



SHROPSHIRE COUNCIL

*LCWIP Appendix:  
Shrewsbury*

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## 1 Introduction

This appendix summarises the identification of the cycle network and Core Walking Zones (CWZs) for Shrewsbury, including setting out in detail the network planning and prioritisation stages of the Shropshire LCWIP as relevant to Shrewsbury.

### 1.1 Shrewsbury Context & Study Area

Shrewsbury is the county town of Shropshire. It lies within a loop of the River Severn which causes severance between the town centre and other areas of the town. It is home to the medieval Shrewsbury Castle, and the town itself contains many other old buildings dating back to Tudor times.

#### 1.1.1 Population

The population of Shrewsbury is 77,000 (ONS, 2015). Shrewsbury's population is 49.4% male and 50.6% female. Shrewsbury's age profile is similar to Shropshire's as a whole (Figure 1-1), with a slightly larger working population than Shropshire (64% compared to 62%).

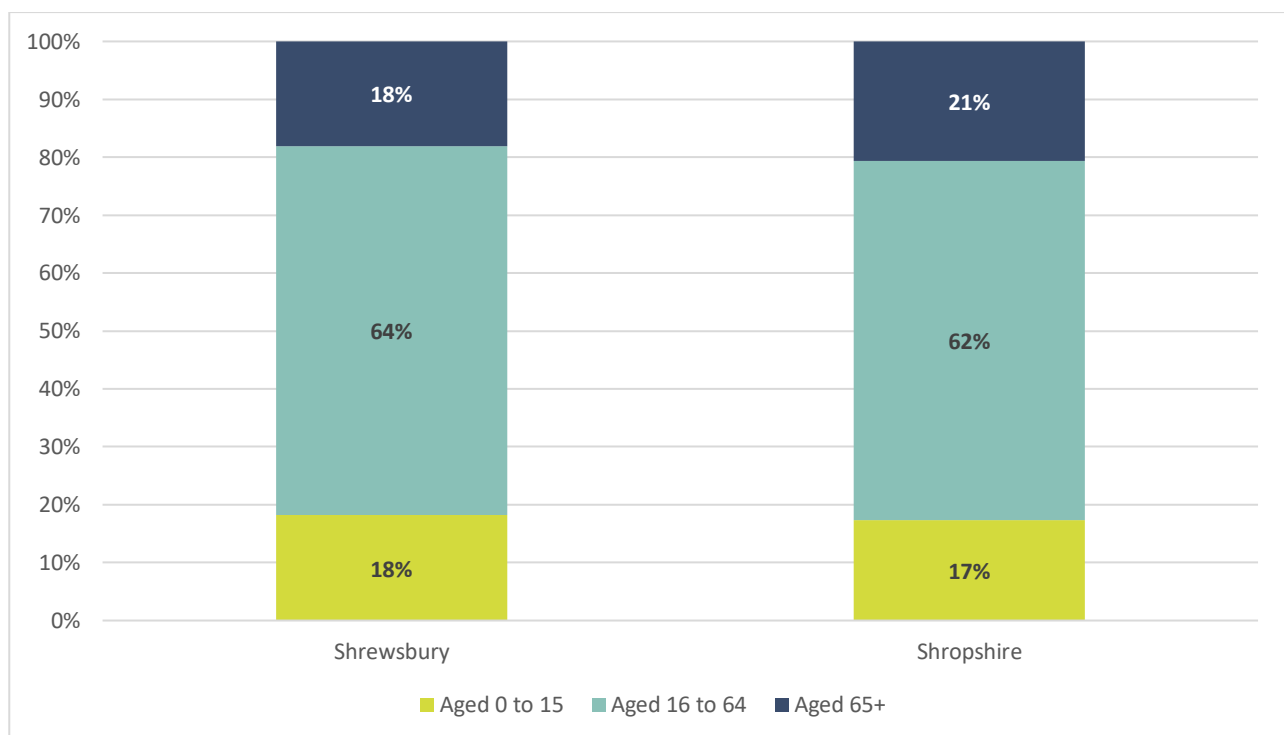


Figure 1-1: Demographic Profile of Shrewsbury Compared to Shropshire

#### 1.1.2 Population Density

There are areas of high density to the north east of the town, particularly to the northeast of the town. The majority of the town and surrounding area has relatively low population density (see Figure 1-2).



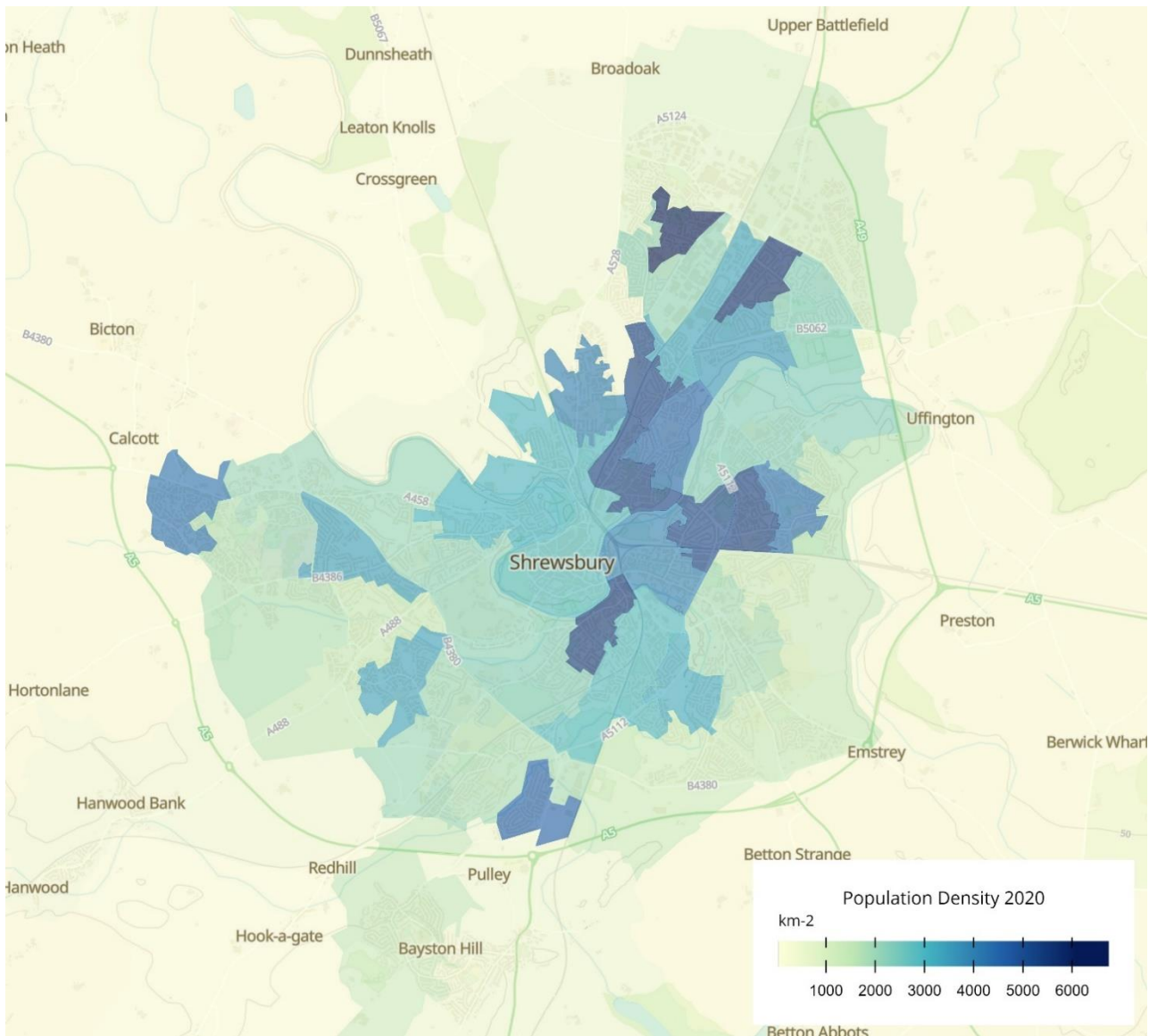


Figure 1-2: Population Density around Shrewsbury

### 1.1.3 Deprivation

Deprivation within Shrewsbury is wide ranging with high and low areas of deprivation being seen in the town. Figure 1-3 indicates that the areas of highest deprivation are located predominantly to the northeast of the town including areas such as Harlescott, Ditherington and Monkmoor.



The mode share for commuting (Nomis, 2011) shows that there is a larger active mode share in Shrewsbury (13%) than Shropshire as a whole (9%), Figure 1-4.

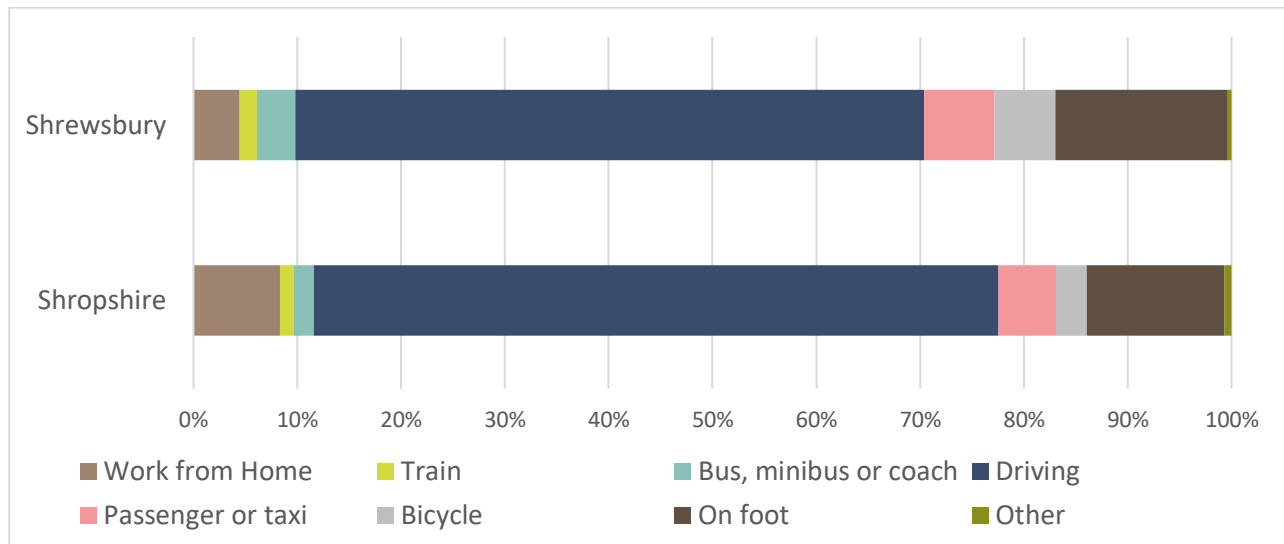


Figure 1-4: Commuting Mode Share in Shrewsbury Compared to Shropshire

More than a quarter (27%) of Shrewsbury residents' commutes are under 2km and 26% are under 5km (Figure 1-5). This indicates that there is potential for modal shift to active modes for over half of commuting journeys.

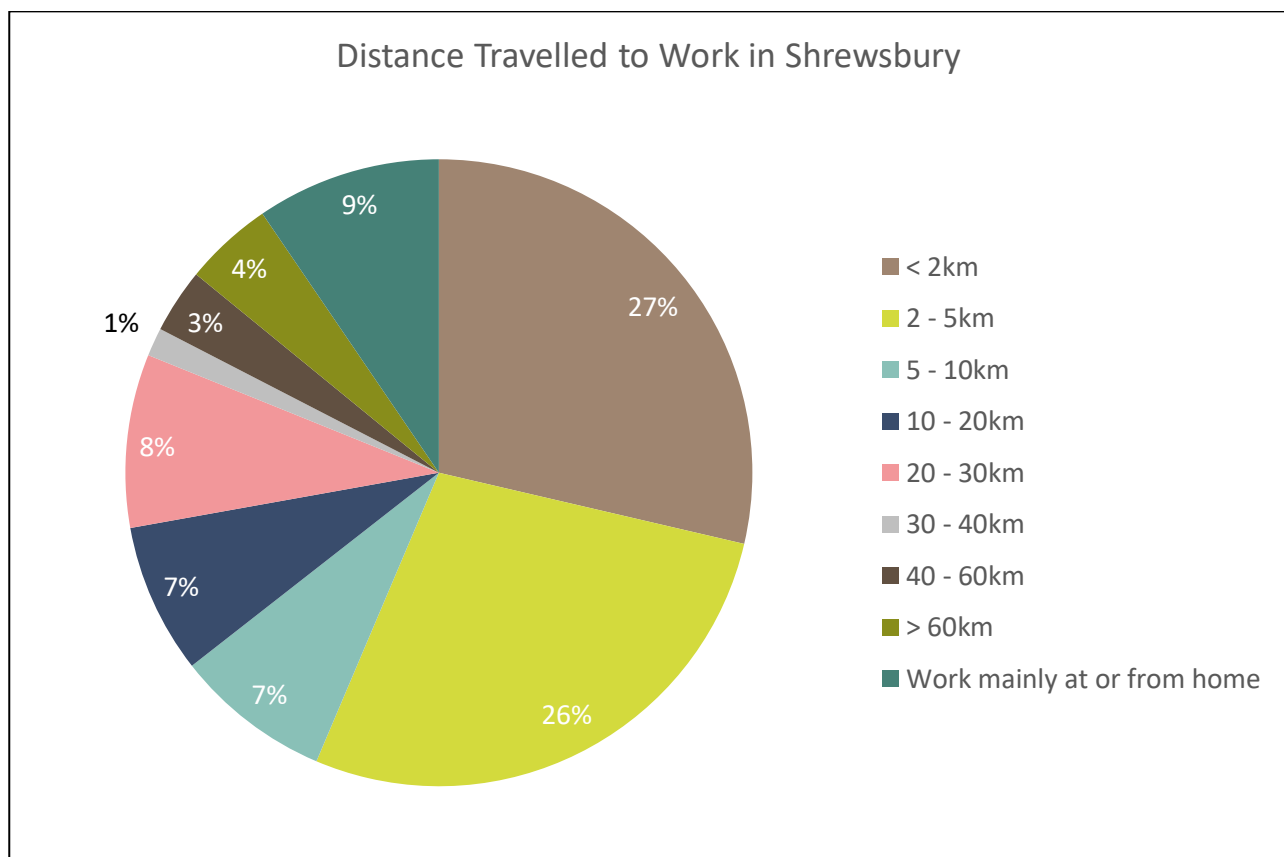


Figure 1-5: Commuting Distances in Shrewsbury

### 1.1.5 Topography

Shrewsbury is a relatively flat town for Shropshire, however there are some areas within the town centre which have particularly steep gradients (e.g. Wyle Cop, High Street and Pride Hill). There are also gradient changes away from the town centre, and some around the river (as would be expected). Overall, hilliness has the potential to be a major barrier to walking and cycling around some areas within Shrewsbury.



## 1.2 Geographical Scope

As per the Department for Transport's (DfT) Local Cycling and Walking Infrastructure Plan Guidance (DfT, 2017), the network planning for Shrewsbury has been carried out within 10km from the town centre for cycling and 2km for walking which encapsulates the whole of the town and its surrounding area. The area this covers is shown in Figure 1-6.

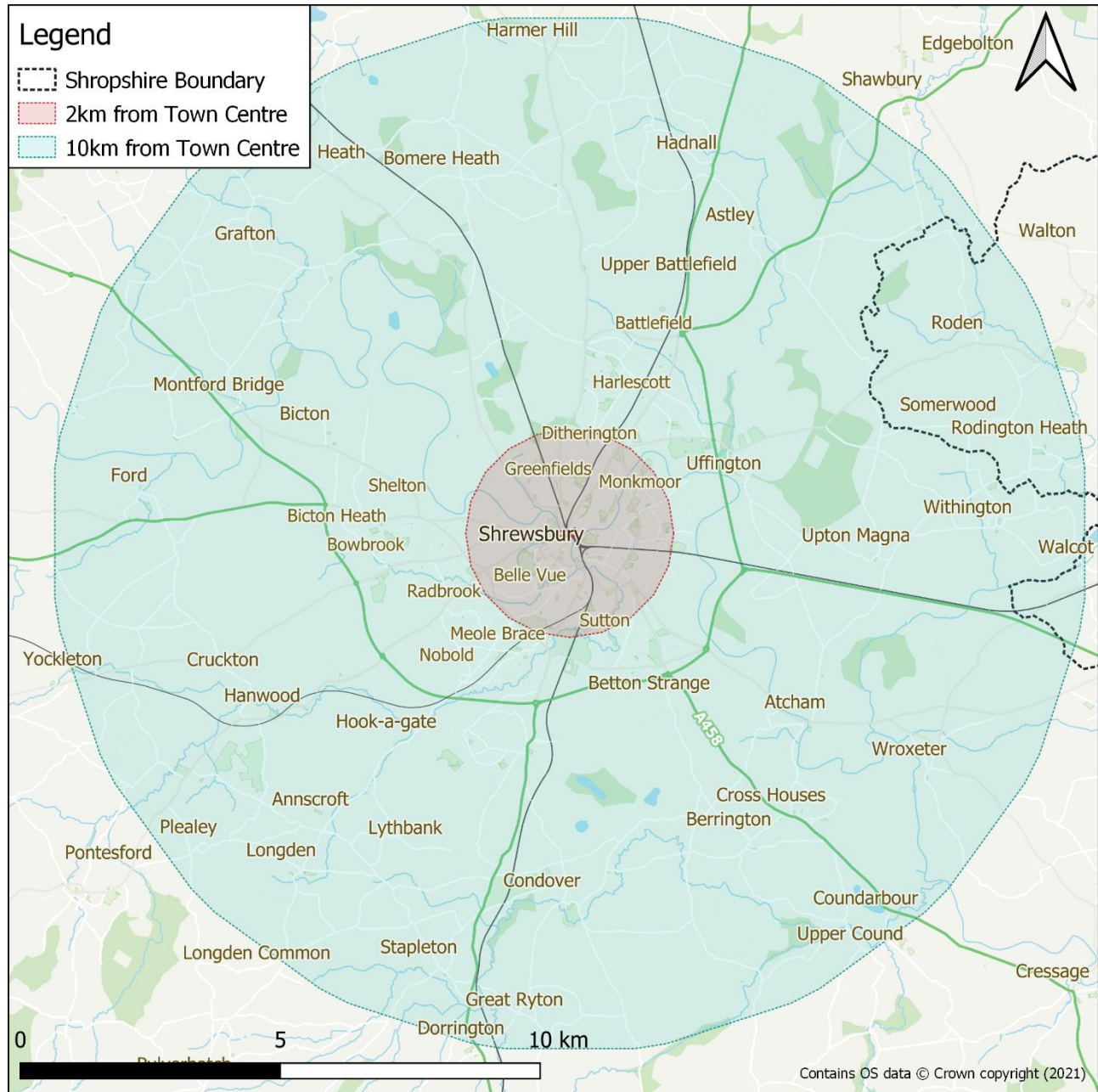


Figure 1-6: Study area for Shrewsbury

## 1.3 Report Structure

Following this chapter, this report has been structured in the following way:

- **Chapter 2:** Stakeholder Engagement
- **Chapter 3:** Network Planning for Cycling
- **Chapter 4:** Network Planning for Walking
- **Chapter 5:** Prioritisation Results

## 2 Stakeholder Engagement

As mentioned in the main LCWIP report, stakeholder engagement was fundamental to the development of the LCWIP. As such, engagement was carried out at multiple points throughout its development (See Section 4 of the Main LCWIP report for more detail).

As part of the Evidence Gathering stage (Stage 2), a survey was circulated to key stakeholder groups in Shrewsbury (see Table 2-2 for the full list of stakeholder groups contacted) to capture their views on network-wide opportunities and constraints for active travel. Table 2-1 shows some of the feedback that was collected on the current walking and cycling provision in and around Shrewsbury. Using this survey, individual concerns were aggregated to prioritise areas of interest as well as recommendations.

Question: How would you rate the current walking & cycling networks on the following criteria?	Score (5 = Excellent, 1 = Very Poor)
Coherence (how easy it is to use and navigate to access key day-to-day destinations)	2.5
Directness (how direct are routes compared to routes for vehicles)	2.4
Safety (how safe do the routes feel to use)	2
Comfort (to what extent are routes good quality, well-maintained, of a suitable width and avoid steep gradients)	2.3
Attractive (to what extent are routes enjoyable to use and spend time in e.g. adjacent to nature)	2.7

*Table 2-1: Survey results on the current state of the walking and cycling networks in and around Shrewsbury*

Once key data and feedback had been processed from Stage 2, a desktop audit of the area, a local workshop and a site visit were undertaken in Shrewsbury to gain a better understanding of the area and to identify key barriers to walking and cycling. The local workshop (which was held on 17<sup>th</sup> January 2022) provided stakeholders with context of the LCWIP development process and helped confirm, as well as added to, the findings of the desktop audit. The objectives of the workshop were to:

- Present and gather feedback on the evidence base for Shrewsbury
- Seek feedback on the identification of the Core Walking Zone (CWZ) and Key Walking Routes both to and within the CWZ (see Chapter 4)
- Identify key opportunities for walking improvements and cycling schemes (see Chapters 3 & 4)
- Seek feedback on cycle desire lines (see Chapter 3)

A site visit, attended by some workshop participants, was held on the 17<sup>th</sup> February 2022. The stakeholder input helped to provide detailed insights into the biggest problems residents face when walking, cycling and using other active modes to travel around Shrewsbury.

