shift to active travel	DEFRA Air Quality Data
Prevalence of Diagnosed Depression	To prioritise investment for routes in areas with higher rates of depression & anxiety to encourage localised targeted mode shift to active travel	Small Area Mental Health Index
Access to Green Space	To prioritise investment in routes which improve access to green spaces	Open Street Map locations of parks & communal green spaces
Access to Health	To prioritise investment in routes which improve access to health providing services	Locations of GPs and Hospitals

Table 2-4: Healthier related metrics, purpose and data source

Measure	Prioritisation Scoring Criteria		
	1 – Low Priority	2 – Medium Priority	3 – High Priority

Percentage of People Classed as Physically Active	Scheme within an area with high current physical activity (> 80%)	Scheme within an area with medium current physical activity (75-80%)	Scheme within an area with low current physical activity (<75%)
Active Travel Collisions	Scheme's proposed route has 0 collisions per km	Scheme's proposed route has more than 0 collisions per km	Scheme's proposed route has more than 1 collision per km
Air Quality (Annual Mean NO2 Levels)	Scheme is in an area with low NO2 and/or PM10 levels	Scheme is in an area with medium NO2 and/or PM10 levels or is within 100m of an AQMA	Scheme is in an area with high NO2 and/or PM10 levels or is in an AQMA
Prevalence of Diagnosed Depression	Scheme is in an area with a low level of diagnosed depression (< 10.5%)	Scheme is in an area with a medium level of diagnosed depression (10.5-12%)	Scheme is in an area with a high level of diagnosed depression (> 12%)
Access to Green Space	Scheme is further than 100m from a Green Space	Scheme is within 100m of a Green Space	Scheme is within a Green Space
Access to Health	Scheme is further than 750m from a Health Service	Scheme is within 750m of a Health Service	Scheme is within 250m of a Health Service

Table 2-5: Healthier related scoring criteria

2.2.3 Objective 3: Mode Shift

Table 2-6 identifies the metrics applied alongside their purpose for the **Mode Shift** outcome led objective. Table 2-7 identifies the scoring criteria applied to each of these metrics, ranging from a score of one (low priority) to three (high priority).

Measure	Purpose	Data Source
Conformity with LCWIP Desire Lines	To prioritise routes which are likely to result in a greater mode shift to active travel for local journeys to support decarbonisation	City Science Desire Line Classification (Network Development Report)
Access to Public Transport Hubs	To prioritise routes which support integration with other modes of sustainable transport	Locations of bus and railway stations
Cycle Parking	To prioritise routes which integrate with existing cycle parking provision	Shropshire Council data on cycle parking locations

Table 2-6: Mode Shift related metrics, purpose and data source

Measure	Prioritisation Scoring Criteria		
	1 – Low Priority	2 – Medium Priority	3 – High Priority
Conformity with LCWIP Desire Lines	Scheme supports a local desire line movement only	Scheme supports a secondary desire line movement	Scheme supports a primary desire line movement
Access to Public Transport Hubs	Scheme is further than 500m from a Public Transport Hub	Scheme is within 500m of a Public Transport Hub	Scheme is within 100m of a Public Transport Hub
Cycle Parking	Scheme is further than 200m from existing cycle parking facilities	Scheme is within 200m of existing cycle parking facilities	Scheme is within 100m of existing cycle parking facilities

Table 2-7: Mode Shift related scoring criteria

2.2.4 Objective 4: Inclusive

Table 2-8 identifies the metrics applied alongside their purpose for the **Inclusive** outcome led objective. Table 2-9 identifies the scoring criteria applied to each of these metrics, ranging from a score of one (low priority) to three (high priority).

Measure	Purpose	Data Source

Deprivation Index	To prioritise investment in routes where deprivation levels are relatively high to support enhanced active travel connectivity to employment and services	Index of Multiple Deprivation (IMD) 2019
Scale of Hilliness	To prioritise routes which are less hilly and therefore most accessible to all	Open Street Maps
Population	To prioritise investment in routes which serve the largest amount of people	IMD 2019
Proximity to Education Facilities (Schools & Colleges)	To prioritise investment in routes adjacent to schools to encourage localised mode shift to active travel for pupil journeys	Open Street Maps

Table 2-8: Inclusive related metrics, purpose and data source

Measure	Prioritisation Scoring Criteria		
	1 – Low Priority	2 – Medium Priority	3 – High Priority
Deprivation Index	Scheme is in an area of low deprivation (IMD Score < 10)	Scheme is in an area with medium deprivation (IMD Score 10 - 30)	Scheme is in an area with high deprivation (IMD Score > 30)
Scale of Hilliness	There is a gradient change of more than 20m along scheme's route	There is a gradient change less than 20m along scheme's route	There is a gradient change of < 10m along scheme's route
Population	Scheme is in an area with low population density (< 1000 people per km2)	Scheme is in an area with medium population density (1000 – 2000 people per km2)	Scheme is in an area with high population density (> 2000 people per km2)
Proximity to Education Facilities (Schools & Colleges)	Scheme is further than 250m from an educational facility	Scheme is within 250m of a primary school with no bikeability training	Scheme is within 250m of a primary school with bikeability training or a secondary school / further education

Table 2-9: Inclusive related scoring criteria

2.2.5 Objective 5: Sustainable Growth

Table 2-10 identifies the metrics applied alongside their purpose for the **Sustainable Growth** outcome led objective. Table 2-11 identifies the scoring criteria applied to each of these metrics, ranging from a score of one (low priority) to three (high priority).

Measure	Purpose	Data Source
Integration with Future Allocated Residential & Employment Sites	To support growth and enhanced accessibility of future proposed residential & employment sites by active modes	Local Plan Residential & Employment Allocations
Workplace Population	To prioritise investment in routes which support high numbers of commuters	IMD 2019
Access to Tourist Destinations	To support enhances accessibility to tourist destinations by active modes	Open Street Map
Access to Existing Employment Areas	To support enhanced accessibility to employment areas by active modes	Open Street Map / Shropshire Council

Table 2-10: Sustainable Growth related metrics, purpose and data source

Measure	Prioritisation Scoring Criteria		
	1 – Low Priority	2 – Medium Priority	3 – High Priority
Integration with Future Allocated Residential & Employment Sites	Scheme is remote from future development (> 1km)	Scheme is within 1km of future development site	Scheme is within 100m of a future development site

Workplace Population	Scheme is in an area with low workplace population density (< 500 people per km2)	Scheme is in an area with medium workplace population density (500 - 1000 people per km2)	Scheme is in an area with high workplace population density (> 1000 people per km2)
Access to Tourist Destinations	Scheme is further than 1.5km from a tourist destination	Scheme is within 1.5km of a tourist destination	Scheme is within 750m of a tourist destination
Access to Existing Employment Areas	Scheme is further than 100m from an employment area	Scheme is within 100m from an employment area	Scheme is within or passes alongside an employment area

Table 2-11: Sustainable Growth related scoring criteria

2.3 Deliverability Appraisal (Part B)

In accordance with DfT Guidance, the deliverability component of the prioritisation process considers several factors covering scheme feasibility, public acceptability, and dependency. Table 2-12 identifies the metrics applied alongside their purpose whilst Table 2-13 identifies the scoring criteria applied to each of these metrics, ranging from a score of one (low priority) to three (high priority).

Scoring has been assigned on a qualitative basis, based on the current information available and agreed in partnership with Shropshire Council. All metrics have been assigned an equal weighting, however, there is flexibility to adjust weightings in future.

Measure	Purpose
Cost Scale	To prioritise schemes with a smaller cost scale
Flood Risk	To prioritise schemes which are not in a flood risk area
Potential Demand	To prioritise schemes with the potential to deliver the highest demand
Shared Funding Opportunity	To prioritise schemes which have a clearer link to shared funding opportunities (e.g. through links with the NCN, SRN or canals)
Indicative Feasibility	To prioritise schemes which have less likely feasibility constraints to deliver

Table 2-12: Deliverability related metrics and purpose

Measure	Prioritisation Scoring Criteria		
	1 – Low Priority	2 – Medium Priority	3 – High Priority
Cost Scale	See below	See below	See below
Flood Risk	Scheme is in an area of High flood risk	Scheme is in an area of Medium flood risk	Scheme is in an area of Low or no flood risk
Potential Demand	Scheme's route has a low predicted number of active users in the Government Near Market Scenario (< 125 people per day)	Scheme's route has a medium predicted number of active users in the Government Near Market Scenario (125 - 225 people per day)	Scheme's route has a high predicted number of active users in the Government Near Market Scenario (> 225 people per day)
Shared Funding Opportunity	Scheme does not interact with either a canal, NCN route or the SRN	Scheme crosses or joins either a canal, NCN route or the SRN	Scheme is on either a Canal, NCN route or the SRN
Indicative Feasibility	Scheme has significant feasibility issues	Scheme has minor feasibility issues	Scheme has no feasibility issues

Table 2-13: Deliverability related scoring criteria

2.3.1 Scheme Cost Bandings

To enable the application of the effectiveness-cost ratio appraisal, each scheme has been assigned an indicative cost estimate banding. Costs have been calculated based on applying DfT guidance *'Active Mode Appraisal Toolkit User Guide'* (DfT, 2020) and an accompanying evidence-base report (DfT, 2017). This includes a range of unit costs per kilometre based on the proposed scheme type which is informed by typical costs from other similar cycle schemes delivered across the UK (see Table 2-14).

Scheme Type	Cost Ranges
Cycle Superhighway	£1.15 – 1.45 million per kilometre (Two-Way Physically Segregated) £0.24 million per kilometre (Two-Way Lightly Segregated)
Mixed Strategic Cycle Route	£0.46 – 0.88 million per kilometre
Resurfaced Cycle Route	£0.14 – 0.19 million per kilometre
Cycle Bridge Upgrades	£0.10 – 0.50 million
20 mph zone / LTN	£10,000-15,000 per kilometre (including traffic calming measures) £2,000 -3,000 per kilometre (without traffic calming measures)
Remodelled Major Junction	£1.56 – 1.61 million (cycle-specific schemes) £0.24 million (cycle add-on to wider improvements)
Cycle crossing a major road	£0.14 – 0.41m
Area-wide workplace cycle facilities	£0.20 – 0.75 million, £6,000 – 7,000 per workplace grant
Large-scale cycle parking	£2.5 million (very large bike park for 3,000 bikes) £0.12 – 0.70 million for secure bike parking for 10s – 100+ bikes
Large-scale provision of bicycles	£1.41 million plus £350 per bike provided
Comprehensive Route Signage	£12,000 per kilometre
Automatic Cycle Counters	£28,000 for one-cross city route, £6,000 per counter

Table 2-14: Typical cost ranges for cycle improvement schemes (DfT, 2017)

3 Prioritised Schemes

3.1 Overview of Prioritisation Results

Overall, the top scoring schemes are predominantly located around Oswestry and Shrewsbury, although all towns, excluding Church Stretton, are represented in the county's top 50 schemes. The reason Church Stretton comes out lower than the other towns is due to its size and lower number of facilities, meaning it is not as well connected as other, larger towns. Just because the scores are lower, however, does not mean that schemes within Church Stretton are not a focus, in fact a couple of the schemes are highlighted for Short Term development (see 3.3.2) due to their importance in the local area.

3.2 Top Performing Schemes

This section highlights the top performing schemes for each area, the full list of all schemes ranked by prioritisation is presented in Appendix A – Full Prioritisation Results.

3.2.1 Shrewsbury

As shown in Table 3-1, of the top ten performing schemes in Shrewsbury:

- Four schemes in the top 10 overall
- 12 schemes in the top 20 overall

The Welsh Bridge and A5191 schemes (major access corridors to the centre) both score well on Mode Shift, Inclusive and Sustainable Growth. The Welsh Bridge has width constraints and will require innovative solutions as the nearby and parallel active travel bridges have accessibility constraints.

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth Objective Total		Deliverability	Total Score	Rank
S.17	Connect missing sections of infrastructure along A5191 (Shrewsbury Train Station to New Park Rd) and upgrade old Canal Path	6	8.5	9	8.25	8.25	40	24	64	**1**
S.126	Connection between Bank Farm Rd and Roman Rd (B4380)	8.25	6.5	6	7.5	7.5	36	28	64	**3**
S.125	The Mount (A458)	7.5	6.5	7	5.25	8.25	35	28	63	**5**
S.124	Copthorne Rd (B4386)	5.25	6.5	7	6.75	8.25	34	28	62	**8**
S.05	Connects Bayston Hill north along the A49 and over the A5 junction towards Shrewsbury town	7.5	7	9	6	7.5	37	24	61	**11=**
S.115	Sultan Rd, New Park Rd, Sydney Avenue, Severn Bank (National Cycle Route 81)	5.25	8	8	7.5	8.25	37	24	61	**11=**
S.38	Shelton Road along existing National Cycle Network route	6.75	6.5	5	7.5	6.75	33	28	61	**15=**
S.67	The old canal towpath, linking Ditherington to Pimley	6	8.5	5	7.5	7.5	35	26	61	**15=**
S.37	Welsh Bridge	5.25	7.5	9	8.25	8.25	38	22	60	**17=**
S.64	Flatter route around the town centre along Beeches Lane and Town Walls	5.25	7	7	7.5	7.5	34	26	60	**17=**

Table 3-1: Top performing schemes in Shrewsbury

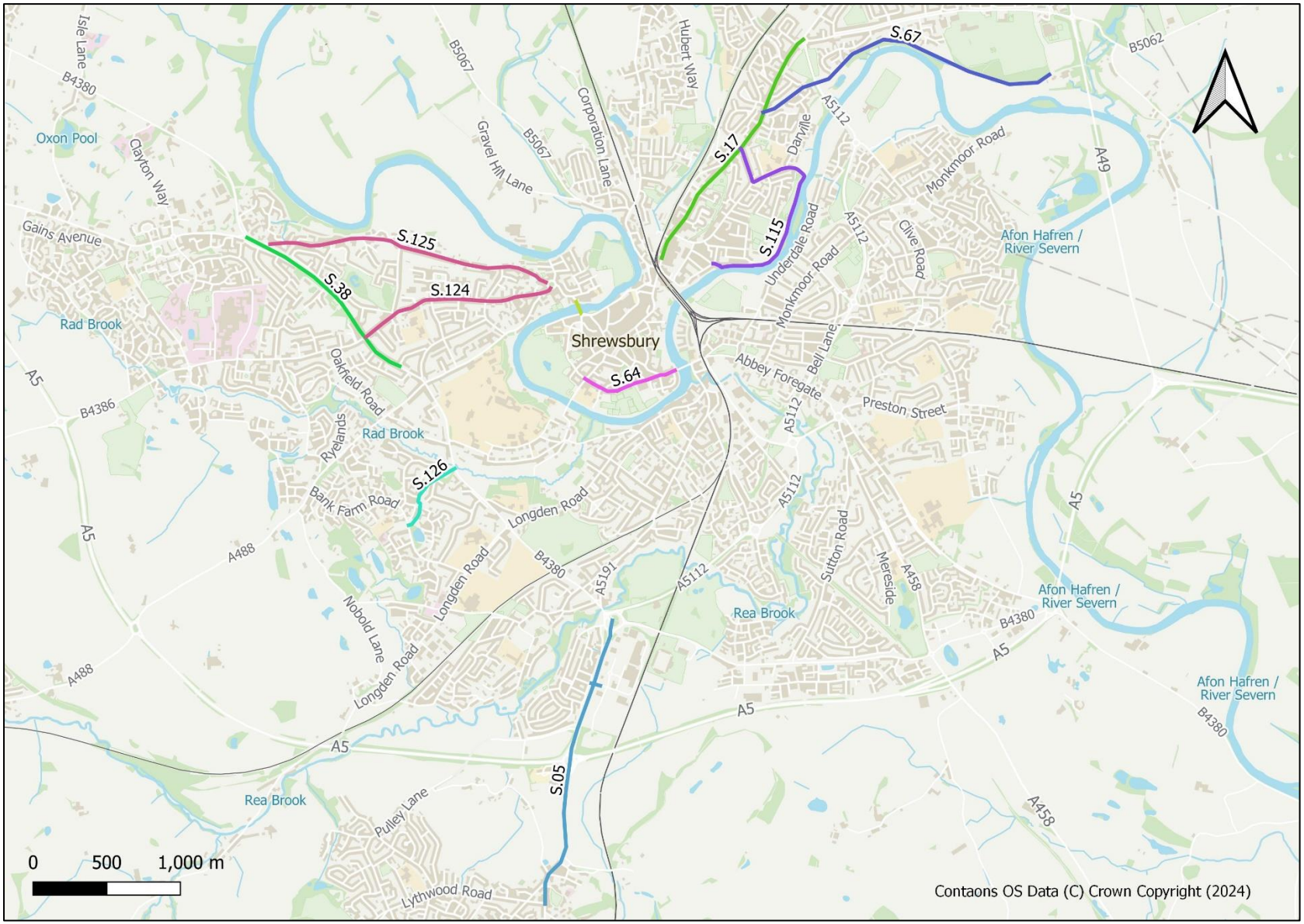

Figure 3-1: Top Scoring Schemes in Shrewsbury

3.2.2 Bridgnorth

As shown in Table 3-2, of the top ten performing schemes in Bridgnorth:

- Three schemes in the top 50 overall
- Nine schemes in the top 100 overall

As shown in Figure 3-2, two of the schemes are parallel routes to access the high street from the west. The top performing of these is Whitburn Street, but at least one of these is required to achieve quality active travel access.

