SHROPSHIRE COUNCIL

LCWIP Appendix: Shrewsbury Delivery Plan

Shropshire Council

CITY SCIENCE
delivering decarbonisation

Date issued: 30/05/2024

Document status: Final

Version number: 1.2

Version Number	Date	Summary
V1.0	20/01/2023	Final Draft LCWIP (Pre-Consultation)
V1.1	12/02/2024	Final LCWIP
V1.2	30/05/2024	Final LCWIP (Post-Client Comments)

Prepared by:

Aoife Dudley BA — Principal Transport Consultant

Rifat Foysal BSc — Graduate Transport Consultant

Approved by:

Simon Lusby CTTP BSc MTPS MCIHT — Managing Director

Contents

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%).

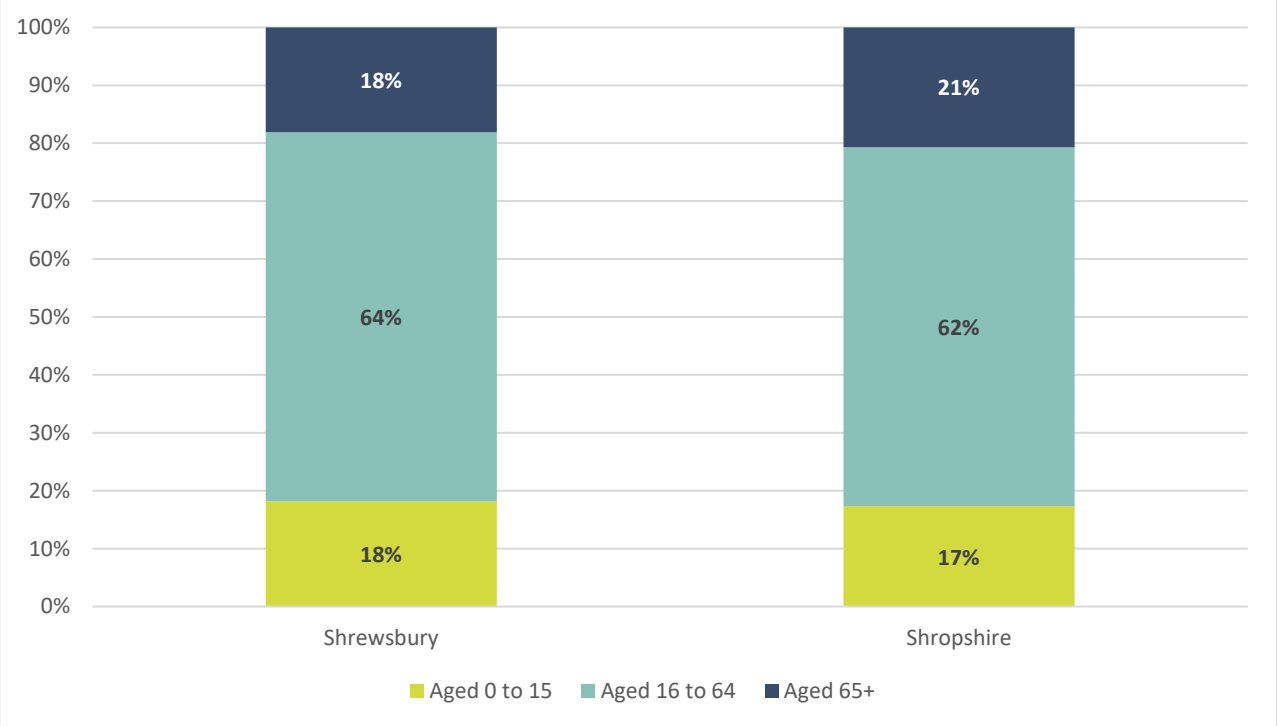

Figure 1-1: Demographic Profile of Shrewsbury Compared to Shropshire

1.1.2 Population Density

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

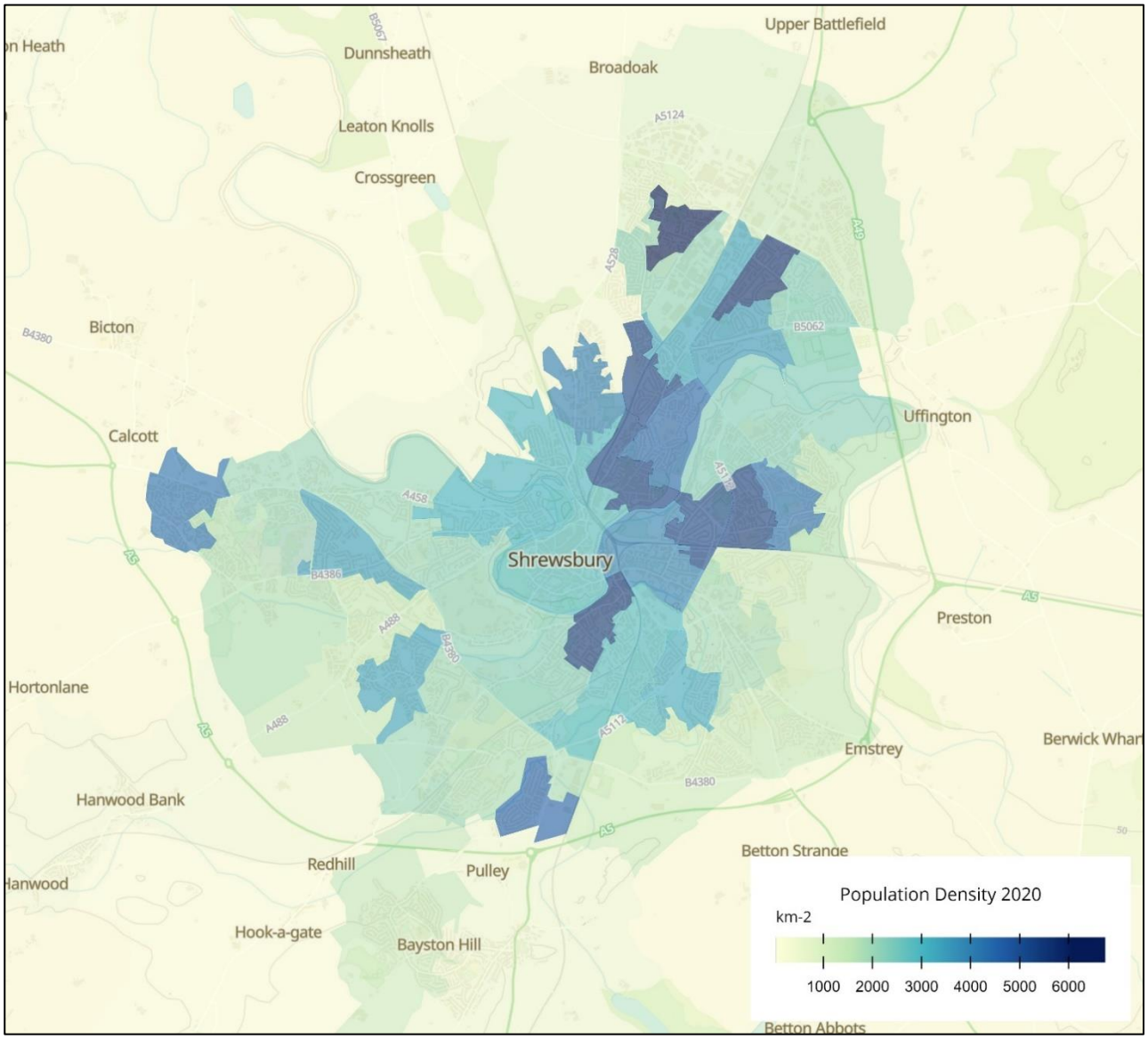

Figure 1-2: Population Density around Shrewsbury

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.

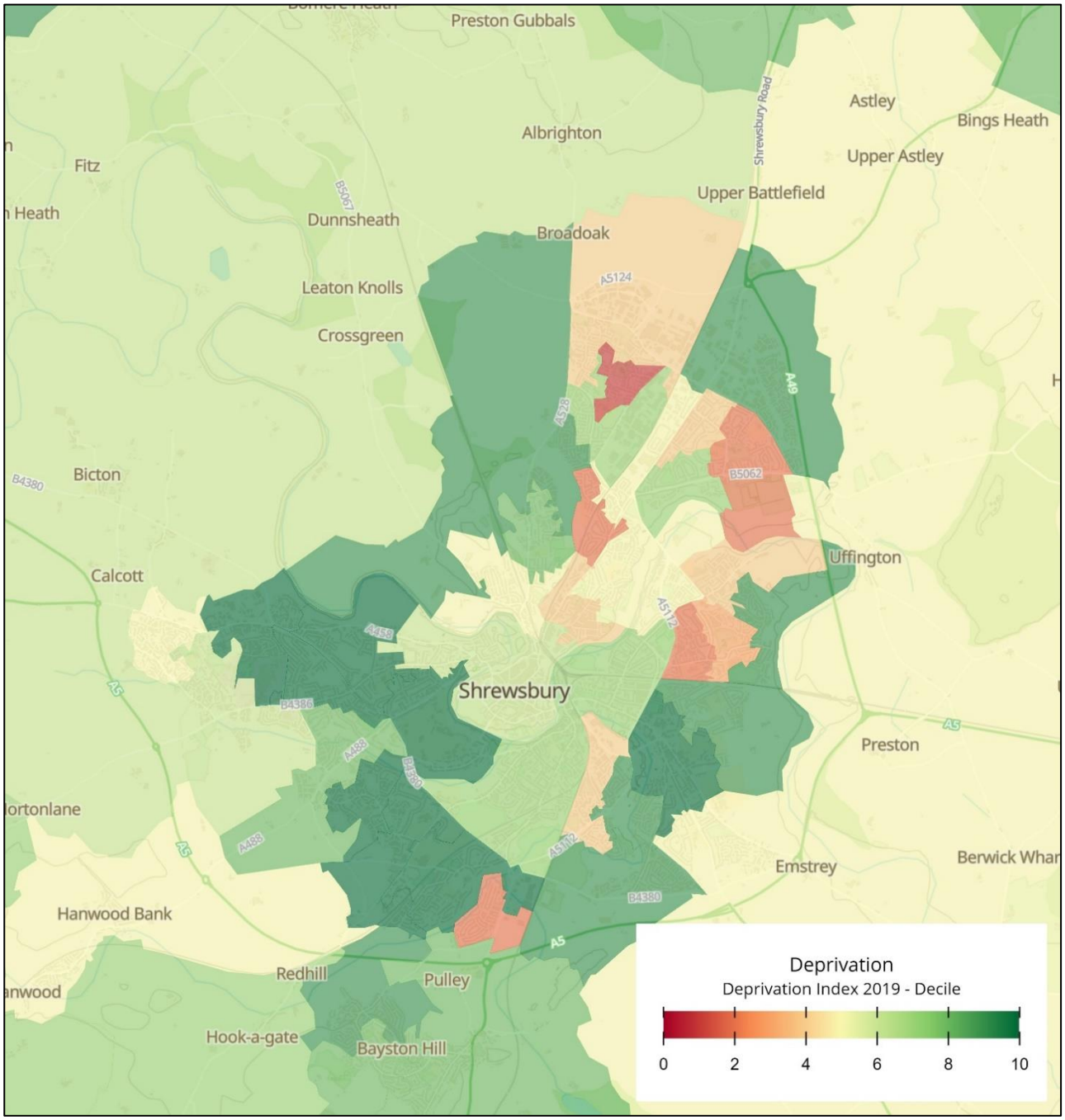

Figure 1-3: Deprivation Indices around Shrewsbury

1.1.4 Mode Share – Travel to Work

The mode share for commuting (Nomis, 2011) shows that there is a larger active mode share in Shrewsbury than Shropshire as a whole as illustrated in Figure 1-4. 17% of people walk to work in Shrewsbury, compared to 13% in Shropshire, and 6% cycle in Shropshire; 3% more than across the wider county.

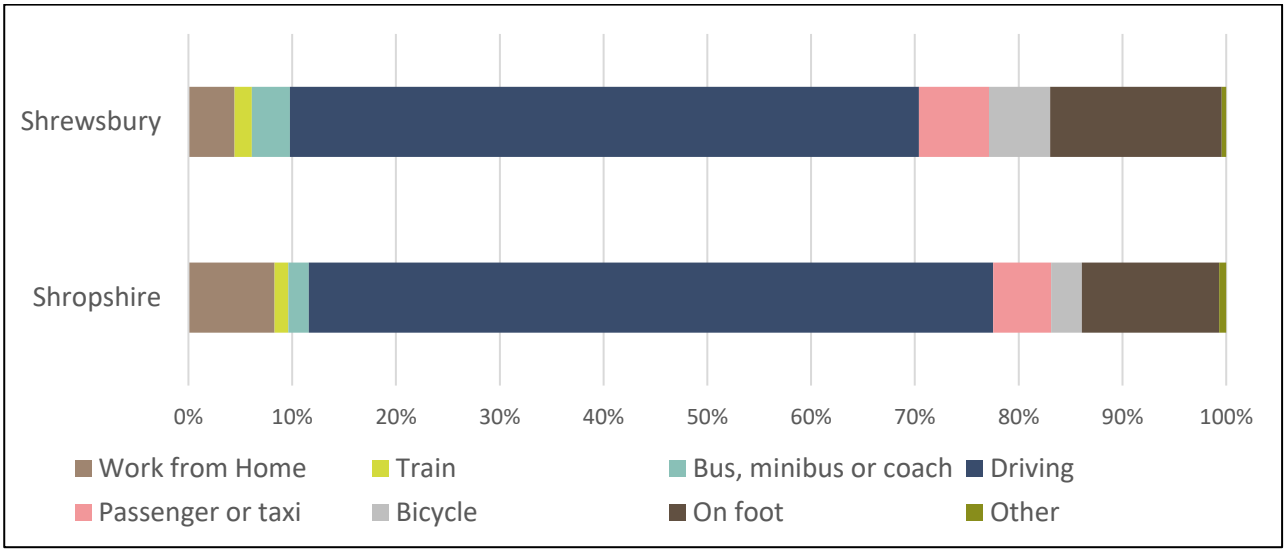

Figure 1-4: Commuting Mode Share in Shrewsbury Compared to Shropshire

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.

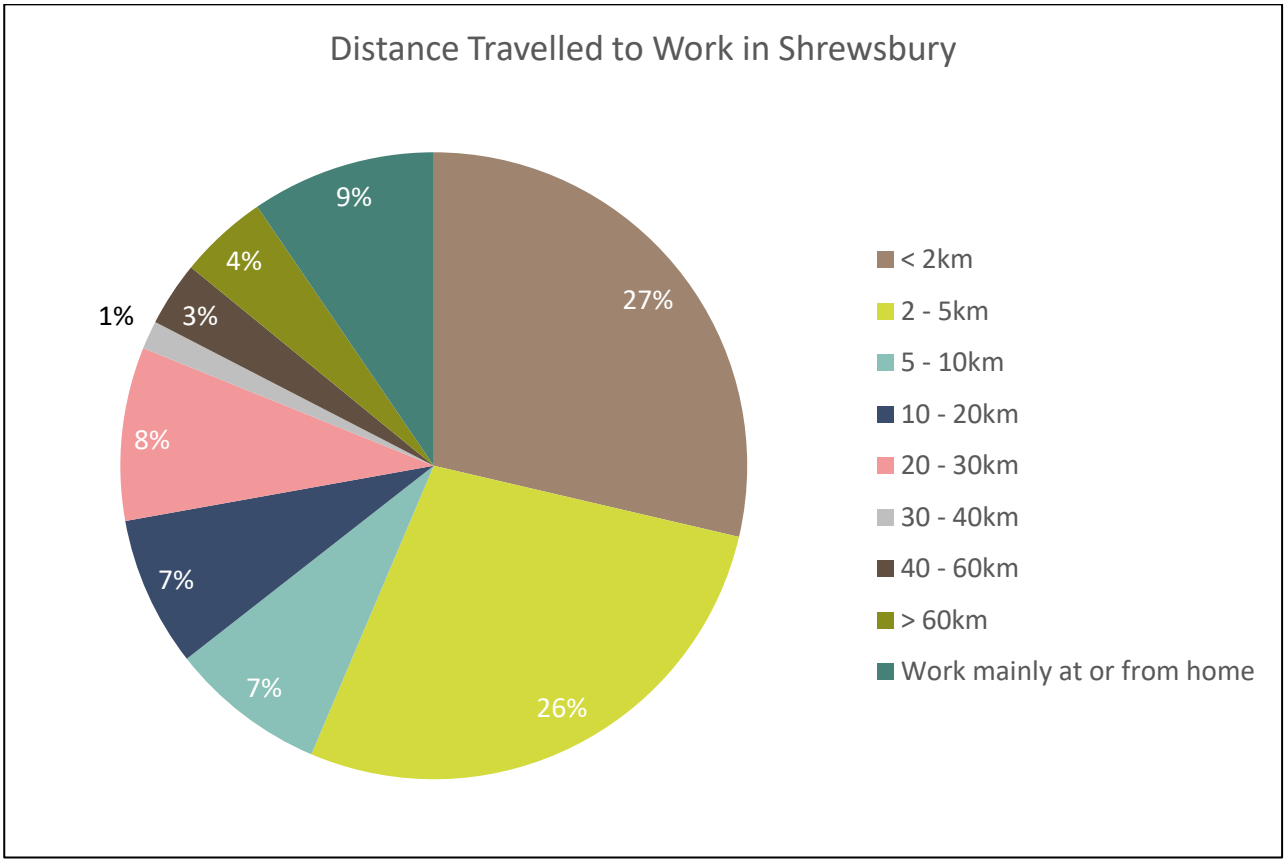

Figure 1-5: Commuting Distances in Shrewsbury

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.