After the workshop and site visit, a further survey was sent out to those stakeholders that attended the workshop to capture their feedback on the emerging proposals for the draft cycling network and CWZ, including town centre improvements and improvements proposed around wider Shrewsbury. The feedback received helped further refine the route proposals prior to undertaking the prioritisation process (see Chapter 5).

Stakeholder Groups Contacted During Stakeholder Engagement
Abbey Ward Councillor
Access Group (Shrewsbury)
Bagley Ward Councillor
Battlefield Ward Councillor
Bayston Hill, Column and Sutton Ward Councillor
Belle Vue Ward Councillor
Better Shrewsbury Transport
Bowbrook Ward Councillor
Castlefields & Ditherington Ward Councillor
Copthorne Ward Councillor
Cycling Enthusiast Shrewsbury
Disability Campaigner
Empower Trust (School Body)
Harlescott Ward Councillor
Inland Waterways Association
Living Streets
Meole Ward Councillor
Monkmoor Ward Councillor
Porthill Ward Councillor
Portfolio Holder for Climate Change, Natural Assets & The Green Economy
Quarry & Coton Hill Ward Councillor
Radbrook Ward Councillor
Shrewsbury BID
Shrewsbury Town Council
Shropshire Climate Action Partnership
Shropshire Council (Officer)
Sundorne Ward Councillor
Sustrans
Tern Ward Councillor
The Priory School
Underdale Ward Councillor
University Centre Shrewsbury

*Table 2-2: Stakeholder groups contacted through Shrewsbury Stakeholder Engagement activities*



### 3 Network Planning for Cycling

#### 3.1 Existing Cycling Network

Shrewsbury has the most cycle infrastructure in Shropshire, with a few comprehensive routes passing around the town, see Figure 3-1. However, the majority of this infrastructure is not LTN 1/20 compliant and there are large sections of unconnected infrastructure. This provides a good base network to develop quality infrastructure around Shrewsbury, with the improvement and joining up of existing infrastructure being potential quick wins.

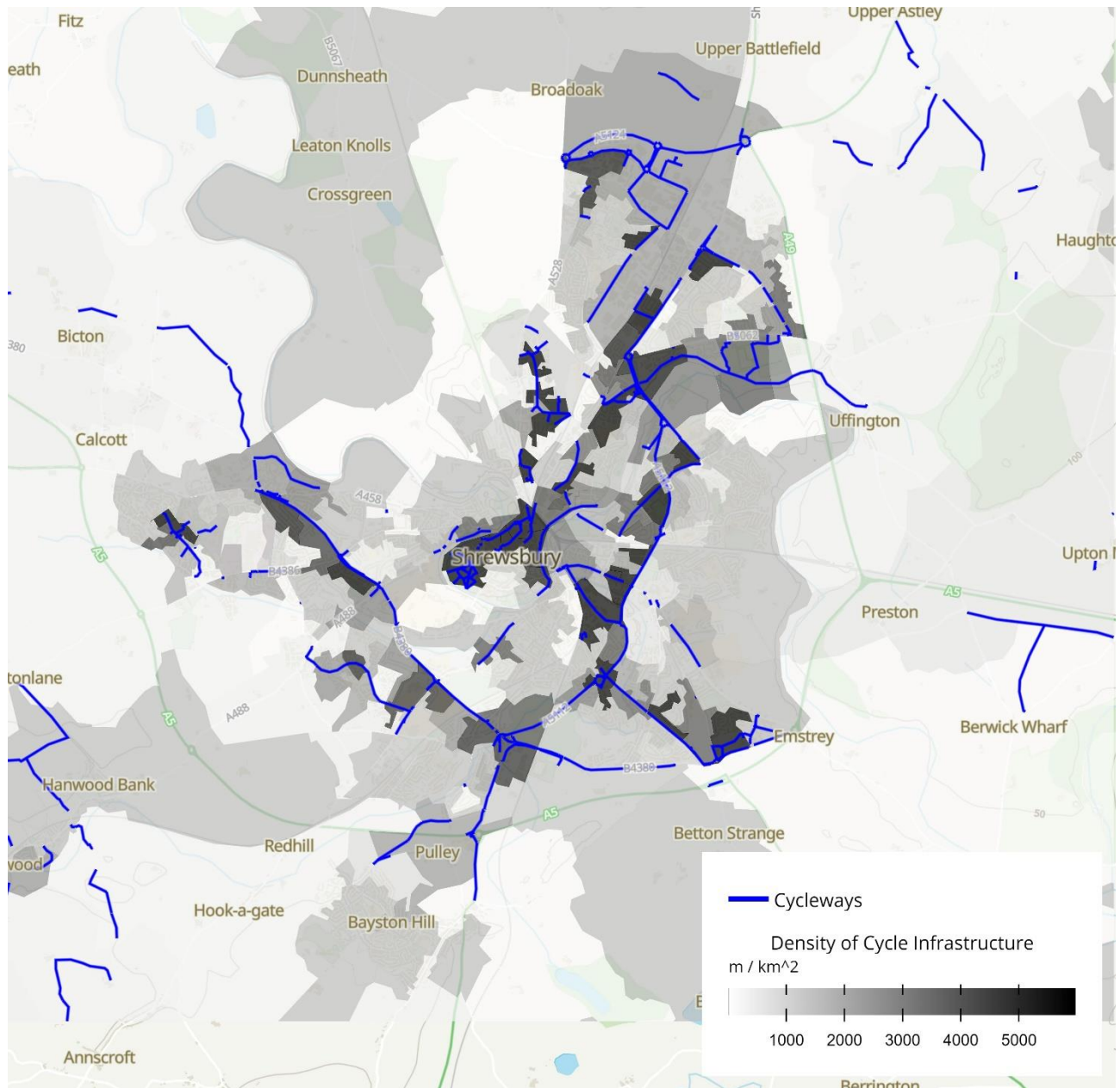


Figure 3-1: Cycle infrastructure around Shrewsbury

In order to identify routes and close the existing gaps, a network of preferred routes has been defined for Shrewsbury drawing on an analysis of the following data:

- Trip Origins Points (see Section 3.1.1)
- Trip Destination Points (see Section 3.1.2)
- Accessibility Catchment Analysis (see Section 3.1.3)
- Desire lines for cycle movement (see Section 3.1.4)

- Stakeholder Engagement (see Section 3.2)
- Cycle Route Selection: Route alignment of cycle routes (see Section 3.3)

### 3.1.1 Trip Origin Points

Trip origin points generally consist of residential areas which generate the most travel demand and therefore present the greatest potential to achieve a shift to active modes (DfT, 2017). As indicated in Figure 3-2, 22 key origin areas have been identified around Shrewsbury, which reflect both the existing resident population density as well as future population density through delivery of allocated residential developments identified in the emerging Shropshire Local Plan (2016 – 2038).

### 3.1.2 Trip Destination Points

Trip destination points constitute common trip generating land uses such as town centres, key employment areas and other amenities such as schools, community and healthcare facilities (DfT, 2017).

As indicated in Figure 3-2, seven key trip destination areas have been identified within Shrewsbury through consolidation of a variety of data sources including land use, commuting trip origin-destination pairs from the 2011 Census, and local knowledge gained through stakeholder engagement and an on-site audit.

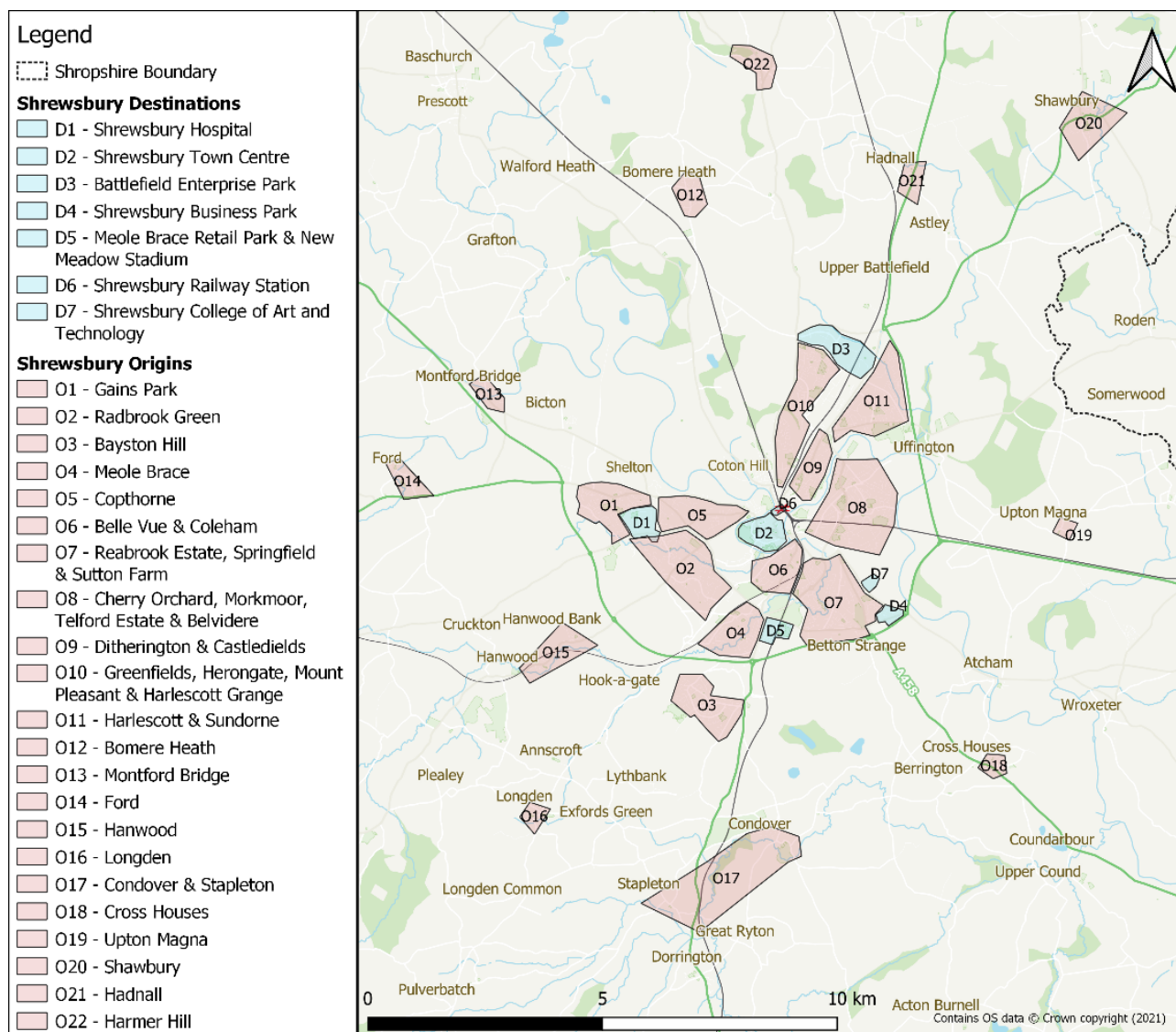


Figure 3-2: Trip Origins and Destinations around Shrewsbury

### 3.1.3 Accessibility Catchment Analysis

An analysis of the time taken to cycle to key origin points and key destination points from the town centre was undertaken. This analysis, alongside other evidence (see the LCWIP Main Report, Section 5.1.2) helped inform the identification of desire lines (see Section 3.1.4). A maximum cycle journey time of 30 minutes was applied (this is the time it takes the average person to cycle 10km). The accessibility analysis revealed:

The accessibility analysis indicates the following key findings:

- All of Shrewsbury's residential areas are within a 30-minute cycle of the town centre
- Many surrounding villages are also within a 30-minute cycle of Shrewsbury
- Shrewsbury town centre is around a 15-minute cycle from the hospital

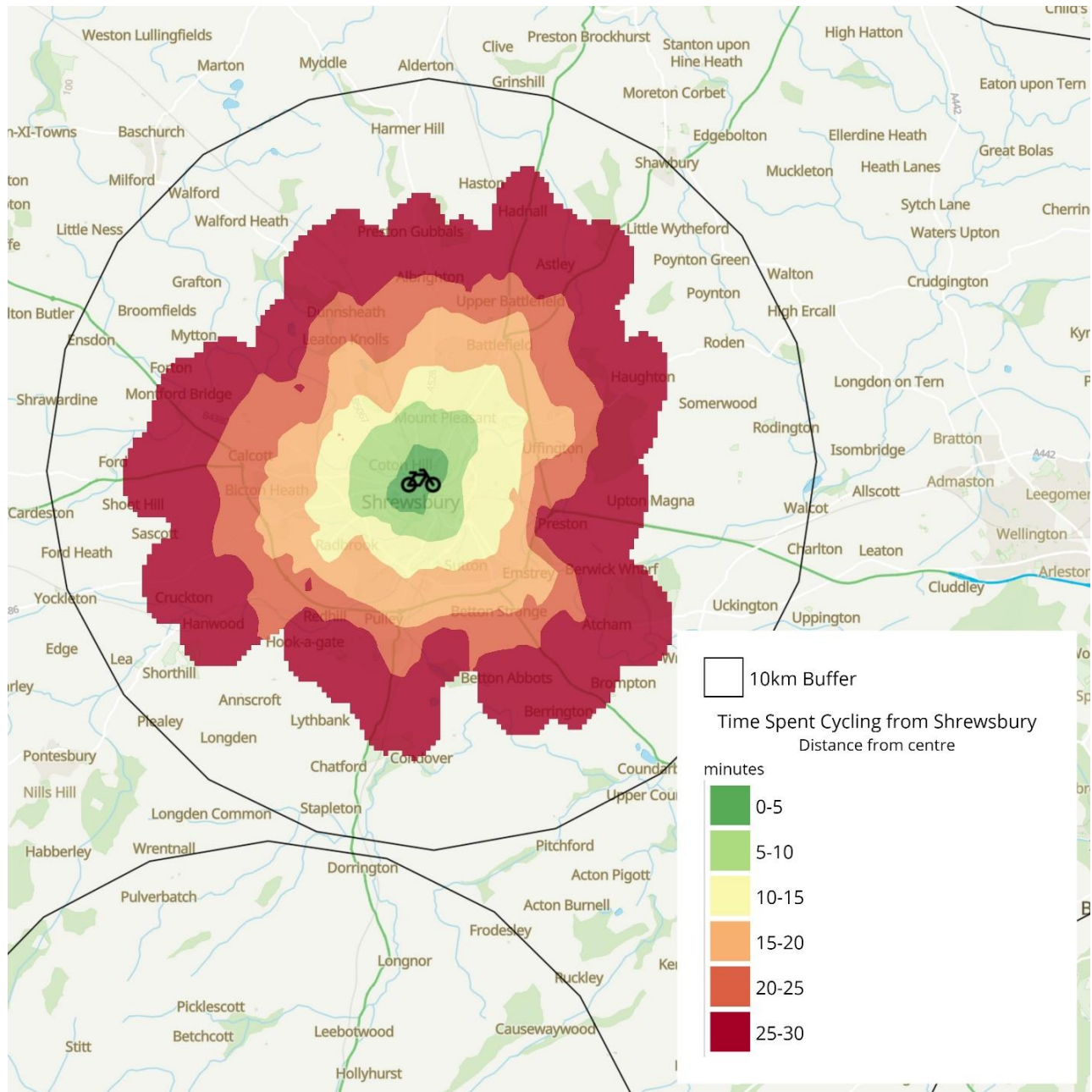


Figure 3-3: Cycling Catchment Map from Shrewsbury Town Centre



### 3.1.4 Desire Lines for Cycle Movement

Once the origin and destination areas were identified, desire lines, which are straight ‘as the crow flies’ lines, were identified. These desire lines, informed by an evidence base (see Main LCWIP Report, Section 5.1.2) show existing and potential cycling demand between origins and destinations and are a core component of the cycle route identification process. The desire lines for Shrewsbury are shown in Figure 3-4.

These desire lines are ‘straight lines’ which means that they do not account for the presence of specific cycle routes (whether existing or proposed) at this stage. The purpose of the subsequent route selection process is to convert these desire lines into potential routes. Each desire line’s relative importance was classified using the following criteria, taking into account both the existing numbers of cyclists and future projections of cyclists.

- **Primary Desire Line:** Potential for a high number of people (as a general rule greater than 250 people per day but this is relative to the population of the area) to cycle typically linking large or high-density existing or planned residential areas with key destinations
- **Secondary Desire Line:** Potential for a moderate number of people (as a general rule between approximately 50 and 250 per day but this is relative to the population of the area) cycling from existing or planned residential areas, typically connecting to destinations including education, hospitals and existing or planned employment sites
- **Local Desire Line:** Low number of people (as a general rule less than approximately 50 people per day but this is relative to the population of the area) cycling between local destinations and to access primary and secondary desire lines

Figure 3-4 indicates that there are several key desire lines in the study area:

- Spoke-like desire lines heading into the town centre from all directions make up the primary desire lines
- Secondary desire lines connect movements between origins and destinations outside the town centre, creating a circular pattern around the outskirts of the town
- Local desire lines connect into nearby destinations through residential areas

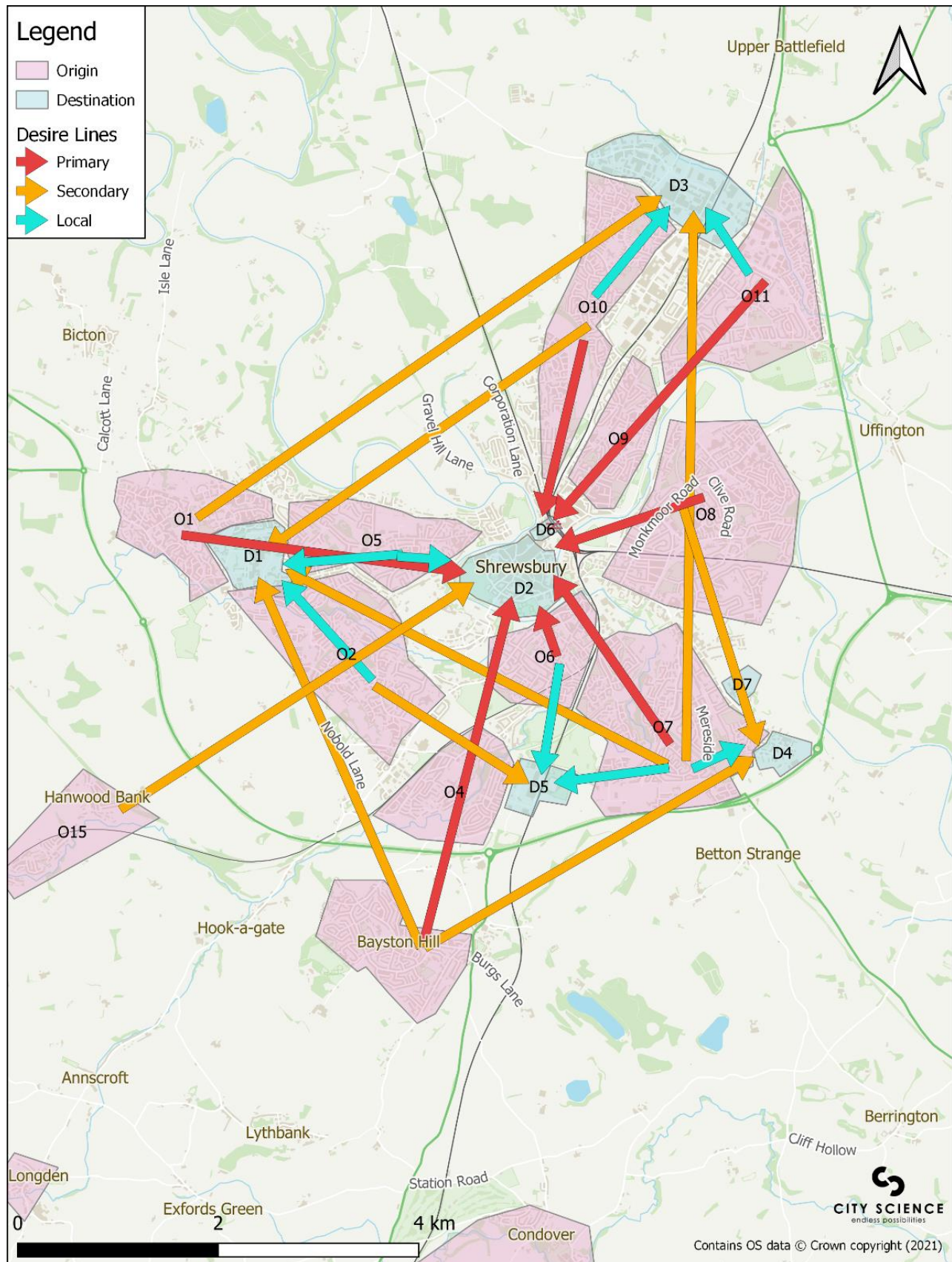


Figure 3-4: Cycle Desire Lines

### 3.2 Stakeholder Engagement

Alongside the desire line analysis, the route selection process has also been informed by suggestions from people cycling in the study area to reflect the opportunities and current challenges of cycling



around Shrewsbury. These suggestions were collected through a local workshop and a site visit (see Chapter 2). All suggestions were collated on a virtual platform called Miroboard, a snapshot of which is shown in Figure 3-5. Route suggestions by stakeholders were considered in the proposed network, with evidence-backed suggestions being included in the network.