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth Objective Total		Deliverability	Total Score	Rank
B.CROSS6	St Johns Street/A442	7.5	5.5	8	7.5	7.5	36	24	60	19
B.23	High street	5.25	6	9	7.5	7.5	35	24	59	30
B.58	Whitburn Street	5.25	6	7	7.5	6.75	33	26	59	40
B.22	Northern end of Cartway to through traffic	6	6	9	5.25	7.5	34	24	58	61
B.CROSS4	High Street	6	6	8	7.5	7.5	35	22	57	76
B.04	Connect bypass (A458) to residential areas and provide connection to the Low Town	6.75	6	7	7.5	7.5	35	22	57	82
B.CROSS1	St Johns Street in Low Town	7.5	5.5	8	6	7.5	35	22	57	92
B.13	Route along Innage Lane and North Gate	6	6.5	7	8.25	8.25	36	20	56	99
B.44	Listley Street	5.25	6	8	6	6.75	32	24	56	99
B.39	Hollybush Road (B4373)	6	6.5	8	6.75	5.25	33	22	55	134

Table 3-2: Top performing schemes in Bridgnorth

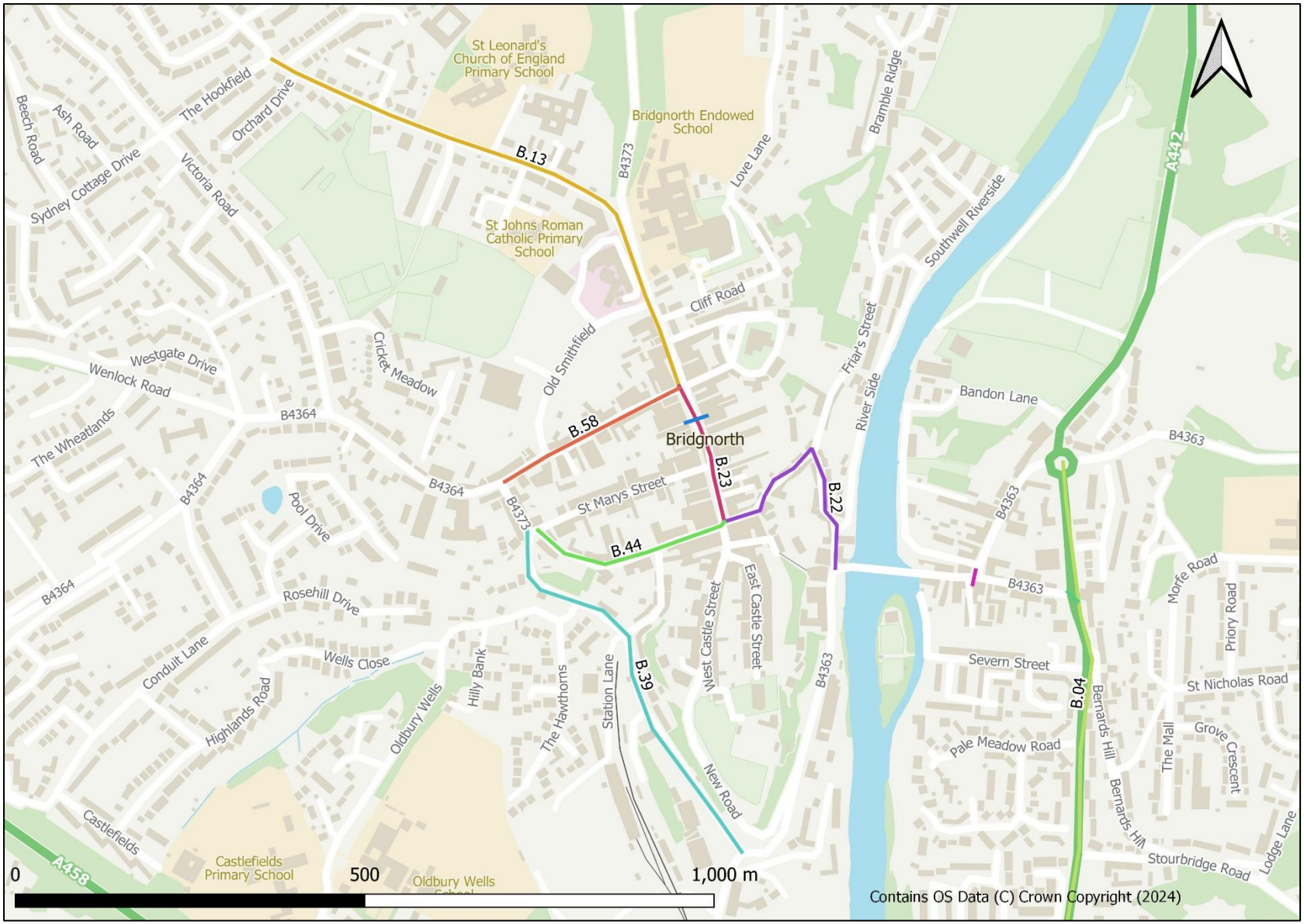

Figure 3-2: Top 10 Scoring Schemes in Bridgnorth

3.2.3 Church Stretton

As shown in Table 3-3, of the top ten performing schemes in Church Stretton:

- The top six performing schemes rank between 250 and 300 overall

The top scoring schemes are a mix of short connections which support local movements across barriers (e.g. the railway line) and longer distance links connecting into the surrounding villages from the town. The highest scoring scheme is a crossing on Sandford Avenue at the railway station west entrance to support movements from the north.

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank
CS.CROSS1	Crossing of Sandford Avenue at the exit of the railway station	6	5.5	9	4.5	5.25	30	22	52	188
CS.10	Route between Sandford Avenue and Watling Street South connecting into the access to the train station	5.25	4.5	8	5.25	4.5	28	22	50	252
CS.06	Connecting north-eastern residential area to the schools along existing path/PROW between Leasowes Cl/Watling St North and Shrewsbury Rd (B5477)	6.75	4.5	6	6	4.5	28	20	48	289
CS.01	Shrewsbury Rd (B5477) connecting residential areas to the town centre	5.25	5.5	8	6	6	31	16	47	305
CS.23	Link to High St and Sandford Ave from Burway Road.	6	5	6	4.5	5.25	27	20	47	305
CS.20	Connecting Little Stretton to Church Stretton alternate route to scheme CS.19	5.25	4	5	5.25	3	23	24	47	312
CS.05	Watling Street North	5.25	5.5	7	4.5	3.75	26	20	46	323
CS.11	Local network through southern residential area connecting to Watling St South	6	3.5	6	3.75	3.75	23	22	45	344
CS.02	Sandford Avenue (B4371) connecting the town centre to the east of Church Stretton	5.25	5.5	9	3	5.25	28	16	44	358
CS.04	Watling St South	6	4	6	5.25	4.5	26	18	44	360
CS.CROSS1	Crossing of Sandford Avenue at the exit of the railway station	6	5.5	9	4.5	5.25	30	22	52	188

Table 3-3: Top performing schemes in Church Stretton

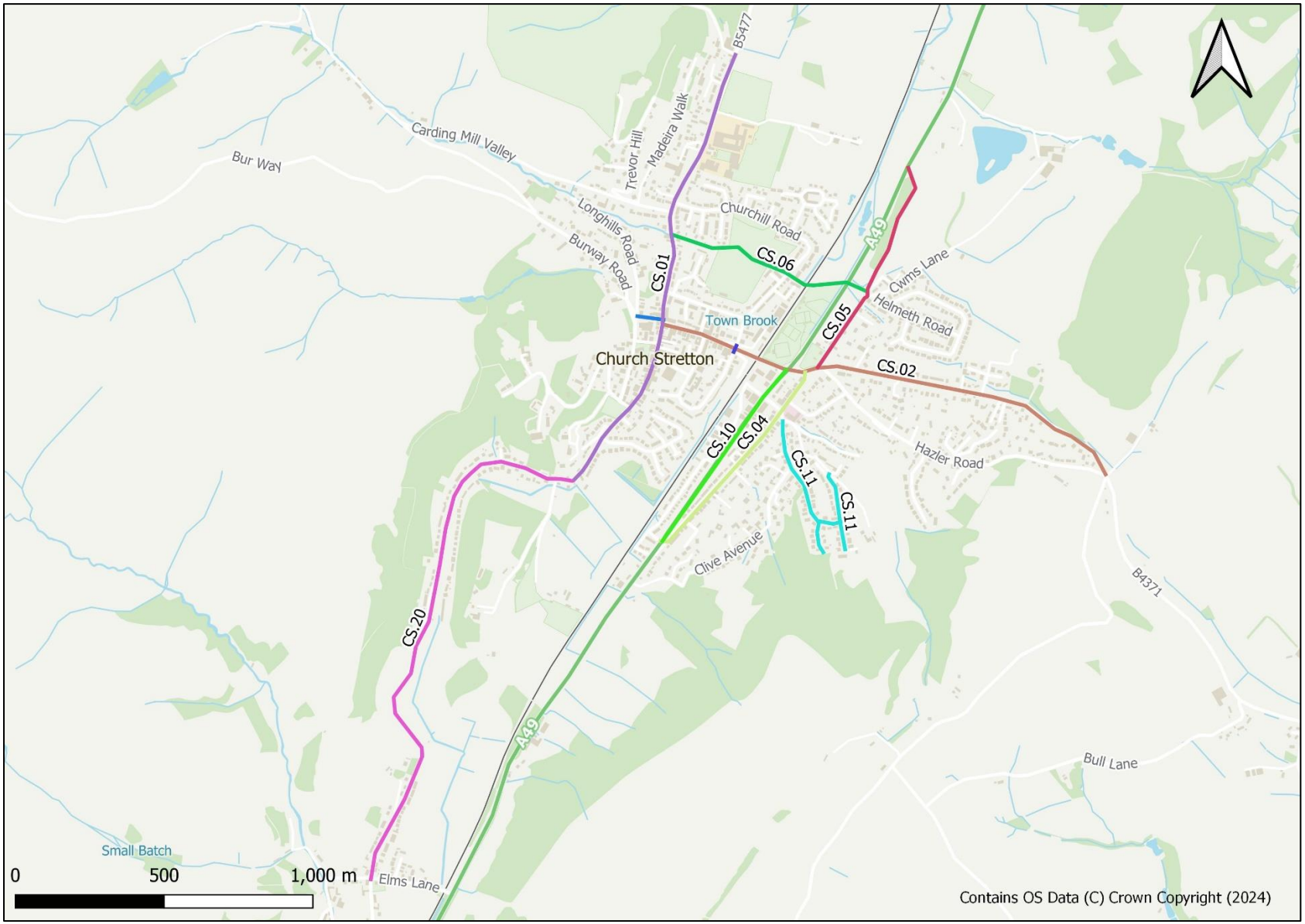

Figure 3-3: Top 10 Scoring Schemes in Church Stretton

3.2.4 Ludlow

As shown in Table 3-4, of the top ten performing schemes in Ludlow:

- One scheme in the top 20 overall
- Five schemes in the top 50 overall

The top performing scheme along Sheet Road is the primary route to the southeast and links up to the second and third highest ranked schemes. It is clear from Figure 3-4, that these schemes would deliver an initial network for Ludlow.

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank
L.42	Henley Road approach to and crossing of the roundabout with Gravel Hill	5.25	7.5	9	7.5	6.75	36	24	60	19
L.01	Main thoroughfare to the town centre, along Gravel Hill	5.25	7.5	9	7.5	8.25	38	22	60	28
L.12	Route along A49 between Rocks Green and The Sheet	7.5	6	6	8.25	7.5	35	24	59	30
L.10	Route along Sheet Road connecting Sheet towards the town centre	6.75	7	8	6.75	8.25	37	22	59	37
L.47	St Julians Avenue and Livesey Road	4.5	6.5	7	6.75	7.5	32	26	58	43
L.43	Henley Road between Gravel Hill roundabout and Corve Street	6	7.5	8	6	8.25	36	22	58	61
L.05	Local route through residential area along Sandpits Road connecting to the hospital	4.5	7.5	7	7.5	6.75	33	24	57	71
L.02	Route through the main town centre/high street areas	4.5	7.5	9	8.25	7.5	37	20	57	82
L.06	Connection along Lower Galdeford from Upper Galdeford to Steventon New Road	4.5	7.5	9	7.5	8.25	37	20	57	82
L.11	Connection through Gallows Bank along Dark Lane between Rock Lane and the industrial and eco parks	5.25	7.5	7	7.5	7.5	35	22	57	82

Table 3-4: Top performing schemes in Ludlow

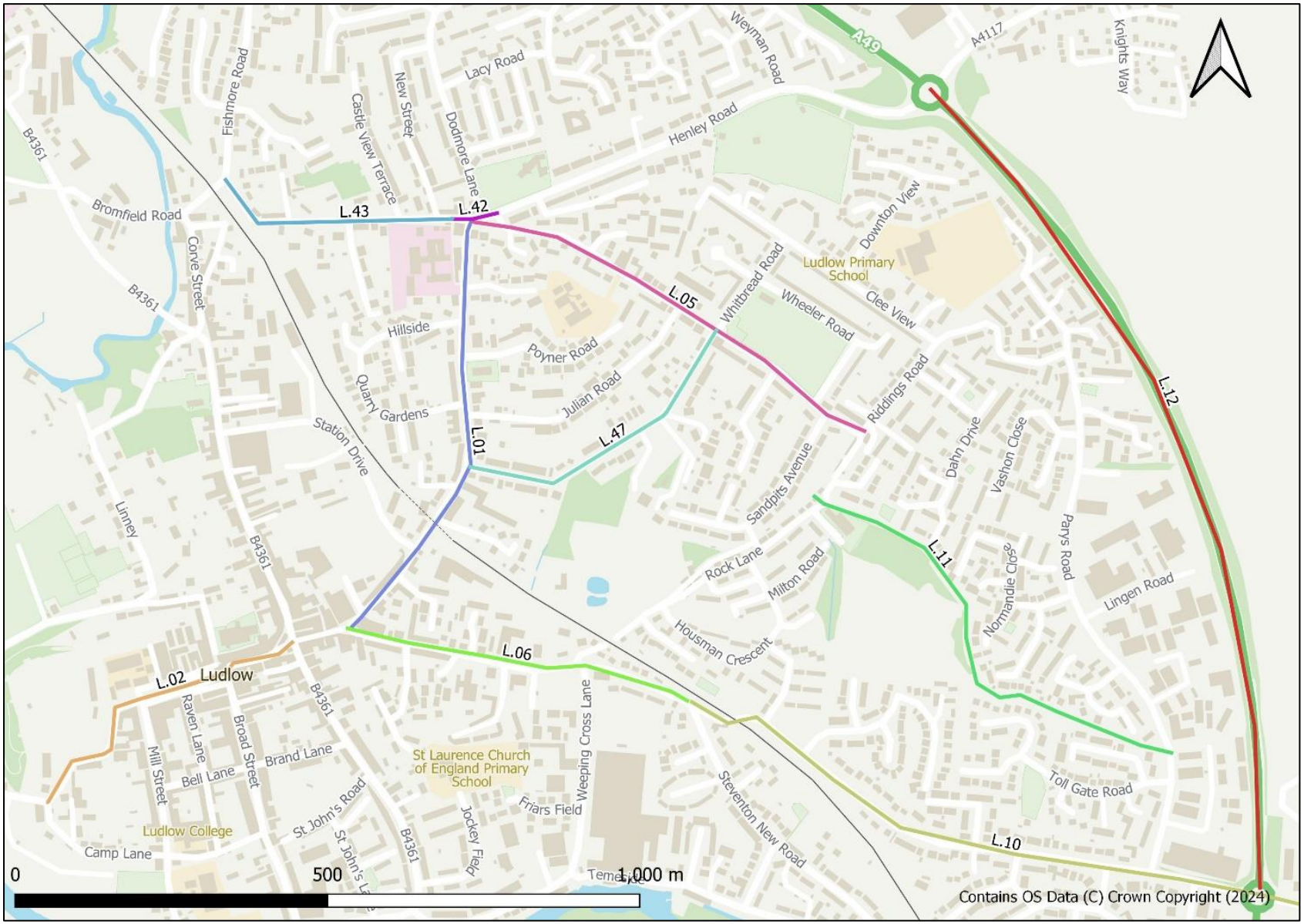

Figure 3-4: Top 10 Scoring Schemes in Ludlow

3.2.5 Market Drayton

As shown in Table 3-5, of the top ten performing schemes in Market Drayton:

- Four schemes in the top 50 overall

As shown in Figure 3-5, the top performing schemes would deliver a network across the town centre, with the top two performing schemes forming an east west corridor. Other key considerations include linking to the existing canal paths and also potential use of the disused railway corridor (scheme MD.40)

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank
MD.04	Western access towards the Town Centre through the western and central residential areas, along Bridge Road, Longslow Road and Prospect Road	6.75	6.5	8	8.25	6.75	36	22	58	43
MD.14	Route along Great Hales Street and the High Street, providing a bypass of Stafford Street	5.25	6	8	9	6	34	24	58	43
MD.29	Route through eastern residential area (Fairfields Rd, Rowan Rd, Longlands Lane)	5.25	6	6	9	6	32	26	58	43
MD.05	East-west route from central Market Drayton connecting to the industrial park, along Maer Lane	4.5	6	8	8.25	5.25	32	26	58	50
MD.10	Route through the centre of Market Drayton from the Town Centre to the north, along Cheshire Street and Adderley Road	6.75	6.5	9	7.5	6	36	22	58	61
MD.17	Route along A529 (Smithfield Road) acting as a bypass of the town centre	4.5	7	9	9	6	36	22	58	68
MD.40	Dis-used Railway Corridor, parallel to Prospect Road (Greenfields Lane to The Paddock)	5.25	6.5	8	8.25	6.75	35	22	57	82
MD.39	Route along Shrewsbury Road between Alexandra Road and Shropshire Street	6	6	9	8.25	5.25	35	22	57	92
MD.44	Route along Frogmore Road between Shropshire Street and Cheshire Street, provides an alternative route around the town centre	4.5	6.5	9	8.25	5.25	34	22	56	114
MD.01	Route along Shrewsbury Road between the A53 and Alexandra Road	8.25	5.5	6	8.25	6.75	35	20	55	124