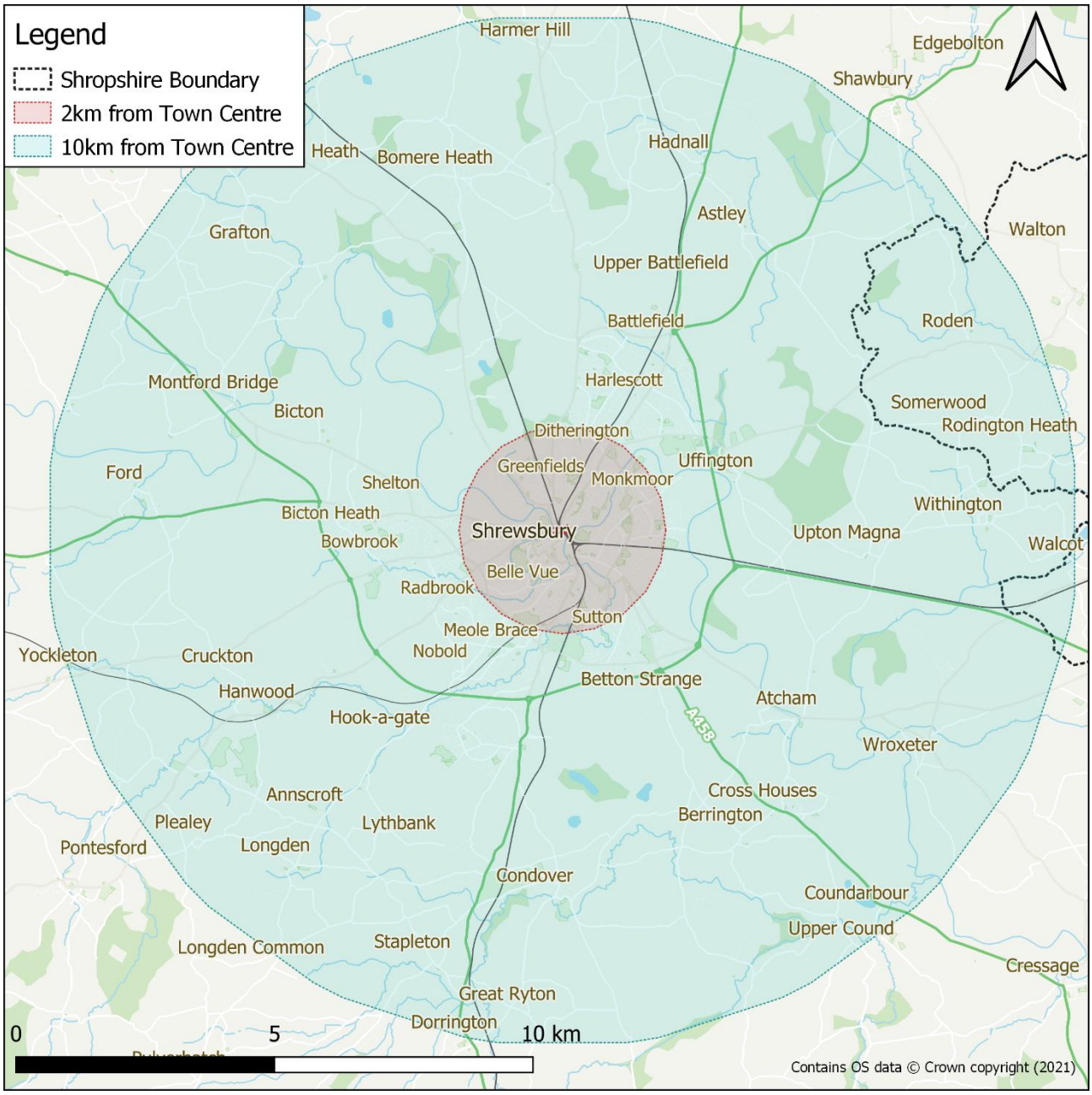

Figure 1-6: Study area for Shrewsbury

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

2.1 Overview

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).

2.2 Stakeholder Survey

As part of the Evidence Gathering stage (Stage 2), a survey was circulated to key stakeholder groups in Shrewsbury (see Table 2-1 for the full list of stakeholder groups contacted) to capture their views on network-wide opportunities and constraints for active travel.

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
Porthilll 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

Stakeholder Groups Contacted During Stakeholder Engagement
University Centre Shrewsbury

Table 2-1: Stakeholder groups contacted through Shrewsbury Stakeholder Engagement activities

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

2.3 Site Visit & Workshop

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 17th 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 17th of 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).

2.4 Public Consultation

Shropshire Council ran a public consultation over a period of six weeks from Tuesday 2nd May to Tuesday 13th June 2023. The purpose of this consultation was to listen to what local people thought about the draft plans developed for improving the walking and cycling network. During this period, a number of different events were run to ensure a wide range of people were given the opportunity to

participate. This section gives an overview of the results of the consultation for Shrewsbury. The feedback has been used to refine the schemes included in this final LCWIP appendix.

2.4.1 Survey Results

A total of 202 survey responses were received in response to the Shrewsbury walking and cycling proposals. The survey asked questions about the respondents' views on the objectives, their main barriers to walking and cycling in Shrewsbury, and on the specific walking and cycling proposals.

The responses indicate that 'healthier' is the most important objective for Shrewsbury, followed by 'zero carbon'. In terms of barriers to active travel, poor maintenance of surfaces causes problems for both pedestrians and cyclists, as well a lack of paths and footways and traffic speed.

2.4.2 In-Person Roadshow

The Roadshow for Shrewsbury was held all day on Friday 12th of May 2023 inside the main entrance to the Darwin Centre.

Discussions at the event generally focused on what other transformational change could be enacted to improve experience of active travellers, and where things had been missed such as local pinch points, dangerous crossings and existing paths. The relative success of the closure of the High Street was also discussed, with some saying it improved the feeling of the town centre, while some business owners expressed concern at the effect that it had on sales at weekends, particularly of larger goods that require vehicular access to be picked up.

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.

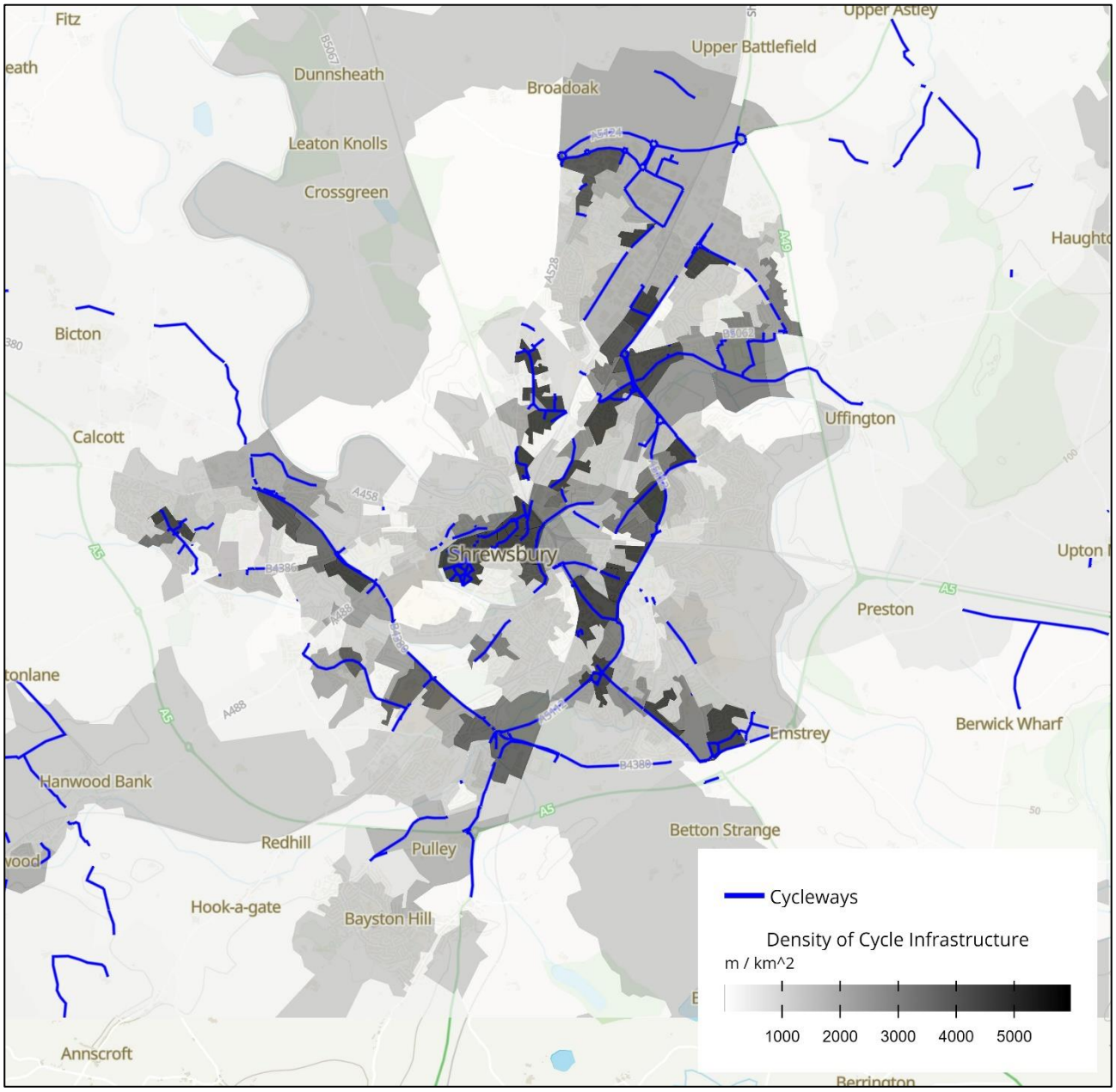

Figure 3-1: Cycle infrastructure around Shrewsbury

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, 25 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, nine 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.

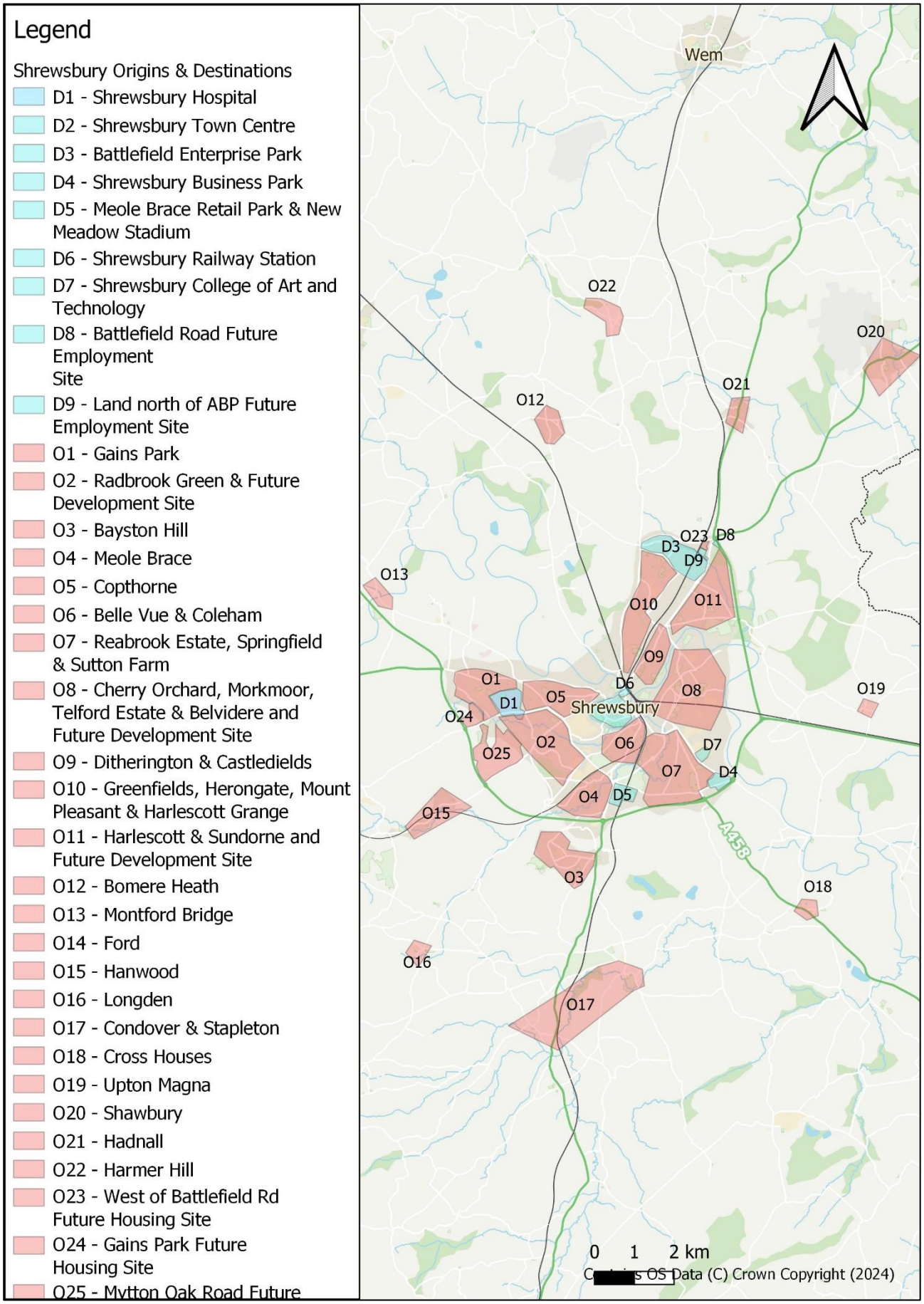

Figure 3-2: Trip Origins and Destinations around Shrewsbury

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 Royal Shrewsbury Hospital

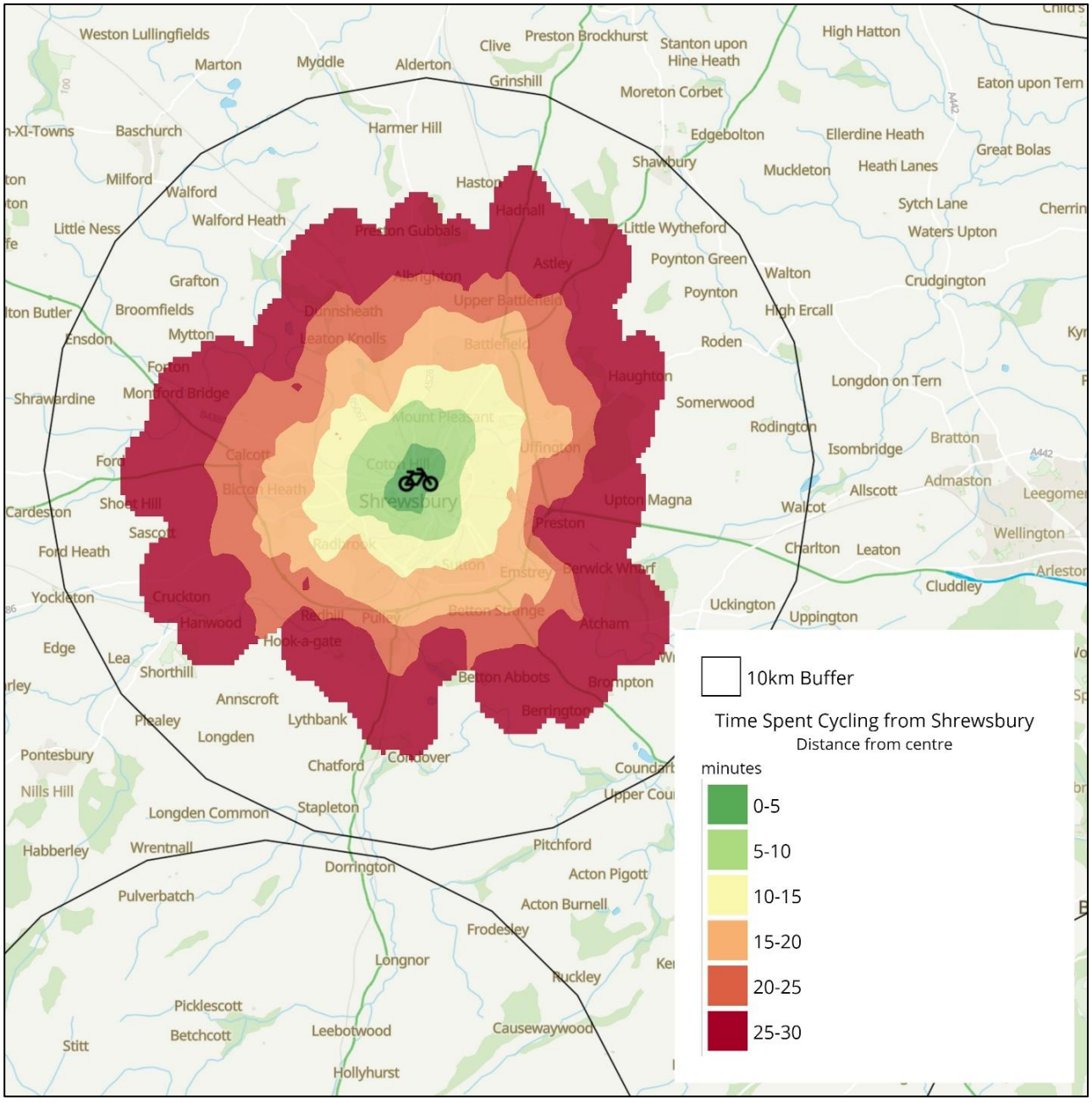

Figure 3-3: Cycling Catchment Map from Shrewsbury Town Centre

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, considering 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

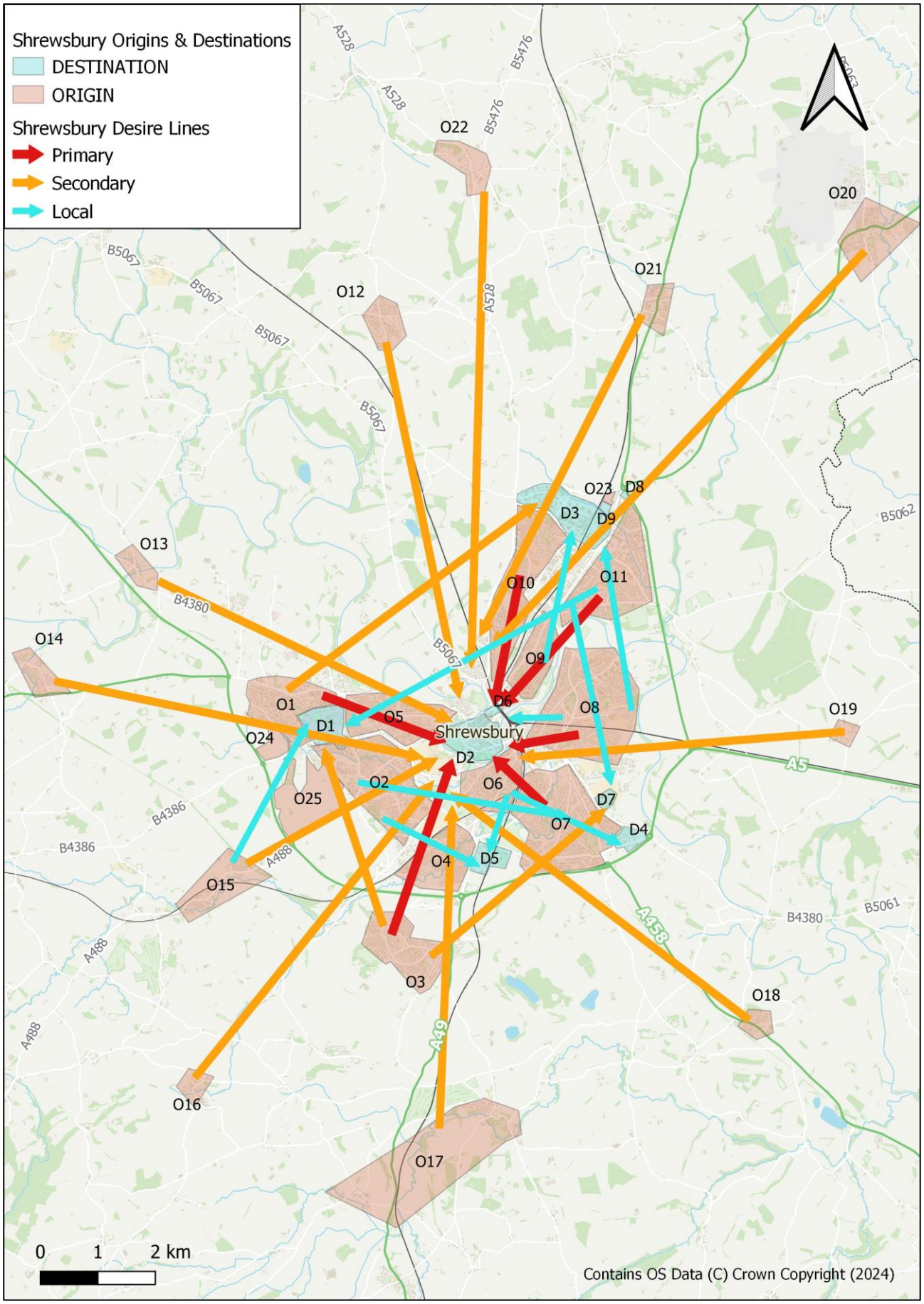

Figure 3-4: Cycle Desire Lines

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.

