



Date: Thursday, 13 November 2025

Time: 2.00 pm

Venue: The Shrewsbury Room, The Guildhall, Frankwell Quay, Shrewsbury, SY3 8HQ

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ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

TO FOLLOW REPORT (S)

7 Levelling Up Fund Round 2 (LUF2): Project 2 - Transforming Movement and Public Spaces in Shrewsbury (Pages 1 - 24)

To report on progress for the delivery of the Levelling Up Fund (Round 2) grant funded 'Transforming Movement and Public Spaces in Shrewsbury' project, including an overview of governance arrangements, project management, delivery of outputs and outcomes, aligned to the grant award. (To Follow).

Contact: Andy Wilde (Tel: 01743 256401)

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Economy and Environment Overview and Scrutiny Committee

13th November 2025

Item

Public



Levelling Up Fund Round 2 (LUF2): Project 2 - Transforming Movement and Public Spaces in Shrewsbury

Responsible Officer:

Andy Wilde, Service Director - Infrastructure

email: andy.wilde@shropshire.gov.uk

Cabinet Member (Portfolio Holder):

Rob Wilson

1. Synopsis

- 1.1. To report on progress for the delivery of the Levelling Up Fund (Round 2) grant funded 'Transforming Movement and Public Spaces in Shrewsbury' project, including an overview of governance arrangements, project management, delivery of outputs and outcomes, aligned to the grant award.

1. Executive Summary

- 1.1. **Transforming Movement and Public Spaces in Shrewsbury** is one of two major projects in the Shrewsbury Levelling Up Fund (LUF2 Round 2) grant award ([shrewsbury-levelling-up-funding-bid.pdf](#)), designed to deliver significant improvements to the town's public spaces and active travel (walking and cycling) infrastructure. Identified and co-developed with the Big Town Plan Partnership and other key stakeholders, the objectives are:

- **Enhance Public Realm and Connectivity:** Deliver six public space interventions adjacent to the rail station and Northern Corridor, improving 4,780m² of public space with better lighting, public art, and safer, more attractive environments.
- **Promote Active Travel:** Achieve a 20% increase in both footfall and cycling through new and improved walking and cycling routes (2.3 km of enhanced routes).
- **Traffic Management:** Implement four traffic management improvements, including two-way cycle infrastructure, reduced vehicle speeds, bus-only provision, and changes in traffic direction.
- **Environmental Improvement:** Achieve a 21% reduction in NO₂ emissions in the Station area, improving air quality and public health.

- **Support Economic Growth:** Make the town centre more accessible and attractive for residents, visitors, and businesses, supporting higher-value job creation and reducing deprivation in key areas.
 - **Social Inclusion and Wellbeing:** Improve access for deprived communities, particularly in the Castlefields and Ditherington ward, and encourage healthier, more active lifestyles.
- 1.2. This project aimed to support the aspirations of the Shrewsbury Big Town Plan and more recently the adopted Movement and Public Space Strategy for Shrewsbury. Furthermore, it also aimed to support the Shropshire Plan Healthy Economy (promoting access and vitality), People (promoting safe, active travel and lifestyle choices) and Environment (air quality and quality streetscapes) priorities. The project progressed into development, detailed design and leading to delivery on site, following grant award and Council approval in July 2023; governance, monitoring and reporting arrangements were put in place, as proposed in the grant application.
- 1.3. The project is complex and has been subject to changes in the scope of the activities and intervention proposed, with a consequential impact on cost and programme necessary to complete the project. Monitoring and reporting of these changes to Ministry for Communities, Housing and Local Government (MHCLG), and other stakeholders, have been managed through the client-side project management resources, as per the governance arrangements.
- 1.4. Whilst currently in delivery with many of the interventions yet to be given the opportunity to collectively meet the objectives of the project, this report provides a summary of progress to date and includes an overview of governance arrangements, project management, delivery of outputs and outcomes, aligned to the grant award.

2. Recommendations

- 2.1. That the Economy and Environment Scrutiny Committee consider this report and identifies specific areas of focus that it may want to explore in more detail; the outcomes of which will be included in a future report.
- 2.2. Delegates to the Service Director Infrastructure, in consultation with the Cabinet Member for Transport and Economic Growth to consider the commissioning of an independent safety audit review of the current proposals to provide assurance that associated risks, such as congestion and emergency access are robustly addressed.

Report

3. Risk Assessment and Opportunities Appraisal

- 3.1. The Council Risk, Insurance and Resilience team has developed a corporate approach to risk management across all Council activity including a risk register format, with risks discussed at project and programme board meetings. The Council implements the risk management cycle for identification, analysis, control and monitoring ensuring that emerging risks are brought into the process as soon as possible and mitigated appropriately. The risk register is maintained within a live risk environment with access provided to risk owners and project officers. This provides real time data to always be available enabling accurate and timely reporting of risk status and emerging issues.
- 3.2. Risk and opportunities management is embedded in the governance arrangements, overseen by the LUF2 Project [officer] Group, and a requirement of consultancy

partners/contractors for the design development and contract implementation, from inception to completion.

- 3.3. **Currently identified project risks** are provided to MHCLG in periodic monitoring reports, the last report provided on 16 May 2025 for the period 01.01.2025 to 31.3.2025, as summarised in appendix 1.
- 3.4. **Risks identified within the grant application** were detailed alongside the necessary mitigation as a requirement of the grant application, provided in both the main application and the detailed delivery plan. These are also summarised in appendix 1.
- 3.5. Risks identified during the construction phase are routinely reported to the LUF 2 Delivery [officer] Group and recorded. Mitigating actions are discussed and where appropriate, agreed to be implemented, in line with the available budget.