Table 3-5: Top performing schemes in Market Drayton

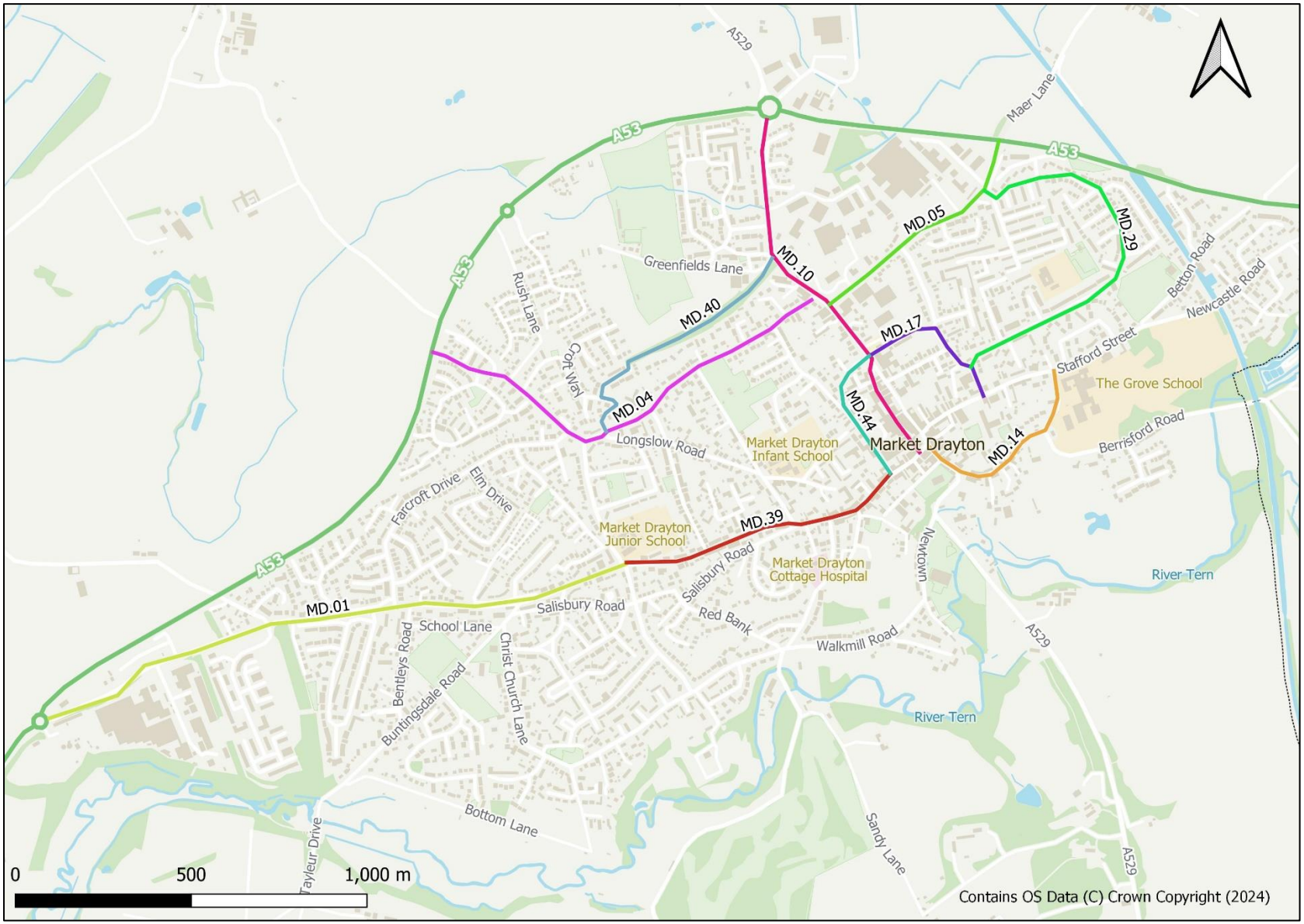

Figure 3-5: Top 10 Scoring Schemes in Market Drayton

3.2.6 Oswestry

As shown in Table 3-6, of the top ten performing schemes in Oswestry:

- Six schemes in the top 10 overall

On the whole Oswestry scored higher than the other towns, particularly due to potential mode shift and growth. This is likely a result of not having an active railway station, therefore many of the schemes are aiming to link the town centre with the Orthopaedic Hospital and Gobowen station, as well as including an industrial estate. A scheme was proposed here, to extend the current cycle path along the existing railway corridor to Gobowen, however, we were informed that this did not align with plans to run a shuttle rail service. Otherwise, it is our view that such a scheme would have scored very well.

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank
O.20	Route through residential area connecting The Meadows Primary School and the community hub, following existing pathways	7.5	8	6	8.25	8.25	38	26	64	1
O.23	Gittin St	5.25	8	8	8.25	8.25	38	26	64	3
O.27	Route between Shrewsbury Road, the new Sustainable Urban Extension (SUE) residential development site and the new Oswestry Innovation Park.	6	8	7	6.75	6.75	35	28	63	5
O.07	Route along Willow Street providing a connection into the town centre	4.5	7.5	9	9	8.25	38	24	62	7
O.14	North-South route through the eastern residential area along College Road connecting to the Mile Oak Industrial Estate	5.25	8	6	8.25	8.25	36	26	62	8
O.15	North-south route through the residential area along Unicorn Road connecting to the employment zone off Gobowen Road	6	8	4	8.25	9	35	26	61	10
O.32	Connecting from existing cycleway to a route running alongside the de-commissioned railway line (scheme 0.52) via the existing path through Wilfred Owen Green .	4.5	8.5	9	6.75	8.25	37	24	61	11
O.40	Connection through north-western residential area linking between the town centre and central employment zone and linking to the primary school. Route along Oak Street, York Street, Liverpool Road, Old Fort Road, Wat's Drive and Coppice Drive	4.5	8	8	7.5	9	37	24	61	11
O.25	Connection between Artillery Business Park and the central employment zone to the north of the residential area along Whittington Road	6	7	5	6.75	9	34	26	60	24
O.03	Route around Cae Glas Park along Welsh Walls	4.5	7.5	7	9	7.5	36	24	60	28

Table 3-6: Top performing schemes in Oswestry

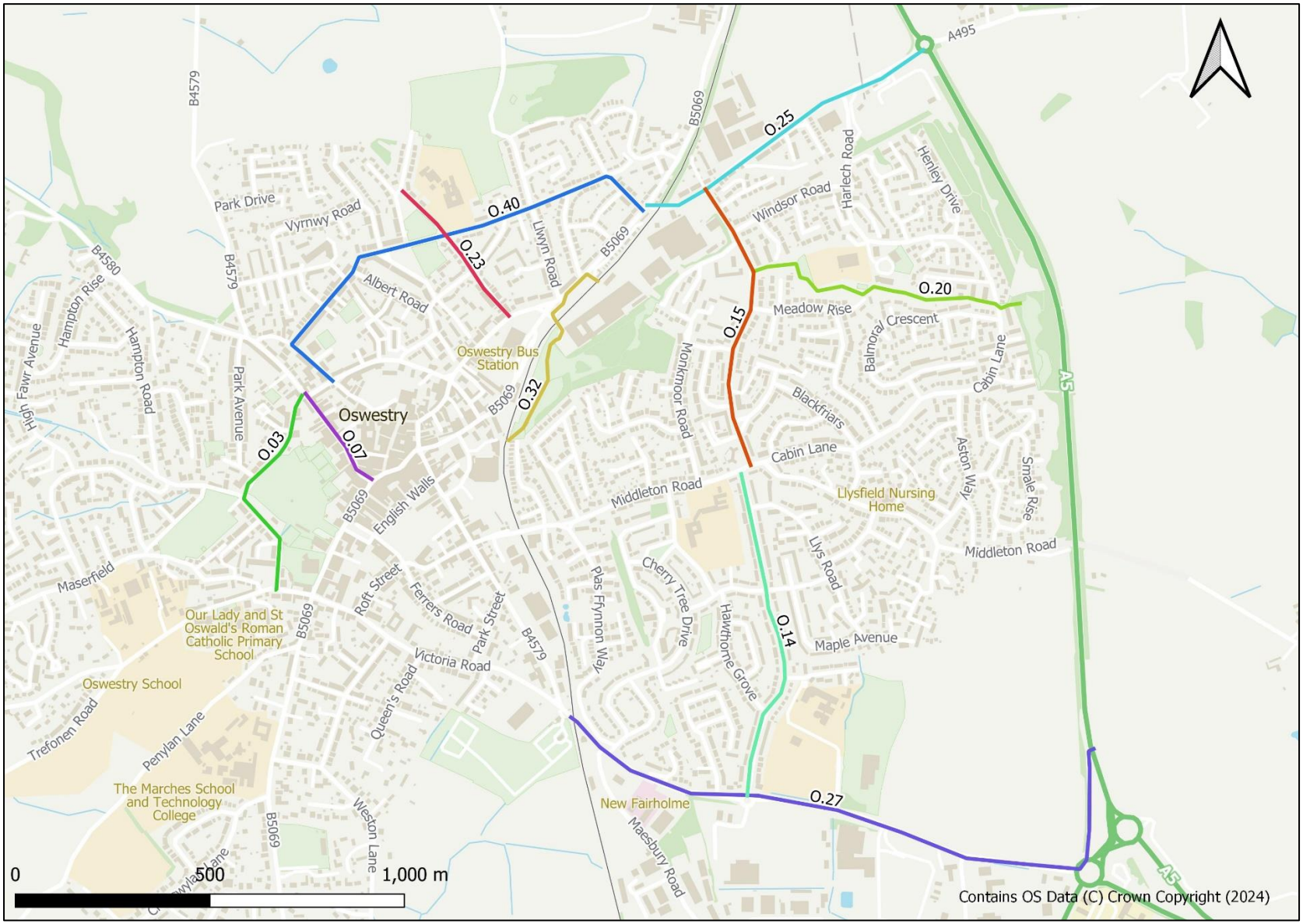

Figure 3-6: Top 10 Scoring Schemes in Oswestry

3.2.7 Whitchurch

As shown in Table 3-7, of the top ten performing schemes in Whitchurch:

- One scheme in the top 20 overall
- Six schemes in the top 50 overall

The highest performing scheme provisions a missing active travel link into town centre from the east. This would continue to the scheme on Green End and then the High Street.

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank
W.52	Connection between Egerton Place and Green End	4.5	7.5	7	8.25	6.75	34	26	60	19
W.16	Route along High Street and Green End	5.25	7.5	9	7.5	6	35	24	59	30
W.07	Route along Alkington Road	6	5.5	8	5.25	6	31	28	59	37
W.01	Route along Claypit Street	6.75	6	8	6.75	4.5	32	26	58	50
W.15	Sedgeford between Newport Road and B5476	5.25	6.5	6	8.25	6	32	26	58	50
W.39	Egerton Rd and Egerton Place connection into Whitchurch Community Hospital	6	7	7	7.5	4.5	32	26	58	50
W.02	Back access to Waymills Industrial Estate from the southern residential areas following PROW	6	7	5	7.5	6	32	26	58	68
W.18	Route along Yardington	4.5	6	9	7.5	6	33	24	57	76
W.22	Access into the railway station	6	6	9	6.75	5.25	33	24	57	76
W.19	The Bullring	5.25	6.5	9	6	6	33	24	57	82

Table 3-7: Top performing schemes in Whitchurch

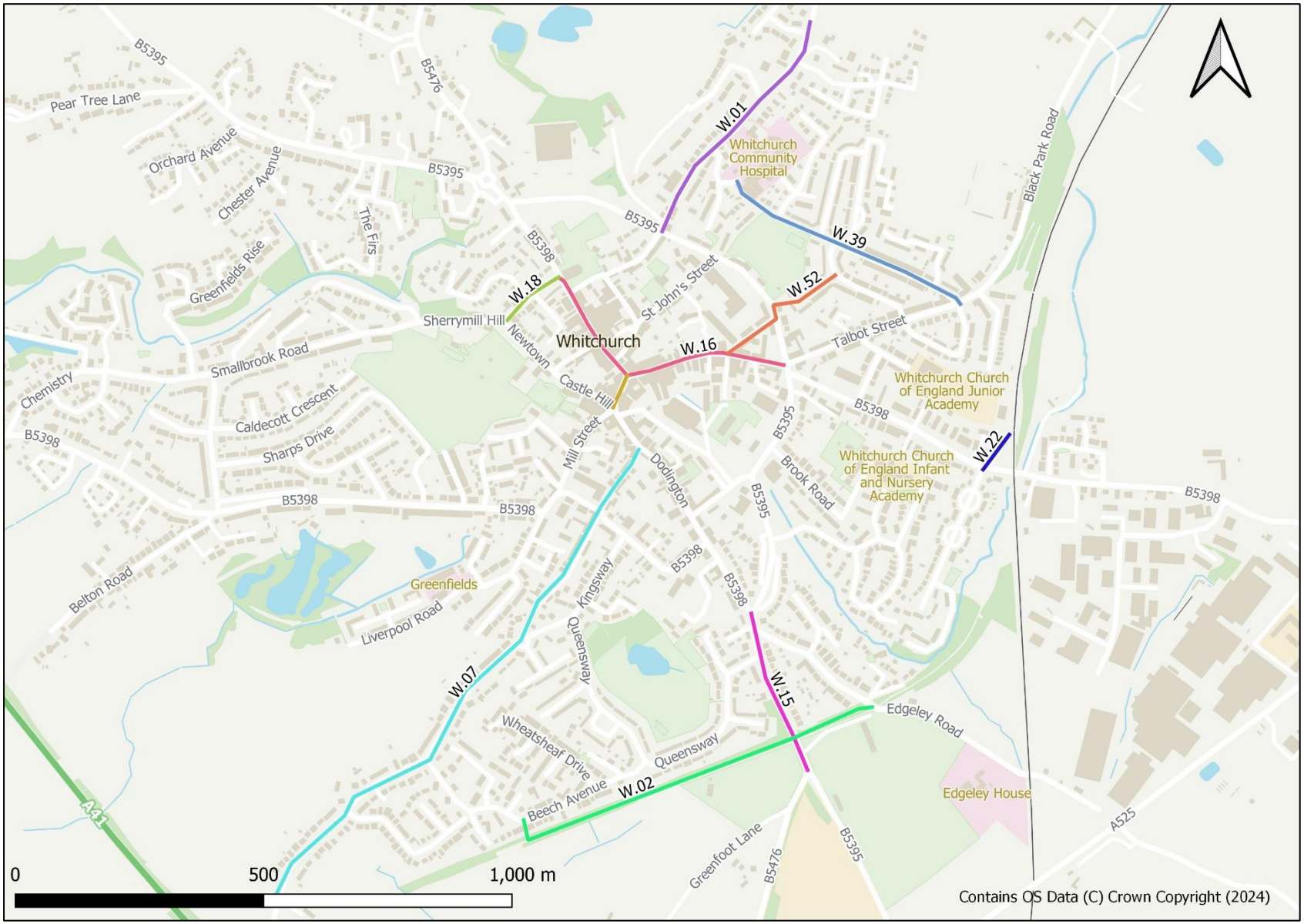

Figure 3-7: Top 10 Scoring Schemes in Whitchurch

3.3 Prioritised Delivery Plan

3.3.1 Timescales

In line with DfT Guidance, this LCWIP will be produced considering a prioritised series of network upgrades across a ten-year period.

Future infrastructure improvement schemes have been categorised as follows:

- Short Term Network Improvements (2022-2023): *'Quick wins'* which can be delivered relatively easily with limited local opposition, do not rely on other schemes progressing and could be delivered within current or already identified forthcoming funding streams available to Shropshire Council. Schemes can only be categorised as Short Term if they are either in the top 100 schemes over the county or have a score within the top 10% for the town they are in.
- Medium Term Network Improvements (2024-2027): Schemes that require several rounds of consultation and likely to require persuasion with local people before progression, subject to further feasibility assessment and/or reliant on some dependency on other scheme progressing
- Long Term (2028-2032): Schemes that are more challenging to deliver due to likely local opposition and need for several rounds of consultation, noteworthy scheme engineering feasibility challenges and / or reliant on other schemes progressing

3.3.2 Prioritised Routes

Based on the outcomes of the appraisal and prioritisation process, the recommended delivery timescales for the routes are indicated in Figure 3-8 to Figure 3-15. A full list of the timescales for each scheme is included in Appendix A.