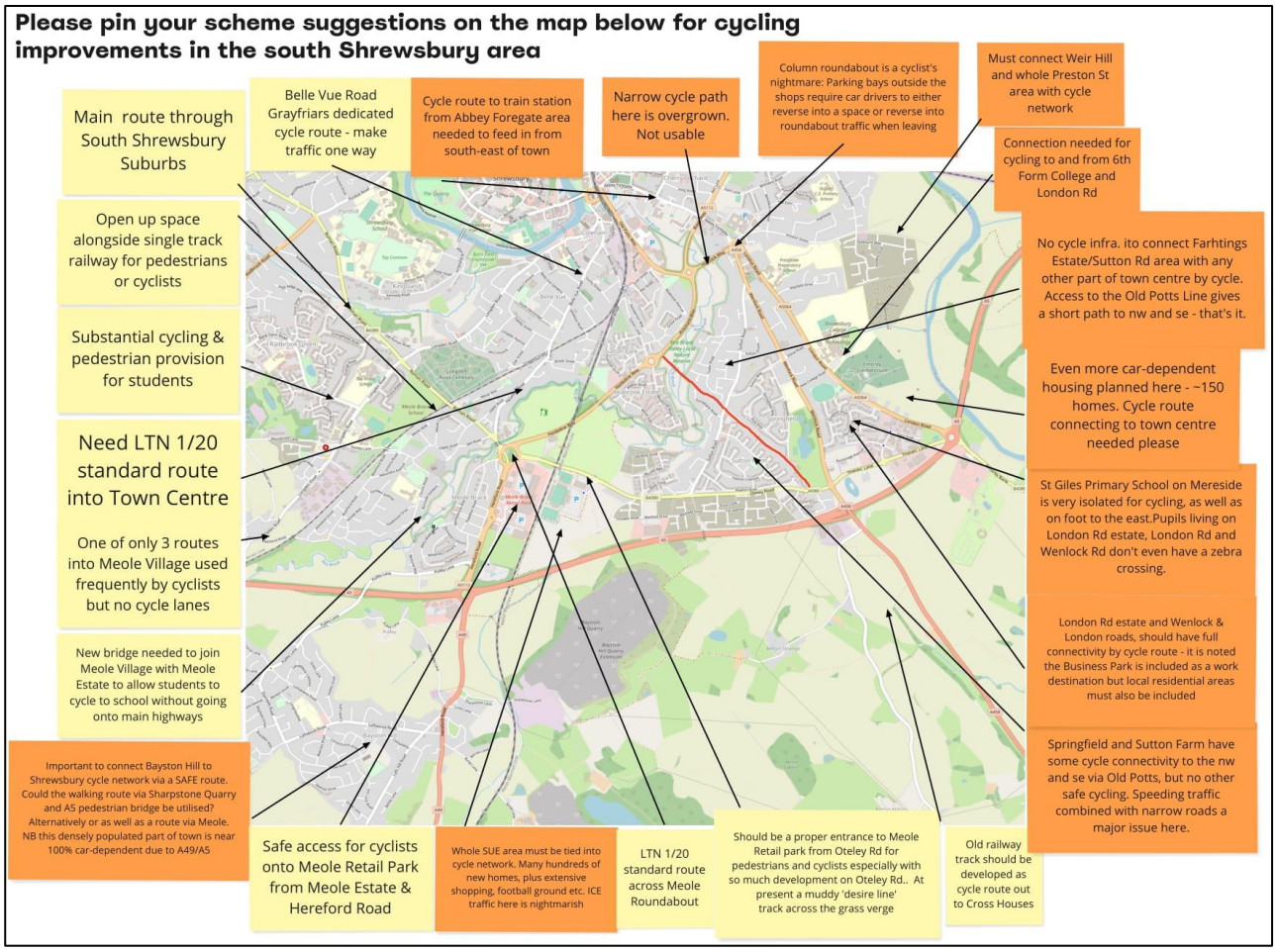

Figure 3-5: Stakeholder scheme suggestions in southern Shrewsbury, snapshot taken from Miroboard

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
Coherent	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.
Direct	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.
Safe	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.
Comfortable	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.
Attractive	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 on 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.

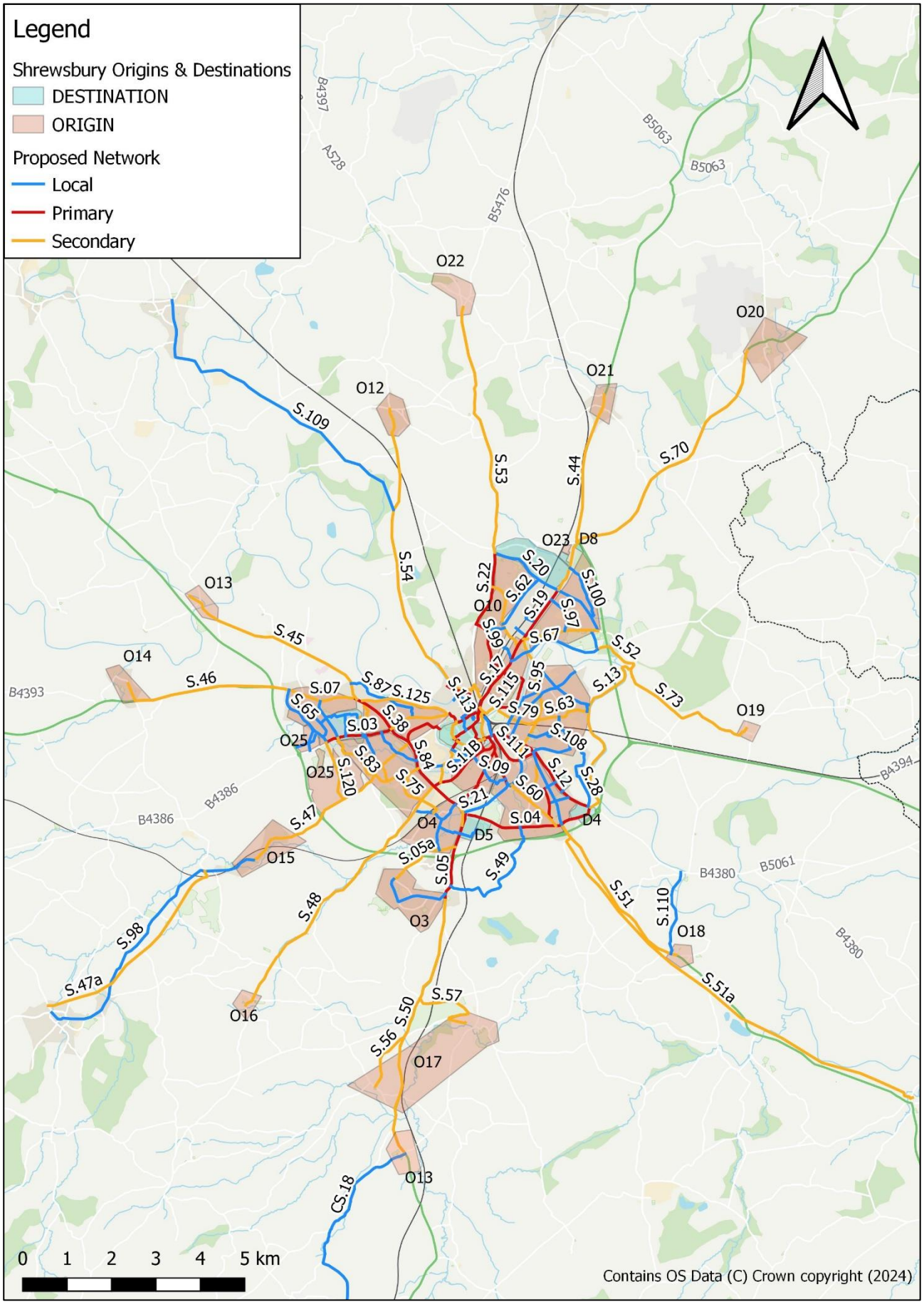

Figure 3-6: Proposed routes in the Shrewsbury study area

Note: Categories of routes are based on the desire line they follow, not the priority of their delivery

3.4.1 Primary

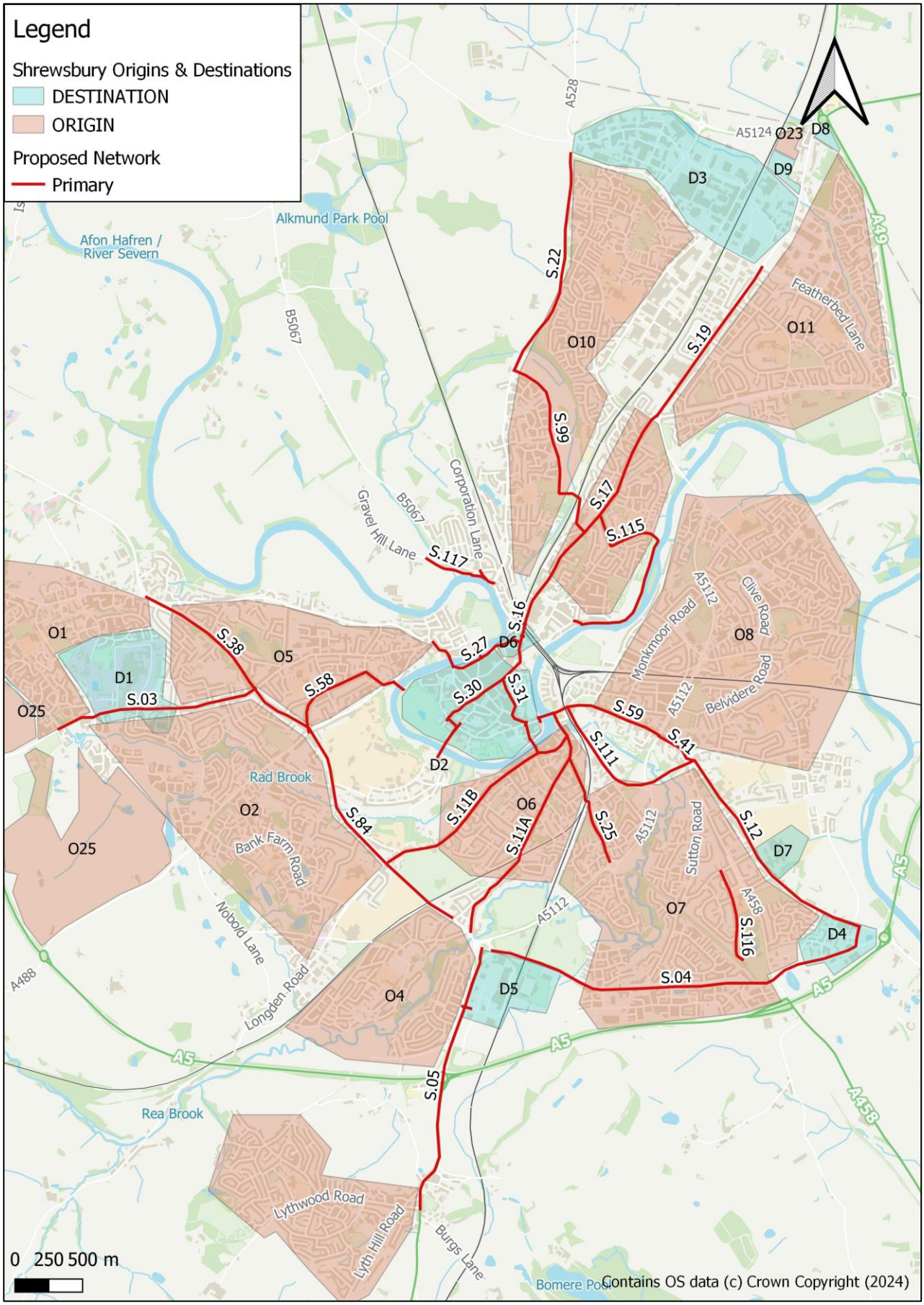

Figure 3-7: Shrewsbury proposed network plan; schemes following a primary desire line

Scheme	Description	Recommendation
S.03	Route along Mytton Oak Road connecting multiple origins and creating a route from the hospital towards the town centre	Investigate provision of a segregated cycling facility, linking in with the wider Royal Shrewsbury Hospital Development Programme. Include side road crossing treatments and upgrade of crossings and the Racecourse Lane/Squinter Pip Way/ Mytton Oak Rd roundabout in line with definitive design standards.
S.04	Fill in gap(s) of segregated cycle provision along Oteley Road	Upgrade existing infrastructure in line with definitive design standards making a complete route along the full length of Oteley Rd. Include side road crossing treatments and upgrade of crossings/roundabouts in line with definitive design standards. Review chicanes/dismount signs on bridge and consider reducing speed limit
S.05	Connects Bayston Hill north along the A49 and over the A5 junction towards Shrewsbury town	Investigate provision of a segregated cycling facility along the A49 from Bayston Hill to Meole Brace, including improved provision for cyclists at the A5 roundabout and a controlled crossing on the A49 to the Meole Brace Retail Park
S.111	Old Potts Way	Upgrade of existing infrastructure to align with definitive national standards. Include side road crossing treatments and upgrade of crossings and the Bage Way/Haycock Way/Pritchard Way/ Old Potts Way roundabout in line with definitive design standards.
S.115	Sultan Rd, New Park Rd, Sydney Avenue, Severn Bank (National Cycle Route 81)	Reduce traffic speeds and/or volumes along this route (Sultan Rd, New Park Rd and Sydney Avenue) to allow for a shared space with vehicular traffic. Upgrade existing link on Severn Bank which connects Sydney Avenue with Victoria St (connect into S.42). Link in with wider Canal improvement schemes (See Scheme 17)
S.116	Mereside	Introduce School Street
S.117	Route from West Midlands Showground site via the Pig Trough / The Flash footpath connecting into Coton Hill/Berwick Rd	Upgrade existing off-road route (e.g. widen, improve surfacing, lighting and provision of signage) with localised treatments at pinch-points
S.11A	Link between Radbrook Green / Meole Brace to Shrewsbury town along Belle Vue Road, alternate to scheme S.11B	Investigate the proposal for a bus gate or one way use of Belle Vue Road and Longden Road with reallocation of carriageway space for pedestrian and cyclist use. Include side road crossing treatments and upgrade/provision of crossings in line with definitive design standards.
S.11B	Link between Radbrook Green to Belle Vue and beyond to the town centre, alternate route to scheme S.11A, route along Longden Road	Upgrade existing infrastructure in line with definitive design standards. Include side road crossing treatments and upgrade of crossings/roundabouts in line with definitive design standards.

Scheme	Description	Recommendation
S.12	Provide an alternate route towards Cherry Orchard along London Road rather than the river route	Upgrade existing infrastructure in line with definitive design standards including localised treatments at pinchpoints. Include side road crossing treatments and upgrade of crossings/roundabouts in line with definitive design standards.
S.16	Underpasses to the train station	Improve urban realm to make the area feel safer for pedestrians and introduce a segregated space for cyclists
S.17	Connect missing sections of infrastructure along A5191 (Shrewsbury Train Station to New Park Rd) and upgrade old Canal Path	Investigate provision of a segregated cycle facility from the Shrewsbury Train Station to the St Michaels St/New Park Rd junction. Include provision of side road crossing treatments and upgrade of crossings in line with definitive design standards. Provision of a shared-use facility onto New Park Rd and a crossing facility onto the Old Canal Path. Upgrade Old Canal Path route (e.g. address gradients, widen, improve surfacing, lighting and provision of signage). Provision/upgrade of existing of crossing outside Flaxmill Maltings (connect into scheme S.99)
S.19	A5112 Whitchurch Road	Upgrade existing infrastructure to align with definitive national standards. Include upgrade of crossings.
S.22	Providing link from Battlefield Enterprise Park towards the town centre along Ellesmere Road	Investigate upgrading the existing path to a segregated cycle facility including side road crossing treatments and upgrade of junctions/roundabouts in line with definitive design standards.
S.25	Joins up sections of existing infrastructure between Belle Vue and Sutton Farm	Join up sections of existing infrastructure, including side road crossing treatments and installation of crossings on desire lines. Upgrade of the Sutton Farm roundabout to definitive design standards. Investigate reduction of traffic speeds/volumes to allow for a shared space with vehicular traffic on Sutton Lane
S.26	Navigation of Frankwell roundabout and Frankwell Road to Welsh Bridge	Review the place and movement function of the Frankwell roundabout (including The Mount/A458/Copthorne Rd) as part of a key west-east corridor servicing the town centre.
S.27	Route around the north of the town centre to the railway station along Smithfield Road (includes short section of shared path)	Investigate provision of a segregated cycling facility with localised treatments at pinch-points. Include provision of upgraded crossing treatments at junctions (including the Welsh Bridge gyratory) in line with the Shrewsbury Movement and Public Realm Strategy Key Themes, Principles and Interventions and definitive design standards.