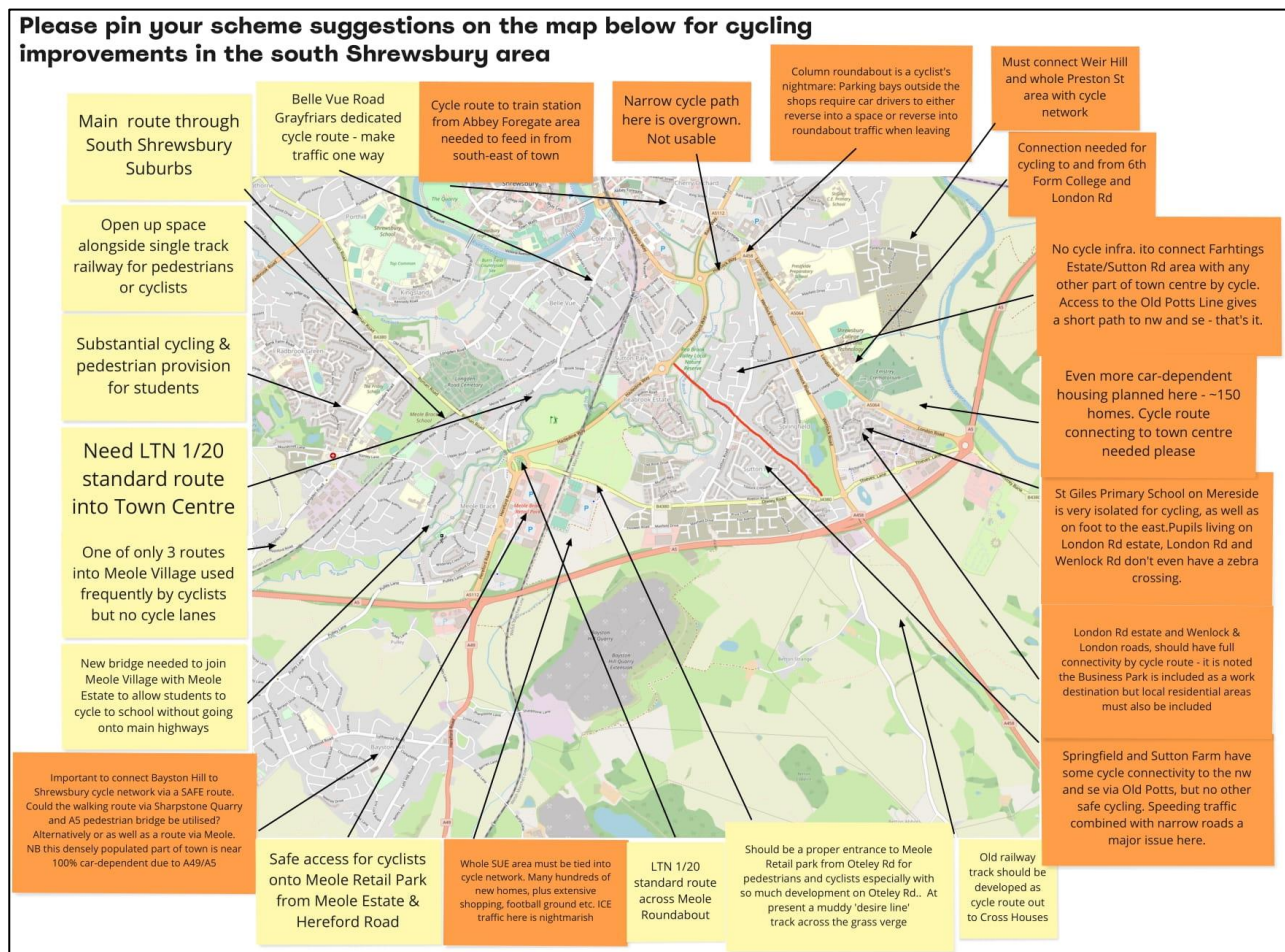


Figure 3-5: Stakeholder scheme suggestions in southern Shrewsbury, snapshot taken from Miroboard

### 3.3 Cycle Route Selection – Route Alignment of Cycle Routes

The straight desire lines were then converted into routes that aligned with street networks, using Google Maps and Open Street Maps and informed by current and potential future cycling demand. This included use of Strava Metro and Propensity to Cycle tool data as well as feedback from the stakeholder workshop and on-site observations of existing infrastructure and road layouts.

#### 3.3.1 Design Principles

The selection of routes was further refined by applying the following LTN 1/20 Core Design Principles (DfT, 2020) which, as identified in the Main LCWIP Report, are essential requirements for Shropshire Council to meet in order to qualify for future active travel grant funding from Active Travel England.



Design Principle	Route Selection Process Compliance
<b>Coherent</b>	Routes have been selected that follow logical routes and are of a consistent nature, where possible and practical, which easily connect to key identified destinations.
<b>Direct</b>	Routes have been selected that provide the most direct connection, where practical, between key origins and destinations. This includes the identification of upgrades to current routes which do not currently satisfy the main desire lines.
<b>Safe</b>	The precise type of route provision is subject to further refinement through the concept and detailed design stages of the process. A key focus through the process in this LCWIP has been to establish the need to upgrade routes that currently constitute an advisory cycle lane next to a general traffic lane as well as delivering new routes that are segregated from general traffic, where achievable in available carriageway space.
<b>Comfortable</b>	The precise type of route surfacing is subject to further refinement through the concept and detailed design stages of the process. Focus through this LCWIP process has been to propose improvements where surface quality has been identified as a problem and to upgrade current sections of the network which involve frequent transitions between on and off carriageway facilities.
<b>Attractive</b>	The precise nature of route attractiveness is subject to further refinement through the concept and detailed design stages of the process. This LCWIP establishes the principle of routes which complement natural assets (e.g. the waterfront) alongside network wide improvements, such as wayfinding, that could make cycling a more enjoyable and hassle-free experience.

*Table 3-1: Summary of Route Selection Process with LTN 1/20 Core Design Principles*

### 3.3.2 Guiding Principles

To support the desired design principles, the cycling improvements proposed (see Section 3.4), will adhere to the general guiding principles contained in Appendix – Guiding Design Principles.

## 3.4 Proposed Routes

Figure 3-6 illustrates the proposed routes across the study area alongside the existing network. Proposed routes have been categorised depending on the classification of the desire line they support (see Section 3.1.4). Details of the proposed schemes are outlined in the below Sections 3.4.1 to 3.4.3.

### ***Route Alignment Uncertainty***

It should be noted that due to the strategic nature of LCWIPs, it is not possible to capture all detailed engineering constraints, such as precise carriageway width and the impact of removing on-street car parking, which may affect the future delivery of new routes. In these cases, routes have been identified based on key principles including their ability to directly fulfil desire lines whilst also accounting for high-level constraints which may impinge deliverability such as width of existing funnel points (e.g. bridges).

This means the precise route alignment detail (e.g. specific streets) is subject to change through any future preliminary and detailed route design process.





3.4.1 Primary

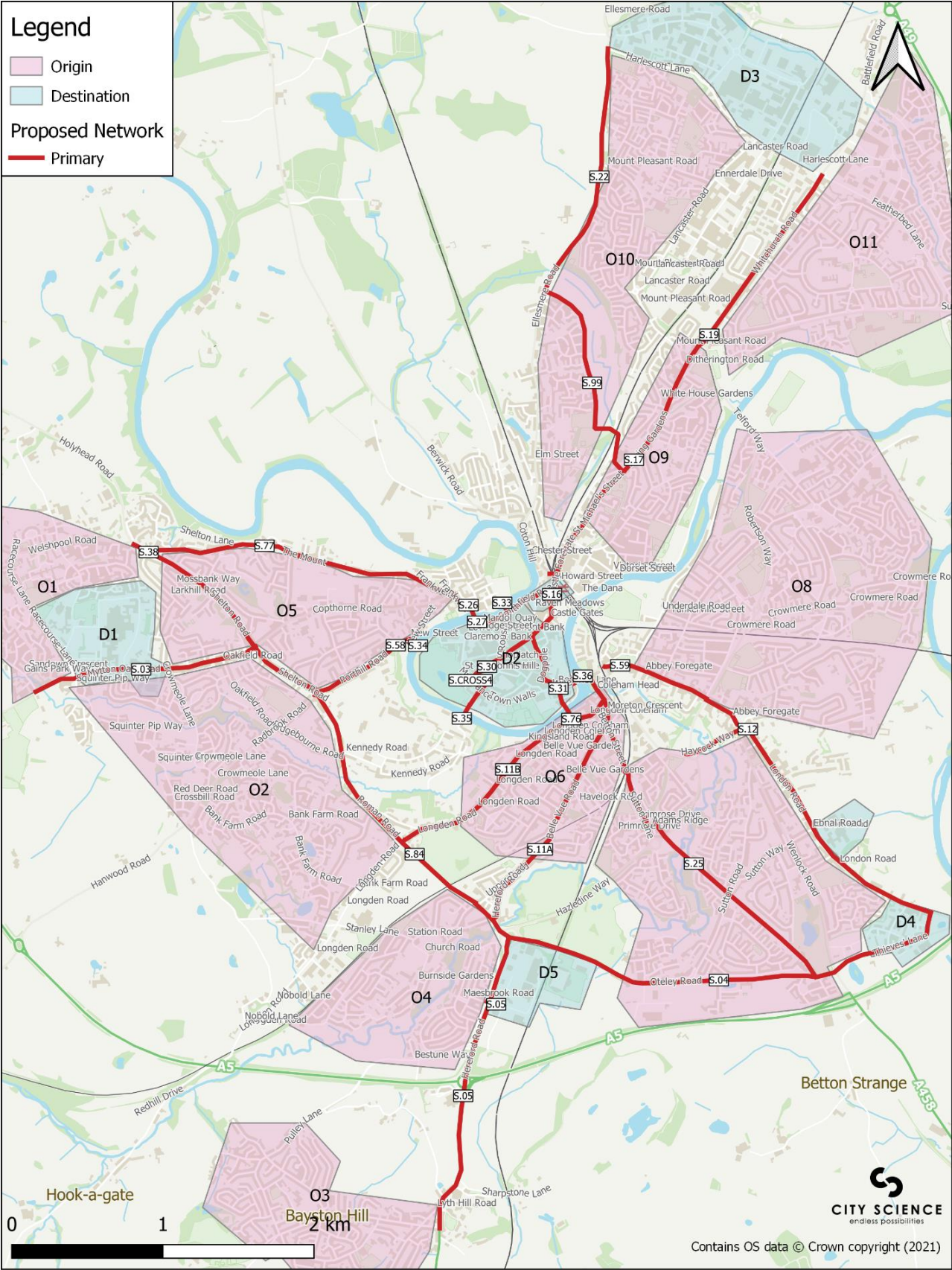


Figure 3-7: Shrewsbury proposed network plan; schemes following a primary desire line



Scheme	Description	Recommendation
<b>S.03</b>	Route along Mytton Oak Road connecting multiple origins and creating a route from the hospital (D1) towards the town centre (D2)	Introduce segregated cycle lanes
<b>S.04</b>	Fill in gap(s) of segregated cycle provision along Oteley Road	Fill in gap(s) in the existing cycle infrastructure, making a complete route along the full length of the road, chicanes/dismount signs on bridge need removing
<b>S.05</b>	Connects Bayston Hill (O3) north along the A49 and over the tricky A5 junction towards Shrewsbury town	Introduce segregated cycle lane along A49 from Bayston Hill to Meole Brace, improved provision for cyclists at the A5 roundabout and crossing of the A49 to the Meole Brace retail park Investigate potential of widened or new combined cycling and walking bridge across river adjacent to Hereford Road (A5191)
<b>S.11A</b>	Link between Radbrook Green (O2) / Meole Brace (O4) to Shrewsbury town (D2) along Belle Vue Road, alternate to S.11B	Investigate the proposal for a Low Traffic Neighbourhood with a bus gate
<b>S.11B</b>	Link between Radbrook Green (O2) to Belle Vue (O6) and beyond to the town centre (D2), alternate route to S.11A, route along Longden Road	Improve existing cycle lane by widening and segregating from the road
<b>S.12</b>	Provide an alternate route towards Cherry Orchard (O8) along London Road rather than the river route	Improved walking path as well as segregated cycle lane
<b>S.16</b>	Castle Gates underpass to railway station	Improve urban realm to make the area feel safer for pedestrians and upgrade existing shared use path to introduce a segregated route for cyclists
<b>S.17</b>	Connect missing sections of infrastructure along A5191 (St Michael's Street and Castle Gates)	Investigate introduction of segregated cycle lane
<b>S.19</b>	Existing infrastructure along A5112 Whitchurch Road	Upgrade existing infrastructure to be LTN 1/20 compliant
<b>S.22</b>	Providing link from Battlefield Enterprise Park (D3) towards the town centre along Ellesmere Road	Upgrade existing footway to a segregated cycle lane and walking route; noting low expected number of pedestrians along route
<b>S.25</b>	Join up sections of existing infrastructure between Belle Vue (O6) and Sutton Farm (O7) along Sutton Lane and existing pathways	Join up sections of existing infrastructure. Impose a 20mph speed limit on Sutton Lane
<b>S.26</b>	Navigation of busy Frankwell Roundabout and Frankwell Road to Welsh Bridge	Improve provision for cyclists at the Frankwell Roundabout, speed reduction on Frankwell Road
<b>S.27</b>	Route around the north of the town centre to the railway station along Smithfield Road (includes short shared path)	Introduce cycle lanes and/or shared path, reallocate road space
<b>S.30</b>	Provide a through route through the town centre for cyclists (currently no cycling on high street) along St John's Hill, Shoplatch and Pride Hill	Deliver segregated two-way cycle lane on Castle Street (removing bus lane) + delineation of cycle lane on Pride Hill through pedestrian area
<b>S.31</b>	Connecting Greyfriars bridge through the town towards the railway station (D6) along Wyle Cop and Dogpole, alternative route for S.32	Ensure adequate space for cyclists through this area, possibility of shared road space, reduced speed limits. Also limit vehicle size and times of access

Scheme	Description	Recommendation
<b>S.33</b>	Frankwell Suspension Bridge Upgrade	Investigate improved river crossing for cyclists (currently requires carrying a bike up some stairs)
<b>S.34</b>	Porthill Footbridge (fenced at the western end, impairing cycling and accessibility)	Investigate improved river crossings for cyclists (particularly at the western end)
<b>S.35</b>	Kingsland Toll Bridge	Investigate improved river crossings for cyclists, potential to signalise (or close) this for traffic to provide improved active link
<b>S.36</b>	English Bridge	Provide continuous segregated cycle route across bridge
<b>S.37</b>	Welsh Bridge (limited space for infrastructure)	Investigate width/weight limits (limited space for infrastructure)
<b>S.38</b>	Route along Shelton Road following existing NCN route	Upgrade NCN Route to be LTN 1/20 compliant with no gaps in infrastructure alongside upgraded controlled crossing facilities across Shelton Road
<b>S.41</b>	Route along Abbey Foregate between the A458 roundabout and the A5112 road bridge to join other proposed route (S.59) to existing infrastructure on A5112	Improve existing cycle lane by making segregated, give priority to cyclists at side roads and upgrade crossings of Abbey Foregate
<b>S.58</b>	Route along Porthill Road connecting existing infrastructure on Shelton Road to Porthill Footbridge, connecting into the town centre (D2)	Upgrade existing path to segregated cycleway
<b>S.59</b>	Connection along Abbey Foregate between the railway line and the A5112 road bridge providing connection to the area as well as Cherry Orchard (O8)	Improve existing cycle lane by making segregated, give priority to cyclists at side roads and upgrade crossings of Abbey Foregate
<b>S.76</b>	Greyfriars bridge, the bridge connects Belle Vue (O6) to Shrewsbury town centre (D2)	Investigate potential for upgraded wider or new cycling and walking bridge
<b>S.77</b>	Route along the Mount connecting Royal Shrewsbury Hospital and supporting Copthorne Road to the town centre	Investigate fully segregated bi-directional cycle path or lightly segregated cycle lanes (the latter will be not appropriate at the eastern end)
<b>S.84</b>	Route along Roman Road from Radbrook Road to Upper Road	Upgrade NCN route to be LTN 1/20 compliant and no gaps in infrastructure
<b>S.99</b>	Route along Hubert Way and providing link into S.68	Upgrade existing footways to segregated cycle/foot paths, introduce new paths where needed to provide consistent route along road
<b>S.111</b>	Route along Old Potts Way linking onto English Bridge	Minor upgrade of existing infrastructure to LTN 1/20 compliance
<b>S.CROSS1</b>	Crossing of Town Walls from Kingsland Bridge	Improved pedestrian / cyclist crossing
<b>S.CROSS4</b>	Crossing of St Chad's Terrace	Improved pedestrian / cyclist crossing
<b>S.CROSS6</b>	Crossing of Wyle Cop	Improved pedestrian / cyclist crossing
<b>S.CROSS7</b>	Crossing of Wyle Cop at the end of English Bridge	Improved pedestrian / cyclist crossing

Table 3-2: Details of proposed schemes in Shrewsbury following a primary desire line

### 3.4.2 Secondary



Figure 3-8: Shrewsbury proposed network plan; schemes following a secondary desire line



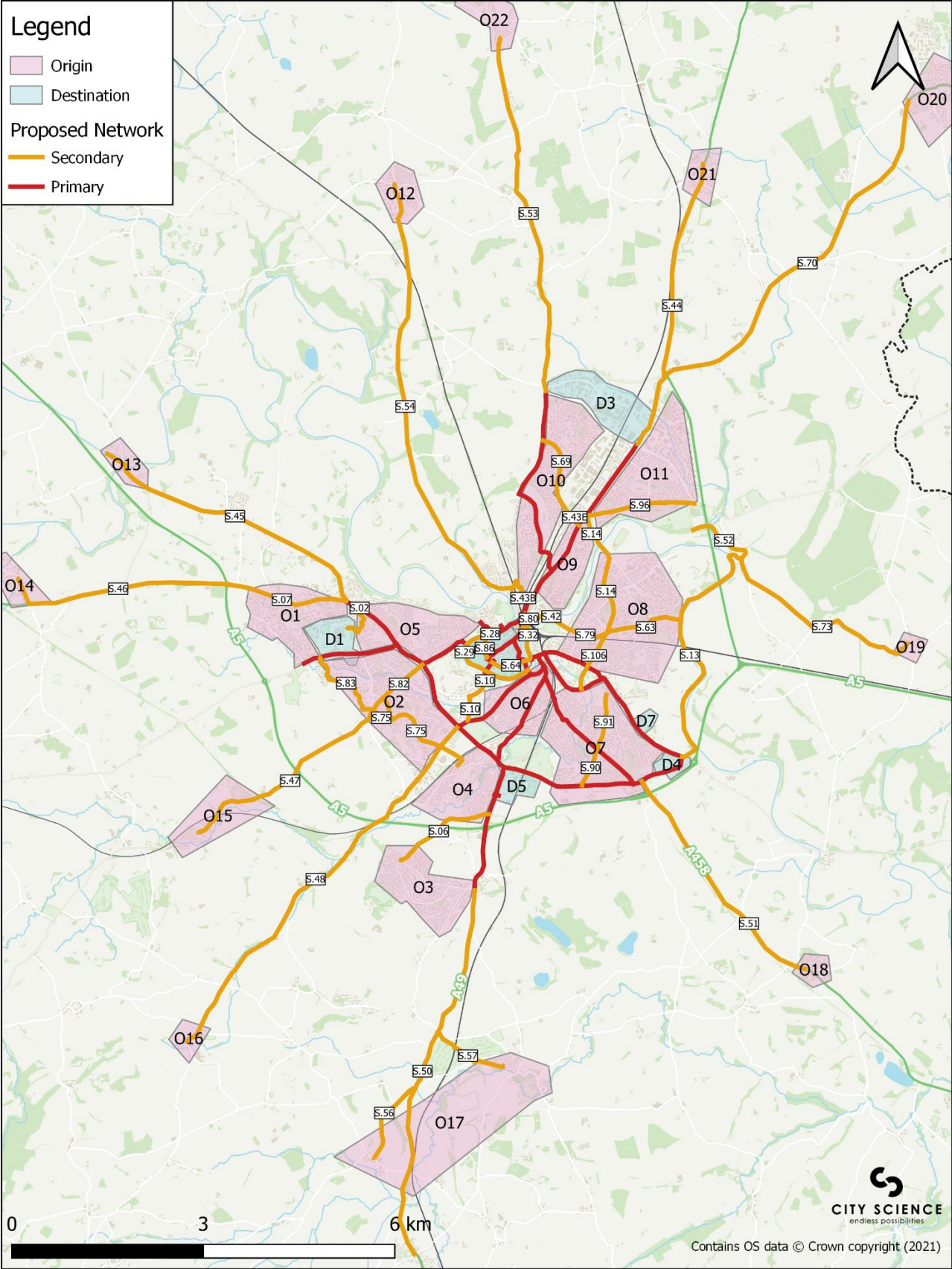


Figure 3-9: Wider Shrewsbury proposed network plan, schemes that follow a secondary desire line