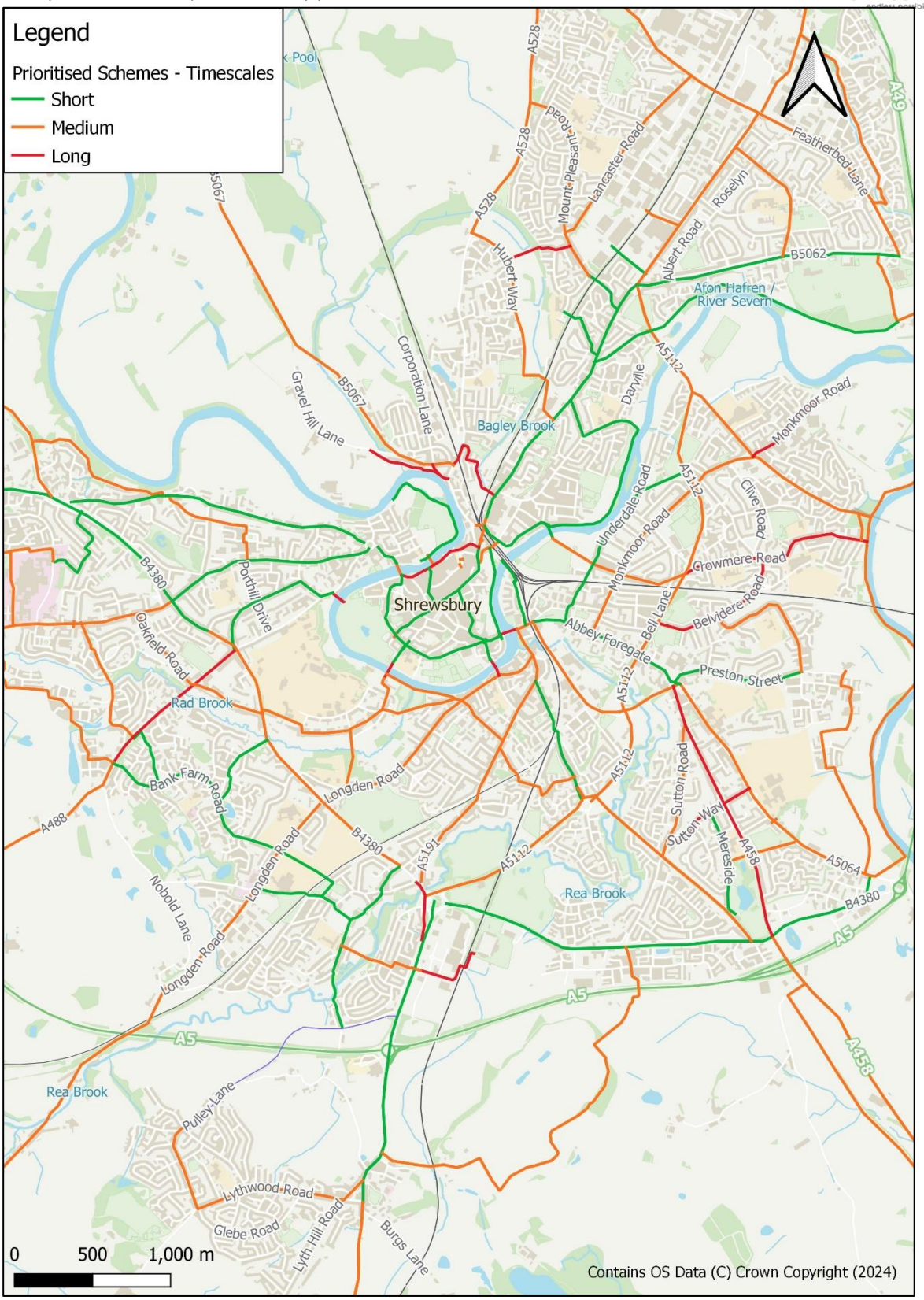

Figure 3-8: Prioritised Schemes in Shrewsbury

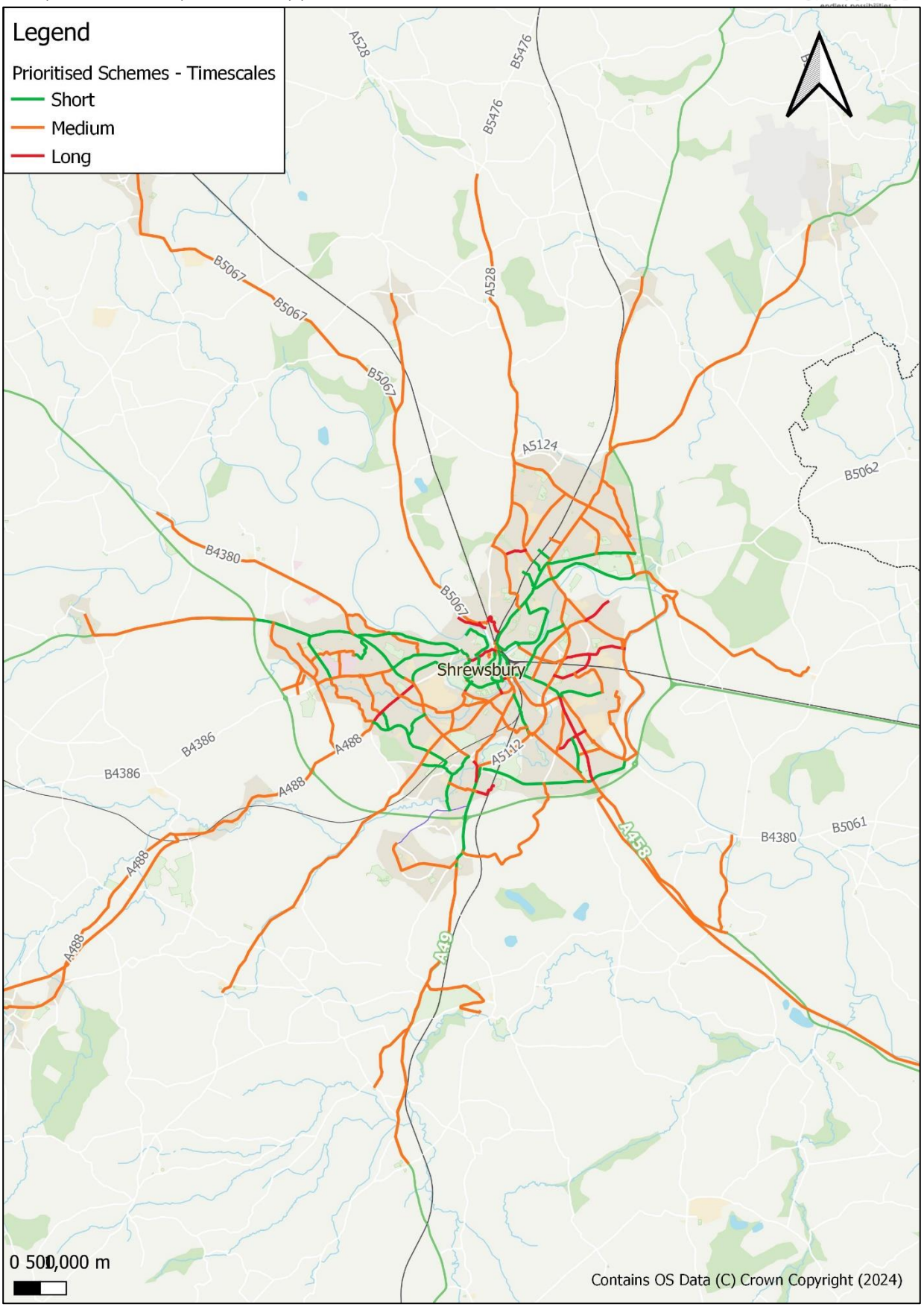

Figure 3-9: Prioritised Schemes in Shrewsbury

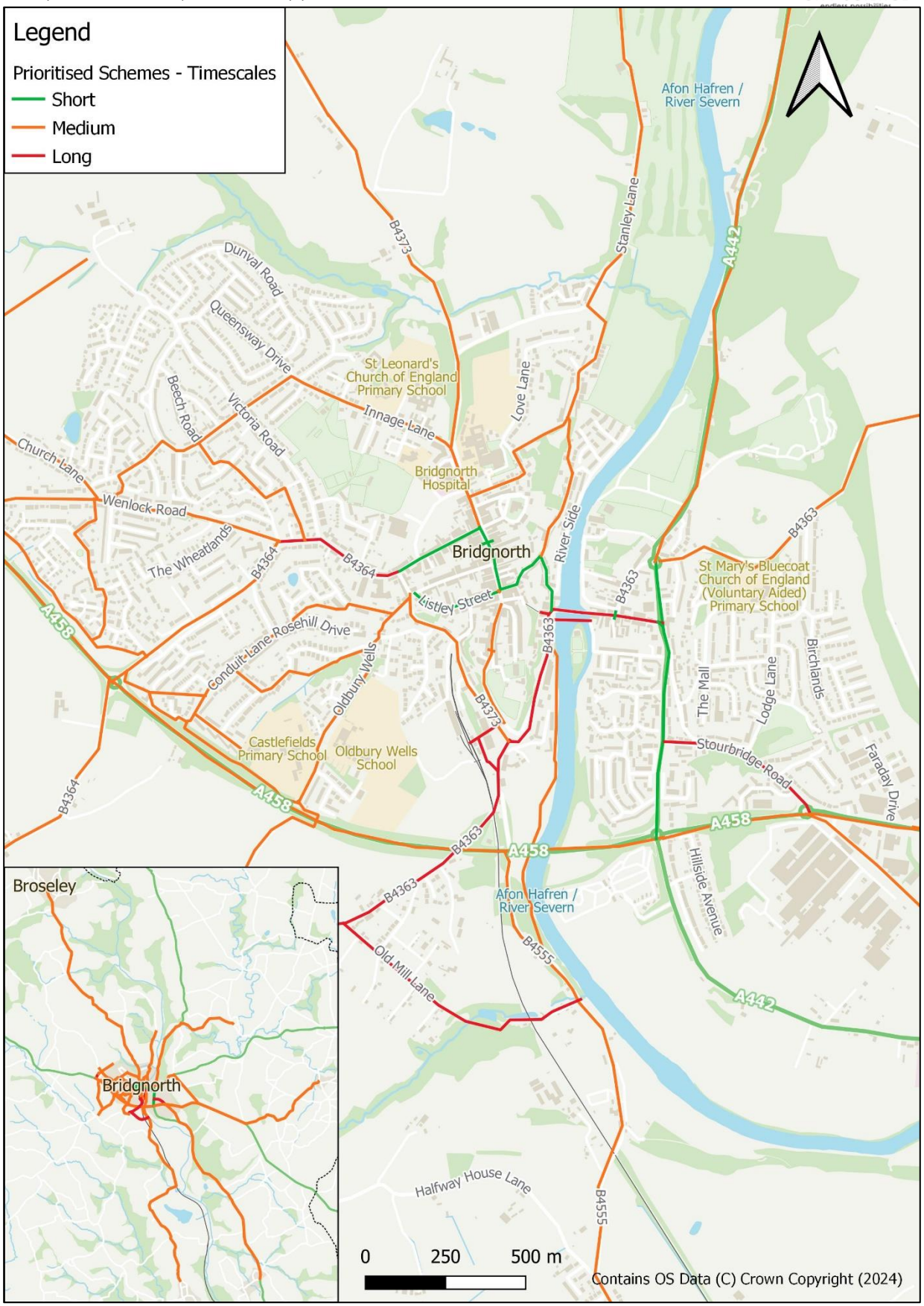

Figure 3-10: Prioritised Schemes in Bridgnorth

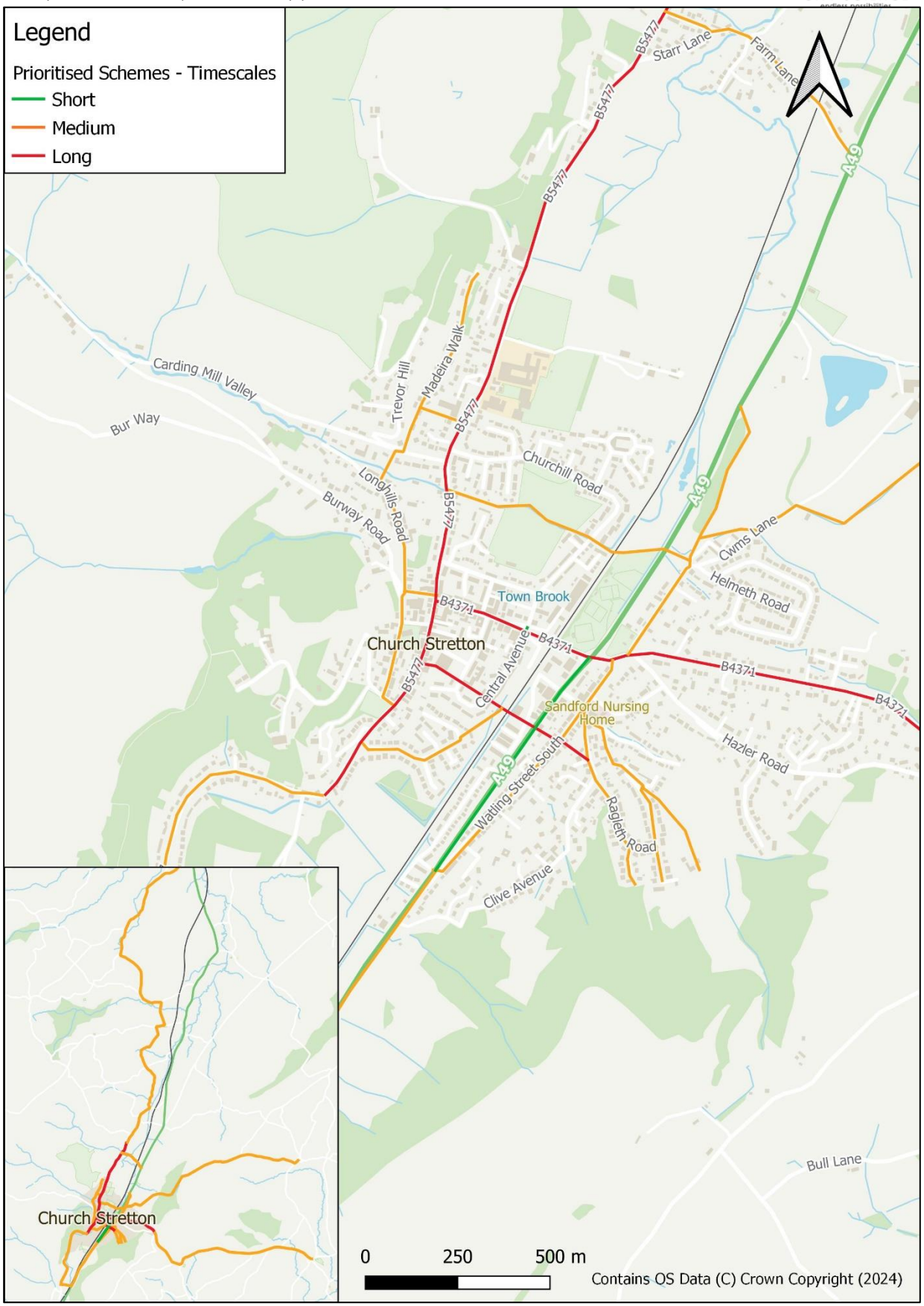

Figure 3-11: Prioritised Schemes in Church Stretton

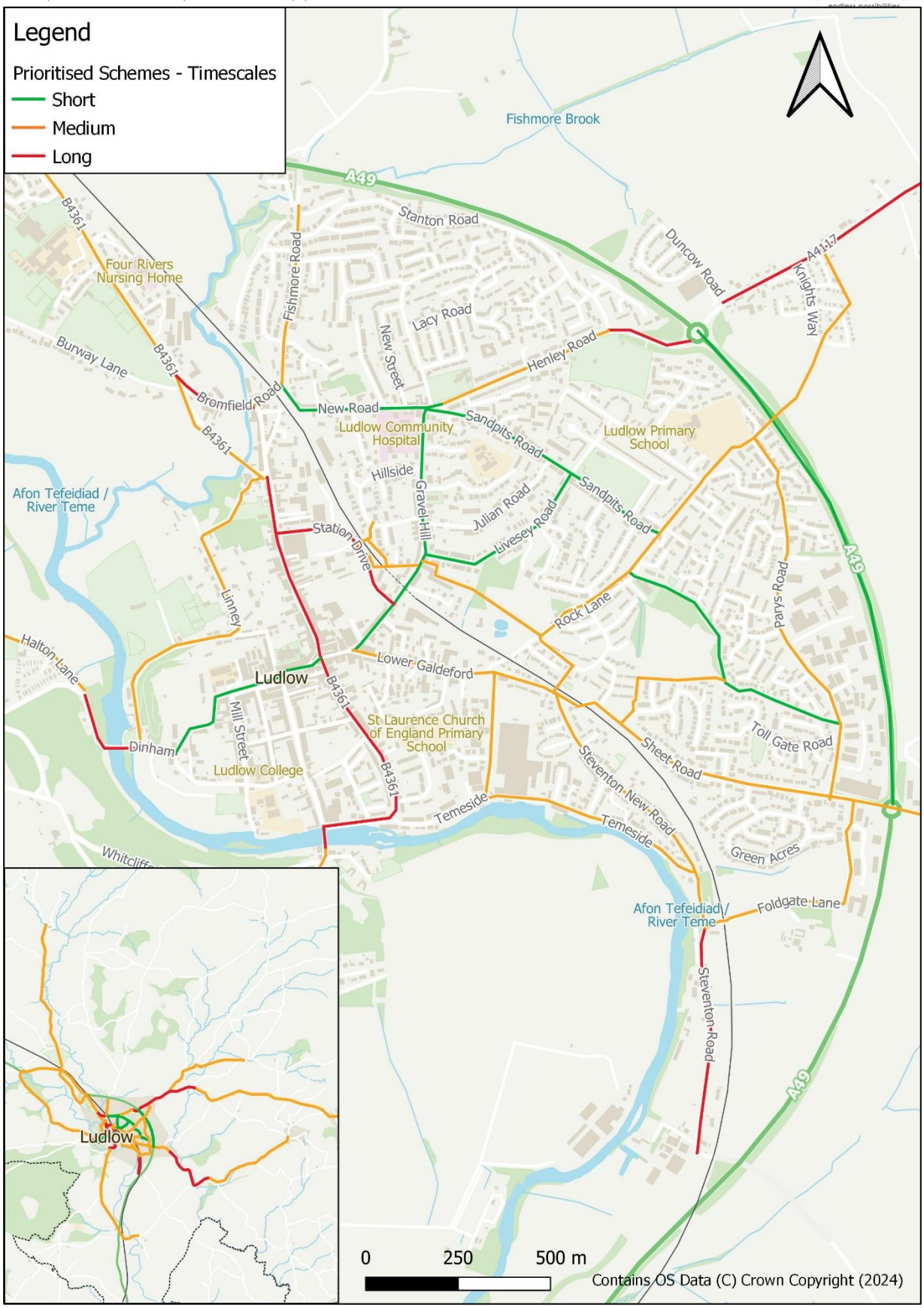

Figure 3-12: Prioritised Schemes in Ludlow

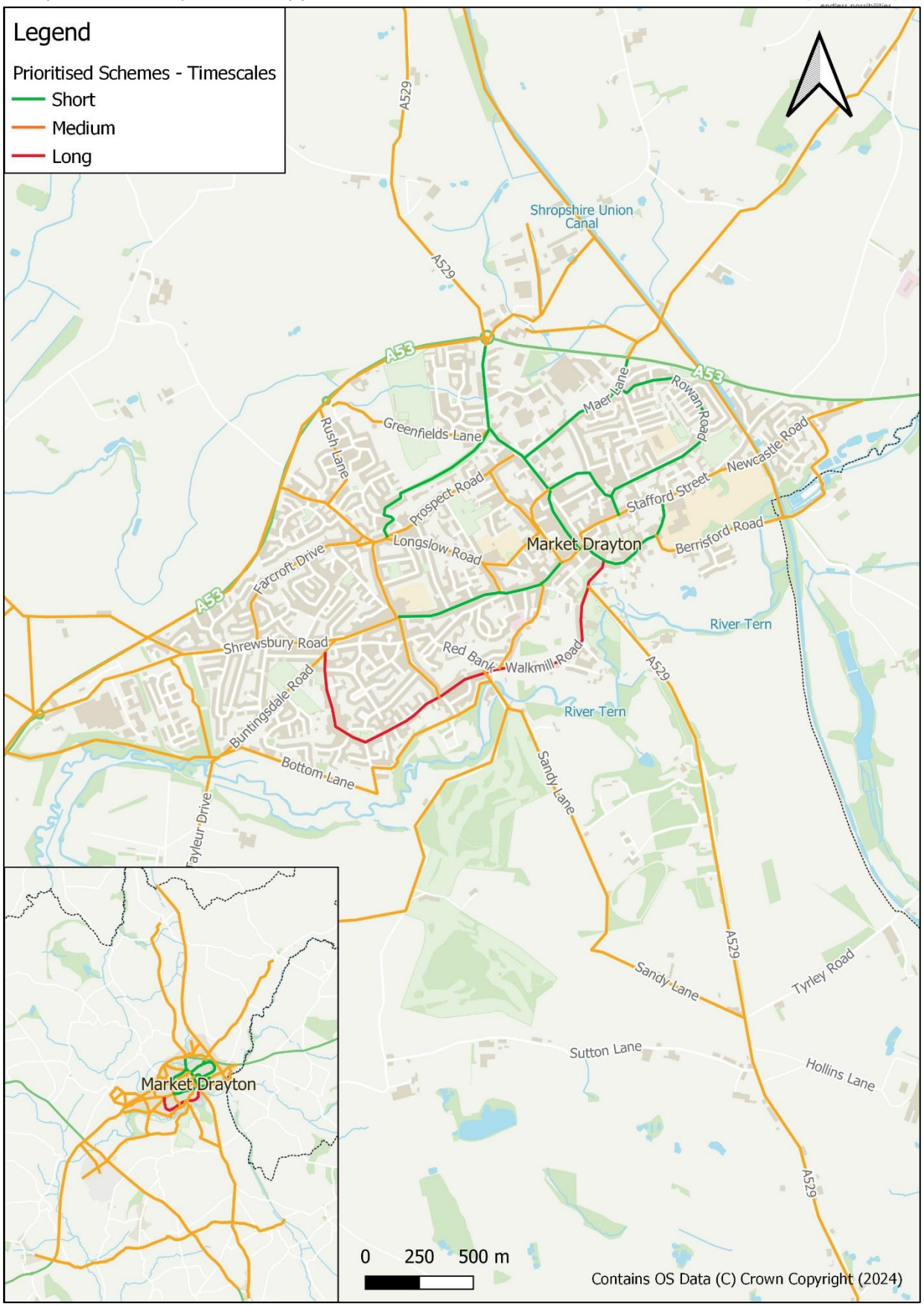

Figure 3-13: Prioritised Schemes in Market Drayton

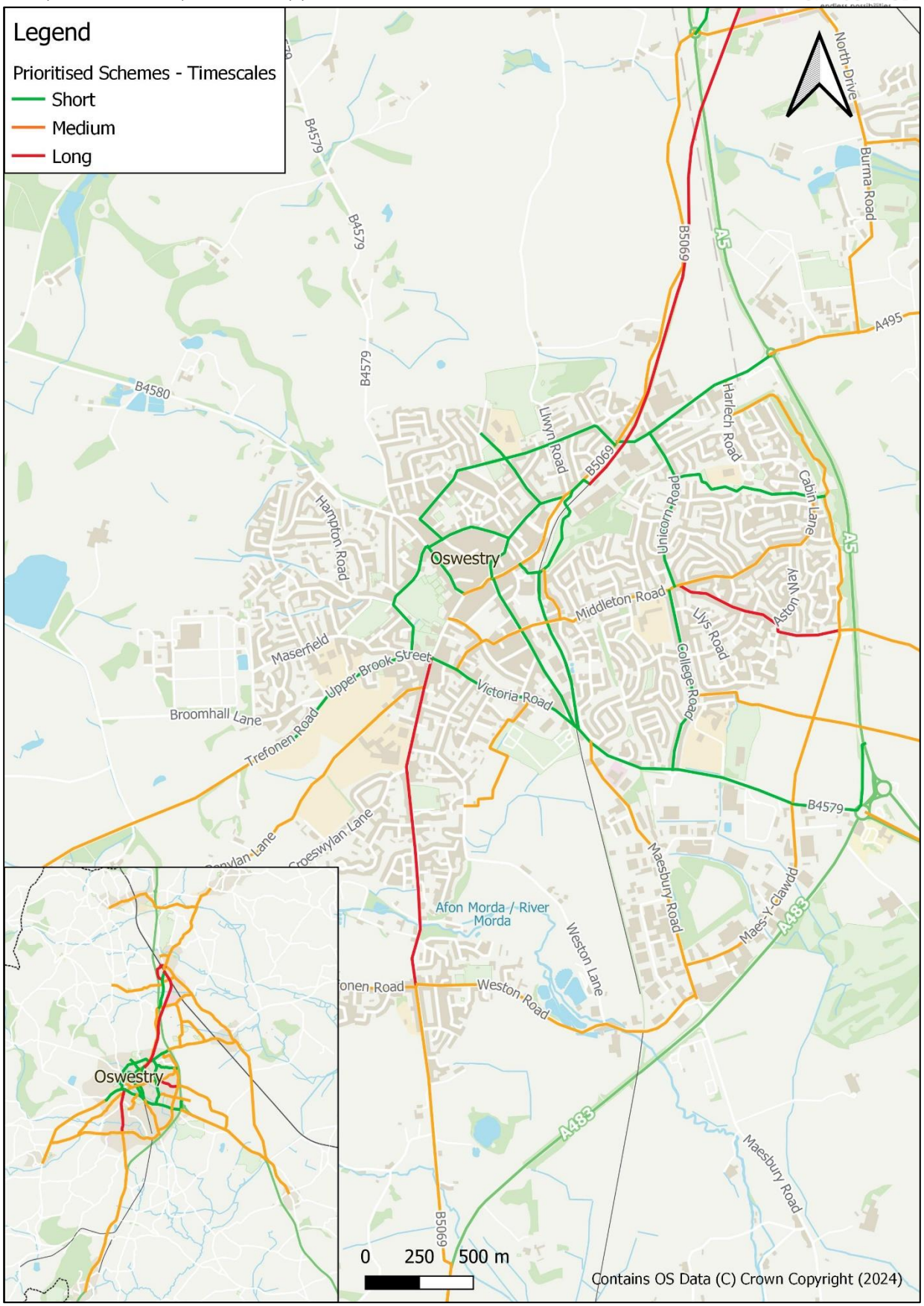

Figure 3-14: Prioritised Schemes in Oswestry

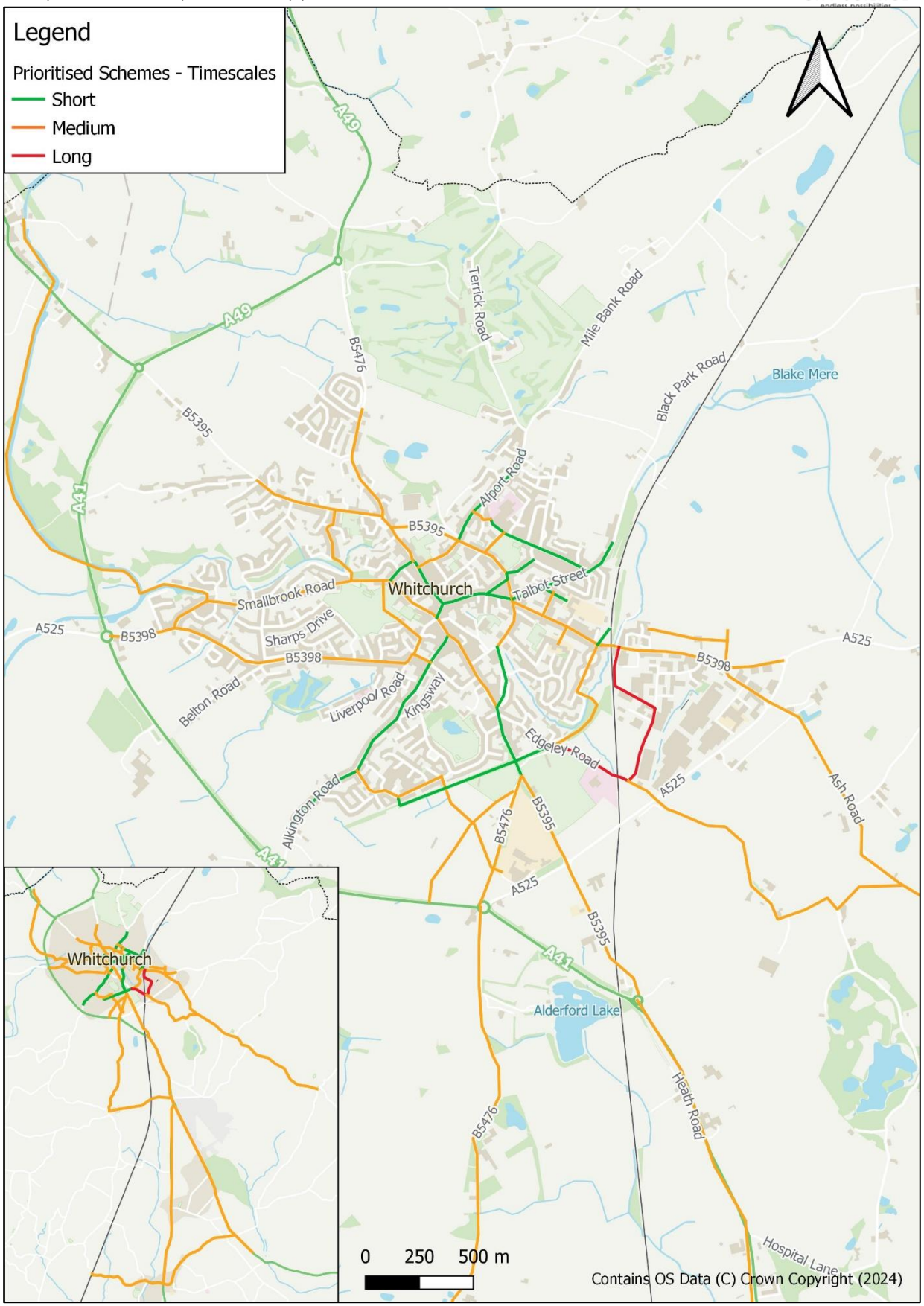

Figure 3-15: Prioritised Schemes in Whitchurch

Appendix A – Full Prioritisation Results

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
O.20	Route through residential area connecting The Meadows Primary School and the community hub, following existing pathways	7.5	8	6	8.25	8.25	38	26	64	1	Short
S.17	Connect missing sections of infrastructure along A5191 (Shrewsbury Train Station to New Park Rd) and upgrade old Canal Path	6	8.5	9	8.25	8.25	40	24	64	1	Short
O.23	Gittin St	5.25	8	8	8.25	8.25	38	26	64	3	Short
S.126	Connection between Bank Farm Rd and Roman Rd (B4380)	8.25	6.5	6	7.5	7.5	36	28	64	3	Short
O.27	Route between Shrewsbury Road, the new Sustainable Urban Extension (SUE) residential development site and the new Oswestry Innovation Park.	6	8	7	6.75	6.75	35	28	63	5	Short
S.125	The Mount (A458)	7.5	6.5	7	5.25	8.25	35	28	63	5	Short
O.07	Route along Willow Street providing a connection into the town centre	4.5	7.5	9	9	8.25	38	24	62	7	Short
O.14	North-South route through the eastern residential area along College Road connecting to the Mile Oak Industrial Estate	5.25	8	6	8.25	8.25	36	26	62	8	Short
S.124	Copthorne Rd (B4386)	5.25	6.5	7	6.75	8.25	34	28	62	8	Short
O.15	North-south route through the residential area along Unicorn Road connecting to the employment zone off Gobowen Road	6	8	4	8.25	9	35	26	61	10	Short
O.32	Connecting from existing cycleway to a route running alongside the de-commissioned railway line (scheme 0.52) via the existing path through Wilfred Owen Green .	4.5	8.5	9	6.75	8.25	37	24	61	11	Short

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
O.40	Connection through north-western residential area linking between the town centre and central employment zone and linking to the primary school. Route along Oak Street, York Street, Liverpool Road, Old Fort Road, Wat's Drive and Coppice Drive	4.5	8	8	7.5	9	37	24	61	11	Short
S.05	Connects Bayston Hill north along the A49 and over the A5 junction towards Shrewsbury town	7.5	7	9	6	7.5	37	24	61	11	Short
S.115	Sultan Rd, New Park Rd, Sydney Avenue, Severn Bank (National Cycle Route 81)	5.25	8	8	7.5	8.25	37	24	61	11	Short