Scheme	Description	Recommendation
S.30	Provide a route through the town centre for cyclists (currently no cycling on high street)	Investigate provision of a light segregated cycling facility along Castle Street. Investigate reducing traffic volumes and speeds on Windsor Place, St Mary's Place, St Mary's Street and through to Dobb Hill to allow for a shared space with vehicular traffic. Provide cycle racks on St Mary's Place
S.31	Connecting Greyfriars Bridge through the town towards the railway station along Wyle Cop and Dogpole	Reduction of traffic volumes and speeds to allow for a shared space with vehicular traffic in line with the Shrewsbury Movement and Public Realm Strategy Key Themes, Principles and Interventions.
S.33	Frankwell Suspension Bridge	Investigate improved river crossing for cyclists (currently requires carrying a bike up some stairs)
S.34	Porthill Footbridge	Investigate improved river crossings for cyclists (particularly at the western end) including a new bridge at Water Lane/Quarry Place.
S.35	Kingsland Toll Bridge	Investigate improving access for cyclists through provision of cycle priority signals
S.36	English Bridge	Investigate reduction of traffic volumes and speeds along this route in line with the Shrewsbury Movement and Public Realm Strategy Key Themes, Principles and Interventions). Alternative measures include provision of continuous segregated cycle route across the bridge.
S.37	Welsh Bridge	Investigate reduction of traffic volumes and speeds along this route in line with the Shrewsbury Movement and Public Realm Strategy Key Themes, Principles and Interventions).
S.38	Shelton Road along existing National Cycle Network route	Upgrade of existing infrastructure to align with definitive national standards. Include upgrade of crossings and the Mytton Oak Rd (B4386)/Shelton Rd (B4380)/Copthorne Rd (B4386) roundabout in line with definitive design standards.
S.41	Route along Abbey Foregate between the Column Roundabout and the A5112 road bridge to join other proposed route (S.59) to existing infrastructure on A5112	Reduce traffic volumes and speeds along this route in line with the Shrewsbury Movement and Public Realm Strategy Key Themes, Principles and Interventions). Alternative measures include provision of a segregated cycle facility (including a light segregated facility) in place of the existing cycle lanes, including side road crossing treatments. Upgrade of the Column Roundabout in line with definitive design standards

Scheme	Description	Recommendation
S.58	National Cycle Route 81 connecting existing infrastructure on Shelton Road to Porthill Footbridge, connecting into the town centre	Investigate reduction of traffic speed/ volumes on Porthill Rd, Pengwern Rd and Woodfield Rd to allow for a shared space with vehicular traffic. Upgrade/add crossings on Shelton Rd and Porthill Rd
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	Investigate reduction of traffic volumes and speeds along this route in line with the Shrewsbury Movement and Public Realm Strategy Key Themes, Principles and Interventions). Alternative measures include provision of a light segregated cycle facility in place of the existing cycle lanes, including side road crossing treatments and upgraded crossings in line with definitive design standards
S.76	Greyfriars Bridge, connecting Belle Vue to Shrewsbury town centre	Investigate potential for new, wider combined cycling and walking bridge or provide continuous cycle route across bridge.
S.84	Upgrade existing cycle infrastructure and crossings along Roman Road (B4380)	Upgrade existing route to align with definitive national standards and remove gaps in infrastructure. Include upgrade of the Porthill Rd (A488)/ Radbrook Rd (A488)/ Shelton Rd (B4380)/Roman Rd (B4380) roundabout, the Longden Rd/Roman Rd (B4380) roundabout and the Upper Rd/Roman Rd junction in line with definitive design standards.
S.99	Route along Hubert Way and providing link into scheme S.68	Upgrade existing off-road link through Spring Gardens (e.g. widen where needed, improve surfacing, lighting and provision of signage). Investigate provision of a segregated cycling facility along Hubert Way (connecting into scheme S.22)
S.CROSS1	Kingsland Bridge	Deliver improved crossing facilities at Town Walls from Kingsland Bridge
S.CROSS4	St Chad's Terrace	Investigate the provision of improved crossing facilities on St Chad's Terrace

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

3.4.2 Secondary

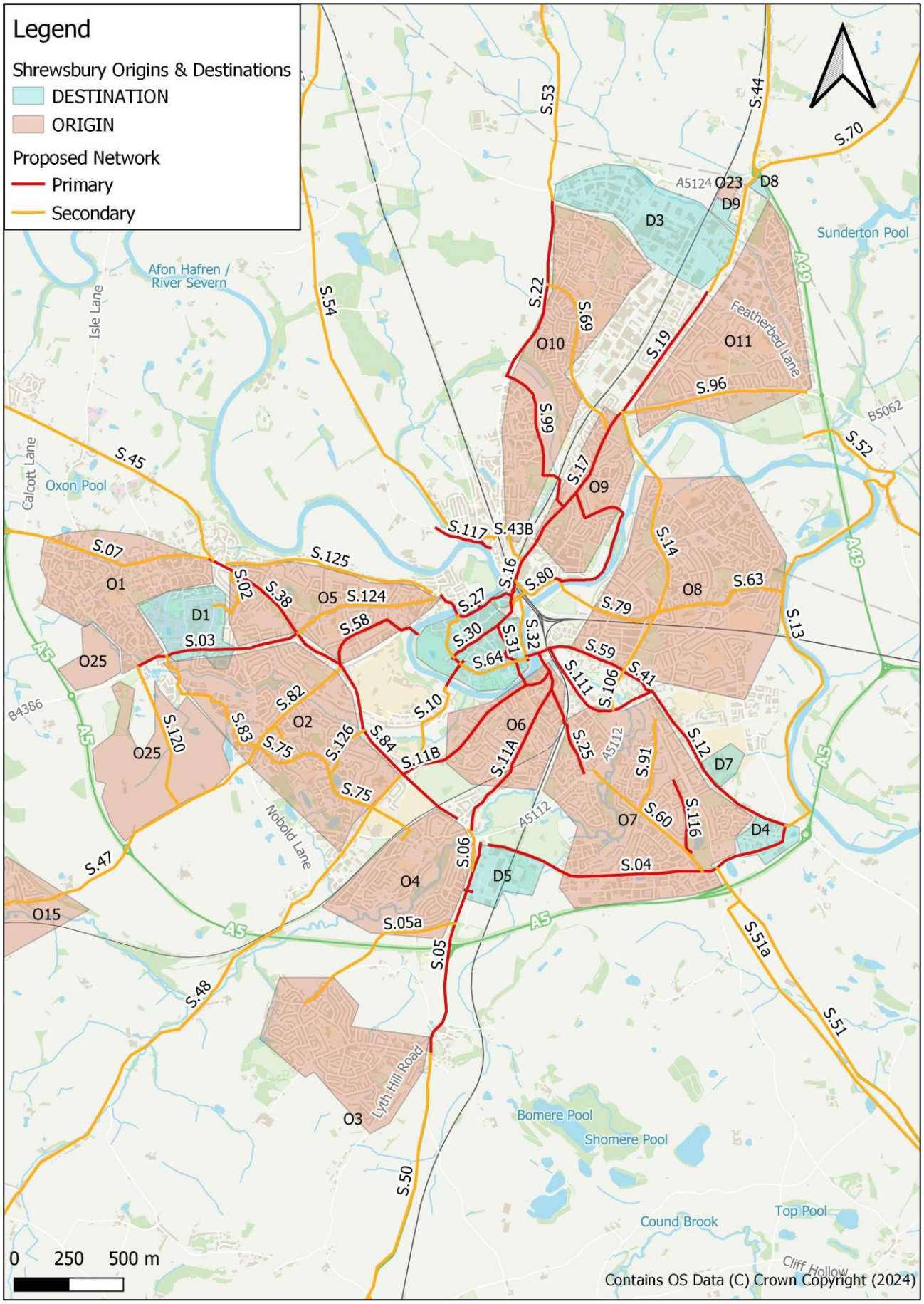

Figure 3-8: Shrewsbury proposed network plan; schemes following a secondary desire line

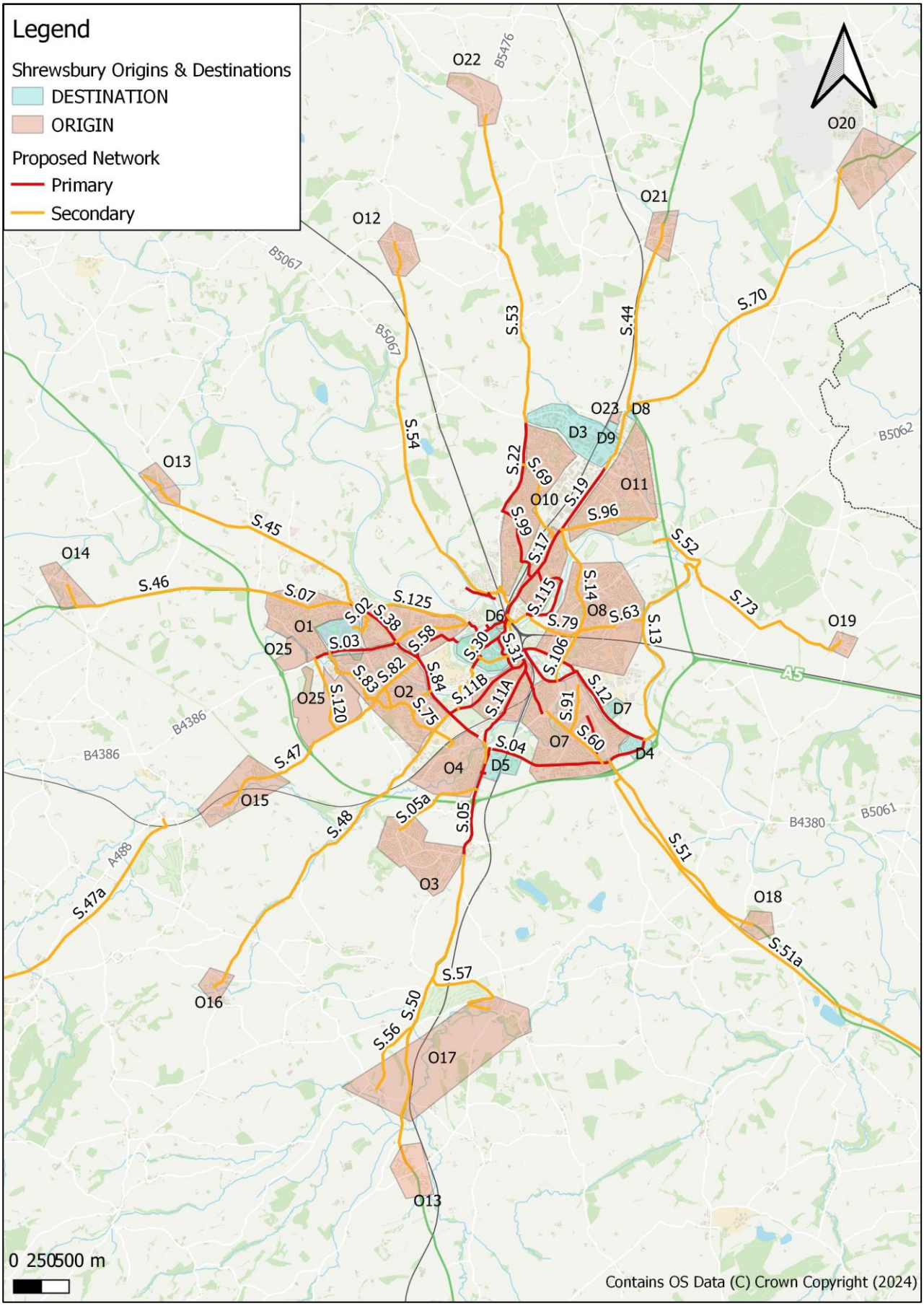

Figure 3-9: Wider Shrewsbury proposed network plan, schemes that follow a secondary desire line

Scheme	Description	Recommendation
S.02	Connect Royal Shrewsbury Hospital to National Cycle Network Route 81, includes improving access onto National Cycle Network, route along Kingswood Road and Mossbank Way	Investigate reduction of traffic speeds/volumes on Kingswood Rd and Mossbank Way to allow for a shared space with vehicular traffic. Create improved linkages between the residential area and the Hospital Carpark
S.05a	Improve existing infrastructure connecting Bayston Hill to Meole Brace and beyond, including bridge crossing on the A5	Upgrade existing infrastructure in line with definitive design standards, making a complete route along the full length of Pulley Lane. Include side road crossing treatments and upgrade of crossings/roundabouts in line with definitive design standards.
S.06	Connects Bayston Hill north along the A49 and over the A5 junction towards Shrewsbury town	Investigate potential of widened or new combined cycling and walking bridge across river adjacent to Hereford Road (A5191)
S.07	Route along Welshpool Road to the north of Gains Park Way connecting the National Cycle Network route to the A5 junction	Investigate provision of a segregated bi-directional cycle facility. Include side road crossing treatments and provision/upgraded crossing facilities, including improved permeability for pedestrians and cyclists at the Welshpool Rd (A458)/Holyhead Rd/ Shelton Rd junction
S.10	Investigate link between Longden Road and Kennedy Road along Beehive Lane, to connect areas in the south west to Shrewsbury town	Upgrade existing route along Beehive Lane (e.g. improve surfacing, lighting and provision of signage as well as cutting back trees). Investigate provision of a segregated cycling facility (including a light segregated cycling facility) along Kennedy Road.
S.106	Bage Way	Upgrade of existing infrastructure including Crowmere Road and Reabrook roundabouts to align with definitive national standards. Upgrade pathway under the bridge to include lighting. Improve signage. Improve alignment of and upgrade the existing connection between the existing Dark Lane/Bell Lane pedestrian overbridge to Bage Way (connection with S.107)
S.120	North-south connection between Mytton Oak Rd and Hanwood Rd with linkages to the proposed Park ‘n’ Ride facility	Create segregated north-south cycling facility (along spine road) through new housing development. Include side road crossing treatments and provision of crossings in line with definitive design standards
S.124	Copthorne Rd (B4386)	Reduce traffic speeds along this route to allow for a shared space with vehicular traffic. Deliver improved crossing facilities on this route (Connect with S.03)
S.125	The Mount (A458)	Reduce traffic speeds along this route to allow for a shared space with vehicular traffic. Deliver improved crossing facilities on this route
S.126	Connection between Bank Farm Rd and Roman Rd (B4380)	Upgrade existing off-road route (e.g. widen, improve surfacing, lighting and provision of signage) from Bank Farm Rd to Roman Rd (B4380)
S.13	Route between Shrewsbury Business Park and Uffington via the River	Upgrade river path to a shared-use facility and investigate the addition of a new river crossing.

Scheme	Description	Recommendation
S.14	Route along Robertson Way through Monkmoor	Upgrade existing infrastructure including the Telford Way and Crowmere Road roundabouts to align with definitive national standards
S.15	Access across the Railway station from The Dana to the town centre	Improve perception of safety along route, including lighting, signage and public realm improvements.
S.32	Connection for cyclists from English Bridge to the railway station 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
S.42	Narrow bridge (Castle Walk Footbridge) with restrictive chicane barriers to cycling, river crossing between Cherry Orchard & Castlefields	Remove restrictive chicane barriers and investigate options for segregation between cyclists and pedestrians.
S.43B	Link between St Michael's Street and Coton Hill/Chester St (A528)	Bring the whole length of the route up to definitive national standards. Investigate reduction of traffic speeds and volumes on Greenfield Gardens and the A528 bridge to provide for a shared space with vehicular traffic.
S.43E	Railway crossing between Ditherington and Mount Pleasant along Mount Pleasant Road	Provision of traffic calming measures on the route where appropriate. Improve space for cyclists/pedestrians under bridge.
S.44	Hadnall to Harlescourt along the A49	Investigate provision of a segregated cycling facility on the urban section of the route with provision of a shared-used facility on the rural part of the route - Battlefield Roundabout to Hadnall. Including upgrade of roundabouts to definitive national standards. Link up to existing segregated cycleway on A5124
S.45	Connection between Montford Bridge and to the northwest of Shrewsbury along Holyhead Rd	Investigate widening of existing footway to provide a segregated or shared-use facility along Holyhead Rd. Include provision of side road crossing treatments and upgrade of crossings, including improved permeability for pedestrians and cyclists at the Welshpool Rd (A458)/Holyhead Rd/ Shelton Rd junction, in line with definitive design standards
S.46	Connection between Ford and the A5 to the west of Shrewsbury	Investigate provision of a segregated cycling facility including side road crossing treatments and upgrade/addition of crossings. roundabouts in line with definitive national standards.
S.47	Connection from Radbrook Road (scheme S.82) in Shrewsbury out west to Hanwood along Hanwood Road	Investigate provision of a continuous shared-use facility or a segregated cycling facility parallel to Hanwood Road. Include side road crossing treatments and provision of crossings in line with definitive design standards. Investigate provision of an underpass or overbridge at the A5/Hanwood Rd (A488) roundabout.

Scheme	Description	Recommendation
		Investigate provision of a shared-use facility along Hanwood Rd (A488) or reduce traffic speeds to allow for a shared space with vehicular traffic
S.47a	Old railway line from Pontesbury to Hanwood	Investigate provision of an active travel corridor along the disused railway line linking Pontesbury and Hanwood
S.48	Connection from Radbrook Green to Longdon along Hanwood Rd (A488)	Investigate provision of a continuous shared-use facility parallel to the road. Alternatively, encourage shared use of the A488, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities.
S.50	Route along the A49 from Dorrington to Bayston Hill, provides connection for other villages along the route	Investigate provision of a shared-use facility parallel to the A49.
S.51	Linking Cross Houses into Shrewsbury	Investigate provision of a continuous shared-use facility parallel to the road. Alternatively, encourage shared use of the A458, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities.
S.51a	Disused railway between Mereside and Crosshouses	Convert disused railway into active travel corridor between Mereside and Crosshouses, and extend to Cressage
S.52	Connection to Uffington along the old canal path	Remove chicane barriers that block cycle access onto Church Road from the canal path. Upgrade existing pathway (e.g. widen, improve surfacing, lighting and provision of signage), ensuring no user loses their right of access (e.g. equestrians)
S.53	Connection between Harmer Hill and Shrewsbury along A528	Encourage shared use of the rural (un-named) road, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities.
S.54	Connection between Bomere Heath and Shrewsbury along the B5067 Berwick Road	Encourage shared use of the B5067, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities.
S.56	Connecting Stapleton to the A49, which has another proposed scheme along it (scheme S.50)	Encourage shared use of the rural (un-named) road, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities.