4. Financial Implications

- 4.1. Shropshire Council continues to manage unprecedented financial demands, and a financial emergency was declared by Cabinet on 10 September 2025. The overall financial position of the Council is set out in the monitoring position presented to Cabinet monthly. Significant management action has been instigated at all levels of the Council reducing spend to ensure the Council's financial survival. While all reports to Members provide the financial implications of decisions being taken, this may change as officers and/or Portfolio Holders review the overall financial situation and make decisions aligned to financial survivability. All non-essential spend will be stopped and all essential spend challenged. These actions may involve (this is not exhaustive):
 - scaling down initiatives
 - changing the scope of activities
 - delaying implementation of agreed plans, or
 - extending delivery timescales.
- 4.2. Financial implications relating to bids for grant funding submitted to Department of Levelling Up, Homes and Communities (DLUHC) in August 2022, are detailed in the Council report titled 'Levelling Up Fund Award for Shrewsbury' (dated 6 July 2023).
- 4.3. The Council is required to contribute £5.043m of match funding (21% of total project costs) towards the two projects within this application, necessary to support the successful bid award of £18.701m LUF Round 2 grant funding. This was subsequently approved as follows:
 - £4.615m in relation to Smithfield Riverside Redevelopment Programme (Project 1), and
 - £0.428m in relation to Transforming Movement & Public Spaces in Shrewsbury (Project 2).
- 4.4. These contributions will comprise of land and asset contributions totalling £1.250m and cash match contributions of £3.793m, totalling £5.043m.
- 4.5. **Smithfield Riverside Redevelopment Programme** (Project 1): demolition, site remediation and associated enabling works, necessary to facilitate the future regeneration of the former Riverside shopping centre with high quality mixed-use development, including a diverse range of commercial office, leisure, hospitality, and food and beverage uses with associated public realm alongside the River Severn.

- 4.6. **Transforming Movement and Public Spaces in Shrewsbury** (Project 2): public realm improvements adjacent to the town's rail station and Northern Corridor improving a key gateway into the town, improving resident and visitor safety, air quality and enjoyment of these areas through improved connectivity.
- 4.7. The financial analysis of actual spend to date and total forecast project spend against budget allocations for Project 2 are summarised in Appendix 4.

5. Climate Change Appraisal (and Health Benefits)

- 5.1. A key outcome of the project is to 'Change in air quality - 21% reduction in NO₂' from 52.95µg/m³ to 41.8 µg/m³ (using DEFRA's tool Version 4.2) in the vicinity of the rail station.
- 5.2. An Air Quality Technical Note (WSP June 2024) identified that this outcome would be achieved by the designs proposed. The modelling indicates that NO₂ concentrations are expected to decrease substantially along Castle Gates, yet with an expected small increase on Chester Street, Smithfield Road and between Severn Terrace and the junction with Castle Gates.
- 5.3. A key outcome of the project was to achieve a reduction in the NO₂ concentrations particularly in the vicinity of the station where NO₂ levels exceed the national air quality objectives for NO₂. The area is declared an Air Quality Management area (AQMA) and under the Environment Act 1995 the Local Authority has a legal duty to implement an Air Quality Action Plan (AQAP) to improve air quality in these areas. The gyratory works form part of the approved AQAP.
- 5.4. The air quality objective of the scheme was to reduce the annual mean NO₂ concentrations to a level that is below the legal Air Quality Objective of 40µg/m³. If levels fall more than 10% below the AQO then the Air Quality Management Area (AQMA) can be revoked.
- 5.5. The modelling study undertaken by WSP predicts maximum annual mean NO₂ concentrations of 35.5µg/m³ should be achieved at the façade of Castle Gates (north of Smithfield Road). This is the area of the AQMA with the highest modelled and monitored NO₂ concentrations. WSP have modelled a worst-case opening year of 2023, as the scheme will be completed in 2025 the improvements in vehicle emission rates between 2023 and 2025 would mean the concentrations are likely to be less than this on completion of the gyratory works.
- 5.6. It should be noted that whilst the gyratory will reduce NO₂ concentrations to below the AQO at the worst-case modelled receptors along Castle Gates North of Smithfield, there are some increases in NO₂ concentrations associated with the gyratory at other areas within the AQMA. These increases are due to the redistribution of traffic associated with the gyratory and are observed at, Castle Gates South of Smithfield Road, Meadow Place, The Alb and Chester Street. Whilst the gyratory is resulting in increases to the annual mean NO₂ concentrations at these receptors, they are all still below the annual mean AQO for NO₂, with only one receptor within 10% of the AQO, Castle Gates South of Smithfield Road. As concentrations are likely to further reduce from the modelled 2023 levels this receptor is also anticipated to achieve a level 10% below the objective.

6. Background

- 6.1. At the Council meeting in July 2023 Shropshire Council formally accepted a Levelling Up Fund (Round 2) grant award of £18.701m. Administered by the former Department of Levelling Up, Homes and Communities (DLUHC) this grant award is deliver two, interrelated projects, significantly improving a major gateway into the town:

- **Smithfield Riverside Redevelopment Programme** (Project 1): demolition, site remediation and associated enabling works, necessary to facilitate the future regeneration of the former Riverside shopping centre with high quality mixed-use development, including a diverse range of commercial office, leisure, hospitality, and food and beverage uses with associated public realm alongside the River Severn (grant award £14,849,654).
 - **Transforming Movement and Public Spaces in Shrewsbury** (Project 2): public realm improvements adjacent to the town's rail station and Northern Corridor improving a key gateway into the town, improving resident and visitor safety, air quality and enjoyment of these areas through improved connectivity (grant award £3,851,615).
- 6.2. As summary of the grant application is publicly available on Shropshire Council's website at [shrewsbury-levelling-up-funding-bid.pdf](#).
- 6.3. Both projects align to the aspirations of the Shrewsbury Big Town Plan, the emerging Local Plan, Local Transport Plan and the Shropshire Economic Growth Strategy. Moreover, the Transforming Movement and Public Spaces in Shrewsbury (Project 2) has been co-developed with the Big Town Plan Partnership in the context of the aims and objectives of the Shrewsbury Movement and Public Space Strategy (MPSS). The MPSS was adopted by Council in December 2024 as a material consideration in the planning decision-making process with cross-party approval.
- 6.4. The grant application was submitted with the support of dedicated specialist consultancies, via focused 'task and finish' commissions. This consultancy team included public realm designers, movement/ transport specialists/ engineers, cost/ programme consultants, economic impact/ business case advisors and bid writers experienced in securing place-based grants.
- 6.5. In the context of the Shrewsbury Movement and Public Space Strategy (MPSS) 10 interventions were identified (6 public realm and 4 traffic management) as 'early' opportunities to prioritise and provide wider choices for pedestrians, cyclists and public transport. An economic impact assessment was included in the business cases for both projects.
- 6.6. Further to Council approval to accept the grant award on 6 July 2023, a Memorandum of Understanding was agreed with DLUHC (since superseded by Ministry of Housing and Local Government – MHCLG). Governance arrangements were put in place and the project commenced with an initial lifecycle commencing August 2023 with practical completion and handover of all proposed interventions by 28 March 2025.