Scheme	Description	Recommendation
<b>S.02</b>	Connect Shrewsbury Hospital to the NCN route 81, includes improving access onto NCN, route along Kingswood Road and Mossbank Way	Create signposted cycle route, low speed/traffic area which allows for shared space cycling
<b>S.06</b>	Improve existing infrastructure along Pulley Lane connecting Bayston Hill (O3) to Meole Brace (D5) and beyond, including bridge crossing of A5	Join up sections of existing infrastructure along Pulley Lane, give priority to cyclists on side roads, upgrade existing infrastructure to LTN1/20
<b>S.07</b>	Route along Welshpool Road to the north of Gains Park (O1) connecting the NCN route to the A5 junction	Investigate fully segregated bi-directional cycle path
<b>S.10</b>	Link between Longden Road and Kennedy Road along Beehive Lane, to connect the south west origins to Shrewsbury town	Create a safer feeling route along Beehive Lane (e.g. lighting, cutting back trees). Investigate the possibility of widening Beehive Lane. Create a segregated shared path along Kennedy Road
<b>S.13</b>	Route between Shrewsbury Business Park (D4) and Uffington along the river path	Upgrade river path to a segregated cycle/foot path and add a new river crossing
<b>S.14</b>	Route along Robertson Way through Monkmoor (O8)	Upgrade existing infrastructure to be LTN 1/20 compliant
<b>S.15</b>	Access across the Railway station from The Dana to the town centre	Improve perception of safety along route, signage to indicate where possible to cycle
<b>S.28</b>	Route from Porthill Footbridge to Welsh Bridge along Victoria Avenue	Create segregation between cyclists and pedestrians
<b>S.29</b>	Route along Victoria Avenue from Greyfriars Bridge and Porthill Footbridge	Create a segregated cycle path within the park using some of the existing path width
<b>S.32</b>	Connection for cyclists from English Bridge to the railway station (D6) along the river path	Promote cycle route along The Dana, Victoria Street and down to the riverside path via either Severn Street or the alleyway off Victoria Street by ensuring traffic speeds are kept low and adding signage. Add a barrier to the riverside path to improve user safety. Investigate the possibility of building a ramp where there are currently steps down to the riverside path from the south side of English Bridge
<b>S.42</b>	Castle Walk Footbridge, river crossing between Cherry Orchard (O8) and Castlefields (O9)	Remove restricting chicane barriers, segregate between cyclists and pedestrians if wide enough
<b>S.43B</b>	Link between St Michael's Street and the B5067 along Greenfields Gardens and existing pathway	Bring the whole length of route up to consistent standard. Utilise Greenfield Gardens as a low traffic neighbourhood. Lower speed limit to 20mph on the A528 bridge over the railway to create a safer environment for cyclists.

Scheme	Description	Recommendation
<b>S.43E</b>	Investigate railway crossings between Ditherington (O9) and Mount Pleasant along Mount Pleasant Road (O10)	Improve space for cyclists/pedestrians under bridge - potential for contraflow under the bridge
<b>S.44</b>	Hadnall (O21) to Harlescourt (D3) along the A49	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.45</b>	Connection between Montford Bridge (O13) and to the northwest of Shrewsbury along Shrewsbury Road	Upgrade existing footpath to a shared path
<b>S.46</b>	Connection between Ford (O14) and the A5 to the west of Shrewsbury along Welshpool Road	Provide segregated cycle lane/shared path by upgrading existing footpath and provide cycling provision around the roundabout
<b>S.47</b>	Connection from Radbrook Road (S.82) in Shrewsbury out west to Hanwood (O15) along Hanwood Road	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.48</b>	Connection from Radbrook Green to Longden (O16) along Longden Road and Shrewsbury Road	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.50</b>	Scheme along the A49 from Dorrington to Shrewsbury, provides connection for other villages along the route	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.51</b>	Linking Cross Houses (O18) into Shrewsbury along the A458	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.52</b>	Connection to Uffington along old canal path	Remove chicane barriers that block cycle access onto Church Road from the canal path, improve safety along rural route, upgrade surface
<b>S.53</b>	Connection between Harmer Hill (O22) and Shrewsbury along the A528	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.54</b>	Connection between Bomere Heath (O12) and Shrewsbury along the B5067 Berwick Road	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.56</b>	Connecting Stapleton (O17) to the A49, which has another proposed scheme along it (S.50)	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.57</b>	Route along existing PROWs linking Condover (O17) to the A49, which has another proposed scheme along it (S.50)	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.63</b>	Connection through Belvidere (O8) along Crowmere Road connecting to local schools and beyond to the river path	Provide segregated cycle/foot path

Scheme	Description	Recommendation
<b>S.64</b>	Flatter route than Wyle Cop around town centre (D2) along Breeches Lane and Town Walls	Reduce traffic speed to create safer space for on-road cyclists
<b>S.69</b>	Connection through Mount Pleasant (O10) and Harlescott Grange (O10) along Mount Pleasant Road	Create a shared use path with delineation
<b>S.70</b>	Route along the A53 from Shrewsbury to Shawbury (O20)	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.73</b>	Connection between Upton Magna (O19) and Uffington along the NCN Route 81	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.75</b>	Connection through Radbrook Green (O2) along Bank Farm Road connecting residential areas towards Shrewsbury Hospital (D1) and Meole Brace retail park (D5) as well as internal destinations (e.g. local schools)	Connect up existing segregated paths, give cyclists/pedestrians priority at side roads, increase number of crossing points
<b>S.79</b>	Joining up existing infrastructure and connecting Cherry Orchard (O8) to the river crossing along Castle Walk	Ensure well lit path through the park and improve feeling of safety through the underpass
<b>S.80</b>	Connecting the railway station (D6) to river crossing towards Cherry Orchard (O8) along Victoria Street	Make one-way to create a dedicated space for cyclists
<b>S.82</b>	Infrastructure along Radbrook Road, between Hanwood Road roundabout and the Roman Road/Shelton Road roundabout	Add and upgrade cycle lanes on Radbrook Road. Improve crossing provision at Hanwood Road and Lady Herbery Way Roundabouts
<b>S.86</b>	Route around the west of the town centre (D2) along St Chad's Terrace and Claremont Bank, providing connection from Saint John's Hill to Welsh Bridge	Create a space for cyclists
<b>S.90</b>	Route along Sutton Road from Oteley Road to the zebra crossing with the pathway to town	Add segregated cycle and foot path along Sutton Road, upgrading current footways
<b>S.91</b>	Route along Sutton Road from Wenlock Road to the zebra crossing with the pathway to town	Add segregated cycle and foot path along Sutton Road, upgrading current footways
<b>S.96</b>	Route along Sundorne Road between Heathgates Roundabout and Featherbed Lane	Utilise existing verge to create cycle path
<b>S.106</b>	Route along Bage Way connecting Reabrook Roundabout to Crowmere Roundabout	Upgrade of existing infrastructure to LTN 1/20 compliance

*Table 3-3: Details of proposed schemes in Shrewsbury following a secondary desire line*



3.4.3 Local

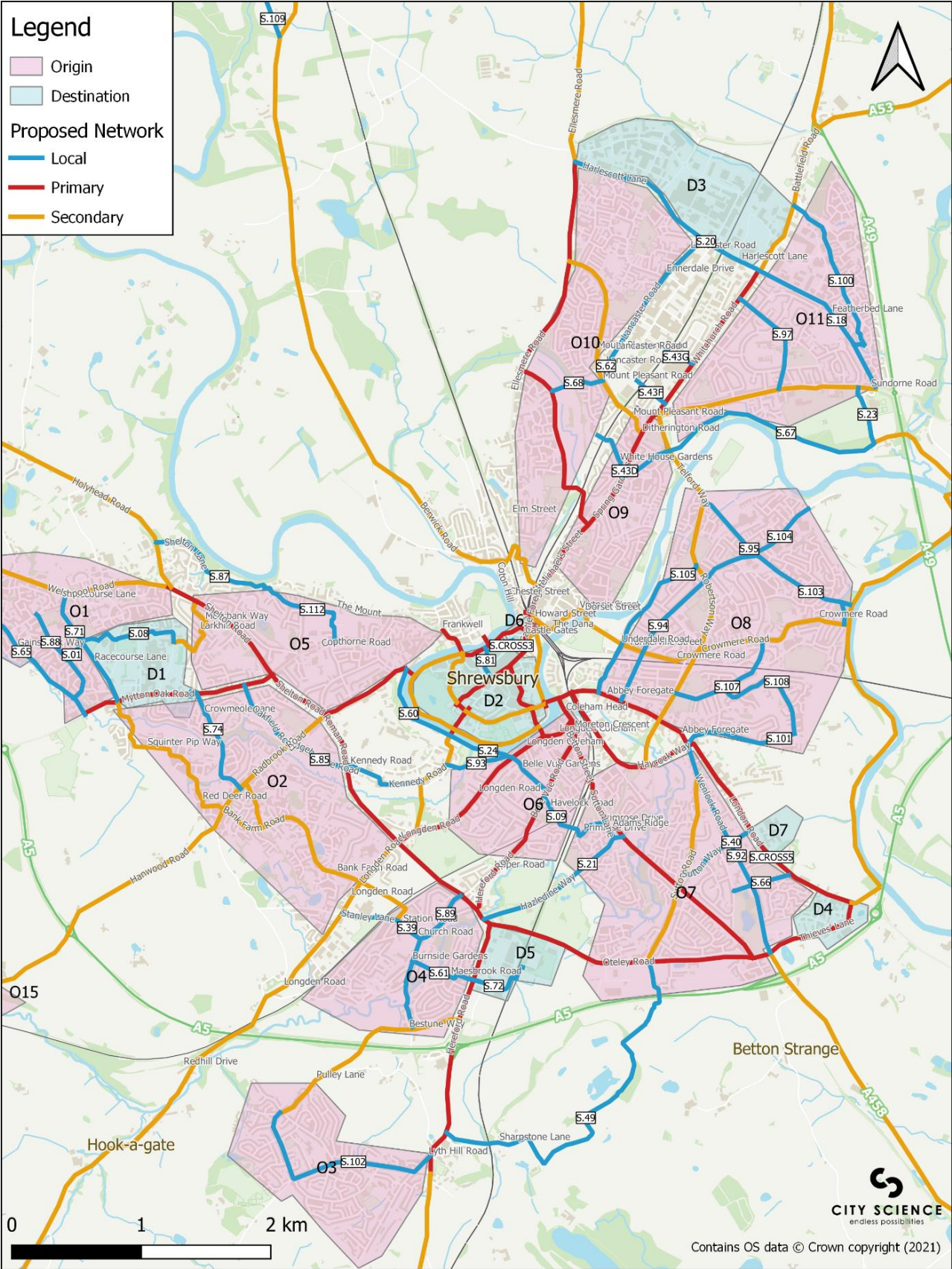


Figure 3-10: Shrewsbury proposed network plan, schemes that follow a local desire line



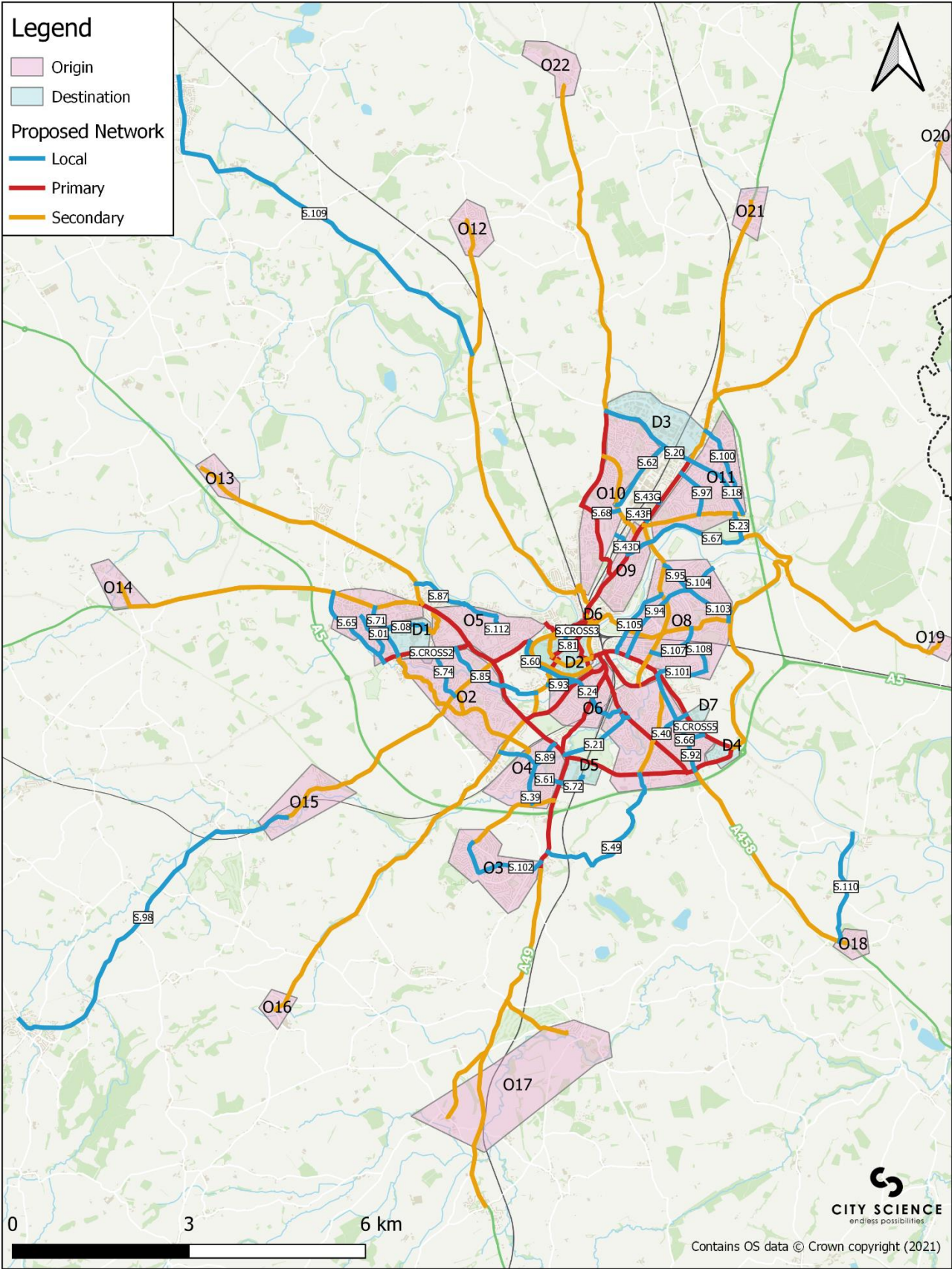


Figure 3-11: Wider Shrewsbury proposed network plan, schemes that follow a local desire line

Scheme	Description	Recommendation
<b>S.01</b>	Connect up existing pathways through Gains Park (O1) to Shrewsbury Hospital (D1)	Upgrade existing pathway to a shared path with delineation for people cycling and walking
<b>S.08</b>	Connect existing pathways through Shrewsbury Hospital area (D1) to provide a link across the north of the zone	Upgrade existing pathway to a shared path with delineation for people cycling and walking
<b>S.09</b>	Railway crossing between Belle Vue Road (O6) and Sutton Lane (O7) along Havelock Road, Montague Place, Buttercup Way and Primrose Drive	Create cycle path along Primrose Road, remove chicane barrier at Buttercup Way and Montague Place
<b>S.18</b>	Providing route through Sundorne (O11) linking to Battlefield Enterprise Park (D3) and internal destinations along Featherbed Lane	Convert on-road cycle lane to a shared path with delineation for people cycling and walking
<b>S.20</b>	Provide access to the whole of Battlefield Enterprise Park (D3) along Harlescott Lane	Join up existing segregated paths to create consistent route, give cyclists/pedestrians priority at side access roads
<b>S.21</b>	Route along Hazeldine Way between the two roundabouts	Upgrade existing segregated path to be LTN 1/20 compliant and upgrade the crossings on the roundabouts
<b>S.23</b>	Access to the old canal path from Sundorne Road along the PROW through the Sports Village playfield and Pimley Community Woodland	Create a connection from the B5062 to the old canal along the private road
<b>S.24</b>	Connecting Belle Vue (O6) to the river path and Kingsland Bridge along Belle Vue Gardens	Upgrade existing pathway along the river, provide space for cyclists along Belle Vue Gardens
<b>S.39</b>	Route through Meole Brace (O4) connecting internal destinations and providing a link from NCN route to Meole Brace (O4) and Bayston Hill (O3), route along Church Road, Stanley Lane and PROWs	Upgrade and widen existing path to shared foot/cycle path, provide widened crossing of Rea Brook, ensuring no user loses their right of access (e.g. equestrians)
<b>S.40</b>	Crossing of A458 along Sutton Way (O7) and Ebnal Road (D7)	Create cycle lane through residential area, provide formal crossing of Wenlock Road
<b>S.43D</b>	Investigate railway crossings between White House Gardens (O9) and Mount Pleasant Primary School (O10)	Remove chicane at western side, improve underpass of railway to make more cycle friendly and sign route
<b>S.43F</b>	Investigate railway crossings between Morrisons (O11) and Arrow Point Retail Park	Open up private rail crossing to pedestrians/cyclists
<b>S.43G</b>	Investigate railway crossings between Sundorne (O11) and Arrow Point Retail Park along existing pathway	Improve access to railway crossing either side of bridge
<b>S.49</b>	Connection between Bayston Hill (O3) and Sutton Farm (O7) via existing footway around the quarry and along Sharpstone Way	Upgrade existing off-road path to create a surfaced route suitable for walking and cycling
<b>S.60</b>	Route along the river parallel to Shrewsbury School, connecting Kingsland Bridge and Porthill Footbridge	Upgrade existing river path to be a segregated cycle/foot way



Scheme	Description	Recommendation
<b>S.61</b>	Link through Meole Brace residential area (O4), connecting to school and using existing pathway across Rea Brook Valley Local Nature Reserve and along Chilton Close, Stapleton Road and Maebrook Road	Upgrade existing pathway to segregated shared path, provide cycle space through Meole Brace and widen access onto A5112 from the estate. Provide crossing of the roundabout into the retail park
<b>S.62</b>	Connection from Mount Pleasant (O10) to Battlefield Enterprise Park (D3) along Lancaster Road	Convert on-road cycle lane to a segregated shared path
<b>S.65</b>	Providing a connection through Gains Park (O1) on Gains Park Way	Investigate provision of segregated cycle lane
<b>S.66</b>	Crossing of Wenlock Road providing access to Mereside C of E School and Kingfisher Nursery in Springfield (O7)	Provide crossing of London Road and Wenlock Road and improve lighting/refresh the existing pathway
<b>S.67</b>	Route along the old canal towpath, linking Ditherington (O9) to Pimley	Upgrade existing path to shared path
<b>S.68</b>	Crossing of the old river bed, connecting Herongate (O10) to Mount Pleasant (O10)	Create a crossing of the old river bed either bridge or paths
<b>S.71</b>	Connection through Gains Park (O1) along Racecourse Lane providing connection through the estate and Shrewsbury Hospital	Provide a segregated route to the school and along the road by reducing space given to cars
<b>S.72</b>	Access through Meole Brace retail park (D5) to Shrewsbury Town Football Club (D5)	Create cycle route through the retail park and provide crossing of the railway line into the stadium
<b>S.74</b>	Route through residential area connecting to Shrewsbury Hospital along Crowmeole Lane	Create pathway and reduce speeds so cycle safe. This includes the point closure along Crowmeole lane over Rad Brook, which will reduce traffic and create a safer road space for cyclists.
<b>S.81</b>	Cycle path along Roushill (D2) extending to the High Street	Add a cycle lane along this route using grass verge
<b>S.83</b>	Upgrade the existing shared pathway along Squinter Pip Way and Red Deer Road to a consistent standard, connecting Radbrook Green (O2) to Shrewsbury Hospital (D1)	Upgrade to consistent standard the existing shared pathway
<b>S.85</b>	Connection through Radbrook Green (O2) and towards Shrewsbury Hospital (D1) and the town centre (D2) to Shrewsbury School, route along Oakfield Road, Ridgebourne Road and Kennedy Road	Reduce on-street parking to create a cycle path, provide formal crossing of Radbrook Road and Roman Road
<b>S.87</b>	Upgrade of existing pathway along Shelton Lane	Upgrade Shelton Lane to be more open, well-lit and improved surface
<b>S.88</b>	Local route through Gains Park (O1) connecting to the school	Formalise the route, improve safety and signage
<b>S.89</b>	Route through Meole Brace along Church Road connecting Roman Road to the Church	Signpost route along Church Lane and improve cyclist priority and safety along route
<b>S.92</b>	Route along Wenlock Road	Where possible, upgrade existing path into segregated path, in the narrower sections reduce speed limit and provide safety provisions for cyclists