Scheme	Description	Recommendation
S.57	Linking Condover to the A49, which has another proposed scheme along it (scheme S.50)	Encourage shared use of Grange Lane and Station Rd, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities.
S.60	Mansel Williams Way	Formalise segregation of pedestrians and cyclists, and remove cycle gates at either end. Investigate improved crossing facilities at junction with Pritchard Way. Improve existing crossing facilities on Sutton Road in line with definitive design standards
S.63	Connection through Belvidere along Crowmere Road connecting to local schools and beyond to the river path	Provision of light segregated cycleway facilities or shared-used facility and/or localised treatments at pinchpoints. Include side road crossing treatments and upgrade/provision of crossings in line with definitive design standards.
S.64	Flatter route around the town centre along Beeches Lane and Town Walls	Investigate reduction of traffic volumes and speeds to allow for a shared space with vehicular traffic in line with the Shrewsbury Movement and Public Realm Strategy Key Themes, Principles and Interventions
S.69	Connection through Mount Pleasant and Harlescott Grange along Mount Pleasant Road	Investigate provision of a segregated cycling facility including side road crossing treatments and upgrade of crossings/roundabouts in line with definitive design standards.
S.70	A53 to Shawbury	Investigate provision of a shared-use facility along the A53.
S.73	Connection between Upton Magna and Uffington	Encourage shared use of Church Rd, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities.
S.75	Connection through Radbrook Green along Bank Farm Road connecting residential areas towards Royal Shrewsbury Hospital and Meole Brace retail park as well as internal destinations (e.g. local schools)	Upgrade existing shared-use facility in line with definitive design standards. Include provision of side road crossing treatments and upgrade of crossings/roundabouts in live with definitive design standards.
S.79	Joining up existing infrastructure and connecting Cherry Orchard to the river crossing along Castle Walk and improve parallel crossings	Investigate reduction of traffic speeds along Tankerville Rd (in line with scheme S.63). Upgrade existing off-road path through Castlewalk (e.g. widen, improve surfacing, lighting and provision of signage). Improve safety through the underpass.
S.80	Connecting the railway station to river crossing towards Cherry Orchard along Victoria Street	Investigate enhancements on the Dana route (for all users) to ensure inclusive access for all

Scheme	Description	Recommendation
S.82	Route along Radbrook Road, between Hanwood Road roundabout and the Roman Road/Shelton Road (B4380) roundabout	Investigate provision of a segregated facility on Radbrook Road with localised treatments at pinch-points. Include side road crossing treatments and upgrade of crossings/roundabouts in line with definitive national standards. Improve crossing provision at Hanwood Road and Lady Herbery Way roundabouts
S.83	Bowbrook Meadows north-south route connecting Radbrook Rd to Shrewsbury Hospital	Provision of segregated cycling facility alongside the new north-south spine road through the Bowbrook Meadows development. Include provision of side-road crossing treatments and provision of crossings in line with definitive design standards
S.86	Route around the west of the town centre providing connection from Saint John's Hill to Welsh Bridge	Investigate reduction of traffic volumes and speeds to allow for a shared space with vehicular traffic
S.91	Route along Sutton Road from Wenlock Road to the zebra crossing with the pathway to town	Investigate provision of segregated cycle facilities, to include a review of parking provision and a right-turn restriction at the Sutton Rd/Wenlock Rd junction to deliver this facility. Include side road crossing treatments and upgrade of crossings in line with definitive design standards. Investigate provision of localised treatments at pinch-points
S.96	Investigate provision of a continuous shared-use facility parallel to the road	Investigate provision of a segregated cycling facility. Consider reduction of traffic volumes and speeds on First Avenue/Albert Rd to enable cyclists to avoid Heathgates Roundabout. .

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

3.4.3 Local

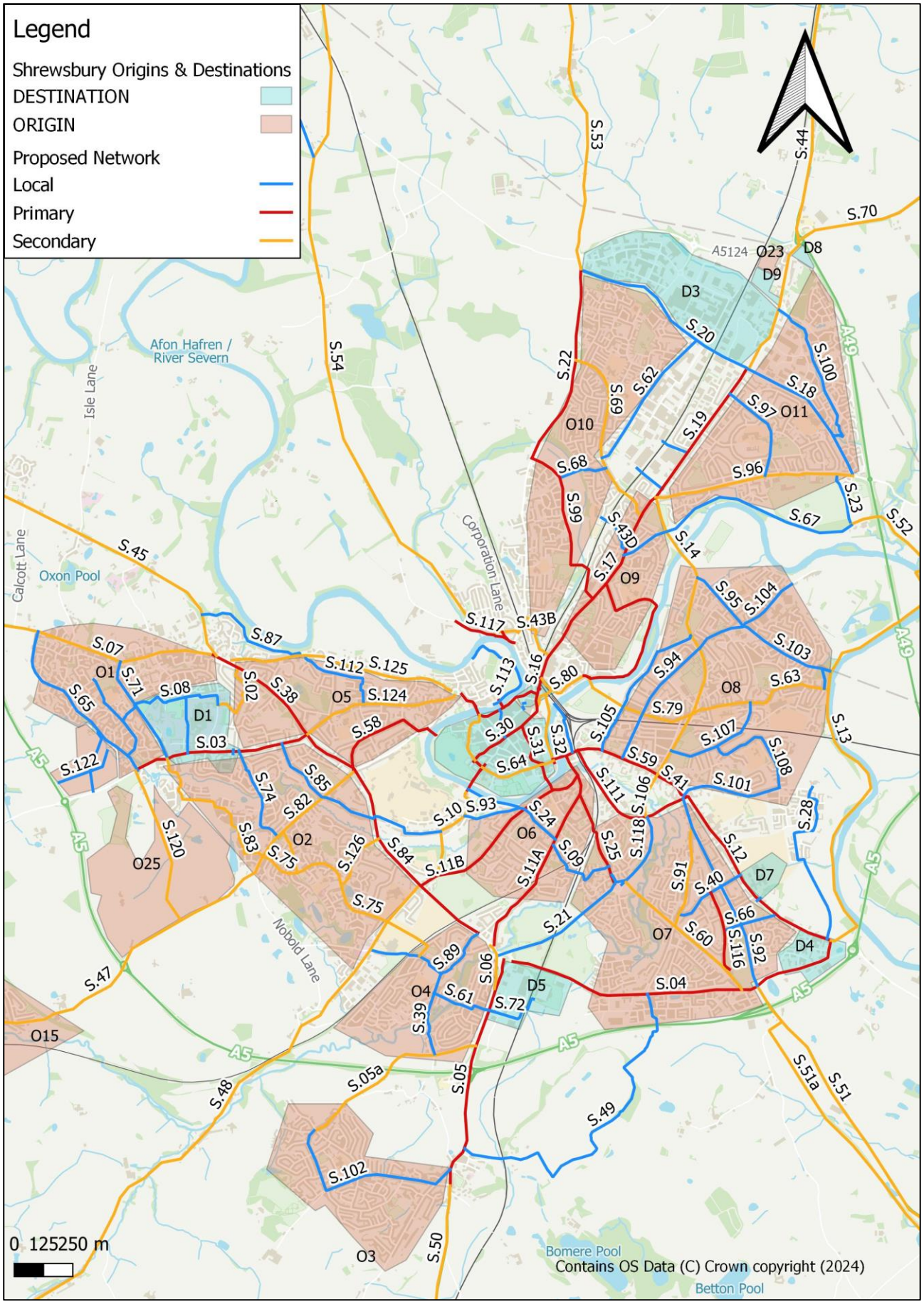

Figure 3-10: Shrewsbury proposed network plan, schemes that follow a local desire line

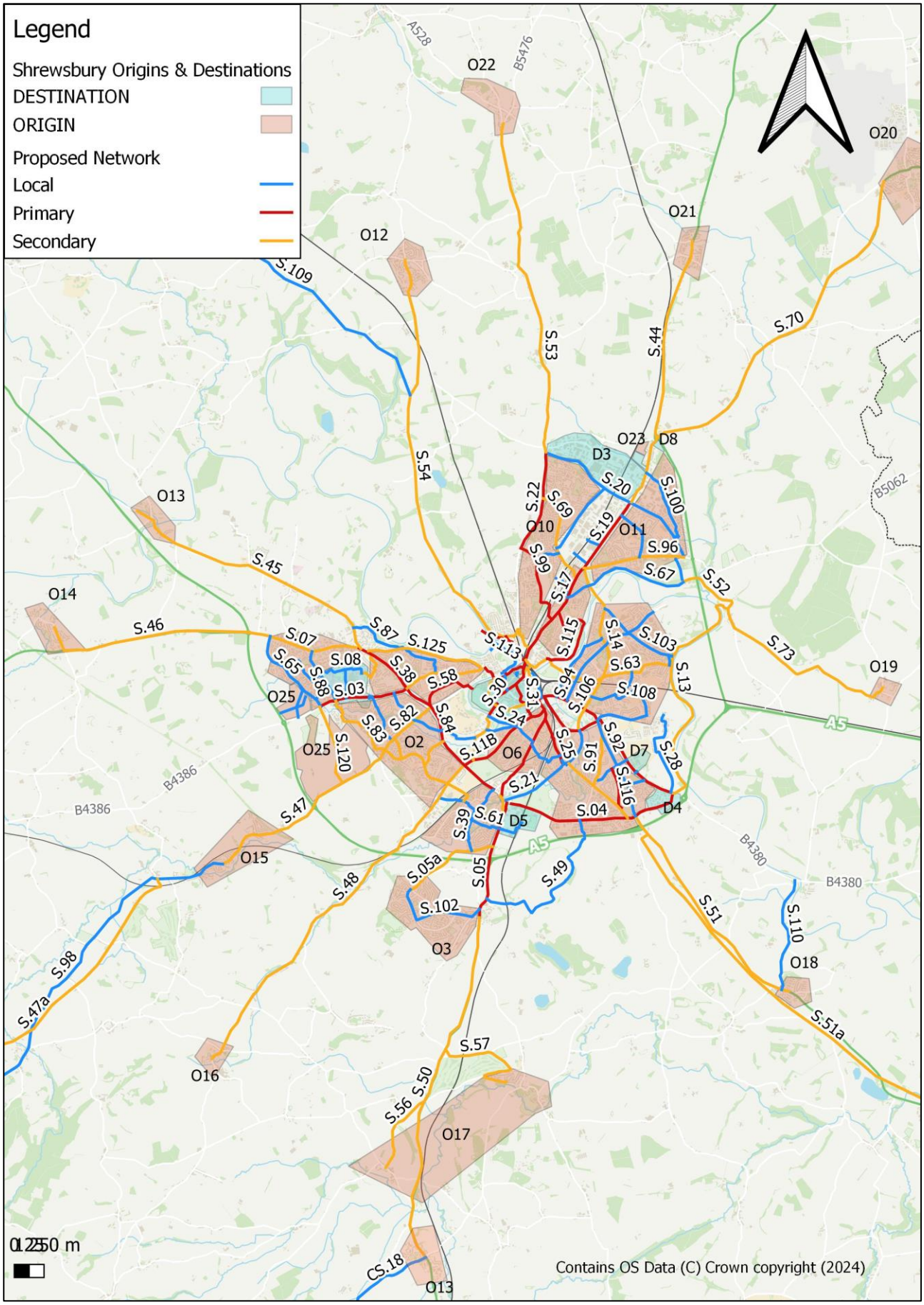

Figure 3-11: Wider Shrewsbury proposed network plan, schemes that follow a local desire line

Scheme	Description	Recommendation
S.01	Connecting up existing pathways through Gains Park Way to connect it more effectively to Royal Shrewsbury Hospital	Upgrade existing pathway to a segregated cycling facility linking in with the wider Royal Shrewsbury Hospital Development Programme
S.08	Connect existing pathways through Shrewsbury Hospital area to provide a link across the north of the zone	Upgrade existing pathway to a segregated cycling facility linking in with the wider Royal Shrewsbury Hospital Development Programme
S.09	Railway crossing between Belle Vue Road and Sutton Lane	Investigate reduction of traffic speeds/volumes to allow for a shared space with vehicular traffic on Primrose Road. Review design of chicane barriers at Buttercup Way and Montague Pl
S.100	Pathway following the stream from A5112 to Featherbed Lane	Upgrade existing pathway (e.g. widen, improve surfacing, lighting and provision of signage).
S.101	Route along Preston Street connecting The Column Roundabout to the new estate (Lily Hay)	Investigate rationalisation of on-street parking to provide a segregated cycling facility. Include side road crossings treatments. Upgrade Column Roundabout to definitive design standards
S.102	Lythwood Road and Overdale Road through Bayston Hill	Investigate reduction of traffic speeds to allow for a shared space with vehicular traffic on Lythwood Rd and Overdale Rd. Encourage shared use of Lyth Hill Rd, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities. Upgrade existing PROW between Lyth Hill Rd and Lyth Bank ensuring no user loses their right of access (e.g. equestrians) through improving surfacing, lighting and signage
S.103	Pathway from Monkmoor Roundabout to the River (via Abingdon Road)	Upgrade existing pathway (e.g. widen, improving surfacing, lighting and provision of signage).
S.104	Monkmoor Road from Monkmoor Roundabout to Monkmoor Farm Industrial Estate	Investigate provision of segregated cycle facilities with localised treatments at pinch-points. Include side road crossing treatments. Upgrade the Monkmoor Rd/Woodcote Way Roundabout to definitive design standards. Improve crossing provision at the junction of Monkmoor Road and Conway Drive
S.105	Underdale Road	Investigate reduction of traffic speeds/volumes to allow for a shared space with vehicular traffic. Improve or provide additional crossings in line with definitive design standards.
S.107	Connection between Crowmere Rd and Bell Lane on Belvidere Road and Dark Lane	Investigate provision of a segregated cycleway with side road crossing treatments or reduction of traffic volumes and speeds on Belvidere Rd and Dark Lane to allow for a shared space with vehicular traffic. Upgrade of Belvidere Bridge to improve pedestrian, cyclist and other wheeled user safety. Improve signage. Upgrade of Dark Lane/Bell Lane pedestrian bridge to definitive design standards. Reduction of traffic volumes and/or speeds on Bell Lane to allow for a shared space with vehicular traffic. Deliver improved crossing provision at Bell Lane/Abbey Foregate junction

Scheme	Description	Recommendation
S.108	Portland Crescent	Investigate reduction of traffic speeds/volumes to allow for a shared space with vehicular traffic. Improve or provide additional crossings in line with definitive design standards. Investigate provision of a School Street.
S.109	Connection to Baschurch	Encourage shared use of the B5067, as a rural road, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities
S.110	Cross Houses to Atcham	Encourage shared use of route, as a rural road, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities
S.112	Barracks Lane and Whitfield Crescent between Shelton Lane and Copthorne Road	Investigate reduction of traffic speed/ volumes to allow for a shared space with vehicular traffic on Barracks Lane and Whitfield Crescent. Upgrade Barracks Lane to include improved surfacing, lighting and signage. Upgrade/add crossings on The Mount and Richmond Drive
S.113	Connection between the West Midlands Showground site and Frankwell.	Investigate creation of a shared-use path from the Frankwell carpark through the Poplar Island Countryside Site/ Country Recreation Ground to a proposed pontoon (which would connect a planned river taxi service to the West Midlands Showground site)
S.114	Connection between Underdale Rd and Robertson Way (A5112) on Monks Way	Upgrade existing off-road route on Monks Way (e.g. widen, improve surfacing, lighting and provision of signage)
S.118	Pritchard Way	Upgrade existing segregated infrastructure to align with definitive national standards. Upgrade the Pritchard Way (A5112)/Haycock Way/ Old Potts Way (A458)/ Bage Way (A5112) roundabout in line with definitive design standards.
S.122	New east-west connection through the new development (Land North of Mytton Oak Road)	Create segregated east-west facility (along spine road) through housing development. Include side road crossing treatments and provision of crossings in line with definitive design standards
S.123	New north-south connection through the new development (Land North of Mytton Oak Road)	Create segregated north-south facility (along spine road) through housing development. Include side road crossing treatments and provision of crossings in line with definitive design standards
S.127	Connect existing pathways through Shrewsbury Hospital area on Evolution Way to provide a north-south link through the zone (connect into S.08)	Upgrade existing pathway to a segregated cycling facility
S.18	Providing route through Sundorne linking to Battlefield Enterprise Park and internal destinations along Featherbed Lane	Investigate upgrading the existing on-road cycle lanes to a segregated cycling facility (including light segregated cycling facility), including side road crossing treatments and upgrade of junctions/roundabouts in line with definitive design standards
S.20	Provide access to the whole of Battlefield Enterprise Park along Harlescott Lane	Investigate upgrading existing infrastructure with a segregated cycling facility. Include side road crossing treatments and upgrade/provision of crossings in line with definitive design standards.

Scheme	Description	Recommendation
S.21	Route along Hazeldine Way between the two roundabouts	Upgrade existing segregated infrastructure to align with definitive national standards. Upgrade the Hereford Rd Gyratory and the Hazeldine Way (A5112)/Sutton Lane/Pritchard Way (A5112), Whitecroft Rd roundabout in line with definitive design standards.
S.23	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 northern side of the Severn Pitches
S.24	Connect Belle Vue to the river path and Kingsland Bridge along Belle Vue Gardens	Upgrade existing pathway along the river (e.g. widen, improve surfacing, lighting and provision of signage). Investigate reduction of traffic speeds/volumes to allow for a shared space with vehicular traffic on Belle Vue Gardens
S.28	Connecting Weir Hill to London Road through Lily Hay Estate	Create segregated cycle facility through housing estate. Include side road crossing treatment and provision/upgraded crossing facilities.
S.29	Platform 8 to Abbey Foregate route	Investigate reinstatement of the route between Abbey Foregate and the Shrewsbury Railway Station (Platform 3) via the railway river bridge (this would create a direct route between the Shrewsbury 6th Form College and the Shrewsbury Railway Station)
S.39	Route through Meole Brace connecting internal destinations and providing a link from the National Cycle Network to Meole Brace and Bayston Hill, route along Church Road, Stanley Lane and the PROW through Rea Brook	Upgrade existing PROW to a shared-use off-road facility (e.g. widen, improve surfacing, lighting and provision of signage). Investigate provision of improved crossing of Rea Brook. Investigate options for reduce traffic volumes and/or speed along Church Rd, Station Rd and Stanley Lane to allow for a shared space with vehicular traffic.
S.40	Route along Sutton Way and Ebnal Road	Investigate the provision of segregated cycle facilities along Sutton Way with localised treatments at pinch-points. Provision of crossing facilities at the Sutton Way/Wenlock Rd/A458/Ebnal Rd junction and the London Rd/Ebnal Rd junction in line with definitive design standards.
S.43D	Route between White House Gardens and Mount Pleasant Primary School (Whitehouse Gardens and Bagley Drive)	Investigate provision of an improved railway crossing for pedestrians and cyclists. Remove chicane at western side. Investigate reduction of traffic speeds on White House Gardens to provide for a shared space with vehicular traffic. Improved crossing provision from Wingfield Gardens to A5191.
S.43F	Railway crossings between Morrisons and Arrow Point Retail Park	Investigate opening up private rail crossing to pedestrians and cyclists, and improve access points to existing path
S.43G	Railway crossing between Sundorne and Arrow Point Retail Park along existing pathway	Improve access to railway crossing on either side of the bridge (e.g. widen, improve surfacing, lighting and provision of signage)
S.49	Connection between Bayston Hill and Sutton Farm via existing footway around the quarry and along Sharpstone Way	Encourage shared use of Sharpstone Lane, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities. Upgrade existing footway around the quarry (e.g. widen, improve