7. Additional Information

Transforming Movement and Public Spaces in Shrewsbury

- 7.1. **Governance and Reporting** (appendix 7): the Transforming Movement and Public Spaces in Shrewsbury project is one of several projects overseen by the Shrewsbury Big Town Plan Movement Strategy Steering Group and the Movement Delivery Group. These groups comprise of stakeholder representatives from the Big Town Plan Partnership (Shropshire Council, Shrewsbury Town Council and Shrewsbury Business Improvement District (BID)), as well as technical advisers on a task and finish basis. As sponsors of the Movement and Public Space Strategy for Shrewsbury, the Big Town Plan Partnership supported, and contributed to the submission of the grant application for both LUF 2 projects.

- 7.2. The detailed delivery of the project within Shropshire Council is managed through a LUF 2 Delivery [officer] Group. With statutory highway and planning responsibilities and as accountable body for the grant award, this group includes officers from Economic Growth, Highways, Transport, Finance, Environmental Protection.
- 7.3. **Consultancy support:** WSP were commissioned under the Council's Built Environment Consultancy Contract (BECC strategic partnership) to provide technical consultancy services necessary to deliver the project; from inception, detail design development to contract preparation, procurement and contract management through to completion. As authors of the Shrewsbury MPSS and contributors to the initial design and grant application, Phil Jones Associates were also retained to support the delivery process.
- 7.4. **Project Outcomes and Outputs:** Appendices 2 and 3 collectively summarise the scope of interventions proposed and subsequently delivered within the grant funding application and subsequently incorporated in the Memorandum of Understanding (MoU) with DLUHC/MHCLG and as approved for acceptance by Council, 6 July 2023.
- 7.5. In summary, the *outcomes* as summarised in appendix 2 are to be delivered as proposed in the grant award/MoU. However, the change in proposed *outputs* summarised in appendix 3 demonstrate that they may be achieved, in part, by different interventions/ outputs than those proposed in the bid award. Some of these changes are due to technical challenges, delays in the project programme, stakeholder engagement/ consultation feedback.
- 7.6. A notable change is the alteration in active travel interventions, namely, the cycling routes to St Michael's Street towards Flaxmill, and along the desire line along Castle Street to Windsor Place, taking cyclists directly to the heart of the town centre. A recent proposal to utilise Meadow Place partly mitigates this wider reduction in cycle lanes. A shared pedestrian and cycle facility has now been provided along the eastern side of Castle Foregate between Howard Street and St Michaels Street, linking to New Park Road and the old canal path for safe connectivity to the Flaxmill. Active travel is a primary objective of the project and as referenced in the grant award and the MPSS for Shrewsbury.
- 7.7. **Cost Summary:** Appendix 4 summarises the elemental cost breakdown for the interventions proposed, both the associated capital works and the design fees and associated project management costs (e.g., assessments, surveys, statutory approvals, engagement and consultation activities) necessary to deliver the project.
- 7.8. Whilst the project is currently proposed to be within budget available (grant and match funding), the change in the scope of interventions means that elemental costs have been reprofiled. This includes both management/design fees and capital works on site. Consequently, and by example, there is proportionate reduction in spend relating to active travel elements and more committed to engineering works adjacent to the gyratory.
- 7.9. **Programme Summary:** Appendix 5: sets out the proposed project milestones as stated in the grant funding application. There have been significant delays in the project life-cycle delivery programme and, as with cost and scope above, this has been regularly reported to the grant funding body, MHCLG, as well as to internal governance; these delays have been accepted and incorporated into the latest programme plan, now reaching practical completion and handover to December 2025, in lieu of the previous completion date of 28 March 2025, as stated in the grant application. Whilst endorsed by the wider governance arrangements, these delays have incurred additional costs, some potentially abortive, and to remain in budget, has resulted in further reduction in scope of works.
- 7.10. **Stakeholder Engagement and Consultation:** the grant application required a stakeholder engagement plan, including evidence of activities previously undertaken; a summary of stakeholders is included in appendix 6.

- 7.11. Engagement has been undertaken throughout the project lifecycle from inception, design scoping, development and optioneering, and supplemented with various consultation activities regarding the subsequent project proposals. Project proposals were displayed at St Marys Church 8-10 February 2024, alongside the Shrewsbury Movement and Public Space Strategy public consultation, 26 January to 29 March 2024. In addition, a residents meeting was held at the Gateway Centre, Chester Street on 18 April 2024, and Castlefields Community Centre on 13 February 2024. Appendix 6 contains consultation materials. Consultation has been continued during the implementation by the construction contractor delivering works on site. The above engagement activities were supplemented by postcards, letter drops, council press releases and associated social media posts.
- 7.12. Online consultation was undertaken February – March 2024, via the Commonplace platform from which a summary report of findings was produced April 2024. [Community Forum - Station Gyratory Public Space And Active Travel Improvements - Commonplace](#).
- 7.13. **Business engagement** has included local retail, hospitality and leisure, employers and public transport providers (rail and bus including park and ride). Shropshire Fire and Rescue are located to the north of the project area and engagement will continue to ensure proposals allow expedient access to respond to emergency calls. This engagement will extend to other emergency services; no objections to the proposals have been received from these providers.
- 7.14. Retail, hospitality and other businesses have recently been consulted on the outstanding proposals for Castle Gates, specifically to ensure servicing arrangements are appropriate.
- 7.15. **Public Transport:** increasing choice and accessibility to integrated public transport (and active travel facilities) is a primary objective of the Shrewsbury MPSS and consequently the rationale for including relevant outcomes and outputs within the LUF2 project, specifically, the requirement to ensure access to the rails station by all modes and including Park and Ride and other bus services.