S.38	Shelton Road along existing National Cycle Network route	6.75	6.5	5	7.5	6.75	33	28	61	15	Short
S.67	The old canal towpath, linking Ditherington to Pimley	6	8.5	5	7.5	7.5	35	26	61	15	Short
S.37	Welsh Bridge	5.25	7.5	9	8.25	8.25	38	22	60	17	Medium
S.64	Flatter route around the town centre along Beeches Lane and Town Walls	5.25	7	7	7.5	7.5	34	26	60	17	Short
B.CROSS6	St Johns Street/A442	7.5	5.5	8	7.5	7.5	36	24	60	19	Short
L.42	Henley Road approach to and crossing of the roundabout with Gravel Hill	5.25	7.5	9	7.5	6.75	36	24	60	19	Short
S.43D	Route between White House Gardens and Mount Pleasant Primary School (Whitehouse Gardens and Bagley Drive)	4.5	8	5	9	7.5	34	26	60	19	Short
S.58	National Cycle Route 81 connecting existing infrastructure on Shelton Road to Porthill Footbridge, connecting into the town centre	6.75	6	7	7.5	6.75	34	26	60	19	Short
W.52	Connection between Egerton Place and Green End	4.5	7.5	7	8.25	6.75	34	26	60	19	Short
O.25	Connection between Artillery Business Park and the central employment zone to the north of the residential area along Whittington Road	6	7	5	6.75	9	34	26	60	24	Short

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
S.26	Navigation of busy Frankwell roundabout and Frankwell Road to Welsh Bridge	5.25	7	9	8.25	8.25	38	22	60	24	Short
S.42	Narrow bridge (Castle Walk Footbridge) with restrictive chicane barriers to cycling, river crossing between Cherry Orchard & Castlefields	8.25	7	7	6.75	6.75	36	24	60	24	Short
S.89	Route through Meole Brace along Church Road connecting Roman Road (B4380) to the Church	8.25	6	6	6.75	6.75	34	26	60	24	Short
L.01	Main thoroughfare to the town centre, along Gravel Hill	5.25	7.5	9	7.5	8.25	38	22	60	28	Short
O.03	Route around Cae Glas Park along Welsh Walls	4.5	7.5	7	9	7.5	36	24	60	28	Short
B.23	High street	5.25	6	9	7.5	7.5	35	24	59	30	Short
L.12	Route along A49 between Rocks Green and The Sheet	7.5	6	6	8.25	7.5	35	24	59	30	Short
S.02	Connect Royal Shrewsbury Hospital to National Cycle Network Route 81, includes improving access onto National Cycle Network, route along Kingswood Road and Mossbank Way	6.75	5	6	7.5	6	31	28	59	30	Short
S.114	Connection between Underdale Rd and Robertson Way (A5112) on Monks Way	6.75	6	3	6.75	6.75	29	30	59	30	Short
S.29	Platform 8 to Abbey Foregate route	6	7	8	7.5	6.75	35	24	59	30	Short
W.16	Route along High Street and Green End	5.25	7.5	9	7.5	6	35	24	59	30	Short
S.43E	Railway crossing between Ditherington and Mount Pleasant along Mount Pleasant Road	4.5	7.5	6	8.25	6.75	33	26	59	36	Short
L.10	Route along Sheet Road connecting Sheet towards the town centre	6.75	7	8	6.75	8.25	37	22	59	37	Medium
S.31	Connecting Greyfriars Bridge through the town towards the railway station along Wyle Cop and Dogpole	5.25	7.5	9	6.75	8.25	37	22	59	37	Short