Scheme	Description	Recommendation
<b>S.93</b>	Route along Kingsland Road, alternative route to S.10	Provision of space for cyclists along Kingsland Road and improvement of safety for pedestrians
<b>S.94</b>	Route along Monkmoor Road from Abbey Foregate to Robertson Way, alternative route to S.14	Upgrade current path to improve provision for pedestrians including priority crossing at side streets
<b>S.95</b>	Route along Monkmoor Road and Woodcote Way	Upgrade on road cycle lane to segregated path and crossing provision at Monkmoor Roundabout
<b>S.97</b>	Route along Meadow Farm Drive	Upgrade existing path to be segregated cycle path along one side of the road, improved priority for pedestrians/cyclists at side road crossings
<b>S.98</b>	Route along A488 from Hanwood to Lea Cross via Cruckmeole	Widen footpath along rural road, reduce speed limits and increase lighting
<b>S.100</b>	Pathway following the stream from A5112 to Featherbed Lane, alternative to S.18	Upgrade quality and lighting, improve wayfinding to route
<b>S.101</b>	Route along Preston Street connecting The Column Roundabout to the new estate (Lily Hay)	Restrict on-street parking to provide a cycle lane (segregated from the road) and improve priority for pedestrians and side road crossings
<b>S.102</b>	Route along Lythwood Road and Overdale Road through Bayston Hill	Provide local cycling through Bayston Hill, including adding a cycle lane
<b>S.103</b>	Route along the pathway from Monkmoor Roundabout to the River (via Abingdon Road)	Upgrade existing pathway to be wider, segregated and better lit
<b>S.104</b>	Route along Monkmoor Road from Monkmoor Roundabout to Industrial Estate	Add cycling provision, light segregation, providing access into businesses
<b>S.105</b>	Underdale Road	On-road cycling provision along low traffic route
<b>S.107</b>	Route along Belvidere Road and Dark Lane	Introduction of a segregated cycle/foot path along route, giving priority to active users at side road crossings
<b>S.108</b>	Route along Portland Crescent linking into St Giles C of E Primary School	School Street / Low Traffic Neighbourhood, widen pathways and improve surfacing for pedestrians
<b>S.109</b>	Connection to Baschurch along Berwick Road	Create rural cycle route (e.g. through creating passing places for cyclists, off-road shared use footpaths or reducing speed limits)
<b>S.110</b>	Route between Cross Houses (O18) and Atcham along unnamed road	Introduction of Quietway along route
<b>S.112</b>	Route along Barracks Lane and Whitfield Crescent connecting The Mount to Copthorne Road	Off-road route improvements including surfacing, lighting and crossing of The Mount and Richmond Drive
<b>S.CROSS2</b>	Crossing into Hospital William Farr House Site (D1)	Provide improved pedestrian/cyclist crossing
<b>S.CROSS3</b>	Crossing into bus station from Castle Court	Provide improved pedestrian/cyclist crossing
<b>S.CROSS5</b>	Crossing into Shrewsbury College campus (D7)	Provide improved pedestrian/cyclist crossing
<b>S.CROSS8</b>	Crossing into Bus Station from Meadow Rise	Provide improved pedestrian/cyclist crossing

Table 3-4: Details of proposed schemes in Shrewsbury following a local desire line

## 4 Network Planning for Walking

This chapter summarises the identification of the walking network for Shrewsbury as part of the Shropshire LCWIP. Development of the walking network is focused on identification of CWZs, as identified in the main LCWIP report (see Chapter 6). The identification of CWZs allows walking improvements to be prioritised in areas of higher pedestrian footfall where there is a particularly high concentration of key destinations.

Shrewsbury town centre and Shrewsbury Hospital have been identified, based on analysis of key locations of destinations such as retail facilities, employment areas and transport interchanges, as Shrewsbury's key CWZs. This was also agreed via discussions with key stakeholders at the Shrewsbury workshop. Figure 4-1 and Figure 4-2 below shows the CWZs for Shrewsbury town centre and hospital respectively, alongside key origin and destination points within them.

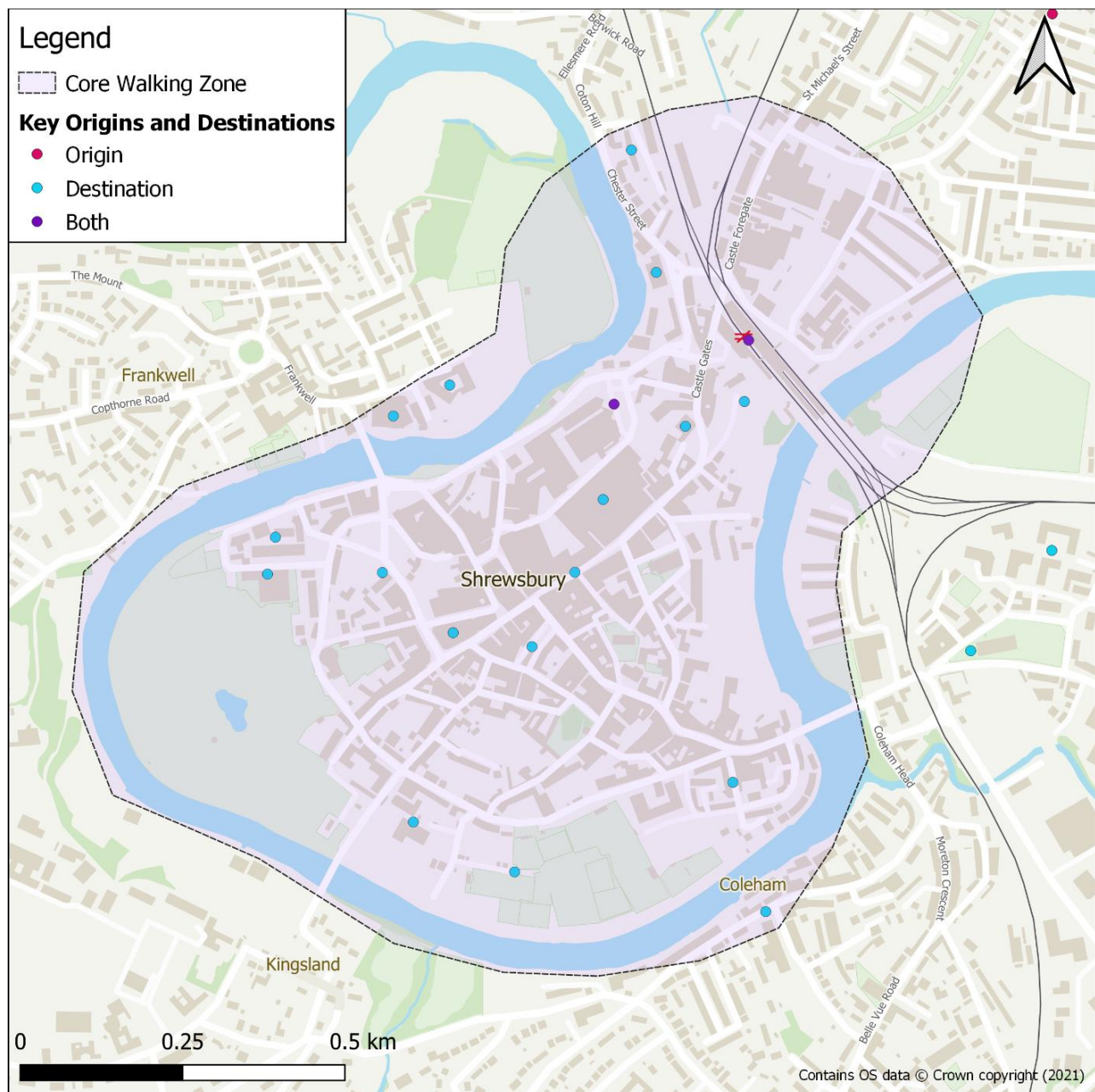


Figure 4-1: Shrewsbury town centre CWZ





- Key Walking Trip Generators - Accessibility Analysis (see Section 4.1.1)
- Key Walking Routes (see Section 4.1.2)
- Stakeholder Engagement (see Section 4.1.3)
- Walking Route Audits (see Section 4.1.4)

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## 4.1 Core Walking Zone Analysis

### 4.1.1 Key Walking Trip Generators Accessibility Analysis

Figure 4-3 and Figure 4-4 shows the results of a walking accessibility assessment, categorised by walking journey time, undertaken for Shrewsbury town centre and Shrewsbury hospital respectively. They illustrate that :

- Shrewsbury railway station is within a 10 minute walk to the town centre
- Not all of Shrewsbury's residential areas are within a 30-minute walk of the town centre
- Most of the western side of Shrewsbury is within a 30-minute walk to the hospital

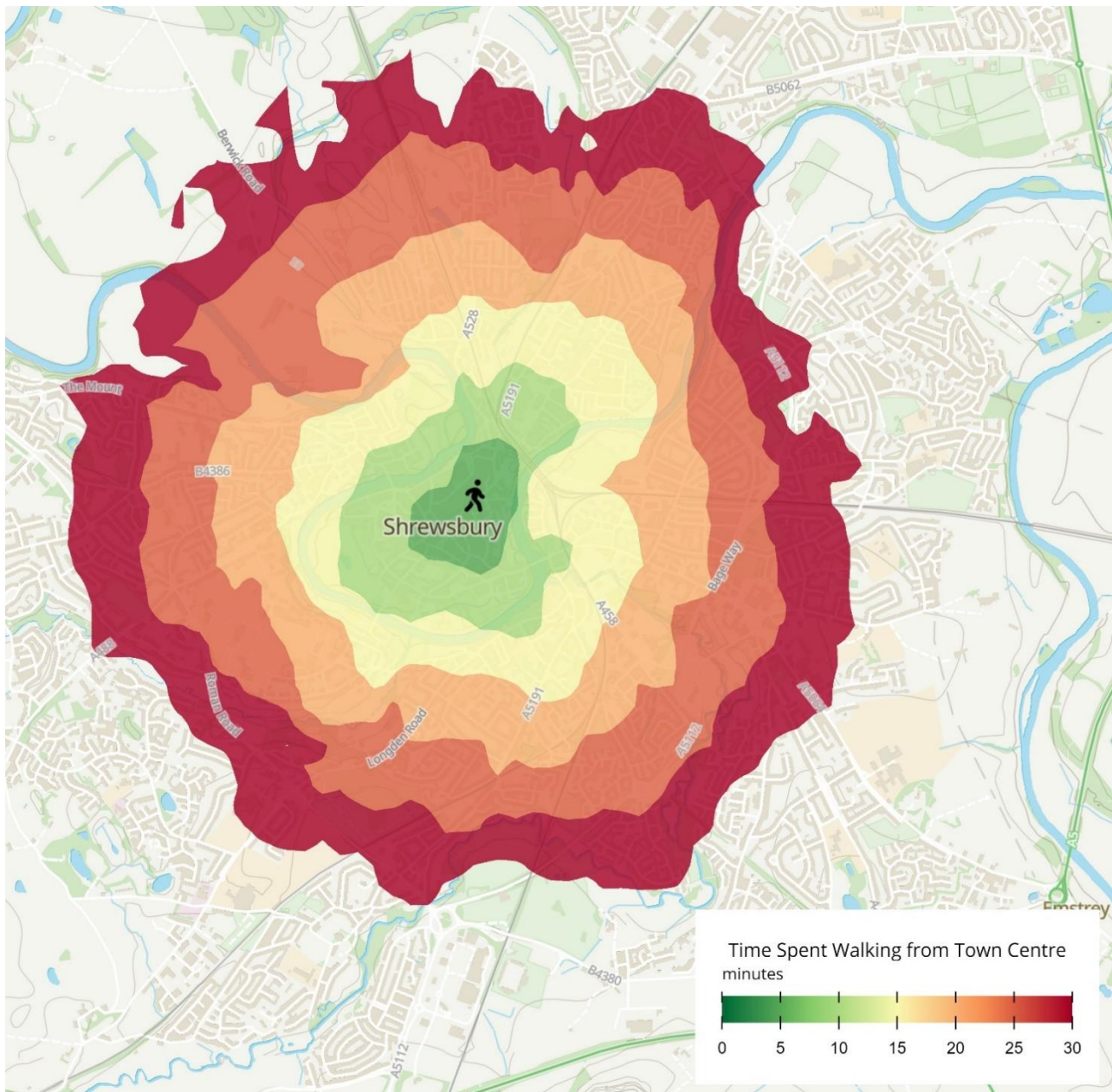


Figure 4-3: Shrewsbury Town Centre CWZ Accessibility Analysis



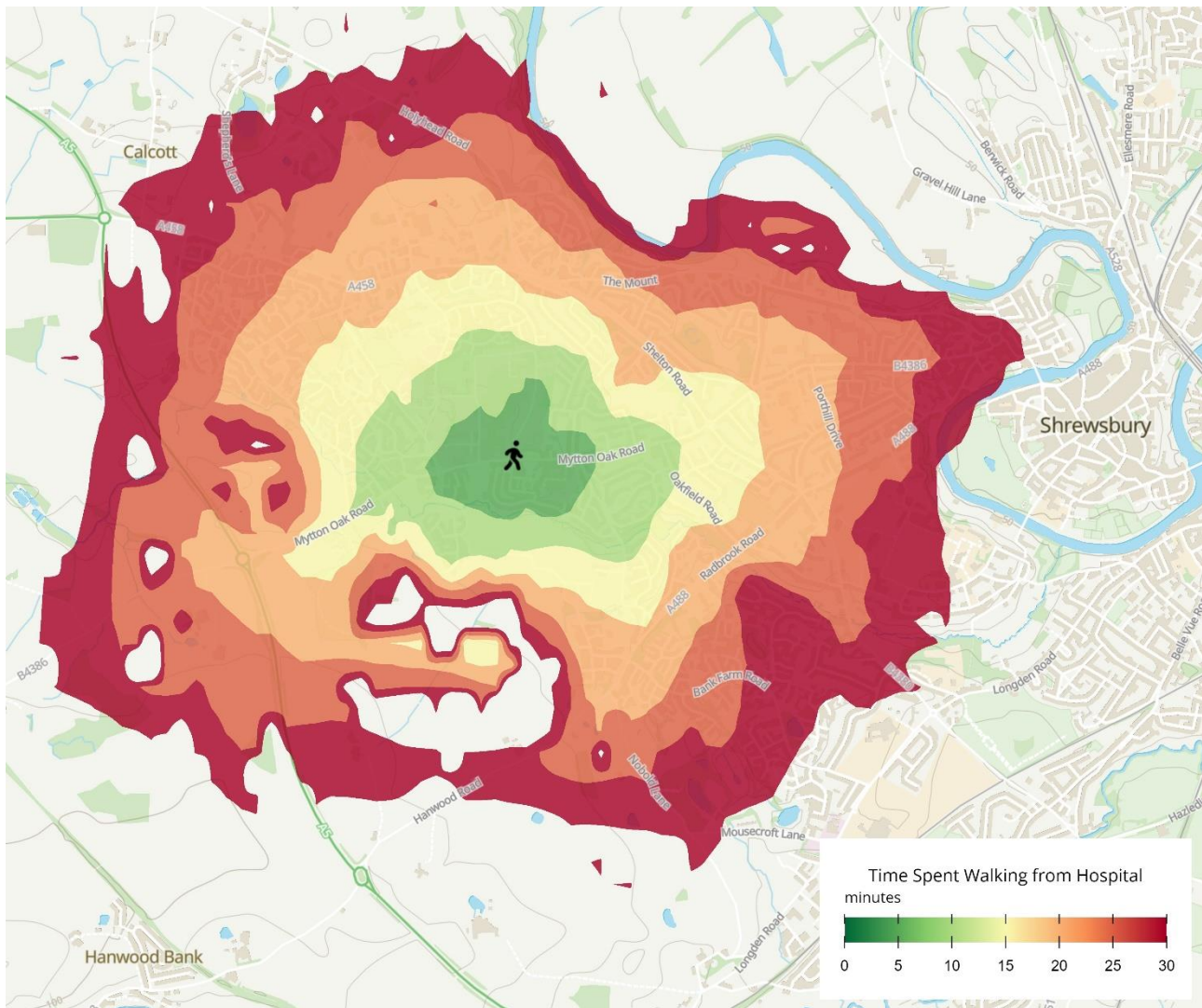


Figure 4-4: Shrewsbury Hospital CWZ Accessibility Analysis

#### 4.1.2 Key Walking Routes

Figure 4-5 and Figure 4-6 illustrate the key walking routes within the Shrewsbury Town Centre and Shrewsbury Hospital CWZs. The key walking routes are categorised using the following criteria which is contained within the DfT Guidance (DfT, 2017):

- **Primary Walking Routes:** Such as busy shopping streets, business areas and main pedestrian thoroughfares
- **Secondary Walking Routes:** Moderate use routes connecting to primary routes and local centres
- **Link Footways:** Connecting local access footways through urban areas
- **Local Access Footways:** Low use footways such as estate roads and cul-de-sacs

For Shrewsbury Town Centre, Figure 4-5 indicates:

- Primary routes through the town centre link up the high street and towards key secondary routes reaching out beyond the shopping district
- Key secondary routes come from each direction, crossing over the barriers into the town centre and towards the railway station
- Numerous link and local access footways provide cut-throughs within the town centre and provide access to multiple services



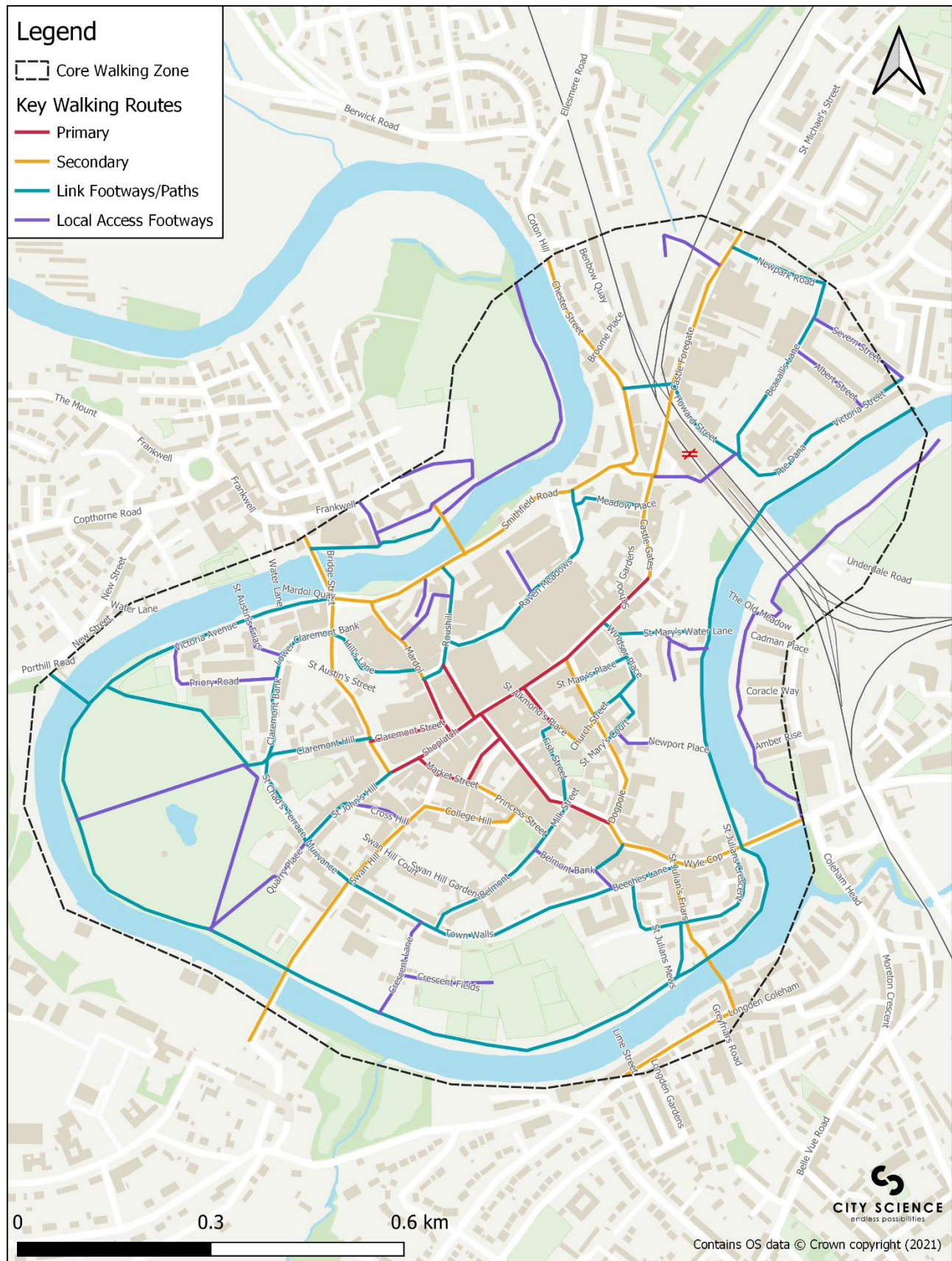


Figure 4-5: Shrewsbury Town Centre CWZ Key Walking Routes

For Shrewsbury Hospital, Figure 4-6 indicates:

- There are no primary walking routes around the hospital, with only one main secondary walking route along Mytton Oak Road



- Link footways provide access around and across the hospital site whilst local access footways provide access to the smaller residential roads and specific hospital locations

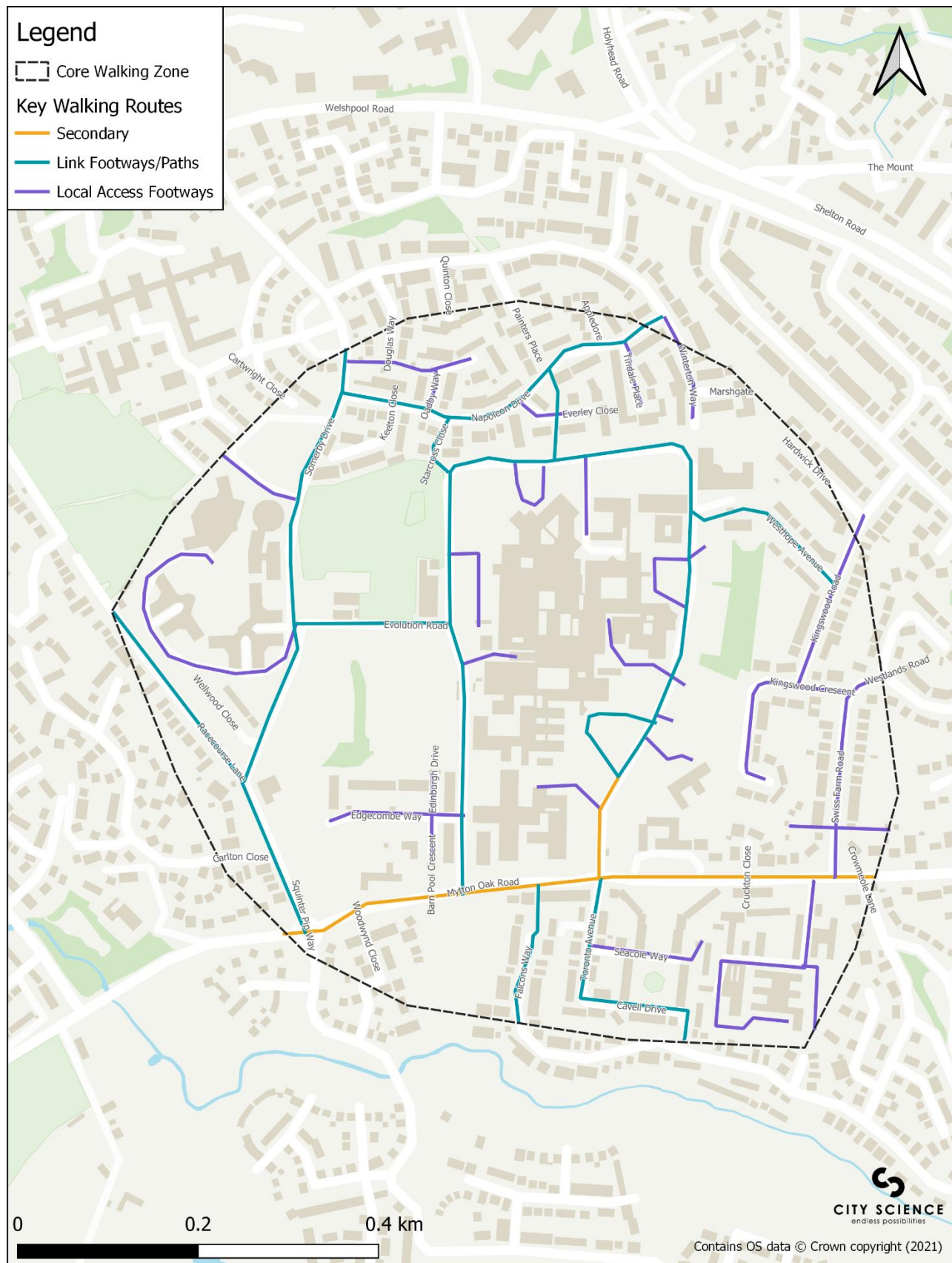


Figure 4-6: Shrewsbury hospital CWZ key walking routes

Similar to the route selection process for the cycling network (see Chapter 3), the key walking routes have been informed by suggestions from local stakeholders who walk and cycle around Shrewsbury. An initial survey was circulated to local stakeholder groups to support the evidence base by capturing their views on network-wide opportunities and constraints for active travel within Shrewsbury.

# Please pin your scheme suggestions on the map below for walking improvements in the Shrewsbury Town Centre Core Walking Zone

The old canal path to the Flaxmill is ruined by overgrown vegetation which no one seems to be able to take ownership and responsibility for. This is soon to be a major route to and from the Flaxmill Maltings

It would be great if cyclists could cycle down Castle St the 'wrong way' to get to the station

poor air quality (thinking around train station) makes walking very unappealing

traffic lights at Chester Street/Castle Foregate gyratory

unsafe for children

Traffic light crossing for pedestrians on three-way junction outside train station is difficult to negotiate - fast and infrequent changes for walking

Dana Footpath - disable accessing link to the town centre on Castle Street

A more accessible Dana footpath long overdue

Open up the railway bridge near Wakeman School for walking/ cycling to go direct to the train station

Dedicated cycle lane for whatever happens in the new Smithfield area

Crossing the road either side of the Welsh Bridge is awful

redesign the crossing at the town centre at the end of the Welsh Bridge to give pedestrians more time to cross and more space to wait

Porthill bridge needs attention - surface is degraded and dangerous in ice and wet weather, also cycle/pedestrian conflict

wider pavements up Castle Street

Permanently remove through traffic from town centre

Measures to reduce the speed of traffic travelling down the High Street

Kingsland Bridge - one narrow pavement only

certain roads too hilly for some users

Probably need more barriers between path and river if more walkers and cyclists to use it safely, esp Eng Bridge to weir

Coleham/ Greifriars Bridge - main artery into town for cyclists from south/ west but neither are cycling friendly. Better for walking

Greifriars Bridge is too narrow - replace with wide walking and cycling bridge

also dedicated cycle lane over English bridge and down castle street to the station

Consolidated route from Castlewalk Recreation Ground through to English Bridge

Walking route from English Bridge to railway station (Old football path) could save a lot of through town traffic to station

River towpath through Castlefields needs attention to restore width in various places. Ownership and responsibility issues!!

Explore access to the railway station from Abbey Foregate

New footpath from Castlewalk to English Bridge in very poor state and often impassable around the station bridge

segregation of walking & cycling on National Cycle Route 81

Pelican/toucan crossings at junctions across the town, when traffic is held at red light and it is safe to cross the pedestrian /cycle light could default to green rather than waiting for a command. This currently happens outside the United Reform Church in Abbey Foregate but for just 5 seconds!

A dedicated cycle lane over English bridge

A subsequent site visit, as well as follow-up survey sent to those stakeholders that attended the workshop, enabled validation and further refinement of the CWZs, key walking routes and proposed improvements (see Chapter 3 for further detail).



#### 4.1.4 Walking Route Audits

The ease of walking both to the CWZ from the town's residential areas as well as through the CWZ (known as permeability) can be affected by the presence of barriers such as railway lines, rivers and heavily trafficked routes, this is known as 'severance'. Crossing points at these barriers create 'funnel routes' which have higher pedestrian flows.

A desktop audit, validated by a site visit (undertaken February 2022) of the existing key pedestrian routes both to the Shrewsbury CWZs from the surrounding residential areas and through the Shrewsbury CWZs was undertaken to determine where improvements were needed. The audit included a review of footway provision and condition, the availability of crossing points and way-finding signage. A key focus of the audit was reviewing the infrastructure for those with mobility impairments. It also included consideration of historical collision data involving pedestrians.

The Walking Route Assessment Tool provides a baseline for existing conditions and identified the existing barriers and funnel routes (see Figure 4-8 Figure 4-8 and Figure 4-9) when walking both to and within the CWZs. The results of the audit are shown in Figure 4-8, the Shrewsbury town centre CWZ achieved a score of 47%, well below the minimal provision score of 70% set out by the guidance. However, Shrewsbury hospital CWZ achieved a score of 71%, the only CWZ in this study to achieve the minimal provision score.

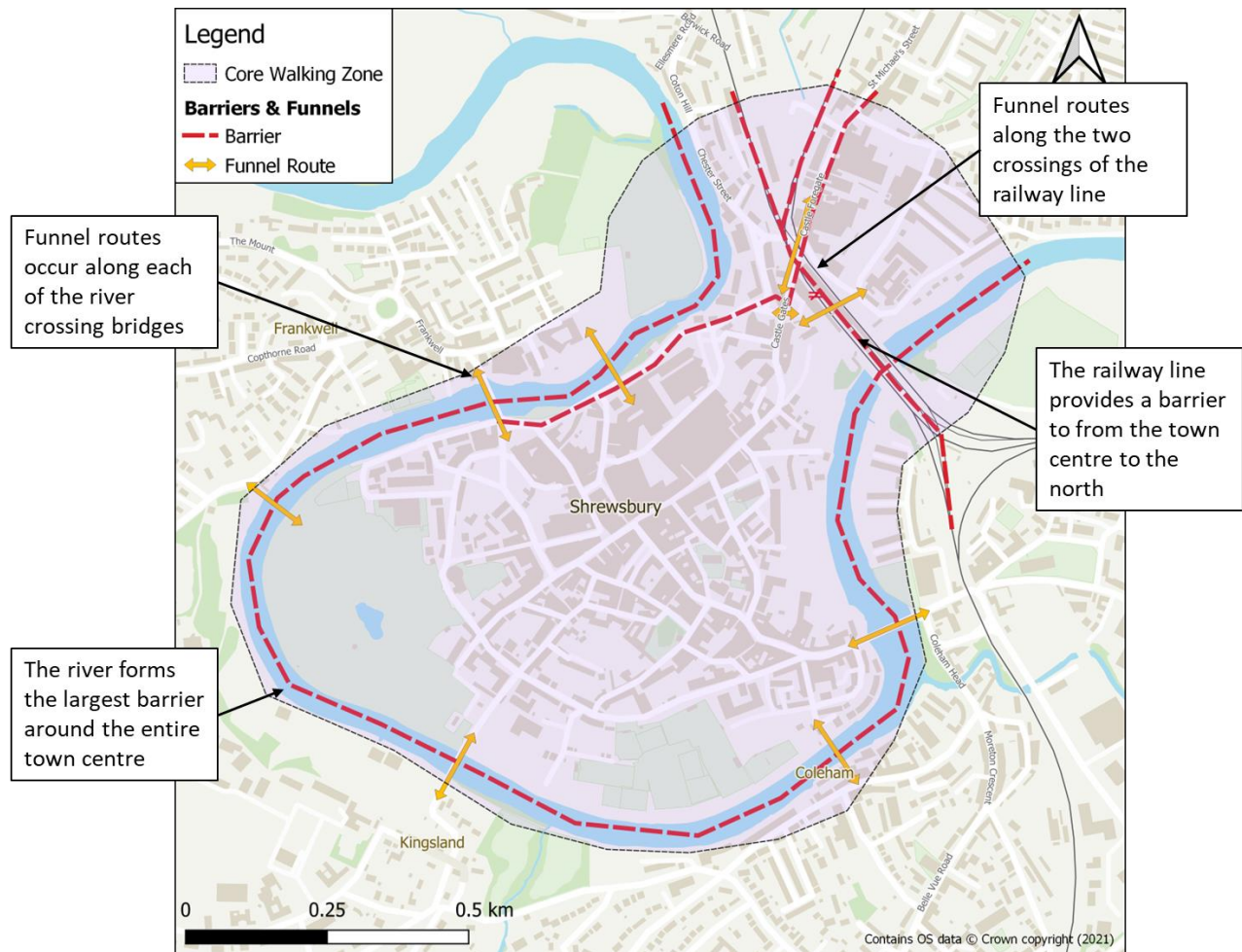


Figure 4-8: Shrewsbury town centre CWZ Barrier & Funnel Analysis

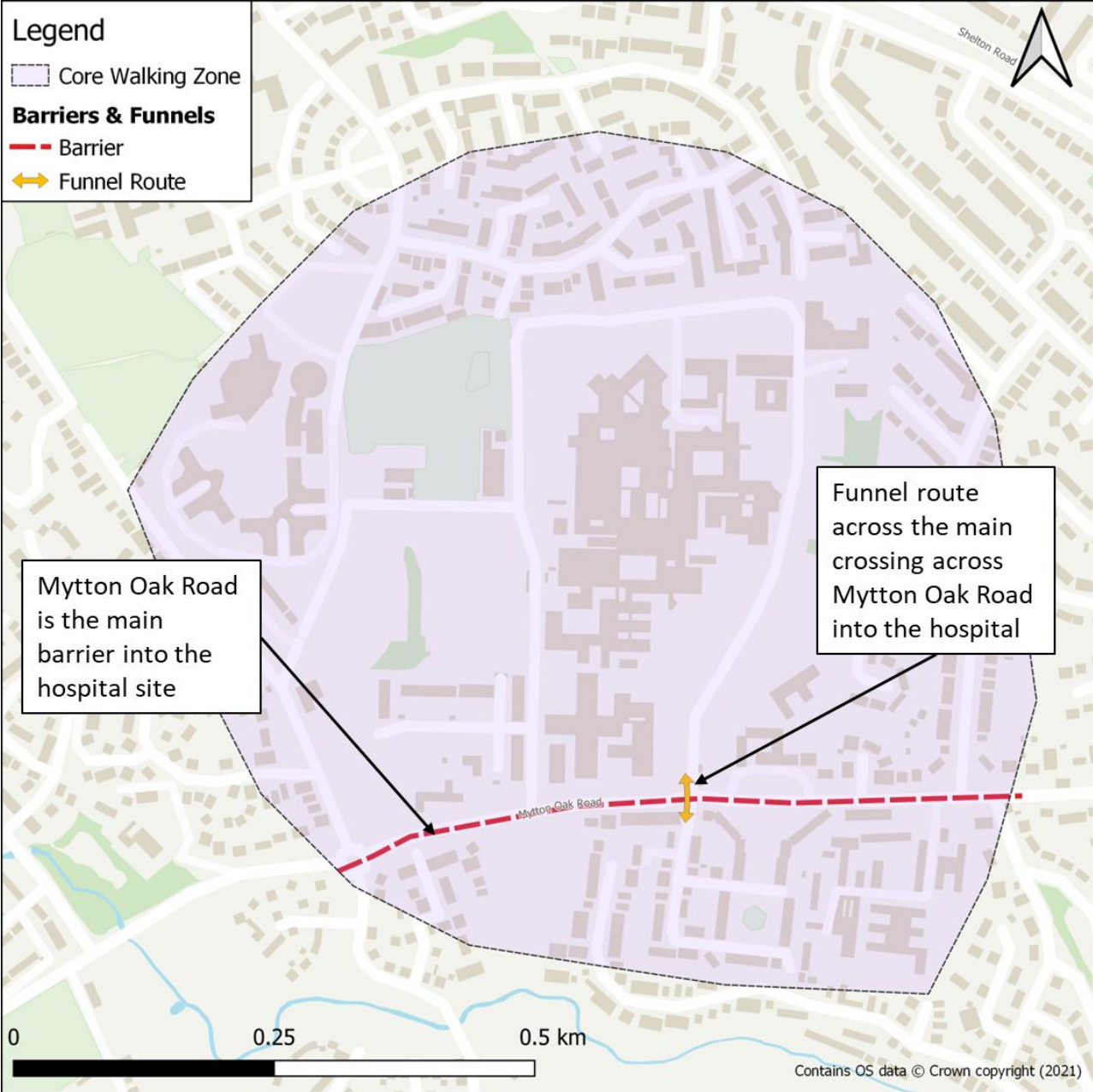


Figure 4-9: Shrewsbury hospital CWZ Barrier & Funnel Analysis

Principle	Shrewsbury Town Centre		Shrewsbury Hospital	
	Performance Score	% Score	Performance Score	% Score
Attractiveness <i>(includes maintenance, fear of crime, traffic noise and pollution)</i>	3	50%	5	83%
Comfort <i>(includes condition of footways, footway width, width on staggered crossings/pedestrian islands/refuges, prevalence of vehicles parked on the footway and gradient of footways)</i>	6	60%	8	80%
Directness <i>(includes footway provision, location of crossings in relation to desire lines, gaps in traffic, impact of controlled crossings on journey time and green man time)</i>	4	40%	7	70%
Safety <i>(includes traffic volume, traffic speed and visibility)</i>	3	50%	4	67%
Coherence <i>(includes provision of dropped kerbs and tactile paving)</i>	0	0%	0	0%
<b>Total</b>	<b>16</b>	<b>47%</b>	<b>24</b>	<b>71%</b>

Table 4-1: Walking Route Audit Scores for the Shrewsbury CWZs



## 4.2 Core Walking Zone Improvements

Strategic recommendations for each CWZ have been based upon the key outcomes of Section 4.1 above.

The proposed interventions are high-level and identify concepts for further consideration in the next stage of design. The interventions identified seek to address the issues and barriers identified in this chapter. Walking improvement measures for each of the CWZs range from minor interventions such as dropped kerbs to new crossings, footway widening and public realm improvement projects. Although the proposed interventions focus on the CWZs in line with DfT LCWIP guidance, they provide examples of the types of interventions that can be implemented in other parts of Shrewsbury and county-wide.

It is also worth noting that the majority of the cycle schemes proposed in Section 3.4, include provision for pedestrians and so also act as walking recommendations. The recommendations proposed below cover wider area improvements as most of the route specific changes are covered by cycling proposals above. Shrewsbury Town Centre

Table 4-2 and Figure 4-10 provide a series of overarching recommendations for improving the walking environment in the Shrewsbury town centre CWZ, categorised by the key Gear Change (2020) principles of Attractiveness, Comfort, Directness, Safety & Coherence. As identified in the main LCWIP report, these principles are essential requirements for Shropshire Council to meet in order to qualify for future active travel grant funding from Active Travel England.