8. Conclusions

- 8.1. The Transforming Movement and Public Spaces in Shrewsbury project has been complex to manage, develop, and deliver. The many technical challenges involved in changing established patterns of traffic movement in a congested town centre defined by its tight medieval street pattern, were not underestimated when the bid application to government was submitted. The adopted Movement and Public Space Strategy for Shrewsbury (December 2024), has previously recognised such challenges, highlighting the need for careful management and communication when implementing such schemes in and around the busy town centre. However, it is recognised that due to the variance in the elemental scope of LUF2 works being implemented, the delays in the overall delivery programme and the cost implications, there has been a mixed public response.
- 8.2. Whilst the project currently remains within budget (grant allocation and Council match funding), the reprofiling of costs to elements in the scheme have resulted in the scope of being reduced, increased or omitted. Regular liaison with the funding body (DLUHC/MHCLG) has ensured these changes have been effectively managed, reported and agreed, it is recognised that there are lessons to be learned for improving delivery of similar projects in the future. These can be summarised as follows.
- 8.3. **Grant Application and award:** ensure competencies and capacity necessary to meeting grant submission requirements and timescales.
- 8.4. **Governance, roles and responsibilities:** ensure capacity and appropriate competences are commissioned. Specifically for this project, expertise in delivering active travel interventions within historic town centres.

- 8.5. **Project Inception** (post grant award): scrutinise scope and deliverability at the inception of the project. Justify variations grant award and update Project Initiation Document/ Project Execution Plan. To include clarity of commissioning requirements, specification and procurement.
- 8.6. **Programme Management:** mandate processes, procedures and accountabilities that ensure project benefits are realised, and wider opportunities and risks are robustly managed, monitored and reported. Appraise and monitor changes in scope against grant award criteria and appraise/report on variances in cost and programme/timescales.
- 8.7. **Stakeholder Engagement and Consultation:** ensure timeliness and scope of engagement during design development, and consultation on subsequent proposals. Identify project specific stakeholder needs and requirements such as businesses and emergency services.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

Council report titled 'Levelling Up Fund Award for Shrewsbury' dated 6 July 2023

Cabinet report titled 'Levelling Up for Shropshire' dated 8 June 2022

Council report titled 'Shrewsbury Redevelopment Programme' dated 24 February 2022

Council report titled 'Shrewsbury Movement and Public Space Strategy' dated 12 December 2024

Bid submission Levelling Up Fund Round 2 for Shrewsbury (submission reference LUF20312) <https://www.shropshire.gov.uk/shropshire-council/shrewsbury-levelling-up-funding-bid/>

Local Member: Alex Wagner

Appendices

Appendix 1: Risk Management Summaries

Appendix 2: Levelling Up Fund (Round 2) Summary of Outcomes

Appendix 3: Elemental summary of work scope and interventions

Appendix 4: Elemental cost summary

Appendix 5: Elemental delivery programme summary

Appendix 6: Stakeholder Engagement and Consultation Overview

Appendix 7: Governance Arrangements

Appendix 1: Risk Management Summaries

Latest Risks reported to MHCLG in the last monitoring submission cover the period 01.01.2025 to 31.03.2025

Type of Risk	Description of Risk & Consequence	Mitigation	Rating of Risk advised to MHCLG – impact and likelihood (out of 24 max)
Reputational	Objections to the already consulted proposal- failure to deliver cycle connectivity	pause. reflect, and review previous route proposals	9
Environmental	Removal of street trees - failure of intended design and traffic movements	duty to consult required additional public consultation	18
Political Support	Change in political leadership following local elections 1 May 2025 - Lack of support for project proposals resulting in delays, abortive costs, clawback.	Continued stakeholder engagement ensures cross party support. Dedicated briefings in preparation.	4
Reputational	Disruption to public pedestrian flows; traffic delays and noisy working - Complaints and negative PR; Council officer time dealing with issues	Lead Officer providing comms updates, regular site monitoring, adjustment to signal timings	16

The risk table below summarises the risk work identified for the original LUF2 bid to MHCLG:

Risk Identified at Bid Submission/Award	Mitigation
Disruption Risk Ref: 000493 / 000916	Mitigation measures: Stakeholder engagement, particularly with bus operators. Continued stakeholder engagement to identify impact on construction, reflecting key events within the programme to minimised disruption
Lack of support Rail/Bus operators Risk Ref: 000907	Engagement with bus operators early in detailed design process
Objection from residents Risk Ref: 000457 / 000458	Initial concepts tested with councillors, and builds upon adopted policies e.g. Big Town Plan, which have broad public support through engagement activities. Regular communication through the project as the scheme is developed. Highlight any issues as soon as possible following any consultation events to avoid disruption to programme Establish good working relationships and communication of progress. Communication plan to be finalised. Undertake data collection for benefits realisation.

Highway approvals Risk Ref: 000914 Co-ordination with other highway/utility works Risk Ref: 000911 / 000913	Early engagement/feedback required, and working with wider project teams for any complementary schemes Reflect local schemes, where possible, within the programme to mitigate disruption. Utility surveys in early stage of scheme design
Tender price inflation Risk Ref: 000465	Move quickly from detailed design to contracting reducing scope for cost inflation impacts. benchmarking of costs and contingency allowance. Continue to monitor in the context of the scheme
Cost overrun Risk Ref: 000464	The basis of cost estimation associated with key projects will need to be further defined during the detailed business planning phase. independent cost estimate prepared by consultant team. Inclusion of contingency in costs. Review of concept designs against utility information. Manage project budget closely to mitigate risk. Early contractor engagement to identify any issues

The operational risks of the project are managed via WSP's risk management process and associated register (as Shropshire Council's Highway Term Contractor / Strategic Partner).