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
W.07	Route along Alkington Road	6	5.5	8	5.25	6	31	28	59	37	Short
B.58	Whitburn Street	5.25	6	7	7.5	6.75	33	26	59	40	Short
O.12	Link along Gobowen Road in Oswestry town centre	4.5	8	9	6.75	8.25	37	22	59	40	Medium
O.31	Route connecting Gobowen railway station and Oswestry	6	7.5	9	6	6	35	24	59	40	Short
L.47	St Julians Avenue and Livesey Road	4.5	6.5	7	6.75	7.5	32	26	58	43	Short
MD.04	Western access towards the Town Centre through the western and central residential areas, along Bridge Road, Longslow Road and Prospect Road	6.75	6.5	8	8.25	6.75	36	22	58	43	Medium
MD.14	Route along Great Hales Street and the High Street, providing a bypass of Stafford Street	5.25	6	8	9	6	34	24	58	43	Short
MD.29	Route through eastern residential area (Fairfields Rd, Rowan Rd, Longlands Lane)	5.25	6	6	9	6	32	26	58	43	Short
O.21	Route along the path that follows the railway line providing a north-south connection from Shrewsbury Road to Oswald Road	4.5	8.5	9	6.75	7.5	36	22	58	43	Short
S.80	Connecting the railway station to river crossing towards Cherry Orchard along Victoria Street	5.25	7.5	8	6	7.5	34	24	58	43	Short
S.CROSS7	English Bridge	6	6	8	7.5	6.75	34	24	58	43	Short
MD.05	East-west route from central Market Drayton connecting to the industrial park, along Maer Lane	4.5	6	8	8.25	5.25	32	26	58	50	Short
O.10	Route along main road through town centre to the central employment zone, alternative route to scheme O.16, follows Beatrice Street and Leg Street	3.75	7.5	9	7.5	8.25	36	22	58	50	Short
O.39	Create an east-west connections through the residential area connecting into the town centre along Cabin Lane and Middleton Road	7.5	8	8	8.25	8.25	40	18	58	50	Medium
S.116	Mereside	5.25	5	7	7.5	5.25	30	28	58	50	Short

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
S.30	Provide a route through the town centre for cyclists (currently no cycling on high street)	4.5	7.5	9	6.75	8.25	36	22	58	50	Short
S.32	Connection for cyclists from English Bridge to the railway station along the river path	4.5	8	8	6	7.5	34	24	58	50	Short
S.41	Route along Abbey Foregate between the Column Roundabout and the A5112 road bridge to join other proposed route (S.59) to existing infrastructure on A5112	6.75	6.5	7	7.5	8.25	36	22	58	50	Short
S.CROSS6	Wyle Cop	4.5	6.5	8	7.5	7.5	34	24	58	50	Short
W.01	Route along Claypit Street	6.75	6	8	6.75	4.5	32	26	58	50	Short
W.15	Sedgeford between Newport Road and B5476	5.25	6.5	6	8.25	6	32	26	58	50	Short
W.39	Egerton Rd and Egerton Place connection into Whitchurch Community Hospital	6	7	7	7.5	4.5	32	26	58	50	Short
B.22	Northern end of Cartway to through traffic	6	6	9	5.25	7.5	34	24	58	61	Short
L.43	Henley Road between Gravel Hill roundabout and Corve Street	6	7.5	8	6	8.25	36	22	58	61	Short
MD.10	Route through the centre of Market Drayton from the Town Centre to the north, along Cheshire Street and Adderley Road	6.75	6.5	9	7.5	6	36	22	58	61	Short
S.04	Fill in gap(s) of segregated cycle provision along Oteley Road	7.5	6	8	6	8.25	36	22	58	61	Short
S.71	Connection through Gains Park along Racecourse Lane providing connection through the residential area and Royal Shrewsbury Hospital	6	6.5	5	8.25	6	32	26	58	61	Short
S.86	Route around the west of the town centre providing connection from Saint John's Hill to Welsh Bridge	5.25	7.5	8	7.5	7.5	36	22	58	61	Short
S.CROSS1	Kingsland Bridge	5.25	7	8	7.5	6	34	24	58	61	Short
MD.17	Route along A529 (Smithfield Road) acting as a bypass of the town centre	4.5	7	9	9	6	36	22	58	68	Short
O.37	Route along Victoria Road connecting the town centre and the Mile Oak Industrial Estate	4.5	7.5	7	9	7.5	36	22	58	68	Short

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
W.02	Back access to Waymills Industrial Estate from the southern residential areas following PROW	6	7	5	7.5	6	32	26	58	68	Short
L.05	Local route through residential area along Sandpits Road connecting to the hospital	4.5	7.5	7	7.5	6.75	33	24	57	71	Short
O.05	Route along Upper Brook St past Oswestry School connecting the western residential area to the town centre	5.25	8	7	7.5	7.5	35	22	57	71	Short
O.11	Route along Castle Street providing an east-west route bypassing the town centre	3.75	7.5	9	7.5	7.5	35	22	57	71	Short
S.12	Provides an alternate route towards Cherry Orchard along London Road rather than the river route	7.5	7.5	7	8.25	9	39	18	57	71	Medium
S.25	Joins up sections of existing infrastructure between Belle Vue and Sutton Farm	5.25	6.5	7	8.25	8.25	35	22	57	71	Short
B.CROSS4	High Street	6	6	8	7.5	7.5	35	22	57	76	Short
S.05a	Improve existing infrastructure connecting Bayston Hill to Meole Brace and beyond, including bridge crossing on the A5	8.25	7	8	3.75	6	33	24	57	76	Short
S.101	Route along Preston Street connecting The Column Roundabout to the new estate (Lily Hay)	6	6.5	5	6.75	6.75	31	26	57	76	Short
S.96	Investigate provision of a continuous shared-use facility parallel to the road	6.75	8.5	6	8.25	7.5	37	20	57	76	Short
W.18	Route along Yardington	4.5	6	9	7.5	6	33	24	57	76	Short
W.22	Access into the railway station	6	6	9	6.75	5.25	33	24	57	76	Short
B.04	Connect bypass (A458) to residential areas and provide connection to the Low Town	6.75	6	7	7.5	7.5	35	22	57	82	Short
L.02	Route through the main town centre/high street areas	4.5	7.5	9	8.25	7.5	37	20	57	82	Short
L.06	Connection along Lower Galdeford from Upper Galdeford to Steventon New Road	4.5	7.5	9	7.5	8.25	37	20	57	82	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
L.11	Connection through Gallows Bank along Dark Lane between Rock Lane and the industrial and eco parks	5.25	7.5	7	7.5	7.5	35	22	57	82	Short
MD.40	Dis-used Railway Corridor, parallel to Prospect Road (Greenfields Lane to The Paddock)	5.25	6.5	8	8.25	6.75	35	22	57	82	Short
O.26	Route along Salop Road connecting into the town centre	4.5	7.5	7	7.5	8.25	35	22	57	82	Short
S.07	Route along Welshpool Road to the north of Gains Park Way connecting the National Cycle Network route to the A5 junction	6	6.5	6	7.5	6.75	33	24	57	82	Short
S.43F	Railway crossings between Morrisons and Arrow Point Retail Park	6	7.5	5	6.75	7.5	33	24	57	82	Short
S.75	Connection through Radbrook Green along Bank Farm Road connecting residential areas towards Royal Shrewsbury Hospital and Meole Brace retail park as well as internal destinations (e.g. local schools)	6.75	7	6	7.5	7.5	35	22	57	82	Short
W.19	The Bullring	5.25	6.5	9	6	6	33	24	57	82	Short
B.CROSS1	St Johns Street in Low Town	7.5	5.5	8	6	7.5	35	22	57	92	Short
MD.39	Route along Shrewsbury Road between Alexandra Road and Shropshire Street	6	6	9	8.25	5.25	35	22	57	92	Short
S.113	Connection between the West Midlands Showground site and Frankwell.	5.25	7.5	7	8.25	8.25	36	20	56	94	Short
S.33	Frankwell Suspension Bridge	5.25	7.5	9	8.25	8.25	38	18	56	94	Medium
S.39	Route through Meole Brace connecting internal destinations and providing a link from the National Cycle Network to Meole Brace and Bayston Hill, route along Church Road, Stanley Lane and the PROW through Rea Brook	8.25	8	7	6.75	8.25	38	18	56	94	Short
S.59	Connection along Abbey Foregate between the railway line and the A5112 road bridge providing connection to the area as well as Cherry Orchard	6	6.5	8	7.5	8.25	36	20	56	94	Short
W.24	Kingsway	6	7	6	6.75	4.5	30	26	56	94	Short
B.13	Route along Innage Lane and North Gate	6	6.5	7	8.25	8.25	36	20	56	99	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
B.44	Listley Street	5.25	6	8	6	6.75	32	24	56	99	Short
S.105	Underdale Road	6.75	7	6	6.75	7.5	34	22	56	99	Short
S.81	Route along Roushill extending to the High Street	3.75	7.5	7	7.5	8.25	34	22	56	99	Short
S.91	Route along Sutton Road from Wenlock Road to the zebra crossing with the pathway to town	7.5	6	6	8.25	8.25	36	20	56	99	Medium
W.38	Route along Talbot Street	6	7	7	7.5	4.5	32	24	56	99	Short
W.47	Newport Road	5.25	6.5	8	8.25	6	34	22	56	99	Short
L.13	Railway crossing into the station entrance from Quarry Gardens	3.75	7.5	9	6.75	6.75	34	22	56	106	Medium
O.13	Link along Smithfield Road to Church Street	3.75	7.5	6	9	7.5	34	22	56	106	Medium
O.22	Connection from Morda to Oswestry town centre along Morda Road	6	8	6	7.5	8.25	36	20	56	106	Long
S.108	Portland Crescent	4.5	5.5	5	6.75	6	28	28	56	106	Medium
S.79	Joining up existing infrastructure and connecting Cherry Orchard to the river crossing along Castle Walk and improve parallel crossings	6.75	8	6	7.5	7.5	36	20	56	106	Medium
S.99	Route along Hubert Way and providing link into scheme S.68	6	8	6	7.5	8.25	36	20	56	106	Medium
W.13	Route along Hatton Way & Wayland Road	6	7.5	8	8.25	6	36	20	56	106	Medium
W.20	Station Road and Waymills	6	7.5	9	6.75	4.5	34	22	56	106	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
MD.44	Route along Frogmore Road between Shropshire Street and Cheshire Street, provides an alternative route around the town centre	4.5	6.5	9	8.25	5.25	34	22	56	114	Medium
O.24	The pedestrianised area through the town centre along Cross Street and Oswald Road	3.75	7.5	9	9	8.25	38	18	56	114	Medium
O.54	Route to link Middleton Road to Wilfred Owen Green to provide connection to the path along the railway line	5.25	8.5	7	6	6.75	34	22	56	114	Medium
S.94	Route along Monkmoor Road from Abbey Foregate to Robertson Way	6.75	7	6	7.5	8.25	36	20	56	114	Medium
L.07	Railway crossing between Sheet Road and Housman Crescent	6.75	6.5	5	7.5	7.5	33	22	55	118	Medium
L.24	Connection from Rocks Green development site into Ludlow across A49, heading towards town centre following existing PROWs and Ridings Road	6	5.5	6	8.25	7.5	33	22	55	118	Medium
S.84	Upgrade existing cycle infrastructure and crossings along Roman Road (B4380)	6.75	6.5	7	7.5	7.5	35	20	55	118	Medium
O.57	Connection from Victoria Rd to Weston Lane through the new housing development	4.5	7	6	6	7.5	31	24	55	121	Medium
S.61	Link through Meole Brace residential area, connecting to school and using existing pathway across Rea Brook Valley Local Nature Reserve and along Chilton Close, Stapleton Road and Maesbrook Road	5.25	6.5	6	9	8.25	35	20	55	121	Medium
W.33	Route along Queen's Road	6.75	7	6	6.75	4.5	31	24	55	121	Medium
L.35	Route along Parys Road connecting residential areas to the industrial estate and other local destinations	7.5	6.5	5	8.25	7.5	35	20	55	124	Medium
MD.01	Route along Shrewsbury Road between the A53 and Alexandra Road	8.25	5.5	6	8.25	6.75	35	20	55	124	Medium
MD.03	Route along Newcastle Road and Stafford Street from the east into the town centre	5.25	6.5	8	9	6	35	20	55	124	Medium
O.36	Connection from Judge Road to future employment zone through new housing development and across the A5	6	6	5	8.25	7.5	33	22	55	124	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
S.11A	Link between Radbrook Green / Meole Brace to Shrewsbury town along Belle Vue Road, alternate to scheme S.11B	6.75	7	8	7.5	7.5	37	18	55	124	Medium
S.43G	Railway crossing between Sundorne and Arrow Point Retail Park along existing pathway	8.25	7	4	6.75	6.75	33	22	55	124	Medium
S.93	Route along Kingsland Road, alternative route to scheme S.10	4.5	6	4	8.25	6	29	26	55	124	Medium
W.10	Route along London Road & Brownlow Street	5.25	7.5	8	7.5	4.5	33	22	55	124	Medium
W.14	Route along Church Street	6	6	8	7.5	5.25	33	22	55	124	Medium
W.40	Egerton Place cut-through to the town centre	4.5	6.5	7	6.75	6	31	24	55	124	Medium
B.39	Hollybush Road (B4373)	6	6.5	8	6.75	5.25	33	22	55	134	Medium
L.15	Eastern access to the railway station from Gravel Hill	4.5	7.5	7	6.75	6.75	33	22	55	134	Medium
L.46	Linney between Dinham Bridge and Corve Street	4.5	6	7	8.25	6.75	33	22	55	134	Medium
MD.33	Route along Kilnback Road connecting Walkmill Road to Shrewsbury Road	6	6	6	6	4.5	29	26	55	134	Medium
O.33	Link from Gobowen railway station to central Gobowen along Chirk Road	3.75	6	8	6.75	6	31	24	55	134	Medium
S.62	Connection from Mount Pleasant to Battlefield Enterprise Park along Lancaster Road	5.25	8.5	5	8.25	7.5	35	20	55	134	Medium
S.85	Connection through Radbrook Green and towards Royal Shrewsbury Hospital and the town centre to Shrewsbury School along Oakfield Road, Ridgebourne Road and Kennedy Road	6	6.5	5	8.25	6.75	33	22	55	134	Medium
S.92	Route along Wenlock Road	7.5	7	5	7.5	7.5	35	20	55	134	Long
O.52	Alternative route connecting Oswestry and Gobowen railway station alongside the restored railway line (alternative to scheme O.30)	6	7	9	6.75	7.5	36	18	54	142	Long
S.09	Railway crossing between Belle Vue Road and Sutton Lane	5.25	6.5	3	6.75	6.75	28	26	54	142	Medium
S.88	Route connecting Gains Avenue to Gains Park Way	6.75	5.5	5	8.25	6.75	32	22	54	142	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
S.95	Route along Monkmoor Road and Woodcote Way	5.25	7	5	7.5	7.5	32	22	54	142	Medium
W.23	East-west connection from Beech Avenue through the Tilstock residential development site to Sir John Talbot's School	6	6	6	8.25	6	32	22	54	142	Medium
W.34	Beech Avenue	7.5	6	4	6.75	6	30	24	54	142	Medium
MD.18	Route through the future development site along Greenfields Lane and the existing PROW connecting to Blandford Way	6.75	6	7	6.75	7.5	34	20	54	148	Medium
O.16	Route along Oswald Rd connecting to the Cambrian railway station and the retail/employment zone (Oswestry Cambrian Works) located at the Oswald Rd/Gobowen Rd junction	3.75	7.5	9	7.5	8.25	36	18	54	148	Medium
S.11B	Link between Radbrook Green to Belle Vue and beyond to the town centre, alternate route to scheme S.11A, route along Longden Road	5.25	7	8	7.5	8.25	36	18	54	148	Medium
S.43B	Link between St Michael's Street and Coton Hill/Chester St (A528)	6	7	6	6.75	8.25	34	20	54	148	Long
W.12	Route along Bridgewater Street	5.25	7.5	8	6.75	4.5	32	22	54	148	Medium
B.26	Connection between Innage Lane and Wenlock Rd (B4364) along Leasowes Close, Racecourse Drive, Sydney Cottage Drive and The Hookfield.	6	5.5	4	6.75	7.5	30	24	54	153	Medium
O.18	East-west route through residential area along Middleton Road connecting other proposed routes	6.75	6.5	4	8.25	8.25	34	20	54	153	Long
S.03	Route along Mytton Oak Road connecting multiple origins and creating a route from the hospital towards the town centre	6.75	6.5	7	6	7.5	34	20	54	153	Medium
S.19	A5112 Whitchurch Road	5.25	8	7	6.75	6.75	34	20	54	153	Medium
S.20	Provide access to the whole of Battlefield Enterprise Park along Harlescott Lane	6.75	8.5	5	6.75	6.75	34	20	54	153	Medium
S.CROSS4	St Chad's Terrace	5.25	7	8	7.5	6	34	20	54	153	Medium
L.09	Route along Station Drive to connect into the train station from the town centre and other trunk roads	4.5	7.5	8	6	7.5	34	20	54	159	Long