Scheme	Description	Recommendation
		surfacing, lighting and provision of signage), ensuring use for all users is retained (including equestrians)
S.61	Link through Meole Brace residential area, connecting to school and using existing pathway across Rea Brook Valley Local Nature Reserve and along Chilton Close, Stapleton Road and Maesbrook Road	Investigate reduction of traffic speed/ volumes to allow for a shared space with vehicular traffic on Chilton Lane, Stapleton Road and Maesbrook Rd. Upgrade existing off-road route (e.g. widen, improve surfacing, lighting and provision of signage) from Church Rd to Moneybrook Way.
S.62	Connection from Mount Pleasant to Battlefield Enterprise Park along Lancaster Road	Investigate upgrading the existing on-road cycle lanes to a segregated cycling facility (including light segregated cycling facility), including side road crossing treatments and upgrade of junctions/roundabouts in line with definitive design standards
S.65	Route along Gains Park Way providing a connection between Mytton Oak Rd and Welshpool Rd	Investigate provision of a segregated cycling facility with side road crossing treatments and upgrade/provision of crossings in line with definitive design standards.
S.66	Crossing on Wenlock Road providing access to Mereside C of E School and Kingfisher Nursery in Springfield	Provide crossings of London Road (priority crossing near to London Road/Kingston Drive) and Wenlock Road (priority crossing near to Kingston Drive/Wenlock Road junction). Improve lighting, provide traffic calming measures and lower speed limits where needed in alignment with School Streets measures. Review chicanes at Wenlock Road to improve accessibility. (link in with scheme S.92)
S.67	The old canal towpath, linking Ditherington to Pimley	Upgrade existing old canal path (e.g. widening where possible, improve surfacing, lighting and provision of signage).
S.68	Crossing of the old river bed, connecting Herongate to Mount Pleasant	Investigate provision of a crossing of the old river bed
S.71	Connection through Gains Park along Racecourse Lane providing connection through the residential area and Royal Shrewsbury Hospital	Investigate provision of a segregated cycling facility with side road crossing treatments and upgrade/provision of crossings in line with definitive design standards.
S.72	Access through Meole Brace Retail Park to Shrewsbury Town Football Club	Create cycle route through the Meole Brace Retail Park and provide crossing on the railway line into the stadium
S.74	Route through residential area connecting to Royal Shrewsbury Hospital along Crowmeole Lane	Investigate the reduction of traffic speeds/volumes on Crowmeole Lane allowing for a shared space with vehicular traffic
S.81	Route along Roushill extending to the High Street	Upgrade existing cycle route to meet definitive design standards either through creation of a segregated cycle facility or reduction of traffic volumes and speeds to allow for a shared space with vehicular traffic

Scheme	Description	Recommendation
S.85	Connection through Radbrook Green and towards Royal Shrewsbury Hospital and the town centre to Shrewsbury School along Oakfield Road, Ridgebourne Road and Kennedy Road	Investigate provision of a segregated cycling facility (including a light segregated facility). Including side road crossing treatments. Upgrade crossings on Radbrook Rd and Roman Rd (B4380) to align with definitive national standards.
S.87	Upgrade of existing pathway along Shelton Lane	Upgrade Shelton Lane e.g. widen, improve surfacing, lighting and provision of signage.
S.88	Route connecting Gains Avenue to Gains Park Way	Upgrade existing off-road route (e.g. widen, improve surfacing, lighting and provision of signage) between Gains Avenue and Gains Park Way
S.89	Route through Meole Brace along Church Road connecting Roman Road (B4380) to the Church	Investigate reduction of traffic speeds/volumes to allow for a shared space with vehicular traffic on Church Rd
S.92	Route along Wenlock Road	Investigate provision of segregated cycle facilities, to include a review of parking provision and enforcement of weight restrictions and loading zones to provide the necessary space to deliver this facility. Include side road crossing treatments and upgrade of crossings. Investigate provision of localised treatments at pinch-points
S.93	Route along Kingsland Road, alternative route to scheme S.10	Investigate reduction of traffic speeds/volumes to allow for a shared space with vehicular traffic on Kingsland Rd.
S.94	Route along Monkmoor Road from Abbey Foregate to Robertson Way	Investigate upgrading the existing on-road cycle lanes to a segregated cycling facility (including a light segregated cycling facility), including side road crossing treatments and upgrade/provision of crossings in line with definitive design standards.
S.95	Route along Monkmoor Road and Woodcote Way	Investigate upgrading the existing on-road cycle lanes to a segregated cycling facility (including a light segregated cycling facility) and deliver improved crossing provision at the Monkmoor Roundabout
S.97	Route along Meadow Farm Drive	Investigate upgrading the existing path to a segregated cycle facility along one side of the road, including side road crossing treatments and upgrade of junctions/roundabouts in line with definitive design standards
S.98	Route along A488 from Hanwood to Lea Cross via Cruckmeole	Encourage shared use of this route, considering, where appropriate and practical, provision of measures, potentially to include passing places and installation of signage, as well as through active engagement with local communities. .
S.CROSS2	Hospital William Farr House Site	Provision of crossing into Hospital William Farr House Site
S.CROSS3	Castle Court	Investigate the provision of improved crossing facilities into the bus station from Castle Court
S.CROSS5	Shrewsbury College campus	Investigate provision of improved crossing facilities (e.g. parallel cycle crossing) into the Shrewsbury College campus
S.CROSS8	Meadow Rise	Deliver improved crossing facilities into the Bus Station from Meadow Rise

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 Royal 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.

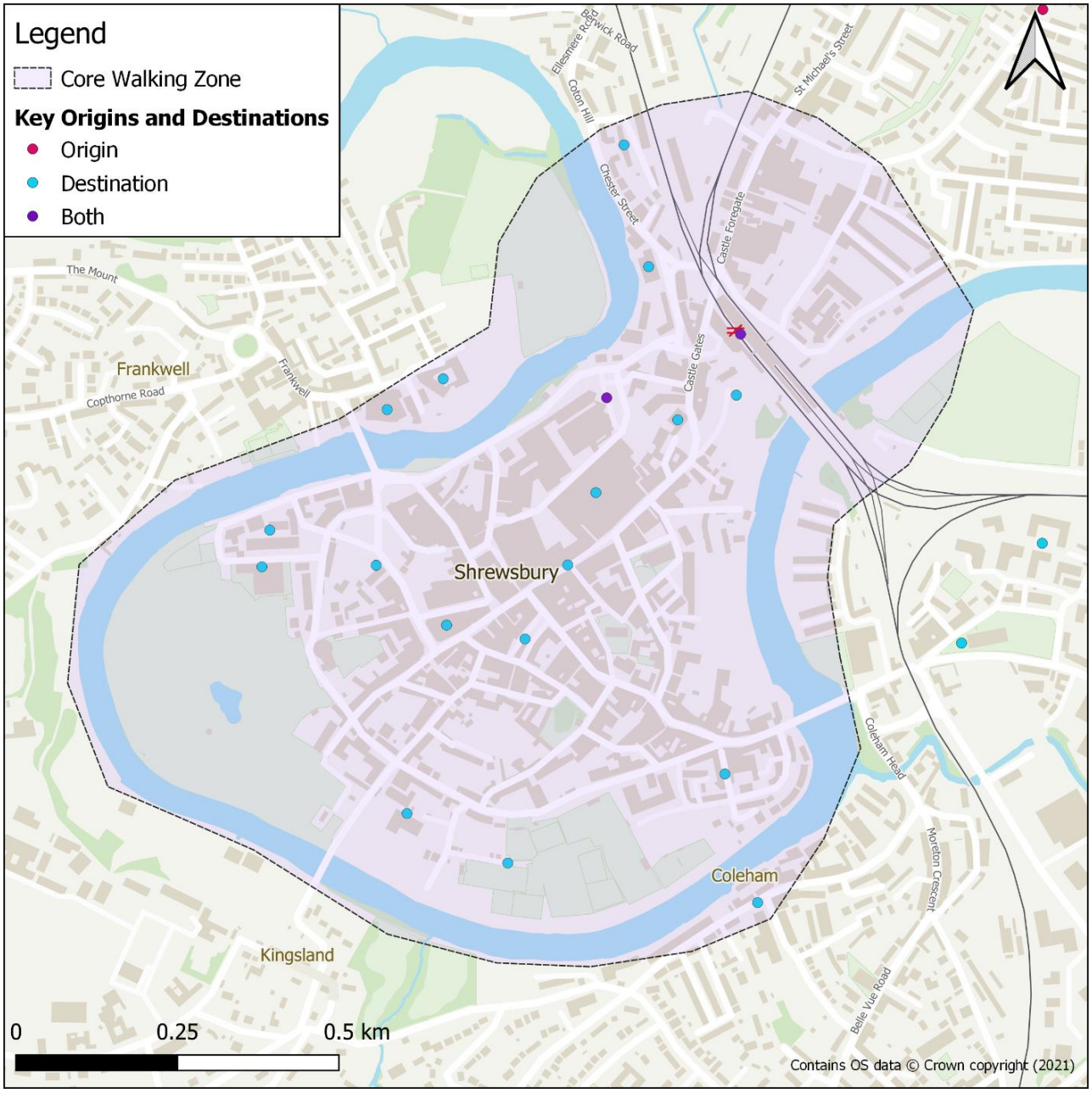

Figure 4-1: Shrewsbury town centre CWZ

Figure 4-2: Shrewsbury hospital CWZ

In order to identify routes both to and within the CWZs, a network of preferred walking routes has been defined for Shrewsbury drawing on an analysis of the following data:

- 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)

The resulting CWZ improvements are detailed in Section 4.2.