Appendix 2: Levelling Up Fund (Round 2) Summary of Outcomes

	<i>Bid award criteria/ metrics</i>	<i>Actual/ forecast</i>	<i>Data/metrics to monitor outputs</i>	<i>Comments/rationale</i>
Output: Total length of new cycleway Improve cycle provision for direct, north-south connections through Shrewsbury, facilitating active travel to Flaxmill Maltings.	2.3km	2.32km	Potential for another 0.88km from Meadow Place to Roushill as amend to application.	A variance from the application (proposed going up towards Windsor Place) as cycle lane now runs down Meadow Place.
Output: Amount of Public Realm Improved (m2)	4,780	4,780	Same area of intervention around Station Gyratory as application	
Outcome: Change in pedestrian & cycle flow (+20% increase in foot and cycle trips)	+20%	Will meet (when scheme fully operational and monitoring can commence)	Modelling assumptions, Telraam street monitoring cameras installed, post implementation monitoring/ reporting	Shrewsbury BID monitoring vehicle movement and congestion times to supplement Telraam camera data.
Outcome: Change in air quality - 21% reduction in NO2	-21%	Yes under bridges (as application)	Technical report provided to meet requirements of Shropshire Council's Environment Protection Team, Post implementation monitoring/ reporting.	Carriageway realignment/ reallocation, reduces traffic volumes, and dissipation of air pollutants?
Outcome: Change in business sentiment	Yes		Post implementation monitoring/ reporting.	Concerns raised by local businesses to be addressed with further engagement.
Outcome: Change in perceptions of place (business, residents and visitors)	Yes		Post implementation monitoring/ reporting.	
Impact: Mode shift +20% increase in foot and cycle trips	Both		Post implementation monitoring/ reporting.	
Impact: Increased pride of place of Shrewsbury residents	Yes		Post implementation monitoring/ reporting.	
Impact: Increase in productivity and pay	Yes		Post implementation monitoring/ reporting.	
Impact: Increase in business investment	Yes		Post implementation monitoring/ reporting.	

Appendix 3: Elemental summary work scope and interventions

Design Intent/ Interventions

6 public realm interventions across The Station and Northern Corridor areas improving 4,780m² of public realm alongside lighting and public art interventions, to improve resident and visitor safety and enjoyment of these areas through improved connectivity.

a) Resurfacing footways to provide consistent material palette

b) Provision of wayfinding signage

c) Widening footways to facilitate improved pedestrian connections

d) Lighting and public art interventions

e) improving resident and visitor safety,

f) enjoyment of these areas through improved connectivity.

Scope Alignment/ Variance

Implemented

No longer in scope for delivery

Implemented

No longer in scope for delivery

Addressed through designs proposed

Addressed through designs proposed

Comments/ rationale

Identified areas repaved as proposed

Timescales and cost pressures have resulted in omission of associated physical works. Commitment to deliver by alternative means.

Timescales and cost pressures have resulted in omission of associated physical works. Commitment to deliver by alternative means.

Safety audit undertaken

Traffic modelling informed designs proposed

4 traffic management improvements to introduce two-way cycle infrastructure, reduced vehicle speeds, bus only provision and changes in direction of the traffic.

g) two-way cycle infrastructure

Dedicated provision to Castle Street adjacent to rail station

Reduction due to technical issues, delay in programme. Sections to St Michael Street and Castle Street/ Windsor Place omitted. Core objective of grant award.

h) reduced vehicle speeds

Reduced to 20mph

l) bus only provision	Dedicated bus access and stops provided as proposed.	Floating bus stop to be reviewed following congestion/ access concerns (especially for emergency services) and safety concerns, subject to further consultation with Shropshire Fire and Rescue, West Midlands Ambulance Service and West Mercia Police
j) changes in direction of the traffic.	Implemented to Chester Street and Castle Foregate/ Castle Gates	Reallocating traffic to alternative locations to facilitate implementation of active travel (walking and cycling) improvements and air quality.

Project 2: Transforming Movement and Public Spaces

Public Realm Improvements

It is proposed to implement the following improvements to the public realm:

- **Railway Bridges** – provision of improved lighting and cosmetic improvements e.g. public artwork, to create a distinct look, sense of arrival and improve journey ambience.
- **Castle Foregate / St Michael's Street** – resurfacing footways to provide consistent material palette, provision of wayfinding signage along route between Grotto and Flaxmill Maltings
- **Southfield Road (south of Station Hotel)** – widening the footway to facilitate improved pedestrian connections to Riverside development from Railway Station.

Traffic Management

In order to achieve these public realm improvements, a series of changes to traffic management will be required:

Chester Street Gyratory

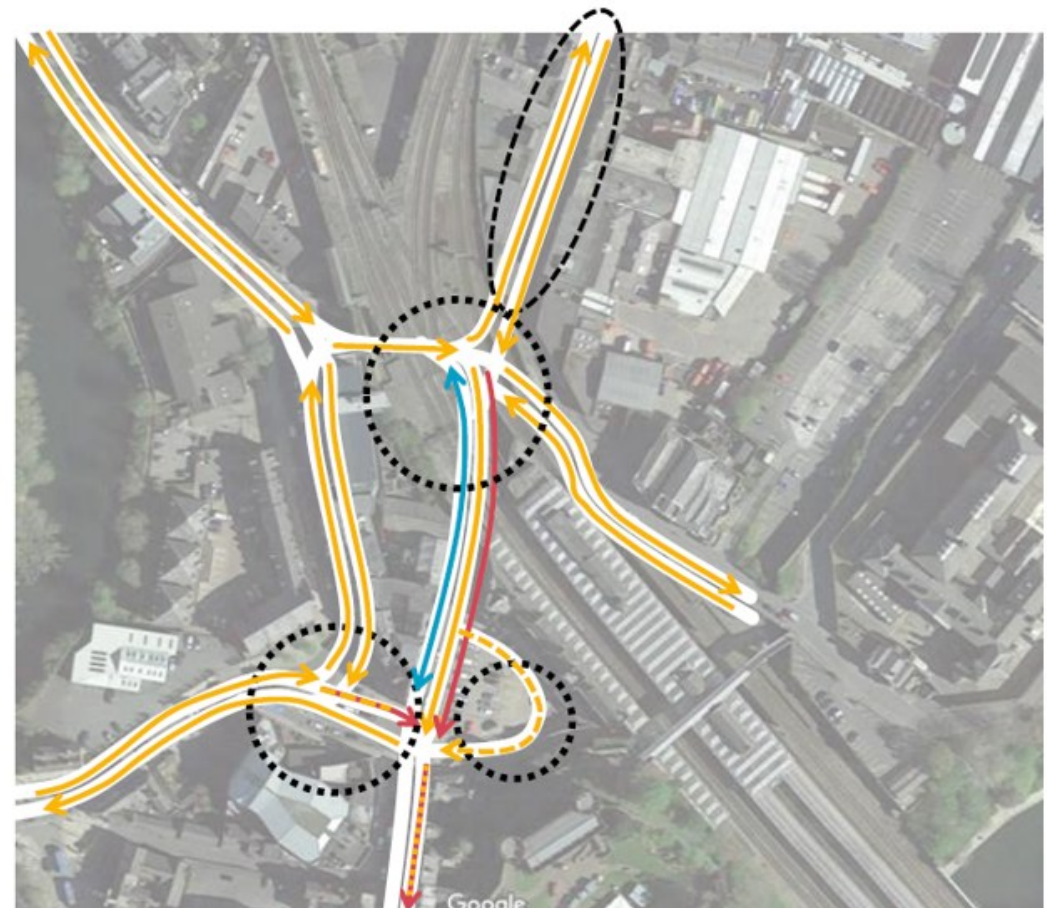
- Western section of Cross Street becomes two-way for general traffic
- Provision of two-way cycle route on Castle Gates (N), southbound bus lane and one lane for general traffic.
- Eastbound lane (south of Station Hotel) becomes bus only.
- Bus stop infrastructure along Castle Street (N) to align with the bus /rail interchange at the station.

Castle Foregate / St Michael's Street

- Reduced vehicle speeds and appropriate cycle infrastructure

Castle Street

- Southbound access restricted to buses, taxis, permit holders and access/servicing only.



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Appendix 4: Elemental cost summary

<i>Capital Work Interventions</i>	<i>Bid award</i>	<i>Spend to date (Oct 2025)</i>	<i>Total Forecast / Budgeted Spend</i>	<i>Variance (Forecast to Bid)</i>	<i>Comments/Rationale</i>
1. Railway Bridges	£149,533				
2. Castle Foregate / St Michaels St	£801,500				
3. Smithfield Road (South of Station Hotel)	£437,550				
4. Chester St Gyratory (Cross St – West Section)	£412,350				
5. Chester St Gyratory (Castle Gates)	£595,990				
6. Castle Street	£50,000				
7. Construction Inflation	£345,983				
8.					
Sub-Total	£2,792,906	£2,392,002	£2,972,949	+£180,043	
Other costs including preliminaries, consultants, public consultations & project management	£674,129	£587,840	£608,198	-£65,931	
Design Development and fees	£445,620	£504,819	£517,920	+£72,300	
Contingencies	£366,917	-	£380,505	+£13,588	
-					
Total Cost of LUF2 Project 2 commitment	£4,279,572	£3,484,661	£4,479,572	+£200,000	Additional capital match funding sourced from highways
Levelling Up Fund Round 2 Grant Award/MoU	£3,851,615				
Commitment to match made by Shropshire Council	£427,957				

Appendix 5: Elemental delivery programme summary

LUF2 decision* was not made until 19/1/23 delaying progress start date by 4 months & appoint design team until 14/2/23 – Shropshire Council's Highway Term Consultant.

	<i>Proposed Programme commencement date</i>	<i>Proposed Programme completion date</i>	<i>Actual/ forecast completion date</i>	<i>Comments/ rationale</i>
1 Confirm project scope, budget & programme	01/06/22	01/07/22	tbc	
Tender period / appoint design team	04/7/22	31/10/22	14/2/23	
LUF Decision (provisional assumed)*	3/8/22	01/12/22	19/1/23	
Council approval	1/12/22	2/1/23	6/7/23 (Cabinet Approval 19/4/23)	
Design to Planning (including consultation)	1/11/22	31/3/23	15/2/24	
Planning decision / detailed design (at risk)	3/4/23	4/8/23	tbc	
Tender Period / Appoint contractor	7/8/23	1/12/23	1/4/24	
Mobilisation	4/12/23	5/1/24	1/4/24	
Commenced works on site (sequenced)	8/1/24	28/2/25	1/6/24	
Handover final works section. Defect period commences.	28/2/25	28/3/25	Not completed as yet	
Defects correction period	31/3/25	31/3/26	tbc	

Appendix 6: Stakeholder Engagement and Consultation Overview

Engagement undertaken with Key Stakeholders at various points throughout the project:

Stakeholder	Project Inception (Post Grant award)	Design Development	Delivery / Implementation
Active Travel England (ATE)	Sept 2023	Jan 2024	
Network Rail (owner of Station & Bridges)	Yes		
Transport for Wales (operator of Station)		Yes – Station Manager to discuss layout changes	
Emergency Services – Fire Service	Yes		
Emergency Services – Ambulance Service			
Emergency Services - Police			
Bus Operators (via Enhanced Bus Partnership – EP)	Yes - bi-monthly updates – when available	Yes - bi-monthly updates – when available	
DLUHC/MHCLG (Funder)	Yes – including quarterly monitoring reports	Yes – including quarterly monitoring reports	Yes - although no requested monitoring reports since May 2025
Local Businesses:			
Royal Mail	Yes		Yes, via WSP
Morris Lubricants	Yes	Yes	
Castle Gates businesses – cycle lane discussion		Yes – wc 11/8/25	Yes – to showcase final plans – likely wc 10/11/25

N.b. businesses and stakeholders were aware of the public consultation taking place between 6 February to 3 March 2024 and were able to comment during that process.