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
S.106	Bage Way	6.75	7.5	5	6.75	7.5	34	20	54	159	Medium
S.118	Pritchard Way	7.5	5.5	5	6	7.5	32	22	54	159	Medium
S.15	Access across the Railway station from The Dana to the town centre	3.75	7.5	8	6	8.25	34	20	54	159	Medium
S.48	Connection from Radbrook Green to Longdon along Hanwood Rd (A488)	8.25	8	4	4.5	6.75	32	22	54	159	Medium
S.54	Connection between Bomere Heath and Shrewsbury along the B5067 Berwick Road	6.75	7	5	5.25	7.5	32	22	54	159	Medium
S.76	Greyfriars Bridge, connecting Belle Vue to Shrewsbury town centre	5.25	6.5	8	8.25	7.5	36	18	54	159	Long
B.02	Whitburn St - Link into the town centre from the west of Bridgnorth	6.75	6	7	6.75	6.75	33	20	53	166	Long
L.04	Henley Road between the A49 and Weyman Road	4.5	7	6	8.25	7.5	33	20	53	166	Long
L.29	Connection through south-eastern residential area along Steventon New Road linking the zone to local destinations south of the town	5.25	6	4	5.25	6.75	27	26	53	166	Medium
L.41	Henley Road between Weyman Road and Sandpits Road	4.5	7.5	9	7.5	6.75	35	18	53	166	Medium
MD.16	Route through the central residential area connecting into Market Drayton Infant and Nursery School, along Clive Road, Longslow Road and Manor Gardens	4.5	7	7	7.5	5.25	31	22	53	166	Medium
O.02	Route through Mile Oak Industrial Estate along Maes-Y-Clawdd	6.75	6	5	6	7.5	31	22	53	166	Medium
O.29	Connection between Whittington and Oswestry along Whittington Road	6.75	7	4	6.75	6.75	31	22	53	166	Medium
O.30	Route connecting Gobowen railway station and Oswestry along Gobowen Rd	6	6.5	6	6	6.75	31	22	53	166	Medium
S.06	Connects Bayston Hill north along the A49 and over the A5 junction towards Shrewsbury town	6	7	7	7.5	7.5	35	18	53	174	Long
S.69	Connection through Mount Pleasant and Harlescott Grange along Mount Pleasant Road	6	7.5	6	6.75	6.75	33	20	53	174	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
W.44	Access into the hospital site from Claypit Street	7.5	6.5	8	5.25	3.75	31	22	53	174	Medium
L.16	Route along Old Street and Corve Street connecting the north of the town to the town centre and railway station	5.25	7.5	9	7.5	7.5	37	16	53	177	Long
O.19	Route through Broadlands Way Playing Fields along existing PROW connecting north-south to the east of the residential area	7.5	6.5	3	7.5	8.25	33	20	53	177	Medium
S.14	Route along Robertson Way through Monkmoor	6	8.5	6	6.75	7.5	35	18	53	177	Medium
S.14	Route along Robertson Way through Monkmoor	6	8.5	6	6.75	7.5	35	18	53	177	Medium
W.17	Smallbrook Road through western residential area	6	6.5	9	6.75	4.5	33	20	53	177	Medium
W.46	Route along Bargates from High Street roundabout to the Chester Road roundabout	4.5	6	8	8.25	6	33	20	53	177	Medium
B.06	Bridgnorth Bridge - River crossing between High Town and Low Town	6.75	6.5	9	6.75	7.5	37	16	53	183	Long
B.33	Friar's Street	6.75	4.5	5	7.5	6.75	31	22	53	183	Medium
MD.21	Route through the western residential area	6.75	5.5	4	8.25	6	31	22	53	183	Medium
S.35	Kingsland Toll Bridge	4.5	5.5	7	7.5	6	31	22	53	183	Long
W.31	Whitchurch C of E School and Whitchurch C of E Infants and Nursery School access from Station Road	6.75	6.5	6	6.75	4.5	31	22	53	183	Medium
B.CROSS3	Consider new crossing scheme at Postern Gate/Listley Street junction	6	5.5	8	6	6.75	32	20	52	188	Medium
CS.CROSS1	Crossing of Sandford Avenue at the exit of the railway station	6	5.5	9	4.5	5.25	30	22	52	188	Short
L.14	Connection through residential area along PROW linking towards the train station	4.5	6.5	7	6.75	7.5	32	20	52	188	Medium
MD.02	Route through central Market Drayton	5.25	5	9	9	6	34	18	52	188	Medium
S.36	English Bridge	6	6	8	7.5	6.75	34	18	52	188	Long

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
W.08	Route along Dodington	4.5	7.5	8	8.25	6	34	18	52	188	Medium
MD.41	Frogmore Road connecting the town centre to Prospect Road	6.75	5.5	7	7.5	5.25	32	20	52	194	Medium
O.34	Infrastructure through the Gobowen residential area along Thomas Penson Road	6.75	7	7	6	5.25	32	20	52	194	Long
O.49	Route along B5009 from Darwen college to Gobowen	5.25	6.5	8	7.5	6.75	34	18	52	194	Medium
S.103	Pathway from Monkmoor Roundabout to the River (via Abingdon Road)	5.25	7.5	5	7.5	6.75	32	20	52	194	Medium
S.107	Connection between Crowmere Rd and Bell Lane on Belvidere Road and Dark Lane	6.75	8	5	6.75	7.5	34	18	52	194	Long
S.111	Old Potts Way	6	7	8	8.25	6.75	36	16	52	194	Medium
S.16	Underpasses to the train station	3.75	7	9	6.75	7.5	34	18	52	194	Medium
S.18	Providing route through Sundorne linking to Battlefield Enterprise Park and internal destinations along Featherbed Lane	7.5	7.5	5	7.5	4.5	32	20	52	194	Medium
W.05	Ash Road to Ash Magna, Ash Parva, Ightfield and Calverhall	7.5	5	7	4.5	6	30	22	52	194	Medium
W.45	Connection along Sedgeford from B5476 junction to the A525 roundabout	5.25	5.5	6	6.75	4.5	28	24	52	194	Medium
L.26	Route along the pathway parallel to Rock Lane between Sandpits Road and the Railway line	4.5	6	7	6.75	7.5	32	20	52	204	Medium
S.102	Lythwood Road and Overdale Road through Bayston Hill	6.75	7.5	5	6	4.5	30	22	52	204	Medium
W.49	Sandstone Trail along the Llangollen Canal	8.25	6	3	6	4.5	28	24	52	204	Medium
B.32	Postern Gate	5.25	6	7	5.25	6	30	22	52	207	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
B.34	Route along Cliff Rd, Love Lane and Bramble Ridge to connect Northgate with Stanley Lane	5.25	5.5	6	6	6.75	30	22	52	207	Medium
O.43	Connection between Pant and Oswestry along A483	7.5	6	7	4.5	4.5	30	22	52	207	Medium
W.36	Prees Road to A41	6.75	5.5	4	6.75	4.5	28	24	52	207	Medium
B.38	Church Lane to Tasley, linking in with new development site	6.75	4	3	6.75	6.75	27	24	51	211	Medium
O.45	Route between Shrewsbury Rd, through the new Sustainable Urban Extension (SUE) residential development site, to Middleton Rd.	6.75	5.5	5	5.25	6.75	29	22	51	211	Medium
S.27	Route around the north of the town centre to the railway station along Smithfield Road (includes short section of shared path)	3.75	7.5	9	7.5	7.5	35	16	51	211	Long
S.44	Hadnall to Harlescourt along the A49	6.75	6.5	6	5.25	6.75	31	20	51	211	Medium
S.73	Connection between Upton Magna and Uffington	6.75	6	4	5.25	5.25	27	24	51	211	Medium
S.97	Route along Meadow Farm Drive	4.5	7.5	5	8.25	6	31	20	51	211	Medium
S.CROSS3	Castle Court	5.25	6	7	7.5	7.5	33	18	51	211	Medium
W.06	Route along Tarporley Road	6.75	5.5	5	6.75	5.25	29	22	51	211	Medium
B.30	Oldbury Wells - linking in to the schools	6.75	6	7	6	5.25	31	20	51	219	Medium
B.47	B4373 north of Bridgnorth heading to Broseley	6.75	6	7	5.25	6	31	20	51	219	Medium
MD.31	Link along Dealands Estate connecting Salisbury Hill View and Shrewsbury Road	6	5.5	4	8.25	5.25	29	22	51	219	Medium
MD.37	Canal towpath through Market Drayton	6	5	4	6.75	5.25	27	24	51	219	Medium
S.CROSS2	Hospital William Farr House Site	5.25	5.5	5	6	5.25	27	24	51	219	Medium
W.04	Route along the A41 to Prees	6.75	7	4	6	5.25	29	22	51	219	Medium
W.41	Route along Wrexham Road	5.25	6.5	6	6	5.25	29	22	51	219	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
B.31	Bridge crossing New Rd to the Bridgnorth Railway Station	6.75	5	5	7.5	4.5	29	22	51	226	Long
L.28	Back route from Steventon to Ludlow Eco Park along Foldgate Lane	6.75	5.5	4	4.5	6	27	24	51	226	Medium
S.127	Connect existing pathways through Shrewsbury Hospital area on Evolution Way to provide a north-south link through the zone (connect into S.08)	5.25	6.5	5	6.75	5.25	29	22	51	226	Medium
S.21	Route along Hazeldine Way between the two roundabouts	7.5	7	6	6.75	7.5	35	16	51	226	Medium
S.24	Connect Belle Vue to the river path and Kingsland Bridge along Belle Vue Gardens	4.5	7	5	7.5	6.75	31	20	51	226	Medium
S.CROSS8	Meadow Rise	5.25	5.5	7	7.5	7.5	33	18	51	226	Medium
W.29	New east-west route within the Foundry Point development site (connecting into W.30)	5.25	5.5	6	6.75	5.25	29	22	51	226	Medium
B.28	Route along Wolverhampton Road (B4363) to connect Low Town to Stanmore Industrial Estate	6.75	6	6	4.5	5.25	29	22	51	233	Medium
B.53	PROW between Friar's Street and Bramble Ridge	6	5	4	7.5	6	29	22	51	233	Medium
L.17	Connection through the centre employment area along Weeping Cross Lane	4.5	6	5	7.5	7.5	31	20	51	233	Medium
S.100	Pathway following the stream from A5112 to Featherbed Lane	6	7.5	3	6	6	29	22	51	233	Medium
S.70	A53 to Shawbury	7.5	7	4	5.25	6.75	31	20	51	233	Medium
W.21	Connection along the college	5.25	6	6	6.75	4.5	29	22	51	233	Medium
B.16	New pedestrian/cycle bridge across the river	6	6.5	9	6	6.75	34	16	50	239	Long
MD.15	Local route through the central residential area (Longslow Rd)	6	6.5	5	7.5	5.25	30	20	50	239	Medium
MD.32	Route along Alexandra Road connecting to Market Drayton Junior School	6.75	6	4	8.25	5.25	30	20	50	239	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
S.104	Monkmoor Road from Monkmoor Roundabout to Monkmoor Farm Industrial Estate	5.25	7	5	7.5	7.5	32	18	50	239	Long
W.35	Park Ave and connection to Sherrymill Hill including path through Jubilee Park	5.25	7.5	7	6.75	3.75	30	20	50	239	Medium
S.22	Providing link from Battlefield Enterprise Park towards the town centre along Ellesmere Road	6.75	7	5	6	5.25	30	20	50	244	Medium
S.82	Route along Radbrook Road, between Hanwood Road roundabout and the Roman Road/Shelton Road (B4380) roundabout	6.75	6.5	4	7.5	5.25	30	20	50	244	Long
S.98	Route along A488 from Hanwood to Lea Cross via Cruckmeole	8.25	7.5	3	5.25	6	30	20	50	244	Medium
B.21	Connection between Sydney Cottage Drive and Westgate	6.75	5	4	5.25	6.75	28	22	50	247	Medium
L.45	Temeside between Weeping Cross Lane and Steventon New Road	5.25	6	4	8.25	8.25	32	18	50	247	Medium
MD.11	Route through the southern residential area along Christ Church Lane, Quarry Bank Road, Salisbury Hill View, Dalelands Estate, Walkmill Road and Newtown	6.75	5.5	8	6.75	6.75	34	16	50	247	Long
O.53	Connection from the Station Road/Old Chirk Road junction in Weston Rhyne to St Martins Road	7.5	6.5	3	6	6.75	30	20	50	247	Medium
S.117	Route from West Midlands Showground site via the Pig Trough / The Flash footpath connecting into Coton Hill/Berwick Rd	6	7.5	6	6	8.25	34	16	50	247	Long
B.01	Wenlock Road (west) between A458 and Church Lane	6.75	4.5	5	5.25	6	28	22	50	252	Medium
CS.10	Route between Sandford Avenue and Watling Street South connecting into the access to the train station	5.25	4.5	8	5.25	4.5	28	22	50	252	Short
L.23	Route through Gallows Bank along PROWs connecting to Sheet Road	5.25	6.5	5	6.75	6	30	20	50	252	Medium
S.23	Access to the old canal path from Sundorne Road along the PROW through the Sports Village playfield and Pimley Community Woodland	4.5	6.5	3	7.5	6	28	22	50	252	Medium
S.47	Connection from Radbrook Road (scheme S.82) in Shrewsbury out west to Hanwood along Hanwood Road	6.75	7	4	4.5	5.25	28	22	50	252	Medium
W.27	Prees to Sandford Industrial Estate	6	6.5	3	6	6	28	22	50	252	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
B.37	Rose Lane and Conduit Lane	6.75	6	6	5.25	5.25	29	20	49	258	Medium
B.CROSS2	West Castle St/New Rd	6	6	6	6	5.25	29	20	49	258	Medium
L.33	Connecting the town centre to Ludlow CofE School and beyond to A49 along Coronation Avenue (B4361)	5.25	6	8	6.75	5.25	31	18	49	258	Medium
S.34	Porthill Footbridge	5.25	6.5	8	7.5	6	33	16	49	258	Long
MD.19	Connection into the future development site (Sych Farm) along Western Way from the A53 roundabout	6.75	5.5	4	6.75	6	29	20	49	262	Medium
MD.43	PROW along Rush Lane between the A53 and Longslow Road	6.75	5	4	6	5.25	27	22	49	262	Medium
W.03	Heath Road connecting to Prees Heath	6.75	5	4	5.25	6	27	22	49	262	Medium
W.43	Waymills between the Whitchurch railway station and the A525 roundabout	5.25	7	8	6.75	6	33	16	49	262	Medium
W.50	Access to Waymills Industrial Estate following Edgeley Rd and the PROW linking into Waymills	6	6	8	8.25	6.75	35	14	49	262	Long
L.03	Bromfield Rd (B4361)	5.25	7	6	5.25	5.25	29	20	49	267	Medium
O.06	Route along PROW from B5009 Whittington Road to B5069 Chirk Road	6	5.5	6	6	5.25	29	20	49	267	Medium
O.44	Connection between West Felton and Oswestry along the A5	8.25	6.5	4	5.25	6.75	31	18	49	267	Medium
S.40	Route along Sutton Way and Ebnal Road	6	5.5	5	8.25	6	31	18	49	267	Long
L.31	Connection between Culmington and Ludlow along existing PROW	6.75	6	4	6	3.75	27	22	49	271	Medium
L.37	A49 to Bromfield	6.75	6	6	6	3.75	29	20	49	271	Medium
O.42	Connection between Gobowen and St Martins along St Martins Road	8.25	5.5	3	5.25	4.5	27	22	49	271	Medium
S.13	Route between Shrewsbury Business Park and Uffington via the River	7.5	7.5	5	4.5	6	31	18	49	271	Medium
S.65	Route along Gains Park Way providing a connection between Mytton Oak Rd and Welshpool Rd	7.5	5.5	4	7.5	6	31	18	49	271	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
W.42	Connection between Prees and Prees station along Station Road	6.75	6.5	8	6	5.25	33	16	49	271	Medium
W.48	Highgate	5.25	5.5	6	5.25	4.5	27	22	49	271	Medium
MD.25	Connection between Norton-in-Hales and Market Drayton along Maer Lane	6	5	4	6	5.25	26	22	48	278	Medium
MD.30	Connecting western settlements to the northern industrial park and future employment site avoiding the town centre	6.75	6.5	5	6	6	30	18	48	278	Medium
MD.47	New north-south route within the future development site at Longford (connecting into MD.08 and MD.24)	6.75	4	3	5.25	5.25	24	24	48	278	Medium
S.10	Investigate link between Longden Road and Kennedy Road along Beehive Lane, to connect areas in the south west to Shrewsbury town	4.5	6.5	5	7.5	6.75	30	18	48	278	Medium
S.51	Linking Cross Houses into Shrewsbury	7.5	6	5	4.5	5.25	28	20	48	278	Medium
B.24	Connection from Alveley to Bridgnorth along the A442 through Danesford, Quatford and Quatt	7.5	6	4	4.5	6	28	20	48	283	Medium
MD.35	Route connecting Shrewsbury Road to the River path, along pathway running to the eastern side of the business park	7.5	5.5	3	6	6	28	20	48	283	Medium
O.28	Route through Gobowen to the north, along St Martin's Road	7.5	7	7	6	4.5	32	16	48	283	Medium
S.08	Connect existing pathways through Shrewsbury Hospital area to provide a link across the north of the zone	8.25	5.5	5	6.75	4.5	30	18	48	283	Medium
S.112	Barracks Lane and Whitfield Crescent between Shelton Lane and Copthorne Road	6	5.5	3	7.5	6	28	20	48	283	Medium
S.52	Connection to Uffington along the old canal path	6.75	6	4	6.75	4.5	28	20	48	283	Medium
B.45	A458 between Wenlock Road and Ludlow Road	6.75	4.5	4	4.5	6	26	22	48	289	Medium
CS.06	Connecting north-eastern residential area to the schools along existing path/PROW between Leasowes Cl/Watling St North and Shrewsbury Rd (B5477)	6.75	4.5	6	6	4.5	28	20	48	289	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
W.28	Connection to Tilstock	6.75	6	3	6.75	5.25	28	20	48	289	Medium
W.30	North – south connection from the Foundry Point development to the east of Whitchurch to the employment zone south of Waymills Rd (connection into W.05)	5.25	5	5	5.25	5.25	26	22	48	289	Medium
B.46	A458 from Low Town to the business park	6.75	5	5	5.25	7.5	30	18	48	293	Medium
MD.48	New east-west route within the future development site at Longford (connecting into MD.08)	6.75	4	3	5.25	4.5	24	24	48	293	Medium
MD.50	New east-west route within the future development site (Clive Barracks – south of the A41) (connecting into MD.22)	4.5	4.5	4	4.5	6	24	24	48	293	Medium
S.46	Connection between Ford and the A5 to the west of Shrewsbury	6.75	5.5	4	6.75	4.5	28	20	48	293	Medium
S.66	Crossing on Wenlock Road providing access to Mereside C of E School and Kingfisher Nursery in Springfield	5.25	5.5	4	7.5	5.25	28	20	48	293	Medium
S.CROSS5	Shrewsbury College campus	6	5.5	4	7.5	4.5	28	20	48	293	Medium
L.48	Fishmore Road	5.25	7	5	6	6	29	18	47	299	Medium
MD.12	Link from Shrewsbury Road to the RAF Base (scheme MD.07) along Buntingsdale Road	8.25	5	4	6	6	29	18	47	299	Medium
S.74	Route through residential area connecting to Royal Shrewsbury Hospital along Crowmeole Lane	4.5	6.5	5	6	5.25	27	20	47	299	Medium
W.11	Chester Road between Pear Tree Lane and Bargates roundabout	6.75	5.5	5	6.75	5.25	29	18	47	299	Medium
O.50	Amesbury Road through Mile Oak Industrial Estate	5.25	7.5	3	5.25	6	27	20	47	303	Medium
S.47a	Old railway line from Pontesbury to Hanwood	9	7	4	4.5	4.5	29	18	47	303	Medium
CS.01	Shrewsbury Rd (B5477) connecting residential areas to the town centre	5.25	5.5	8	6	6	31	16	47	305	Long