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

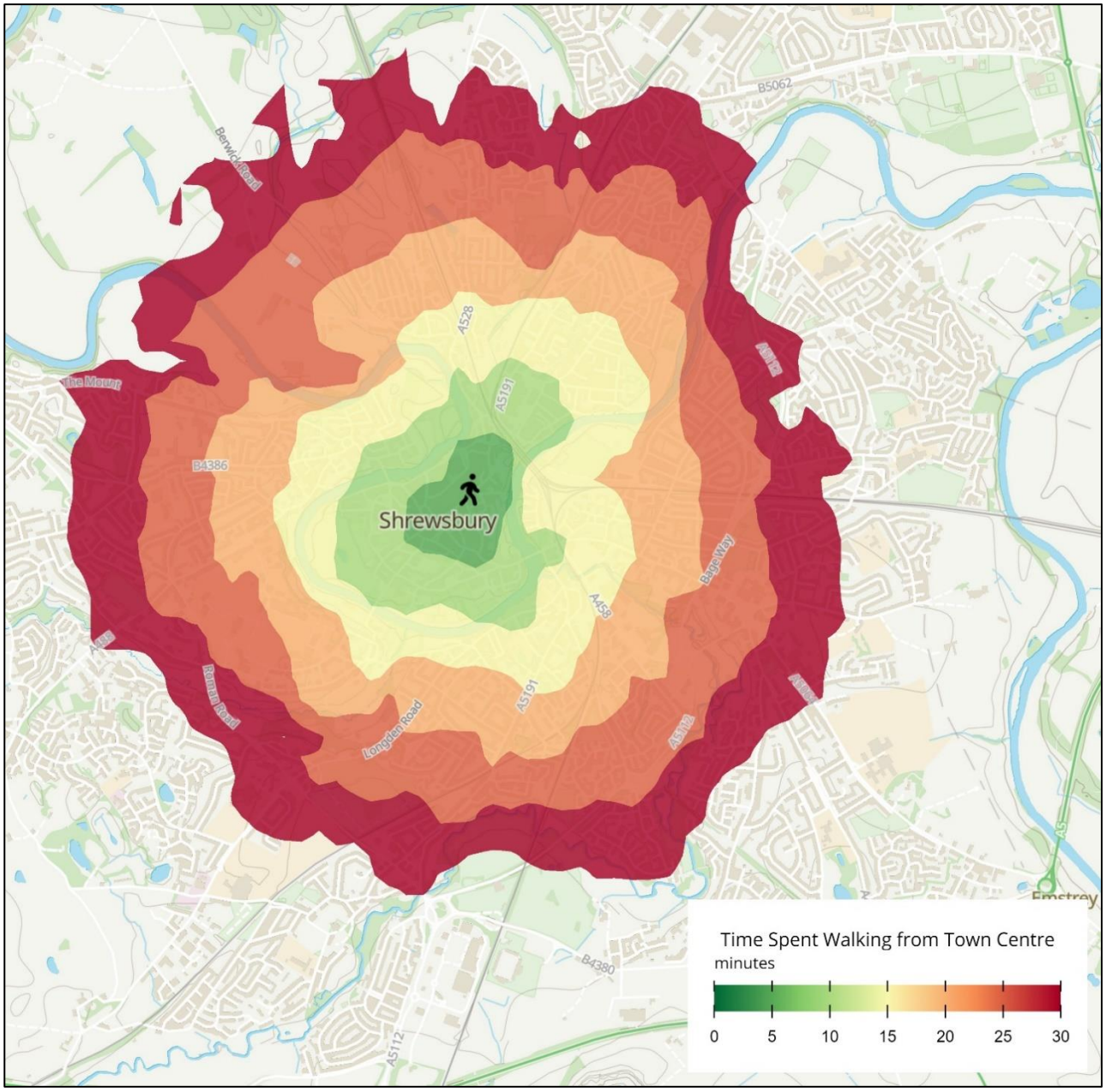

Figure 4-3: Shrewsbury Town Centre CWZ Accessibility Analysis

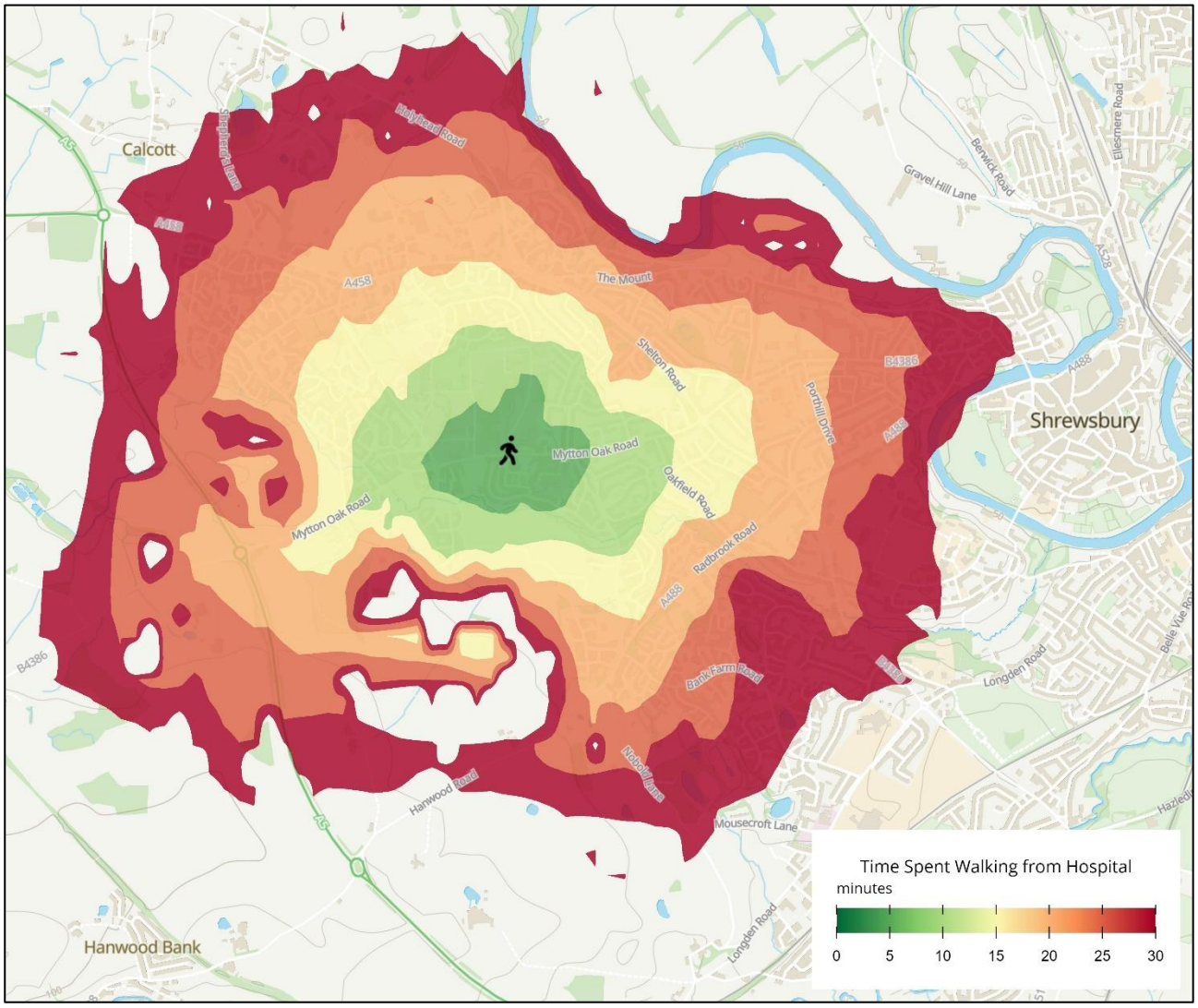

Figure 4-4: Shrewsbury Hospital CWZ Accessibility Analysis

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

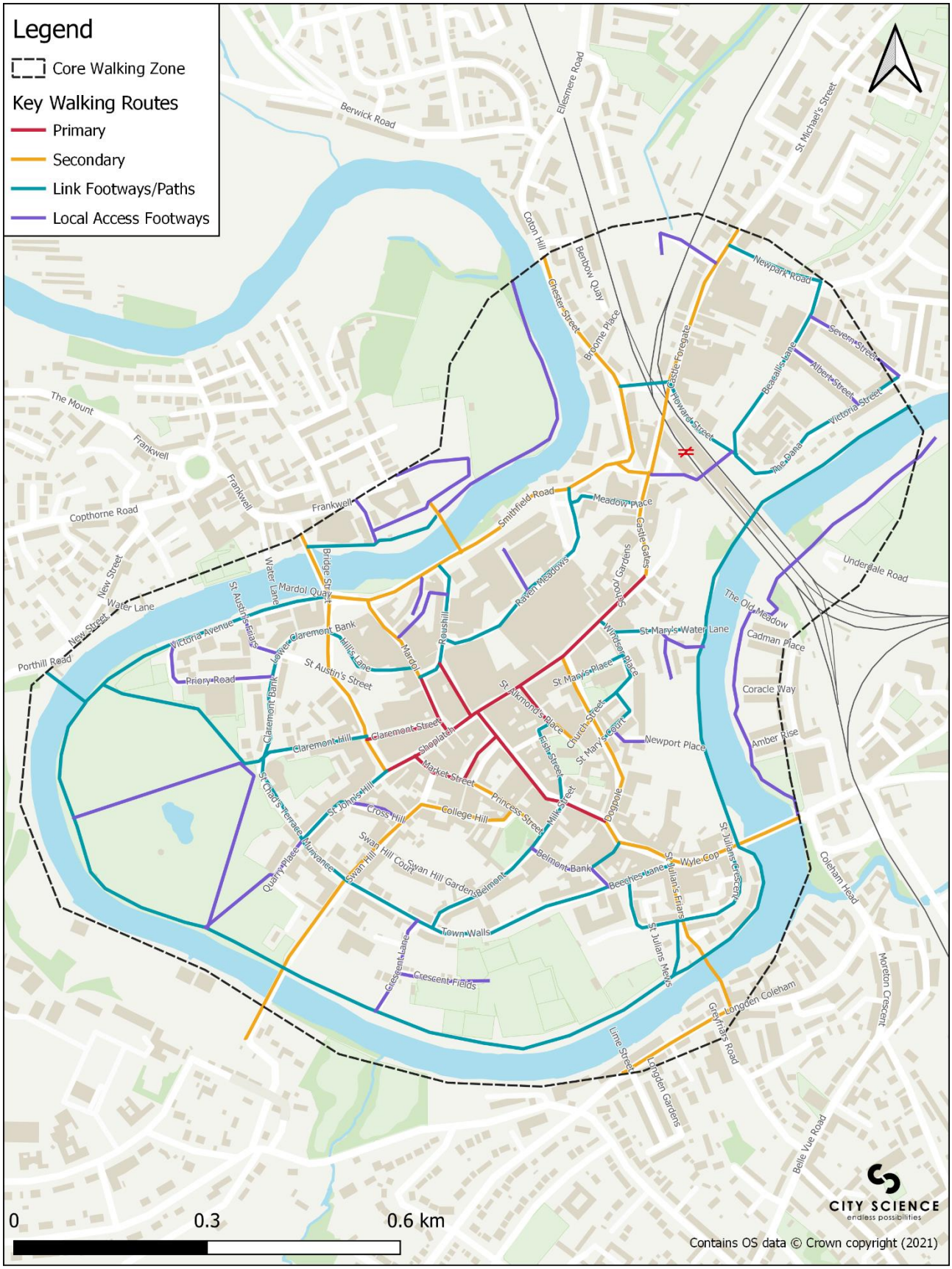

Figure 4-5: Shrewsbury Town Centre CWZ Key Walking Routes

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

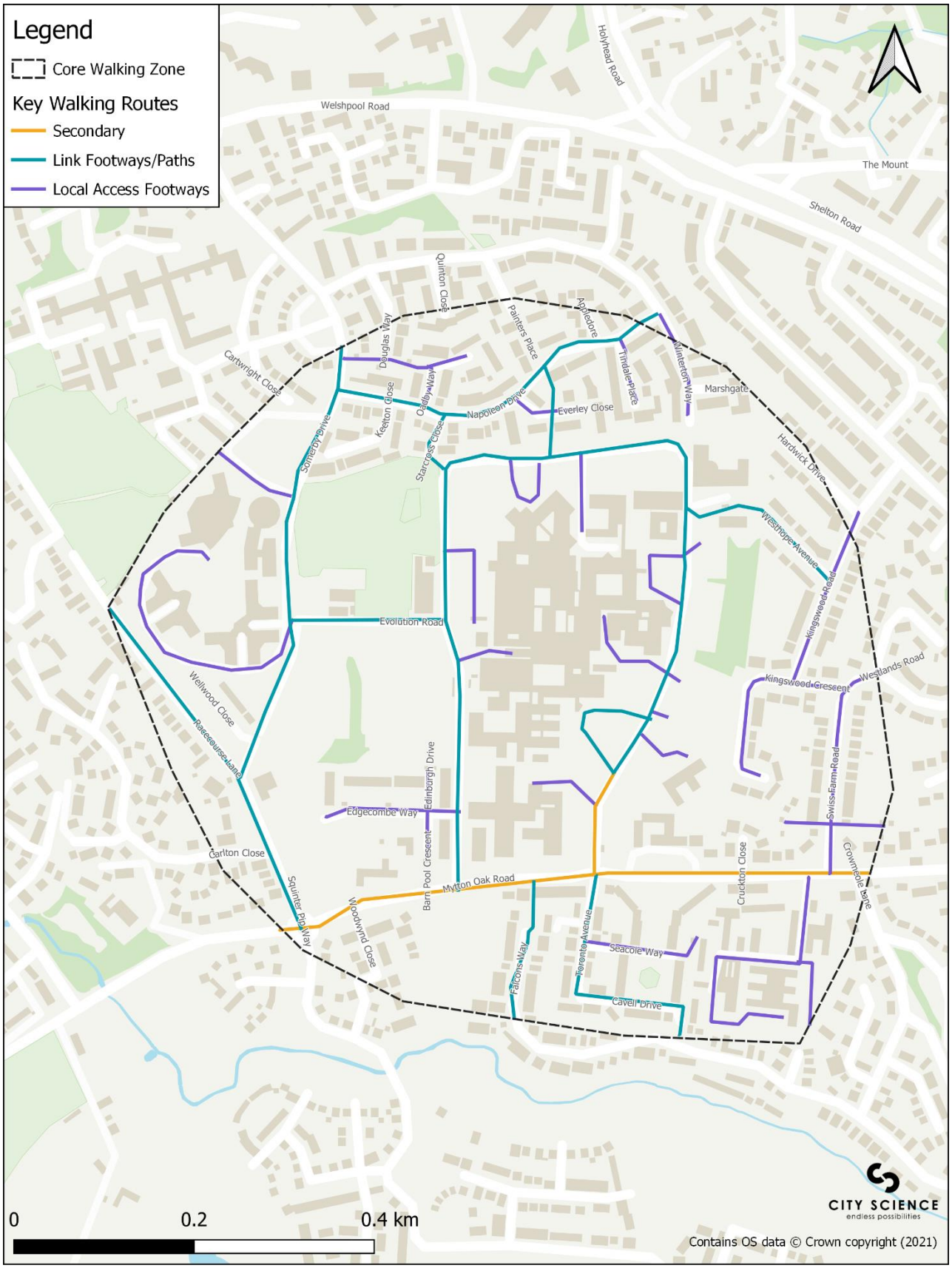

Figure 4-6: Shrewsbury hospital CWZ key walking routes

4.1.3 Stakeholder Engagement

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.

Further suggestions and feedback on the identification of the CWZ's and key walking routes and opportunities for walking improvements were collected through a local workshop. All suggestions were collated on Miroboard, a snapshot of which is shown in Figure 4-7.

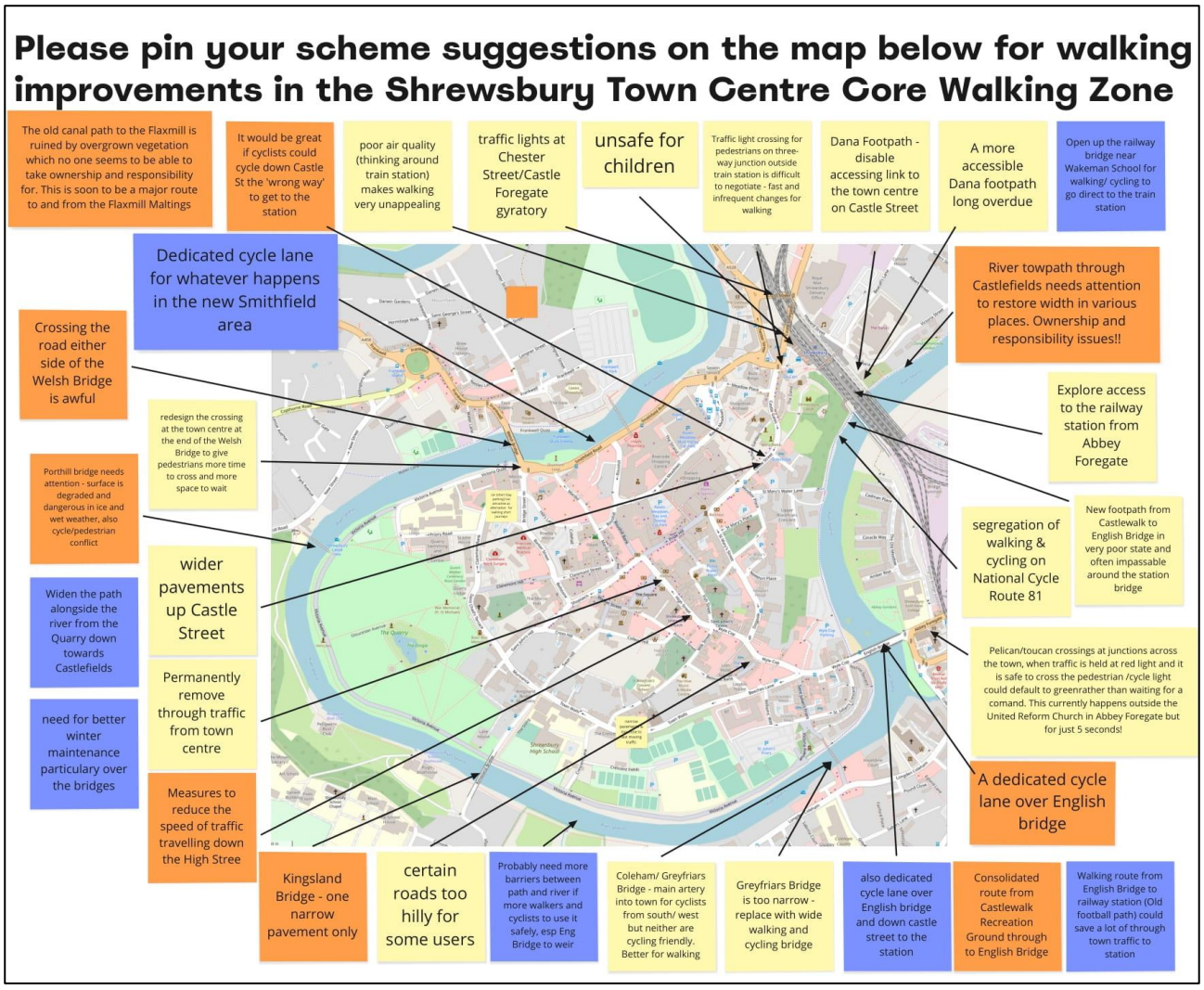

Figure 4-7: Stakeholder Feedback on Shrewsbury Town Centre

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 4-8Figure 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.

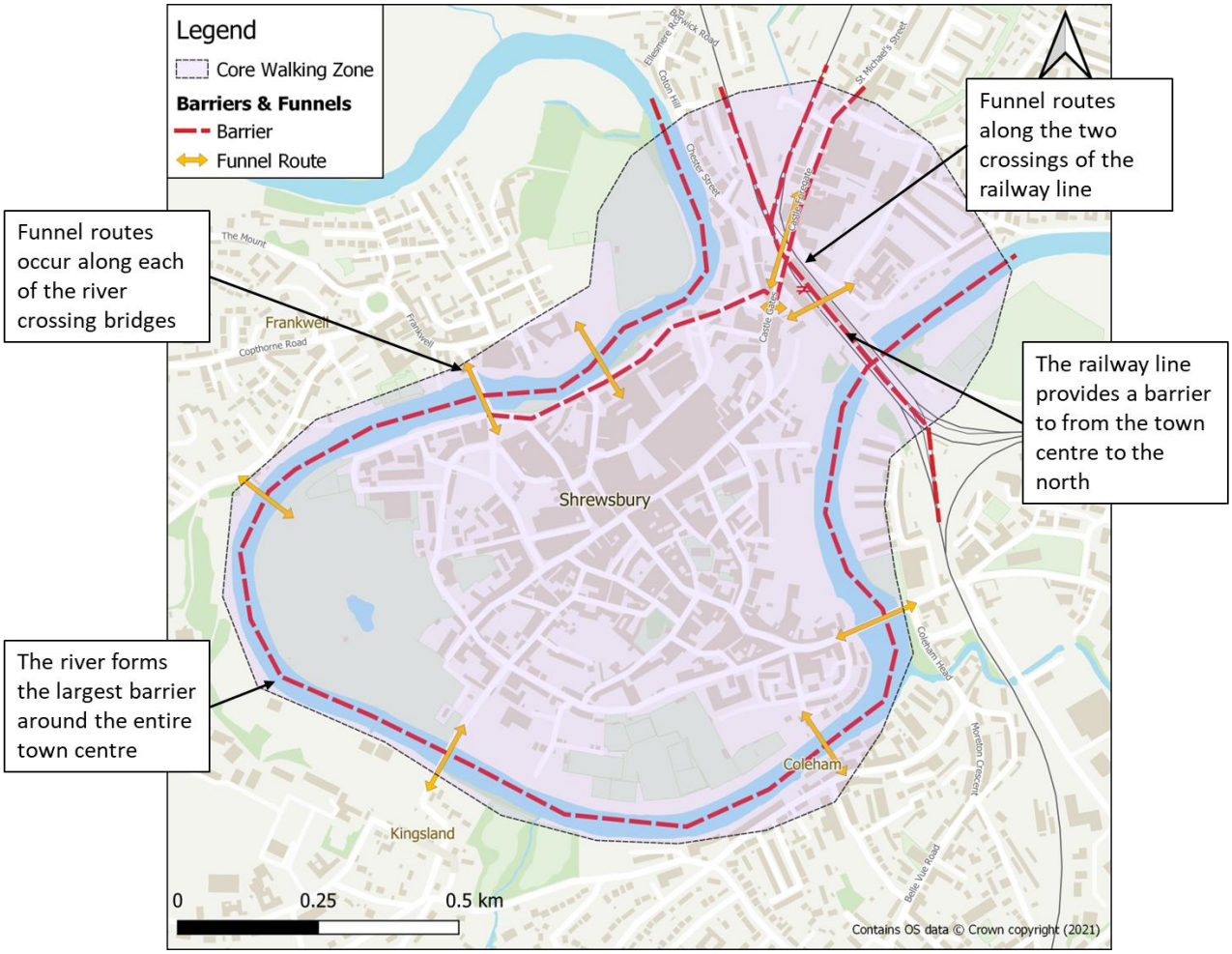

Figure 4-8: Shrewsbury town centre CWZ Barrier & Funnel Analysis

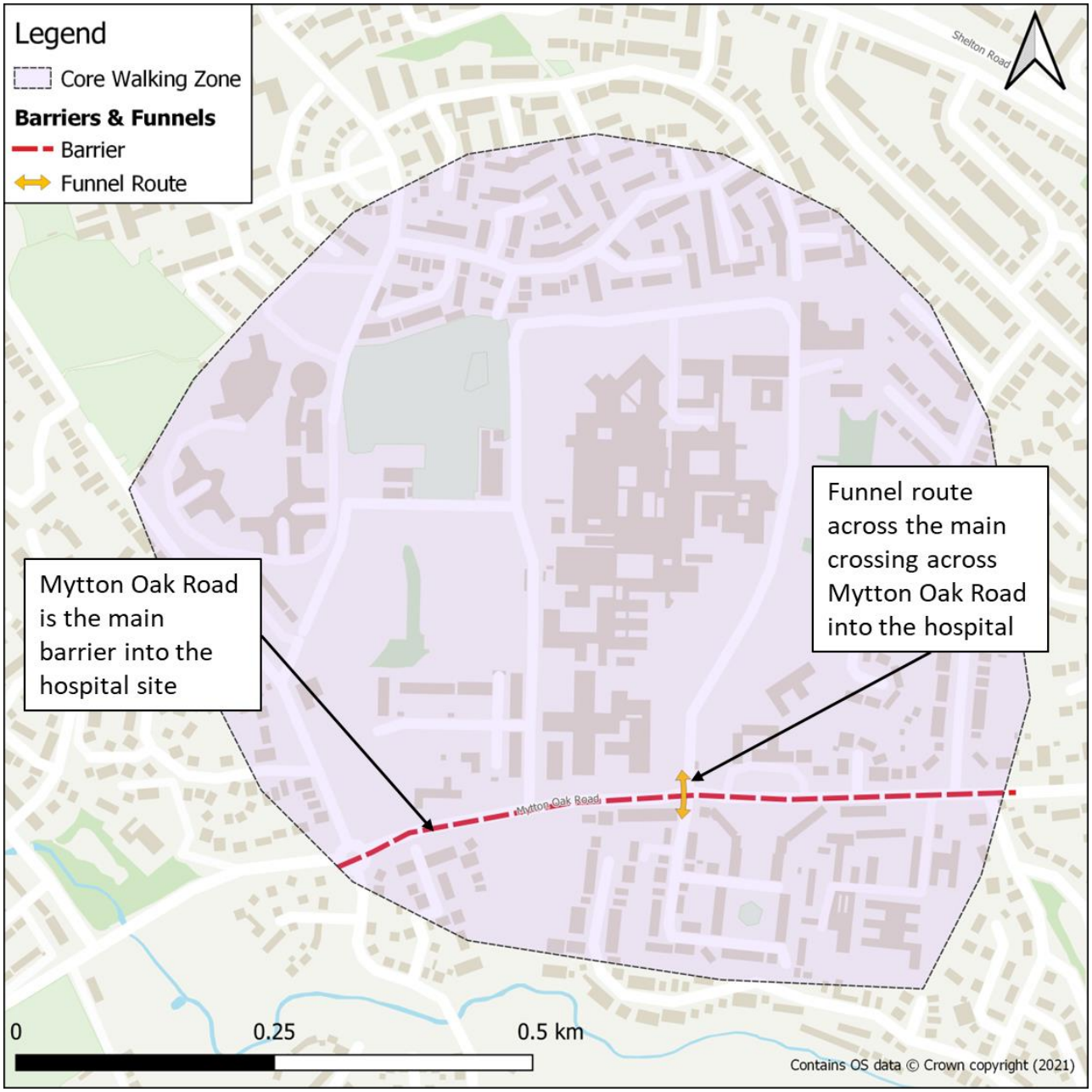

Figure 4-9: Shrewsbury hospital CWZ Barrier & Funnel Analysis

Principle	Shrewsbury Town Centre		Shrewsbury Hospital	
	Performance Score	% Score	Performance Score	% Score
Attractiveness *(includes maintenance, fear of crime, traffic noise and pollution)*	3	50%	5	83%
Comfort *(includes condition of footways, footway width, width on staggered crossings/pedestrian islands/refuges, prevalence of vehicles parked on the footway and gradient of footways)*	6	60%	8	80%
Directness *(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)*	4	40%	7	70%
Safety *(includes traffic volume, traffic speed and visibility)*	3	50%	4	67%
Coherence *(includes provision of dropped kerbs and tactile paving)*	0	0%	0	0%
Total	**16**	**47%**	**24**	**71%**