LUF2 P2 Public Consultation Material

STATION GYRATORY PUBLIC SPACE AND ACTIVE TRAVEL IMPROVEMENTS

In early 2023 Shropshire Council, with the support of the Big Town Plan Partnership, secured funding from the Levelling Up Fund Round 2 LUF2 to improve public space and provide walking and cycling improvements in Shrewsbury Town Centre. This includes the improvements around the Station Gyratory area which aim to ease movement through the area for residents and users, improving accessibility and providing opportunities for placemaking that reflect the historic character of our town.

We want to hear your views on our proposals for the areas surrounding the Shrewsbury Station Gyratory including the new northern and southern walking and cycling active travel corridors.

Members of the project team will be available at 3 public drop in events at St Mary's Church, St Mary's Place, Dogpole, Shrewsbury SY1 1DX for you to ask questions and find out more about our proposals:

• Thursday 8th February: 10:00 – 18:00

• Friday 9th February: 10:00 – 14:00

• Saturday 10th February: 10:00 – 16:00

Have your say: Information about the proposals and the feedback survey are available online. Please scan the QR code with your smartphone, or visit www.shropshirecouncil.gov.uk/consultations to

The consultation closes at 11:59pm on Tuesday 5th March 2024



Scan QR Code to view our website and have your say on the proposals

SKETCH AERIAL VIEW OF INDICATIVE PROPOSALS



CHANGES IN SHREWSBURY TOWN CENTRE

MAP SHOWING PROPOSED PROJECTS IN SHREWSBURY

The project is made up of three phases:

1. Building on the work carried out on the Castle Street Vision and Development Framework in 2016, a new southern active travel corridor is proposed on Castle Street to connect to the town centre.
2. A new northern active travel corridor is proposed to connect to Parliament Street via Castle Foregate, New Park Road and the existing Canal Path walking and cycling route.
3. Improvements for the Gyratory area, which sits at the centre of the proposals, to reorganise space with changes to the road layout to allow for a north-south active travel route past the station, as well as walking and public space improvements including more greenery and street seating.

A detailed plan showing the three phases can be found on Round 4.

The Shrewsbury Gyratory Improvements are just one part of the overall shared vision for the future of Shrewsbury Town Centre.

Our proposals have been designed to align with the vision for Shrewsbury set out in:

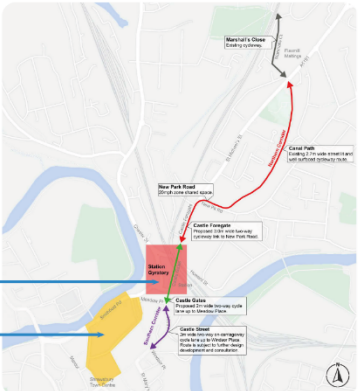
- The Shrewsbury Big Town Plan (2016)
- Shrewsbury Big Town Plan Masterplan Vision (2021)
- Shrewsbury Movement and Public Space Strategy (known as Shrewsbury Moves) Consultation launched on 26 January 2021. For more information and to have your say please scan the QR code below.

Developed by the Shrewsbury Big Town Plan Partnership, Shrewsbury Moves is a 10-year vision and plan to transform movement and grow the economy in the town centre. Accessibility of public spaces throughout Shrewsbury town centre and connectivity to the wider active travel network are key priorities in the Strategy that have directly informed development of the LUF2 proposals for the Station Gyratory area. Our proposals represent an early scheme within the wider delivery of the Strategy, and will continue to be informed by the Strategy as the design and delivery works progress.

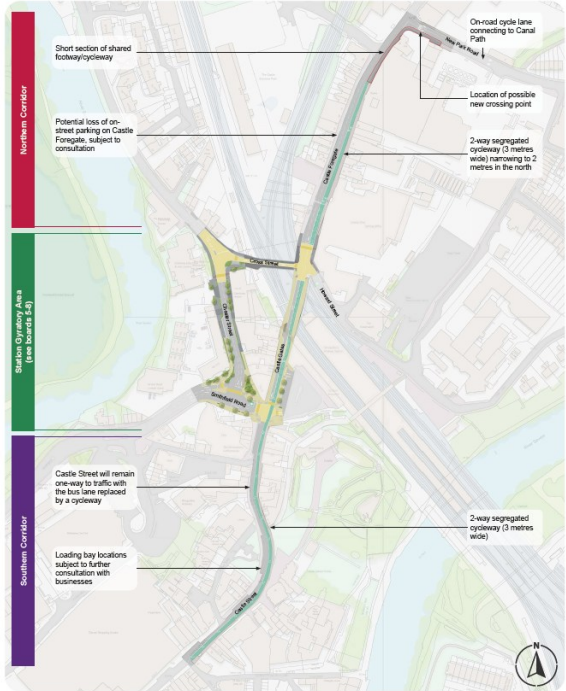
The Shirefield Riverside project (LUF2 funded) is located next to the Station Gyratory and is currently due for consultation in Spring 2024, focused on the area between The Darwin Centre, Flourmill and the River Severn, at the heart of Shrewsbury town centre. The southern active travel corridor will provide a connection to the Shirefield area.



Scan QR Code to view the Shrewsbury Movement and Public Space Strategy



DETAILED PLAN OF PROPOSED IMPROVEMENTS



PROJECT OBJECTIVES

The proposed development area includes the Station Gyratory area to Shrewsbury railway station, connecting Castle Gates (A5191), Chester Street (A520) and Shirefield Road (A458), and the active travel corridors to the north and south.

A detailed plan showing the three phases can be found on Round 4.

Our proposals include upgrading existing and introducing new infrastructure to promote safe active travel in Shrewsbury.