Key Principle	Strategic Walking Improvement Recommendations
<b>Attractiveness &amp; Comfort</b>	<ul style="list-style-type: none"> <li>Improve the public realm of the town centre with increased places to stop and rest and increase the greenery</li> <li>Improve walking comfort on steep hills (e.g. Wyle Cop) such as through increased places to rest, handrails and slip-resistant materials</li> <li>Improve walking environment on Castle Street through footway widening or reducing street clutter</li> <li>Improve amenity of walking route underneath railway bridges on Castle Foregate e.g. improve lighting, public art</li> </ul>
<b>Directness</b>	<ul style="list-style-type: none"> <li>Investigate step-free access to the Frankwell Suspension Bridge.</li> <li>Reinstate the access to the Kingsland Bridge from the riverside walk on the north side.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>The crossings at the junction at the southern end of Welsh Bridge need reviewing to make the routes through the junction for pedestrians simpler and clearer and to give them higher priority</li> <li>Reduce vehicle dominance to improve amenity of town centre walking environment</li> <li>Investigate a town centre-wide 20mph speed limit</li> <li>Remove conflict with cyclists through provision of cycling infrastructure in the town centre</li> </ul>
<b>Coherence</b>	<ul style="list-style-type: none"> <li>Improve existing potential of totem signage further to improve walking legibility of town centre</li> </ul>

Table 4-2: Strategic Walking Improvement Recommendations in Shrewsbury Town Centre CWZ

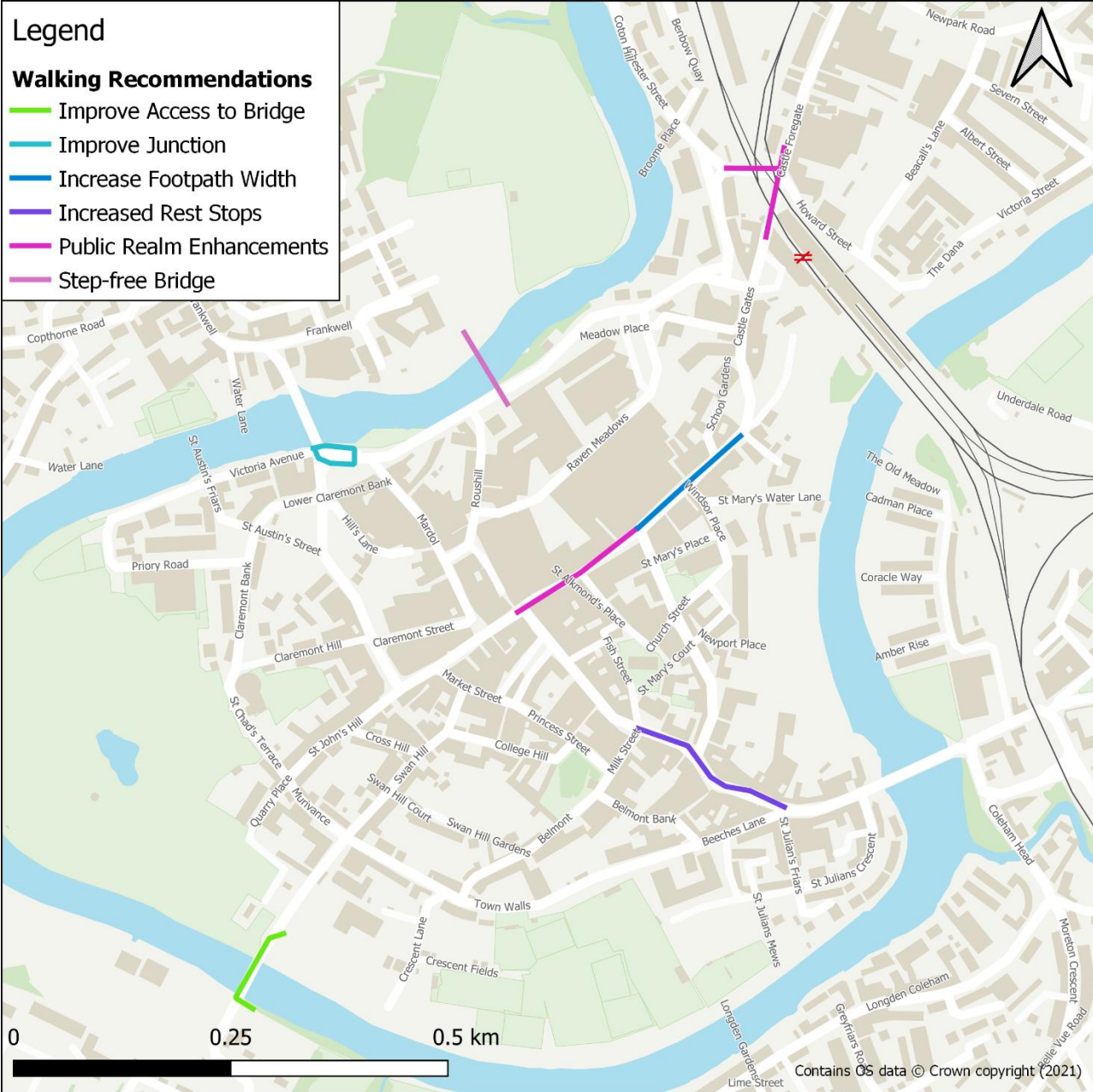


Figure 4-10: Walking recommendations within Shrewsbury Town Centre

#### 4.2.1 Shrewsbury Hospital

Table 4-3 and Figure 4-11 provide a series of overarching recommendations for improving the walking environment in the Shrewsbury hospital CWZ, categorised by the key principles Gear Change (2020) of attractiveness, comfort, directness, safety & coherence.

Key Principle	Strategic Walking Improvement Recommendations
<b>Attractiveness &amp; Comfort</b>	<ul style="list-style-type: none"> <li>• Increase places for people to stop and rest whilst walking</li> <li>• Upgrade crossings, such as through raised tables, over intersecting side-roads (e.g. Evolution Road) to prioritise pedestrian movement over vehicles directly serving desire lines</li> </ul>
<b>Directness</b>	<ul style="list-style-type: none"> <li>• Investigate potential of reconfiguring Mytton Oak Road / Toronto Avenue Roundabout to a signalised junction to reduce vehicle dominance and deliver direct crossing facilities</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Improved lighting on cut-throughs to the hospital zone (e.g. Westhope Road)</li> </ul>
<b>Coherence</b>	<ul style="list-style-type: none"> <li>• Improve signage to different buildings within the hospital as well as signage to destinations outside the CWZ</li> </ul>

Table 4-3: Strategic Walking Improvement Recommendations in Shrewsbury Hospital CWZ

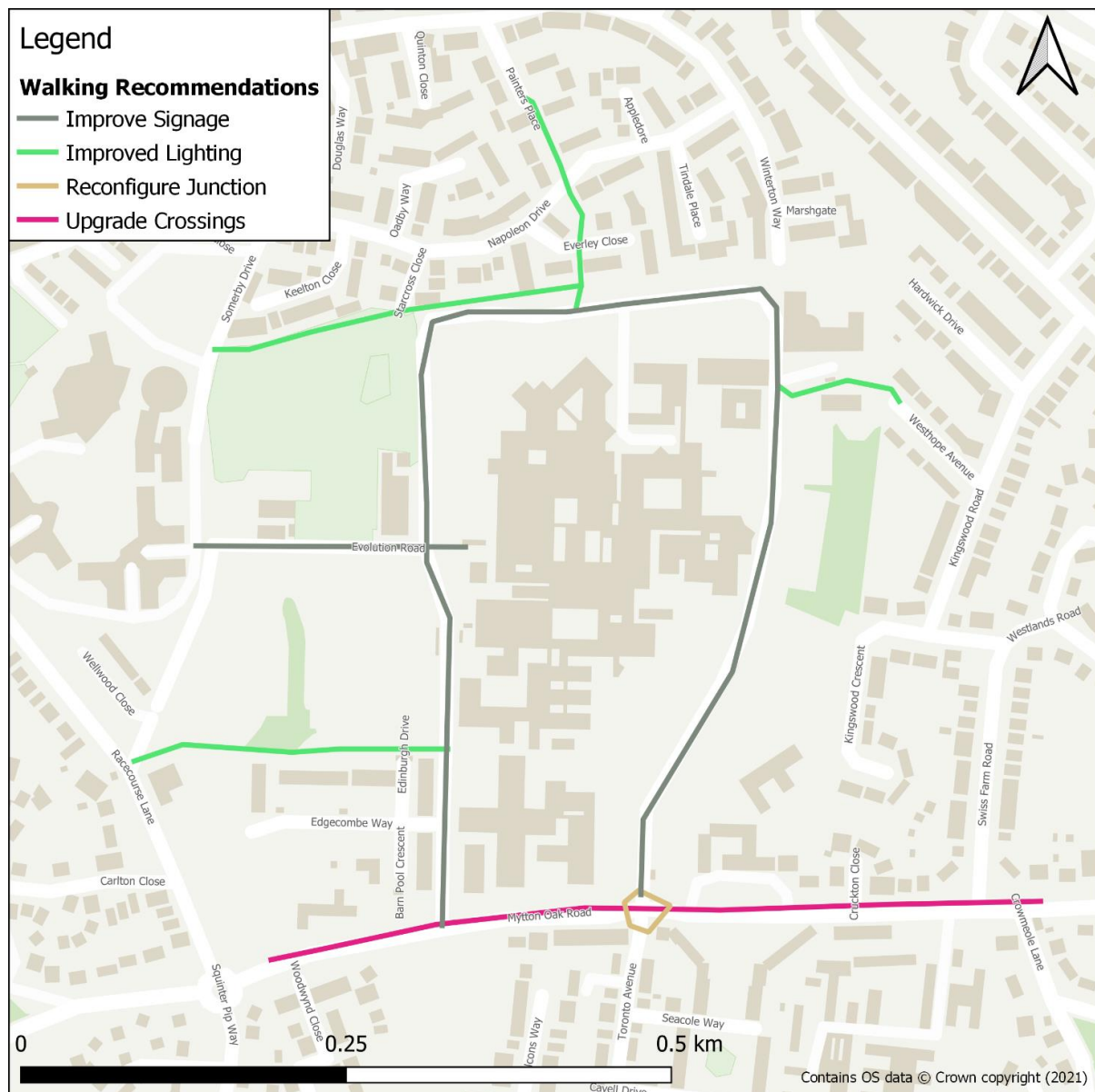


Figure 4-11: Walking recommendations around Shrewsbury Hospital



## 5 Prioritisation Results

As explained in the main LCWIP Report, the purpose of the prioritisation process is to help inform which routes or areas could be considered for further development first. The LCWIP Guidance (DfT, 2017) states 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 cycle and therefore provide the greatest return on investment'. It also identifies other factors, including deliverability of schemes or opportunities to integrate with wider schemes, should be considered. The LCWIP Main Report provides further detail on the appraisal approach used to inform the prioritisation of schemes.

### 5.1 Top Performing Schemes

Table 5-1 shows the top performing schemes for Shrewsbury; a full list of the prioritisation results for Shrewsbury is shown in Appendix: Full Prioritisation Results. 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	Local Rank
S.37	Welsh Bridge (limited space for infrastructure)	5.25	7.5	9	8.25	8.25	38	26	64	1
S.17	Connect missing sections of infrastructure along A5191 (St Michael's Street and Castle Gates)	6	8.5	9	8.25	8.25	40	24	64	2
S.64	Access across the Railway station from The Dana to the town centre	6	7	7	8.25	7.5	36	26	62	3
S.15	Flatter route than Wyle Cop around town centre (D2) along Breeches Lane and Town Walls	5.25	7.5	8	6.75	8.25	36	26	62	3
S.38	Route along Shelton Road following existing NCN route	7.5	6.5	5	7.5	6.75	33	28	61	5
S.75	Connection through Radbrook Green (O2) along Bank Farm Road connecting residential areas towards Shrewsbury Hospital (D1) and Meole Brace retail park (D5) as well as internal destinations (e.g. local schools)	6.75	7	6	7.5	7.5	35	26	61	6
S.02	Connect Shrewsbury Hospital to the NCN route 81, includes improving access onto NCN, route along Kingswood Road and Mossbank Way	7.5	5	6	7.5	6	32	28	60	7
S.101	Route along Preston Street connecting The Column Roundabout to the new estate (Lily Hay)	6.75	6.5	5	6.75	6.75	32	28	60	8

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank
S.12	Provide an alternate route towards Cherry Orchard (O8) along London Road rather than the river route	7.5	7.5	7	8.25	9	39	20	59	9
S.79	Joining up existing infrastructure and connecting Cherry Orchard (O8) to the river crossing along Castle Walk	7.5	8	6	8.25	7.5	37	22	59	9

Table 5-1: Top Performing Schemes in Shrewsbury

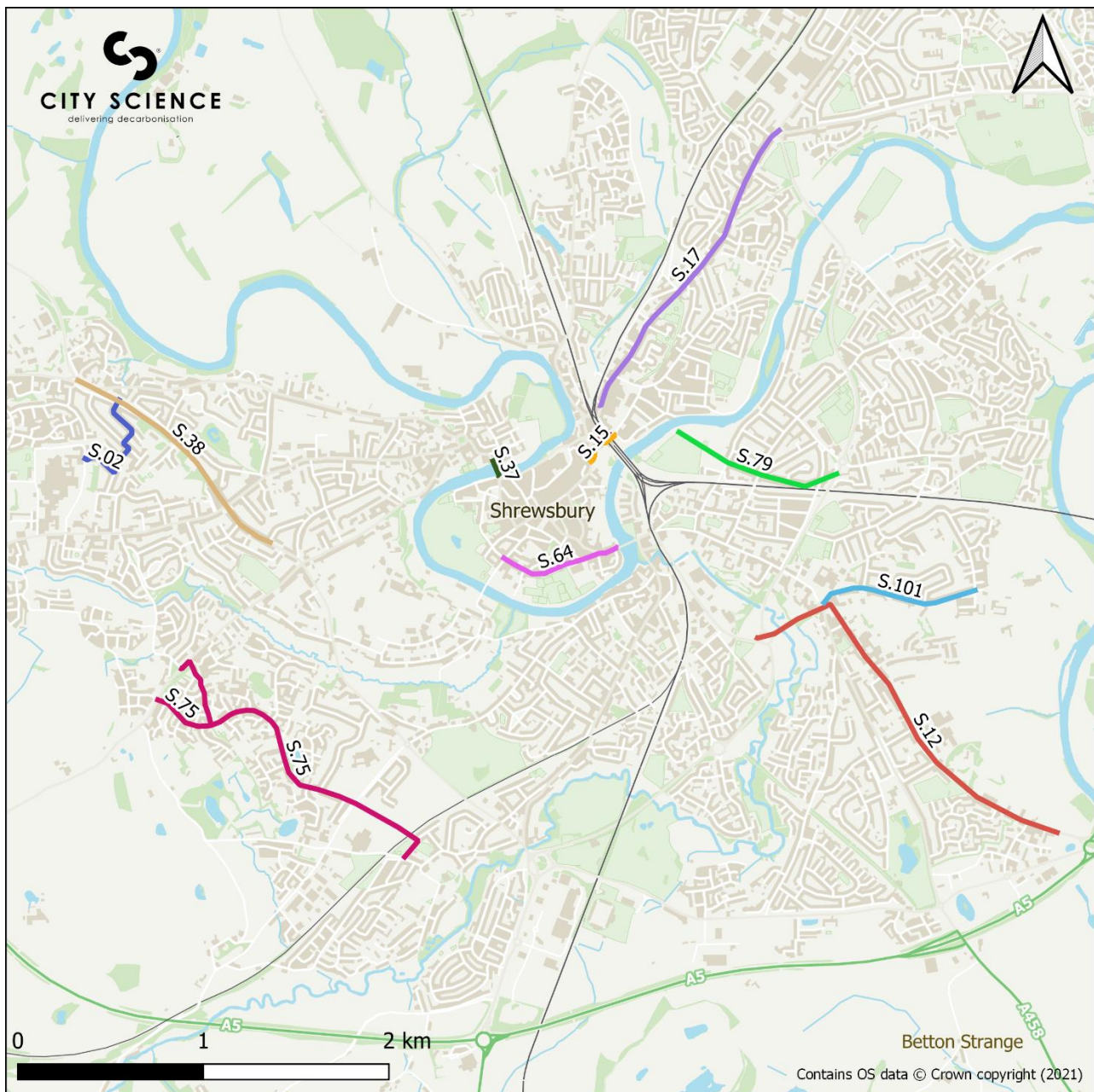


Figure 5-1: Top 10 Scoring Schemes in Shrewsbury

## 5.2 Prioritised Routes

### 5.2.1 Timescales

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

Future infrastructure improvement schemes have been categorised as follows:

- **Short Term Network Improvements (2 – 5 years):** *‘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 (5 – 8 years):** Schemes that potentially require more than one round of consultation before progression, and are subject to further feasibility assessment and/or reliant on some dependency such as another scheme progressing
- **Long Term (8 – 10 years):** Schemes that are more challenging to deliver due to the need for more in-depth consultation, noteworthy scheme engineering feasibility challenges and/or are reliant on other schemes progressing



5.2.2 Prioritised Routes

Based on the outcomes of the appraisal and prioritisation process, the recommended delivery timescales for the cycling network are indicated in Figure 5-2 and Figure 5-3.