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
CS.23	Link to High St and Sandford Ave from Burway Road.	6	5	6	4.5	5.25	27	20	47	305	Medium
O.01	Connection from the orthopaedic hospital towards Oswestry along North Drive and Burma Road	5.25	7	4	4.5	6	27	20	47	305	Medium
O.41	Route between Morda and Mile Oak Industrial estate along Weston Road	6.75	7	3	5.25	6.75	29	18	47	305	Medium
O.48	Supporting active travel movements between Weston Rhyne and Gobowen along Rad Rd through Hanged	5.25	5	5	3.75	3.75	23	24	47	305	Medium
S.50	Route along the A49 from Dorrington to Bayston Hill, provides connection for other villages along the route	7.5	5.5	4	5.25	4.5	27	20	47	305	Medium
S.60	Mansel Williams Way	6.75	5.5	5	7.5	6	31	16	47	305	Medium
B.29	PROW parallel to A458 from Ludlow Road to Oldbury Wells	6.75	4.5	4	6	5.25	27	20	47	312	Medium
B.43	Route along Highlands Road and the PROW connecting into Oldbury Wells	6	5	5	5.25	5.25	27	20	47	312	Medium
CS.20	Connecting Little Stretton to Church Stretton alternate route to scheme CS.19	5.25	4	5	5.25	3	23	24	47	312	Medium
S.45	Connection between Montford Bridge and to the northwest of Shrewsbury along Holyhead Rd	8.25	6.5	4	4.5	5.25	29	18	47	312	Medium
B.08	Connecting Oldbury to the town centre via Oldbury Rd, including crossing of the bypass	6.75	5	6	6	4.5	28	18	46	316	Long
B.11	Provide connection from residential area west of the town centre to the town centre along Ludlow Road	6.75	5.5	5	3.75	5.25	26	20	46	316	Medium
B.56	Wenlock Road (central) between Church Lane and Westland Drive	6.75	4.5	5	6	6	28	18	46	316	Medium
MD.46	Connection into the future development site (Sych Farm) into the canal route (MD.37)	5.25	4.5	4	5.25	5.25	24	22	46	316	Medium
S.72	Access through Meole Brace Retail Park to Shrewsbury Town Football Club	5.25	5.5	7	7.5	9	34	12	46	316	Long
W.09	New north-south route within the Tilstock development site	5.25	5.5	5	6.75	3.75	26	20	46	316	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
W.32	North-South route connecting Greenfields Rise with The Firs	6.75	5.5	7	5.25	3.75	28	18	46	316	Medium
B.41	Route through residential area west of town centre along PROW, Tavistock Close, Roundthorn Close and Maudlins Close	6.75	4.5	3	5.25	4.5	24	22	46	323	Medium
CS.05	Watling Street North	5.25	5.5	7	4.5	3.75	26	20	46	323	Medium
O.46	Connection from West Felton to Whittington supporting movement to north Oswestry and Gobowen	6.75	6	3	6.75	7.5	30	16	46	323	Medium
O.56	School Lane in Gobowen	7.5	5.5	4	5.25	3.75	26	20	46	323	Medium
S.87	Upgrade of existing pathway along Shelton Lane	6.75	4.5	3	3.75	6	24	22	46	323	Medium
W.37	Connection between Tilstock and Prees Heath	6.75	4.5	4	6.75	6	28	18	46	323	Medium
B.35	Castlefields	6.75	4.5	4	6	4.5	26	20	46	329	Medium
B.40	PROW running parallel to the A458, between Ludlow Rd and Wenlock Rd	6.75	5.5	3	4.5	6	26	20	46	329	Medium
B.50	A442 Mill St/Bridgnorth Road between the Mill St (B4363)/Wolverhampton Rd/Cann Hill Rd roundabout, connecting into B.49	7.5	5	6	6	5.25	30	16	46	329	Medium
O.51	Connection into the hospital from Whittington along Renewed and Inglis Rd	6	6	3	5.25	7.5	28	18	46	329	Medium
B.09	Alternative route to the river route (B.15), provides bypass of the town centre and links to railway station, along Underhill Street	5.25	6	7	6	5.25	30	16	46	333	Long
B.14	Connecting the river route to the bypass (A458) via the Cankhorn	6	4	5	6	4.5	26	20	46	333	Medium
L.36	Connecting Bromfield to Ludlow, upgrade of existing National Cycle Network Route 44 along existing PROWs	5.25	6.5	6	4.5	5.25	28	18	46	333	Medium
S.120	North-south connection between Mytton Oak Rd and Hanwood Rd with linkages to the proposed Park ‘n’ Ride facility	6	5	4	6	4.5	26	20	46	333	Medium
S.49	Connection between Bayston Hill and Sutton Farm via existing footway around the quarry and along Sharpstone Way	6.75	5.5	4	3.75	7.5	28	18	46	333	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
S.83	Bowbrook Meadows north-south route connecting Radbrook Rd to Shrewsbury Hospital	6	5	4	6	4.5	26	20	46	333	Medium
B.05	Crossing of bypass (A458) from new residential area (Tasley Garden Village) to future employment area (Land at Tasley south of the A458 bypass)	6	4	4	5.25	6	25	20	45	339	Long
B.07	Route from the A442 to the Industrial Park along Stourbridge Rd.	6.75	4.5	4	5.25	6.75	27	18	45	339	Long
MD.07	Route between Market Drayton and the RAF base along Mortimer Road and PROWs	6.75	4.5	4	6	6	27	18	45	339	Medium
MD.23	Link from the RAF base to the A53 providing a connection to Market Drayton along the A41	6	5	3	5.25	6	25	20	45	339	Medium
S.123	New north-south connection through the new development (Land North of Mytton Oak Road)	7.5	4.5	4	6.75	4.5	27	18	45	339	Medium
CS.11	Local network through southern residential area connecting to Watling St South	6	3.5	6	3.75	3.75	23	22	45	344	Medium
O.55	Route along Middleton Road/Middleton Lane connecting schemes O.18 to O.44, as an alternate to the route along the A5	6.75	5.5	3	4.5	5.25	25	20	45	344	Medium
S.01	Connecting up existing pathways through Gains Park Way to connect it more effectively to Royal Shrewsbury Hospital	6	6.5	4	6.75	3.75	27	18	45	344	Medium
B.12	Connection between the Tasley Garden Village development to future employment zone.	6.75	4	3	3.75	5.25	23	22	45	347	Medium
MD.38	Canal towpath, north of Market Drayton	6.75	4	3	4.5	4.5	23	22	45	347	Medium
O.04	Route through the hospital and college along Twmpath Lane	5.25	7	4	6	4.5	27	18	45	347	Medium
B.20	Connection from Oldbury along Manor Farm Lane to Oldbury Wells school	6.75	4.5	4	6	5.25	27	18	45	350	Medium
B.48	B4373 passing through Cross Lane Head	7.5	4	4	4.5	4.5	25	20	45	350	Medium
O.35	Connection between Whittington to Darwen College along B5009	5.25	6.5	4	6	6.75	29	16	45	350	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
W.26	Prees Higher Heath to Industrial estate	7.5	5	3	5.25	3.75	25	20	45	350	Medium
B.42	Connection along the PROW linking into Conduit Lane	6	4.5	4	5.25	4.5	24	20	44	354	Medium
B.57	Wenlock Road (east) between Ludlow Road and Westland Drive	6.75	4.5	6	3.75	5.25	26	18	44	354	Medium
MD.22	Connection between Hodnet and Market Drayton along the A53	8.25	5.5	4	6	4.5	28	16	44	354	Medium
S.53	Connection between Harmer Hill and Shrewsbury along A528	6.75	6	4	3.75	3.75	24	20	44	354	Medium
B.15	Connecting Oldbury to the river route which links north to the town centre, alternative route to scheme B.08	6.75	5.5	6	5.25	4.5	28	16	44	358	Medium
CS.02	Sandford Avenue (B4371) connecting the town centre to the east of Church Stretton	5.25	5.5	9	3	5.25	28	16	44	358	Long
CS.04	Watling St South	6	4	6	5.25	4.5	26	18	44	360	Medium
MD.24	Connection into Market Drayton from the south-west along the A53 Shrewsbury Road	7.5	4.5	4	5.25	4.5	26	18	44	360	Medium
S.28	Connecting Weir Hill to London Road through Lily Hay Estate	5.25	5.5	5	6.75	5.25	28	16	44	360	Medium
B.54	Oldbury Road to Bridgnorth Railway Station	6	4.5	5	7.5	4.5	28	16	44	363	Long
MD.09	Connection between Longford and the Tern Valley Business park along rural road and PROW	6.75	4	3	5.25	4.5	24	20	44	363	Medium
S.56	Connecting Stapleton to the A49, which has another proposed scheme along it (scheme S.50)	6.75	4.5	4	5.25	3	24	20	44	363	Medium
S.57	Linking Condover to the A49, which has another proposed scheme along it (scheme S.50)	6.75	5	4	6	3.75	26	18	44	363	Medium
B.03	Central section of the bypass (A458)	6.75	4.5	6	6	6	29	14	43	367	Medium
B.17	Rural route between A442/Rindleford Junction and Worfield.	7.5	5	4	3.75	3	23	20	43	367	Medium
B.18	Connection between Bridgnorth and Broseley along the B4373.	6.75	6.5	3	3.75	5.25	25	18	43	367	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
L.22	Connection from Ashford Carbonell to Ludlow (B4361)	5.25	6.5	5	4.5	6	27	16	43	367	Medium
S.109	Connection to Baschurch	6.75	7	3	5.25	5.25	27	16	43	367	Medium
S.51a	Disused railway between Mereside and Crosshouses	8.25	6	4	3.75	5.25	27	16	43	367	Medium
CS.03	Connection between the northern residential area to the town centre along Cunnery Rd, Church St, Longhills Rd and Madeira Walk	5.25	5	7	5.25	4.5	27	16	43	373	Medium
L.20	Connection from Cleehill to Ludlow	6.75	6	4	5.25	3	25	18	43	373	Medium
MD.26	Connection between Hinstock and the RAF base along the A41	6	5	3	3.75	5.25	23	20	43	373	Medium
CS.12	Connecting southern residential area to the town centre along Coffin Lane or The Narrows, alternative route to scheme CS.11	5.25	4	9	5.25	5.25	29	14	43	376	Long
S.122	New east-west connection through the new development (Land North of Mytton Oak Road)	7.5	4.5	3	5.25	4.5	25	18	43	376	Medium
B.59	Stanley Lane between Bramble Ridge and the Little Severn Community Hall.	6.75	5	3	5.25	4.5	25	18	43	378	Medium
CS.08	Connection between Shrewsbury Rd (B5477) and Madeira Walk	5.25	3.5	4	6	3.75	23	20	43	378	Medium
CS.13	Connecting southern residential area to the town centre, alternative route to scheme CS.12. Route from Watling Street South along Snatchfields Lane and Chelmick Close and the PROW	6.75	3.5	6	3.75	4.5	25	18	43	378	Medium
CS.19	Connecting Little Stretton to Church Stretton alternate route to scheme CS.20	5.25	4	5	5.25	3	23	20	43	378	Medium
O.08	Connection from Oswestry towards Trefonen via Coed-Y-Go along Penylan Lane	6	6.5	4	6	6	29	14	43	378	Medium
S.63	Connection through Belvidere along Crowmere Road connecting to local schools and beyond to the river path	4.5	7	4	7.5	7.5	31	12	43	378	Long
S.68	Crossing of the old river bed, connecting Herongate to Mount Pleasant	5.25	7.5	5	6	6.75	31	12	43	378	Long
B.36	North-south link through the Tasley Garden village site	7.5	4	3	4.5	5.25	24	18	42	385	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
MD.20	Connection into the future development site (Sych Farm) from Maer Lane	5.25	4.5	4	5.25	5.25	24	18	42	385	Medium
MD.27	Connection between Hinstock and Market Drayton along A529 Newport Road	7.5	5.5	7	4.5	3.75	28	14	42	385	Medium
MD.28	Connection between Adderley and Market Drayton along disused railway corridor	7.5	5	5	6.75	6	30	12	42	385	Medium
B.27	Connection into the Stanmore Industrial Estate and Country Park along the A454	6.75	5.5	4	4.5	5.25	26	16	42	389	Medium
CS.07	Connection through south-western residential area to the town centre along Stretton Farm Rd and the PROW.	5.25	4	7	5.25	4.5	26	16	42	389	Medium
W.51	Connection to Edgeley along Edgeley Road and connecting into Ash Road	6.75	5	4	4.5	3.75	24	18	42	389	Medium
MD.34	Route along the PROW (Bottom Lane) running to the south of Market Drayton	7.5	4.5	4	5.25	4.5	26	16	42	392	Medium
L.25	River crossing along Dinham bridge, connect leisure route along National Cycle Network Route 44	4.5	6.5	6	6	4.5	28	14	42	393	Long
L.27	Connection from Steventon to Ludlow along Steventon Rd and Steventon New Road	6.75	5	4	5.25	4.5	26	16	42	393	Long
B.19	Connection from Highley to Bridgnorth along the B4555 through Eardington, Chelmarsh and Chelmarsh Common	6.75	6	5	3.75	3.75	25	16	41	395	Medium
CS.15	Connecting All Stretton to Church Stretton along Shrewsbury Road (B5477)	5.25	3.5	4	5.25	5.25	23	18	41	395	Long
L.19	Connection from Knowbury to Caynham, links in with further connection to Ludlow	7.5	5	4	3.75	3	23	18	41	395	Medium
MD.49	New north-south route within the future development site (Clive Barracks – south of the A41) (connecting into MD.22)	4.5	4	3	3.75	6	21	20	41	395	Medium
W.25	Connection between Prees Heath and Prees Higher Heath	6.75	5	3	5.25	5.25	25	16	41	395	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
B.25	Connection from Claverley to Bridgnorth along the A458	6.75	5	4	5.25	6	27	14	41	400	Medium
L.08	Ludford Bridge river crossing	6	6	5	6.75	5.25	29	12	41	400	Long
L.30	Connection between Culmington and Ludlow along B4365	6	5.5	4	4.5	3	23	18	41	400	Medium
MD.06	Route from Market Drayton to the RAF base along PROWs, alternative to scheme MD.07	6	4	4	5.25	3.75	23	18	41	400	Medium
MD.08	Connection between Longford and Market Drayton along Longford Road	7.5	4.5	3	5.25	4.5	25	16	41	404	Medium
MD.36	Connection along PROWs along the river between the A53 and Buntingsdale Road	7.5	4	3	5.25	4.5	24	16	40	405	Medium
B.49	A442 Bridgnorth Road to Rindleford Junction	7.5	4	4	5.25	3	24	16	40	406	Medium
CS.14	Connecting Cardington to Church Stretton town centre along Cardington Walk and Cwms Lane	5.25	4.5	4	3.75	3.75	21	18	39	407	Medium
CS.16	Alternate route from All Stretton to Church Stretton, linking from Shrewsbury Road (B5477) along Farm Lane	5.25	3	4	4.5	4.5	21	18	39	407	Medium
L.40	A4117 Rocks Green from A49 roundabout to Henley	6	5.5	4	4.5	5.25	25	14	39	407	Long
B.10	Link from the bypass (A458) to the Tasley Garden Village development to the south west of Bridgnorth.	6.75	4	4	3.75	4.5	23	16	39	410	Medium
CS.18	B4577 and rural roads to Leebotwood and Dorrington	6	5.5	3	5.25	5.25	25	14	39	410	Medium
MD.45	Route from the Station Road/A53 junction to the Shropshire Union Canal by the Wharf Tavern via Stoke on Tern, Heathcote, Wistanswick and Lightwoods	6.75	5	3	4.5	3.75	23	16	39	410	Medium
O.17	Connection between Trefonen and Oswestry along Trefonen Road	6.75	5.5	3	5.25	4.5	25	14	39	410	Medium
MD.13	Route around the south-eastern part of Market Drayton along Berrisford Road, connecting to the Grove School	6	5	4	6	3.75	25	14	39	414	Medium
MD.42	Provision of a route south from Market Drayton along Sandy Lane and PROWs	5.25	4.5	3	3	3	19	20	39	414	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Rank	Time Scale
L.32	Route along Bromfield Road and Corve Bridge	3.75	6	6	5.25	5.25	26	12	38	416	Long
L.21	Connection from Bitterley to Ludlow (B4364)	6	5.5	4	4.5	3.75	24	14	38	417	Medium
O.47	Connection from Trefonen to Morda along Trefonen Road to support movements to the south of Oswestry	6.75	5	3	4.5	4.5	24	14	38	417	Medium
CS.22	Connecting Wall under Heywood to Hope Bowdler to Church Stretton	6	4.5	3	3.75	3.75	21	16	37	419	Medium
S.110	Cross Houses to Atcham	6.75	5.5	3	3.75	3.75	23	14	37	420	Medium
B.51	Old Mill Lane between Oldbury Road and the B4555	6.75	4	4	3.75	5.25	24	12	36	421	Long
L.18	Connection from Caynham to Ludlow	6	5	4	4.5	3.75	23	10	33	422	Long