The PROPOSED CHANGES AIM TO:

ACTIVE TRAVEL	
	Improve cycling facilities and routes to connect with the wider cycle network identified within The Shrewsbury Big Town Plan
	Provide more space for walking and cycling to make it easier for people to walk and cycle into the town centre
VEHICLE MOVEMENT	
	Minimise traffic throughout the Station Gyratory area by reviewing and making adjustments to key transport routes
	Improve safety by reducing vehicle speeds and upgrading key junctions

SUSTAINABILITY	
	Promote street greening throughout the area and seek opportunities for biodiversity enhancements
	Improve air quality within the Station Gyratory area through a reduction in traffic and increased planting throughout the area
PLACEMAKING	
	Create a more welcoming environment for this area and create rest areas and places to pause within the area
	Identify future opportunities for the introduction of public art

 Shropshire Council

SMITHFIELD ROAD AND CHESTER STREET JUNCTION

View is from the junction of Smithfield Road and Chester Street. The view faces east towards Shrewsbury Castle and outlines the key changes to the junction, additional street greening and new public spaces proposed to the south of the Station Quayside.

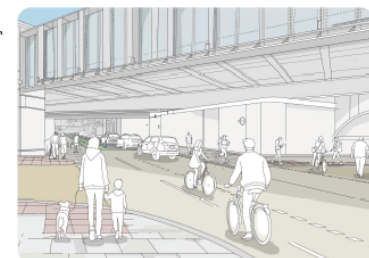
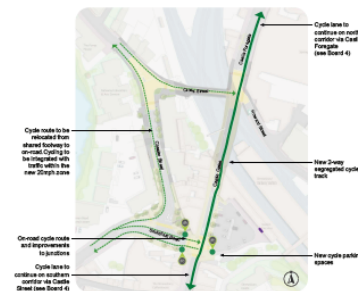


LOCATION PLAN

POWERED BY
LEVELLING UP

5

As part of the Station Oystery improvements project we will introduce two new cycle routes to the north and south of the scheme via new active travel corridors along Castle Foregate (north of the Station) and Castle Street (south of the Station towards the town centre).



CASTLE FOREGATE, CROSS STREET AND HOWARD STREET JUNCTION

View is from the northern junction between Castle Foregate, Cross Street and Howard Street. View faces south along Castle Foregate and shows the proposed junction improvements, reduction of the existing vehicle movement to single lane traffic (as shown on the vehicle proposals plan) and addition of the new 2-way segregated cycle route.



LOCATION PLAN

POWERED BY
**LEVELLING
— UP —**

E



CROSS STREET AND CHESTER STREET JUNCTION

View is from the corner of Cross Street and faces south along Chester Street. The view shows the proposed junction improvements, street greening along and conversion of Chester Street to a 2-way traffic route.



LOCATION PLAN

POWERED BY
**LEVELLING
— UP —**

7



CASTLE GATES AND SMITHFIELD ROAD JUNCTION

View is from the southern end of Castle Gates at the junction with Smithfield Road and faces north along Castle Gates. The view demonstrates the proposed junction improvements and accessibility by Shrewsbury railway station, the reduction of Castle Gates to single lane traffic, the introduction of the new 2-way cycle track and the proposed street greening and public space improvements.



LOCATION P

POWERED BY
LEVELLING UP

8

Consultation Informing Project Proposals (extracted from final LUF2 Engagement Report)

You said	We did
Many respondents suggested that improvements are needed in the station forecourt area to maintain a flow of people, including disabled parking, pick up/drop off space, taxis spaces, bus replacement services and accessibility to the station entrance.	The design team have been working with the operators of the station forecourt (Transport for Wales) to understand the key issues and how to help resolve them. The proposed layout with two entry points should provide easier access and the new exit should allow all vehicles to exit the forecourt quicker.*
Concerns were raised around the movement of buses, particularly turning corners, due to the proposed changes including wider pavements and single lane traffic.	We have undertaken a Road Safety Audit and a swept path analysis on the proposed layout for all vehicle sizes to ensure the design is suitable for large vehicles. The design team have incorporated comments received from council staff and representatives from the bus companies.
Concerns around the bus stop locations, including the floating bus stop between the cycleway and Castle Foregate which may cause queuing when the bus stops here.	Bus stop islands will be provided outside the station, with uncontrolled crossing points on raised tables to ensure that cyclists give way to pedestrians accessing the island. Throughout the design process the bus provider has been engaged to ensure that any changes on layout and/or location of bus stops is acceptable for them. The modelling work that has been carried out for the design of this scheme has taken bus schedules and the location of their stops into account.
Respondents suggested that the traffic light sequencing is reconfigured as part of this project.	As part of the design, a new traffic light sequencing has been modelled to optimise green light times and maximise traffic flows, while ensuring there is sufficient time for pedestrians/footway users to cross safely.

Concerns were raised around the speed of cyclists travelling downhill on the new Castle Gates cycle lane.

The design team will consider additional measures on these routes to reduce downhill cyclists' speeds where possible on Castle Gates and Castle Street.*

Respondents suggested that they would prefer a permanent segregation design between vehicles and cyclists on the new cycle routes to make them feel safer.

A continuous segregation system has been included for the proposed cycle routes. This includes bolt on rubber kerb-like cycle lane separators with bollards to physically separate cyclists and cars in the road.

Concerns were raised around the interaction between cyclists and HGVs at the New Park Road crossing point

Following further engagement with Morris Lubricants, the design team have implemented an alternative, safer option that retains a shared footway up until a new proposed crossing opposite the canal path.

A high number of respondents stated concerns around the pigeons and associated mess in the railway viaduct.

Shropshire Council is in discussion with Network Rail about the maintenance of the bridges and providing better netting to stop pigeons accessing the area where practicable.

Concerns were raised that a 2m-wide two-way cycleway is too narrow in parts of the proposed design, particularly on Castle Foregate and Castle Gates.

The routes mentioned are very constrained and there is a need to retain sufficient carriageway space for large vehicles to pass the cycle lane. However, the design team are seeking ways to maximise space for cycling where possible.*

Chester Street residents raised concerns outlined on Page 27.

As a result of the residents' feedback, the design team have reviewed the road mark design to facilitate entrance and exit from the garages along Chester Street, and one disabled parking space has been retained on Chester Street. The design team are looking at the landscape to ensure visibility is retained.

Appendix 7: Governance Arrangements