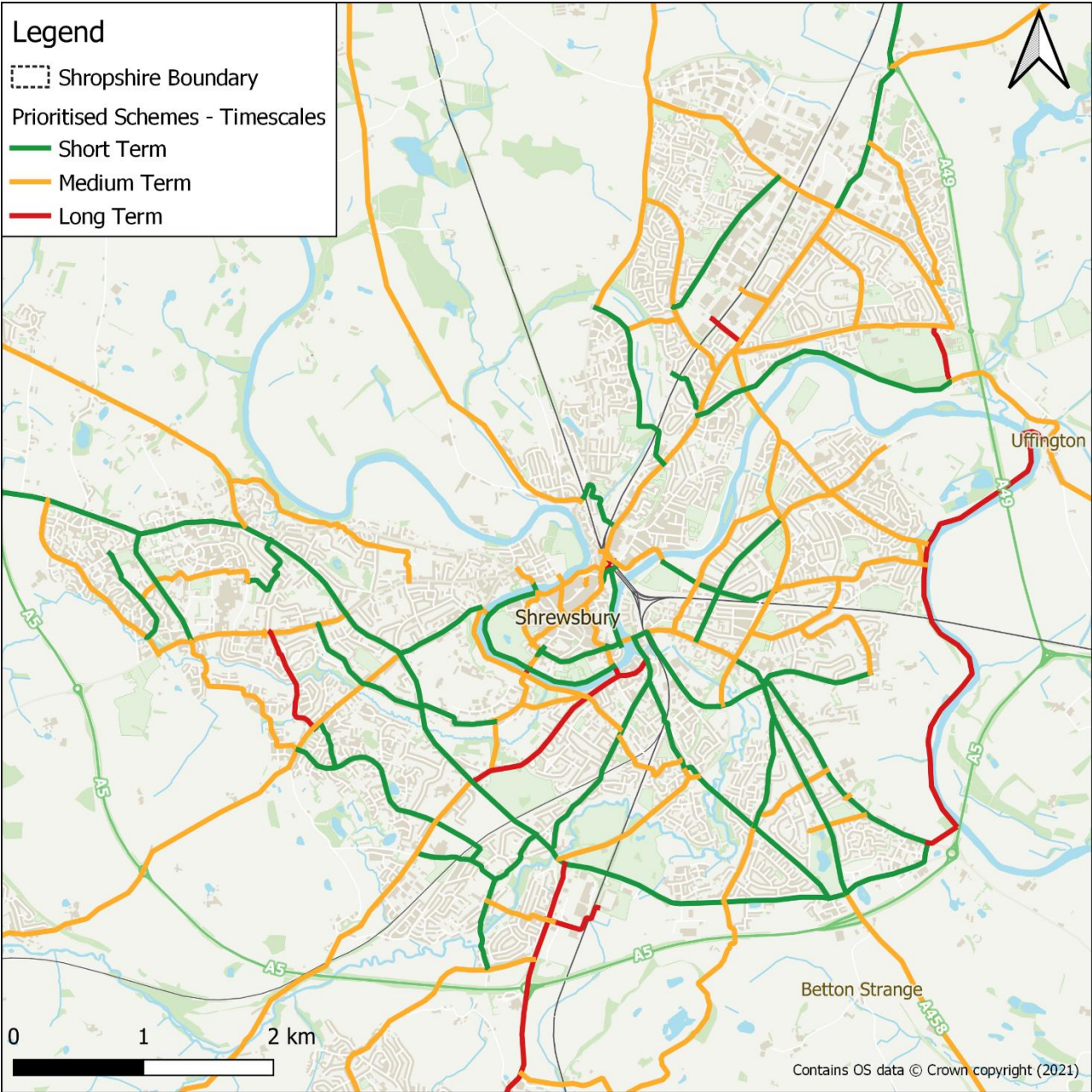


Figure 5-2: Prioritised schemes in Shrewsbury

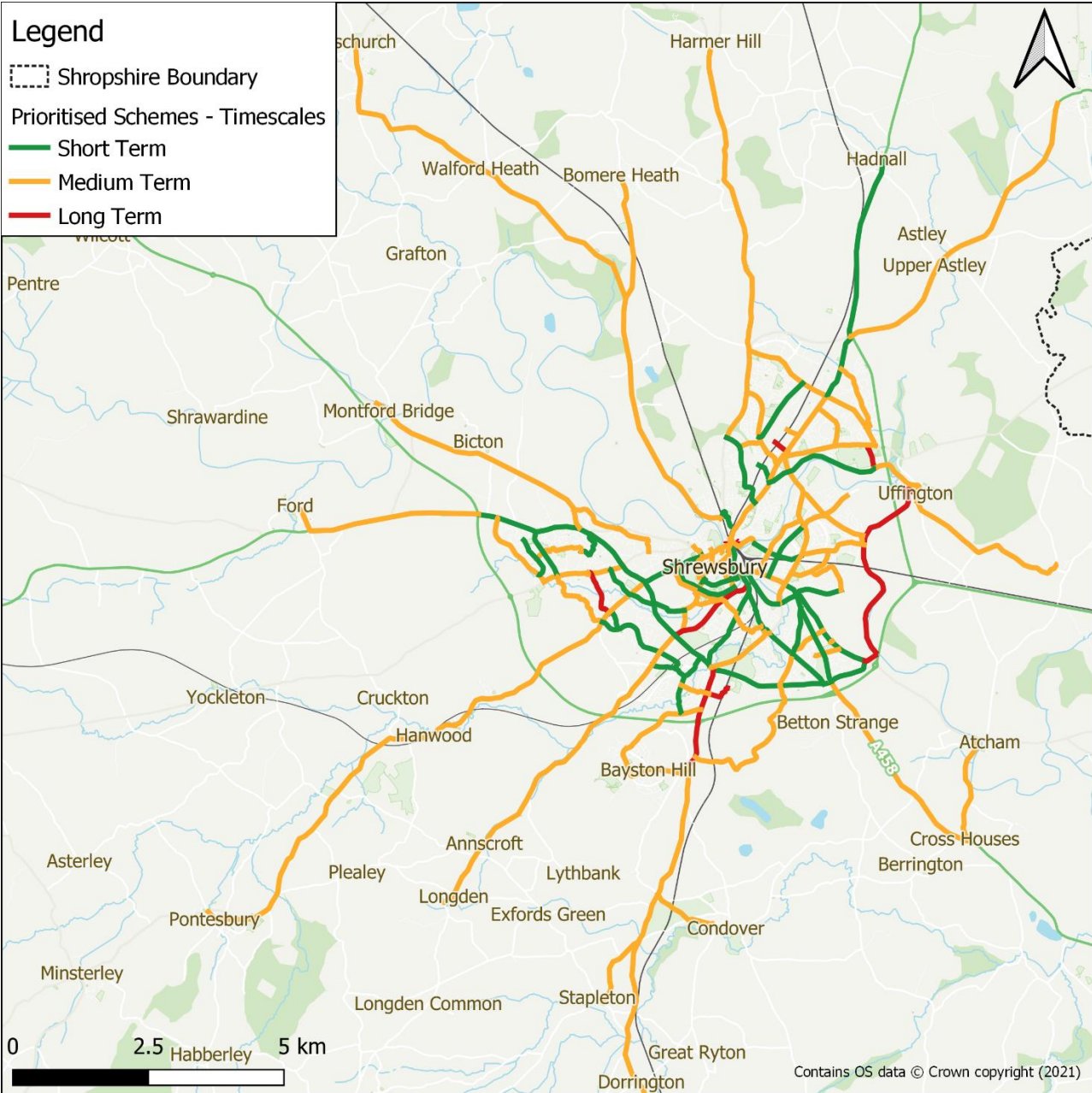


Figure 5-3: Prioritised Schemes in wider Shrewsbury

## 6 Appendix: Full Prioritisation Results

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.37	Welsh Bridge (limited space for infrastructure)	5.25	7.5	9	8.25	8.25	38	26	64	1	Short
S.17	Connect missing sections of infrastructure along A5191 (St Michael's Street and Castle Gates)	6	8.5	9	8.25	8.25	40	24	64	2	Medium
S.15	Access across the Railway station from The Dana to the town centre	5.25	7.5	8	6.75	8.25	36	26	62	3	Short
S.64	Flatter route than Wyle Cop around town centre (D2) along Breeches Lane and Town Walls	6	7	7	8.25	7.5	36	26	62	3	Short
S.38	Route along Shelton Road following existing NCN route	7.5	6.5	5	7.5	6.75	33	28	61	5	Short
S.75	Connection through Radbrook Green (O2) along Bank Farm Road connecting residential areas towards Shrewsbury Hospital (D1) and Meole Brace retail park (D5) as well as internal destinations (e.g. local schools)	6.75	7	6	7.5	7.5	35	26	61	6	Short
S.02	Connect Shrewsbury Hospital to the NCN route 81, includes improving access onto NCN, route along Kingswood Road and Mossbank Way	7.5	5	6	7.5	6	32	28	60	7	Short
S.101	Route along Preston Street connecting The Column Roundabout to the new estate (Lily Hay)	6.75	6.5	5	6.75	6.75	32	28	60	8	Short
S.12	Provide an alternate route towards Cherry Orchard (O8) along London Road rather than the river route	7.5	7.5	7	8.25	9	39	20	59	9	Short
S.79	Joining up existing infrastructure and connecting Cherry Orchard (O8) to the river crossing along Castle Walk	7.5	8	6	8.25	7.5	37	22	59	9	Short
S.39	Route through Meole Brace (O4) connecting internal destinations and providing a link from NCN route to Meole Brace (O4) and Bayston Hill (O3), route along Church Road, Stanley Lane and PROWs	9	8	7	6.75	8.25	39	20	59	11	Short
S.29	Route along Victoria Avenue from Greyfriars Bridge and Porthill Footbridge	5.25	7.5	7	8.25	6.75	35	24	59	12	Short



Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.26	Navigation of busy Frankwell Roundabout and Frankwell Road to Welsh Bridge	6	7	9	8.25	8.25	39	20	59	13	Medium
S.58	Route along Porthill Road connecting existing infrastructure on Shelton Road to Porthill Footbridge, connecting into the town centre (D2)	6.75	6	7	6.75	6	33	26	59	13	Short
S.89	Route through Meole Brace along Church Road connecting Roman Road to the Church	9	6	6	6.75	6.75	35	24	59	13	Short
S.92	Route along Wenlock Road	7.5	7	5	7.5	7.5	35	24	59	13	Short
S.32	Connection for cyclists from English Bridge to the railway station (D6) along the river path	6	8	8	6.75	7.5	36	22	58	17	Short
S.41	Route along Abbey Foregate between the A458 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	18	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	22	58	18	Short
S.25	Join up sections of existing infrastructure between Belle Vue (O6) and Sutton Farm (O7) along Sutton Lane and existing pathways	7.5	6.5	8	7.5	8.25	38	20	58	20	Short
S.28	Route from Porthill Footbridge to Welsh Bridge along Victoria Avenue	6	8	8	8.25	7.5	38	20	58	20	Short
S.71	Connection through Gains Park (O1) along Racecourse Lane providing connection through the estate and Shrewsbury Hospital	6	6.5	5	8.25	6	32	26	58	20	Short
S.99	Route along Hubert Way and providing link into S.68	6	8	6	7.5	8.25	36	22	58	20	Short
S.07	Route along Welshpool Road to the north of Gains Park (O1) connecting the NCN route to the A5 junction	6.75	6.5	6	7.5	6.75	34	24	58	24	Short
S.11A	Link between Radbrook Green (O2) / Meole Brace (O4) to Shrewsbury town (D2) along Belle Vue Road, alternate to S.11B	7.5	7	8	7.5	7.5	38	20	58	24	Short

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.44	Hadnall (O21) to Harlescourt (D3) along the A49	6.75	6.5	6	5.25	6.75	31	26	57	26	Short
S.84	Route along Roman Road from Radbrook Road to Upper Road	6.75	6.5	7	7.5	7.5	35	22	57	26	Short
S.04	Fill in gap(s) of segregated cycle provision along Oteley Road	7.5	6.5	8	6.75	8.25	37	20	57	28	Short
S.88	Local route through Gains Park (O1) connecting to the school	7.5	5.5	5	8.25	6.75	33	24	57	28	Short
S.CROSS7	Crossing of Wyle Cop at the end of English Bridge	6	6	8	8.25	6.75	35	22	57	28	Short
S.111	Route along Old Potts Way linking onto English Bridge	6.75	7	8	8.25	6.75	37	20	57	31	Short
S.30	Provide a through route through the town centre for cyclists (currently no cycling on high street) along St John's Hill, Shoplatch and Pride Hill	4.5	7.5	9	7.5	8.25	37	20	57	31	Medium
S.43B	Link between St Michael's Street and the B5067 along Greenfields Gardens and existing pathway	6.75	7	6	6.75	8.25	35	22	57	31	Short
S.43D	Investigate railway crossings between White House Gardens (O9) and Mount Pleasant Primary School (O10)	5.25	8	5	9	7.5	35	22	57	31	Short
S.94	Route along Monkmoor Road from Abbey Foregate to Robertson Way, alternative route to S.14	6.75	7	6	6.75	8.25	35	22	57	31	Short
S.CROSS6	Crossing of Wyle Cop	4.5	6.5	8	8.25	7.5	35	22	57	31	Short
S.62	Connection from Mount Pleasant (O10) to Battlefield Enterprise Park (D3) along Lancaster Road	5.25	8.5	5	8.25	7.5	35	22	57	37	Short
S.67	Route along the old canal towpath, linking Ditherington (O9) to Pimley	6	8.5	5	7.5	7.5	35	22	57	37	Short
S.85	Connection through Radbrook Green (O2) and towards Shrewsbury Hospital (D1) and the town centre (D2) to Shrewsbury School, route along Oakfield Road, Ridgebourne Road and Kennedy Road	6	6.5	5	8.25	6.75	33	24	57	37	Short
S.CROSS1	Crossing of Town Walls from Kingsland Bridge	5.25	7	8	8.25	6	35	22	57	37	Short

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.31	Connecting Greyfriars bridge through the town towards the railway station (D6) along Wyle Cop and Dogpole, alternative route for S.32	6	7.5	9	7.5	8.25	38	18	56	41	Medium
S.42	Castle Walk Footbridge, river crossing between Cherry Orchard (O8) and Castlefields (O9)	6.75	7	7	6.75	6.75	34	22	56	41	Medium
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 (O8)	5.25	6.5	8	8.25	8.25	36	20	56	41	Medium
S.80	Connecting the railway station (D6) to river crossing towards Cherry Orchard (O8) along Victoria Street	5.25	7.5	8	6	7.5	34	22	56	41	Medium
S.95	Route along Monkmoor Road and Woodcote Way	5.25	7	5	7.5	7.5	32	24	56	41	Medium
S.43E	Investigate railway crossings between Ditherington (O9) and Mount Pleasant along Mount Pleasant Road (O10)	5.25	7.5	6	8.25	6.75	34	22	56	46	Medium
S.96	Route along Sundorne Road between Heathgates Roundabout and Featherbed Lane	6.75	8	6	7.5	7.5	36	20	56	46	Medium
S.16	Castle Gates underpass to railway station	5.25	7	9	6.75	7.5	36	20	56	48	Medium
S.33	Frankwell Suspension Bridge Upgrade	4.5	7.5	9	8.25	8.25	38	18	56	48	Medium
S.48	Connection from Radbrook Green to Longden (O16) along Longden Road and Shrewsbury Road	8.25	8	4	4.5	6.75	32	24	56	48	Medium
S.54	Connection between Bomere Heath (O12) and Shrewsbury along the B5067 Berwick Road	6.75	7	5	5.25	7.5	32	24	56	48	Medium
S.19	Existing infrastructure along A5112 Whitchurch Road	5.25	8	7	6	6.75	33	22	55	52	Medium
S.20	Provide access to the whole of Battlefield Enterprise Park (D3) along Harlescott Lane	6.75	8.5	5	6	6.75	33	22	55	52	Medium
S.36	English Bridge	6	6	8	8.25	6.75	35	20	55	52	Medium



Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.69	Connection through Mount Pleasant (O10) and Harlescott Grange (O10) along Mount Pleasant Road	6	7.5	6	6.75	6.75	33	22	55	52	Medium
S.105	Underdale Road	7.5	7	6	6.75	7.5	35	20	55	56	Medium
S.43G	Investigate railway crossings between Sundorne (O11) and Arrow Point Retail Park along existing pathway	8.25	7	4	6.75	6.75	33	22	55	56	Medium
S.81	Cycle path along Roushill (D2) extending to the High Street	3.75	7.5	7	8.25	8.25	35	20	55	56	Medium
S.90	Route along Sutton Road from Oteley Road to the zebra crossing with the pathway to town	7.5	5	4	6	8.25	31	24	55	56	Medium
S.03	Route along Mytton Oak Road connecting multiple origins and creating a route from the hospital (D1) towards the town centre (D2)	6.75	6.5	7	6.75	7.5	35	20	55	60	Medium
S.86	Route around the west of the town centre (D2) along St Chad's Terrace and Claremont Bank, providing connection from Saint John's Hill to Welsh Bridge	5.25	7.5	8	8.25	7.5	37	18	55	60	Medium
S.05	Connects Bayston Hill (O3) north along the A49 and over the tricky A5 junction towards Shrewsbury town	6.75	7	9	6	7.5	36	18	54	62	Long
S.06	Improve existing infrastructure along Pulley Lane connecting Bayston Hill (O3) to Meole Brace (D5) and beyond, including bridge crossing of A5	8.25	7	8	3.75	5.25	32	22	54	62	Medium
S.104	Route along Monkmoor Road from Monkmoor Roundabout to Industrial Estate	5.25	7	5	7.5	7.5	32	22	54	62	Medium
S.14	Route along Robertson Way through Monkmoor (O8)	6	8	6	6.75	7.5	34	20	54	62	Medium
S.103	Route along the pathway from Monkmoor Roundabout to the River (via Abingdon Road)	5.25	7.5	5	7.5	6.75	32	22	54	66	Medium
S.107	Route along Belvidere Road and Dark Lane	6.75	8	5	6.75	7.5	34	20	54	66	Medium
S.11B	Link between Radbrook Green (O2) to Belle Vue (O6) and beyond to the town centre (D2), alternate route to S.11A, route along Longden Road	5.25	7	8	7.5	8.25	36	18	54	66	Long

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.27	Route around the north of the town centre to the railway station along Smithfield Road (includes short shared path)	3.75	7.5	9	8.25	7.5	36	18	54	66	Medium
S.61	Link through Meole Brace residential area (O4), connecting to school and using existing pathway across Rea Brook Valley Local Nature Reserve and along Chilton Close, Stapleton Road and Maebrook Road	6	6.5	6	9	8.25	36	18	54	70	Medium
S.10	Link between Longden Road and Kennedy Road along Beehive Lane, to connect the south west origins to Shrewsbury town	5.25	6	4	7.5	6.75	30	24	54	71	Medium
S.21	Route along Hazeldine Way between the two roundabouts	8.25	7	6	6.75	7.5	36	18	54	71	Medium
S.47	Connection from Radbrook Road (S.82) in Shrewsbury out west to Hanwood (O15) along Hanwood Road	6.75	7	4	4.5	5.25	28	26	54	71	Medium
S.18	Providing route through Sundorne (O11) linking to Battlefield Enterprise Park (D3) and internal destinations along Featherbed Lane	8.25	7.5	5	6	4.5	31	22	53	74	Medium
S.35	Kingsland Toll Bridge	4.5	5.5	7	8.25	6	31	22	53	74	Long
S.97	Route along Meadow Farm Drive	4.5	7.5	5	8.25	6	31	22	53	74	Medium
S.106	Route along Bage Way connecting Reabrook Roundabout to Crowmere Roundabout	6.75	7.5	5	8.25	7.5	35	18	53	77	Medium
S.112	Route along Barracks Lane and Whitfield Crescent connecting The Mount to Copthorne Road	6.75	5.5	3	7.5	6	29	24	53	78	Medium
S.34	Porthill Footbridge (fenced at the western end, impairing cycling and accessibility)	6	6.5	8	8.25	6	35	18	53	78	Medium
S.40	Crossing of A458 along Sutton Way (O7) and Ebnal Road (D7)	6	5.5	5	8.25	6	31	22	53	78	Medium
S.43F	Investigate railway crossings between Morrisons (O11) and Arrow Point Retail Park	6	7.5	5	6.75	7.5	33	20	53	78	Long

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.83	Upgrade the existing shared pathway along Squinter Pip Way and Red Deer Road to a consistent standard, connecting Radbrook Green (O2) to Shrewsbury Hospital (D1)	5.25	5	4	6	4.5	25	28	53	78	Medium
S.108	Route along Portland Crescent linking into St Giles C of E Primary School	5.25	5.5	5	6.75	6	29	24	53	83	Medium
S.CROSS4	Crossing of St Chad's Terrace	5.25	7	8	8.25	6	35	18	53	83	Medium
S.73	Connection between Upton Magna (O19) and Uffington along the NCN Route 81	6.75	6	4	6	5.25	28	24	52	85	Medium
S.82	Infrastructure along Radbrook Road, between Hanwood Road roundabout and the Roman Road/Shelton Road roundabout	6.75	6.5	4	7.5	5.25	30	22	52	85	Medium
S.CROSS3	Crossing into bus station from Castle Court	5.25	6	7	8.25	7.5	34	18	52	85	Medium
S.102	Route along Lythwood Road and Overdale Road through Bayston Hill	6.75	7.5	5	6	4.5	30	22	52	88	Medium
S.22	Providing link from Battlefield Enterprise Park (D3) towards the town centre along Ellesmere Road	6.75	6.5	5	6	5.25	30	22	52	89	Medium
S.49	Connection between Bayston Hill (O3) and Sutton Farm (O7) via existing footway around the quarry and along Sharpstone Way	6.75	5.5	4	3.75	7.5	28	24	52	89	Medium
S.76	Greyfriars bridge, the bridge connects Belle Vue (O6) to Shrewsbury town centre (D2)	5.25	6.5	8	8.25	7.5	36	16	52	89	Long
S.CROSS8	Crossing into Bus Station from Meadow Rise	5.25	5.5	7	8.25	7.5	34	18	52	89	Medium
S.100	Pathway following the stream from A5112 to Featherbed Lane, alternative to S.18	6.75	7.5	3	6	6	29	22	51	93	Medium
S.08	Connect existing pathways through Shrewsbury Hospital area (D1) to provide a link across the north of the zone	8.25	5.5	5	7.5	4.5	31	20	51	94	Medium
S.93	Route along Kingsland Road, alternative route to S.10	4.5	6	4	8.25	6	29	22	51	94	Medium



Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.09	Railway crossing between Belle Vue Road (O6) and Sutton Lane (O7) along Havelock Road, Montague Place, Buttercup Way and Primrose Drive	5.25	6.5	3	6.75	6.75	28	22	50	96	Medium
S.66	Crossing of Wenlock Road providing access to Mereside C of E School and Kingfisher Nursery in Springfield (O7)	6	5.5	4	7.5	5.25	28	22	50	96	Medium
S.70	Route along the A53 from Shrewsbury to Shawbury (O20)	6.75	7	4	5.25	6.75	30	20	50	98	Medium
S.24	Connecting Belle Vue (O6) to the river path and Kingsland Bridge along Belle Vue Gardens	4.5	7	5	7.5	6.75	31	18	49	99	Medium
S.01	Connect up existing pathways through Gains Park (O1) to Shrewsbury Hospital (D1)	6.75	6.5	4	7.5	3.75	29	20	49	100	Medium
S.63	Connection through Belvidere (O8) along Crowmere Road connecting to local schools and beyond to the river path	4.5	7	4	7.5	7.5	31	18	49	100	Medium
S.65	Providing a connection through Gains Park (O1) on Gains Park Way	7.5	5.5	4	7.5	6	31	18	49	100	Medium
S.51	Linking Cross Houses (O18) into Shrewsbury along the A458	7.5	6	5	4.5	5.25	28	20	48	103	Medium
S.72	Access through Meole Brace retail park (D5) to Shrewsbury Town Football Club (D5)	5.25	5.5	7	7.5	9	34	14	48	103	Long
S.52	Connection to Uffington along old canal path	7.5	6	4	6	4.5	28	20	48	105	Medium
S.74	Route through residential area connecting to Shrewsbury Hospital along Crowmeole Lane	5.25	6.5	5	6	5.25	28	20	48	105	Long
S.45	Connection between Montford Bridge (O13) and to the northwest of Shrewsbury along Shrewsbury Road	7.5	6.5	4	4.5	5.25	28	20	48	107	Medium
S.60	Route along the river parallel to Shrewsbury School, connecting Kingsland Bridge and Porthill Footbridge	5.25	5.5	5	6.75	5.25	28	20	48	107	Medium
S.CROSS2	Crossing into Hospital William Farr House Site (D1)	5.25	5.5	5	6.75	5.25	28	20	48	107	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
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	20	48	110	Long
S.46	Connection between Ford (O14) and the A5 to the west of Shrewsbury along Welshpool Road	6.75	5.5	4	6.75	4.5	28	20	48	110	Medium
S.98	Route along A488 from Hanwood to Lea Cross via Cruckmeole	7.5	7.5	3	5.25	6	29	18	47	112	Medium
S.87	Upgrade of existing pathway along Shelton Lane	7.5	4.5	3	3.75	6	25	22	47	113	Medium
S.68	Crossing of the old river bed, connecting Herongate (O10) to Mount Pleasant (O10)	5.25	7.5	5	6	6.75	31	16	47	114	Medium
S.50	Scheme along the A49 from Dorrington to Shrewsbury, provides connection for other villages along the route	6.75	5.5	4	5.25	4.5	26	20	46	115	Medium
S.56	Connecting Stapleton (O17) to the A49, which has another proposed scheme along it (S.50)	6.75	4.5	4	5.25	3	24	22	46	116	Medium
S.CROSS5	Crossing into Shrewsbury College campus (D7)	6	5.5	4	7.5	4.5	28	18	46	116	Medium
S.109	Connection to Baschurch along Berwick Road	6.75	7	3	5.25	5.25	27	18	45	118	Medium
S.57	Route along existing PROWs linking Condover (O17) to the A49, which has another proposed scheme along it (S.50)	7.5	5	4	4.5	3.75	25	20	45	119	Medium
S.53	Connection between Harmer Hill (O22) and Shrewsbury along the A528	6.75	6	4	3.75	3.75	24	20	44	120	Medium
S.13	Route between Shrewsbury Business Park (D4) and Uffington along the river path	6	7.5	5	4.5	6	29	14	43	121	Long
S.110	Route between Cross Houses (O18) and Atcham along unnamed road	7.5	5.5	3	4.5	3.75	24	18	42	122	Medium

Table 6-1: Full Prioritisation Results for Shrewsbury

## 7 References

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