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 provides 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	Scheme Number	Strategic Walking Improvement Recommendations
Attractiveness & Comfort	SW.01	Improve the public realm of the town centre with increased places to stop and rest and increase the greenery
	SW.02	Improve walking comfort on steep hills (e.g. Wyle Cop) such as through increased places to rest, handrails and slip-resistant materials
	SW.03	Improve walking environment on Castle Street through footway widening or reducing street clutter
	SW.04	Improve amenity of walking route underneath railway bridges on Castle Foregate e.g. improve lighting, public art
	SW.05	Widening footways on Town Walls and add raised table zebra crossings Pedestrianisation of Victoria Quay from Welsh Bridge to St Austin's Friars
Directness	SW.06	Investigate step-free access to the Frankwell Suspension Bridge.
	SW.07	Reinstate the access to the Kingsland Bridge from the riverside walk on the north side.
Safety	SW.08	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
	SW.09	Investigate a town centre-wide 20mph speed limit
	SW.10	Reduce vehicle dominance to improve amenity of town centre walking environment
	SW.11	Remove conflict with cyclists through provision of cycling infrastructure in the town centre
	SW.12	Improve junction at Smithfield Road/Chester Street/Castle Street

Coherence	SW.13	Improve existing potential of totem signage further to improve walking legibility of town centre

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

4.2.1 Shrewsbury Hospital

Table 4-3 provides 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	Scheme Number	Strategic Walking Improvement Recommendations
Attractiveness & Comfort	SW.14	Increase places for people to stop and rest whilst walking
	SW.15	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
Directness	SW.16	Investigate potential of reconfiguring Mytton Oak Road / Toronto Avenue Roundabout to a signalised junction to reduce vehicle dominance and deliver direct crossing facilities
Safety	SW.17	Improved lighting on cut-throughs to the hospital zone (e.g. Westhope Road)
Coherence	SW.18	Improve signage to different buildings within the hospital as well as signage to destinations outside the CWZ

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

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	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth Objective Total		Deliverability	Total Score	Local Rank
S.17	Connect missing sections of infrastructure along A5191 (Shrewsbury Train Station to New Park Rd) and upgrade old Canal Path	6	8.5	9	8.25	8.25	40	24	**64**	**=1**
S.126	Connection between Bank Farm Rd and Roman Rd (B4380)	8.25	6.5	6	7.5	7.5	36	28	**64**	**=1**
S.125	The Mount (A458)	7.5	6.5	7	5.25	8.25	35	28	**63**	**3**
S.124	Copthorne Rd (B4386)	5.25	6.5	7	6.75	8.25	34	28	**62**	**4**
S.05	Connects Bayston Hill north along the A49 and over the A5 junction towards Shrewsbury town	7.5	7	9	6	7.5	37	24	**61**	**=5**
S.115	Sultan Rd, New Park Rd, Sydney Avenue, Severn Bank (National Cycle Route 81)	5.25	8	8	7.5	8.25	37	24	**61**	**=5**
S.38	Shelton Road along existing National Cycle Network route	6.75	6.5	5	7.5	6.75	33	28	**61**	**=5**
S.67	The old canal towpath, linking Ditherington to Pimley	6	8.5	5	7.5	7.5	35	26	**61**	**=5**
S.37	Welsh Bridge	5.25	7.5	9	8.25	8.25	38	22	**60**	**=9**
S.64	Flatter route around the town centre along Beeches Lane and Town Walls	5.25	7	7	7.5	7.5	34	26	**60**	**=9**
S.43D	Route between White House Gardens and Mount Pleasant Primary School (Whitehouse Gardens and Bagley Drive)	4.5	8	5	9	7.5	34	26	**60**	**=9**
S.58	National Cycle Route 81 connecting existing infrastructure on Shelton Road to Porthill Footbridge, connecting into the town centre	6.75	6	7	7.5	6.75	34	26	**60**	**=9**

Scheme	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth Objective Total		Deliverability	Total Score	Local Rank
S.26	Navigation of busy Frankwell roundabout and Frankwell Road to Welsh Bridge	5.25	7	9	8.25	8.25	38	22	**60**	**=9**
S.42	Narrow bridge (Castle Walk Footbridge) with restrictive chicane barriers to cycling, river crossing between Cherry Orchard & Castlefields	8.25	7	7	6.75	6.75	36	24	**60**	**=9**
S.89	Route through Meole Brace along Church Road connecting Roman Road (B4380) to the Church	8.25	6	6	6.75	6.75	34	26	**60**	**=9**

Table 5-1: Top Performing Schemes in Shrewsbury

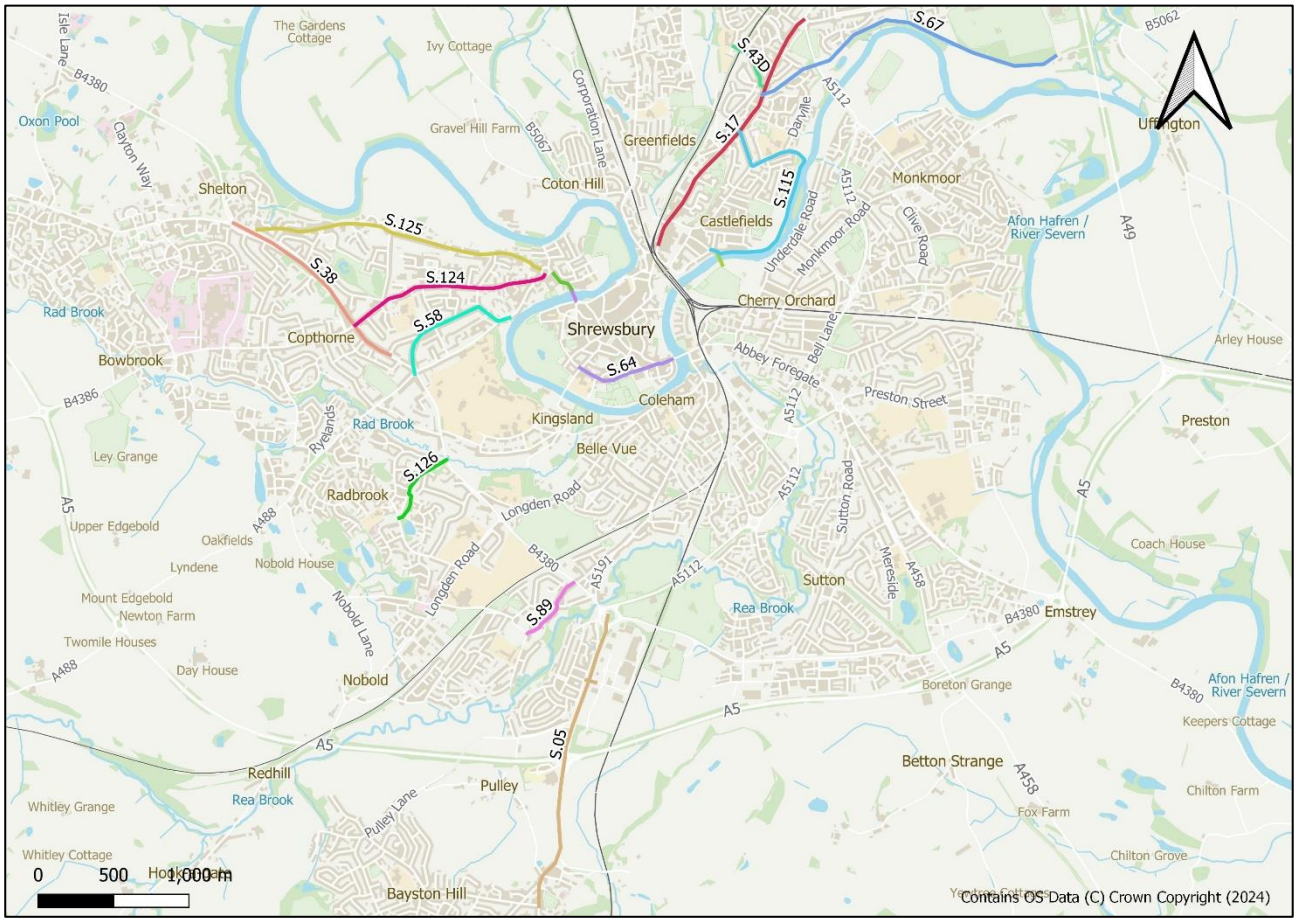

Figure 5-1: Top Scoring Schemes in Shrewsbury

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.

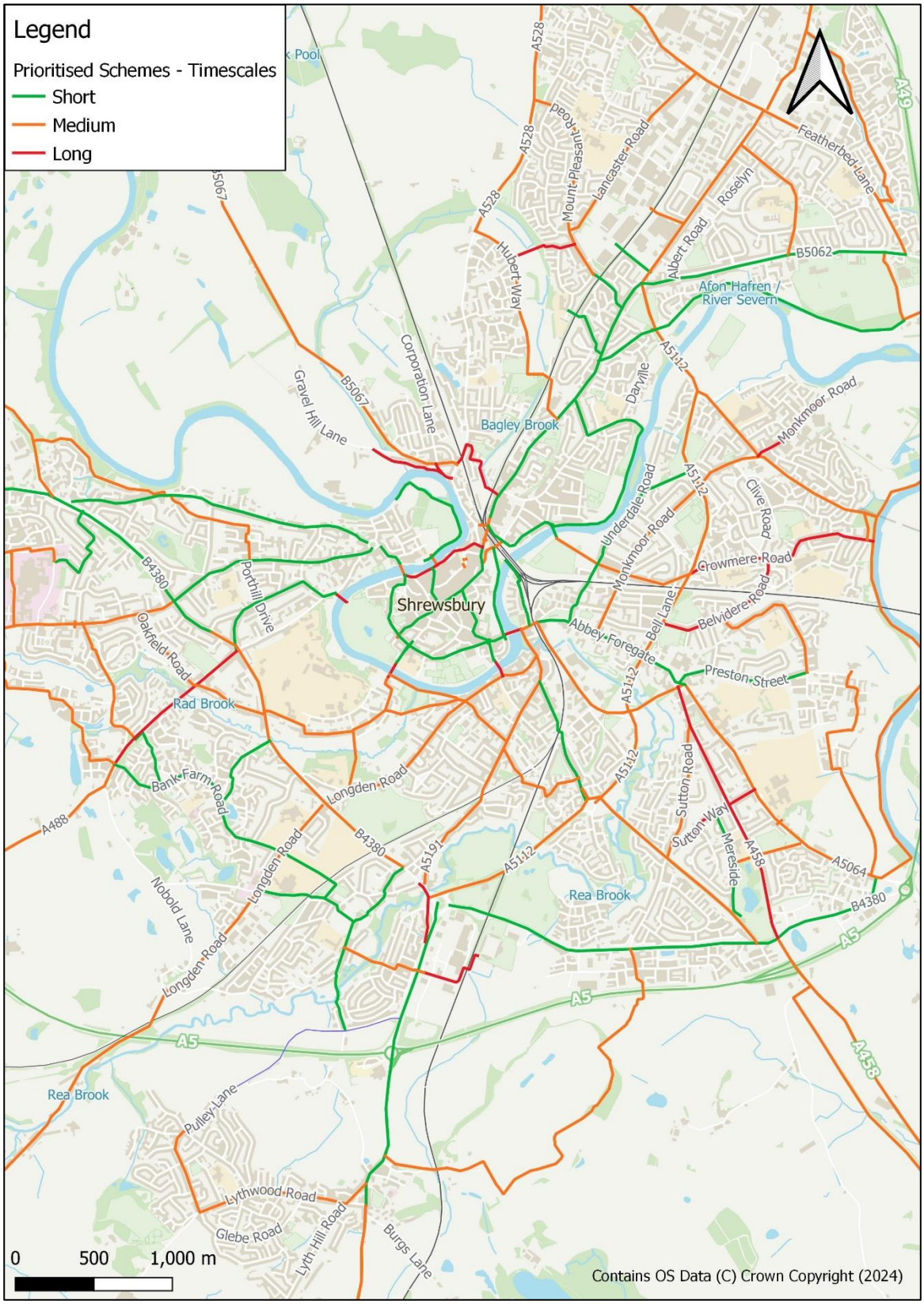

Figure 5-2: Prioritised schemes in Shrewsbury

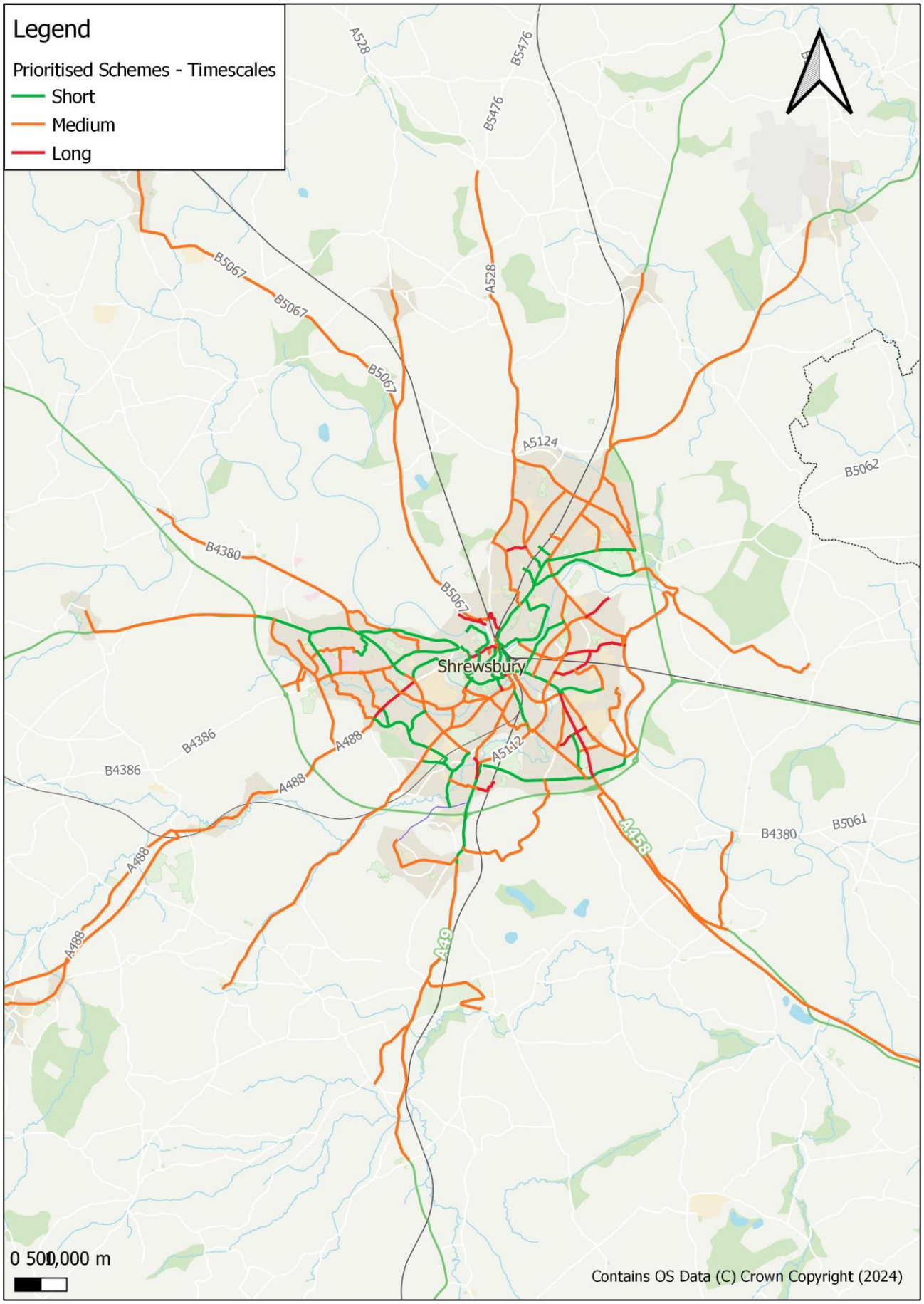

Figure 5-3: Prioritised Schemes in wider Shrewsbury

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.17	Connect missing sections of infrastructure along A5191 (Shrewsbury Train Station to New Park Rd) and upgrade old Canal Path	6	8.5	9	8.25	8.25	40	24	**64**	**=1**	Short
S.126	Connection between Bank Farm Rd and Roman Rd (B4380)	8.25	6.5	6	7.5	7.5	36	28	**64**	**=1**	Short
S.125	The Mount (A458)	7.5	6.5	7	5.25	8.25	35	28	**63**	**3**	Short
S.124	Copthorne Rd (B4386)	5.25	6.5	7	6.75	8.25	34	28	**62**	**4**	Short
S.05	Connects Bayston Hill north along the A49 and over the A5 junction towards Shrewsbury town	7.5	7	9	6	7.5	37	24	**61**	**=5**	Short
S.115	Sultan Rd, New Park Rd, Sydney Avenue, Severn Bank (National Cycle Route 81)	5.25	8	8	7.5	8.25	37	24	**61**	**=5**	Short
S.38	Shelton Road along existing National Cycle Network route	6.75	6.5	5	7.5	6.75	33	28	**61**	**=5**	Short
S.67	The old canal towpath, linking Ditherington to Pimley	6	8.5	5	7.5	7.5	35	26	**61**	**=5**	Short
S.37	Welsh Bridge	5.25	7.5	9	8.25	8.25	38	22	**60**	**=9**	Medium
S.64	Flatter route around the town centre along Beeches Lane and Town Walls	5.25	7	7	7.5	7.5	34	26	**60**	**=9**	Short
S.43D	Route between White House Gardens and Mount Pleasant Primary School (Whitehouse Gardens and Bagley Drive)	4.5	8	5	9	7.5	34	26	**60**	**=9**	Short
S.58	National Cycle Route 81 connecting existing infrastructure on Shelton Road to Porthill Footbridge, connecting into the town centre	6.75	6	7	7.5	6.75	34	26	**60**	**=9**	Short
S.26	Navigation of busy Frankwell roundabout and Frankwell Road to Welsh Bridge	5.25	7	9	8.25	8.25	38	22	**60**	**=9**	Short
S.42	Narrow bridge (Castle Walk Footbridge) with restrictive chicane barriers to cycling, river crossing between Cherry Orchard & Castlefields	8.25	7	7	6.75	6.75	36	24	**60**	**=9**	Short
S.89	Route through Meole Brace along Church Road connecting Roman Road (B4380) to the Church	8.25	6	6	6.75	6.75	34	26	**60**	**=9**	Short
S.02	Connect Royal Shrewsbury Hospital to National Cycle Network Route 81, includes improving access onto National Cycle Network, route along Kingswood Road and Mossbank Way	6.75	5	6	7.5	6	31	28	**59**	**=16**	Short

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.114	Connection between Underdale Rd and Robertson Way (A5112) on Monks Way	6.75	6	3	6.75	6.75	29	30	**59**	**=16**	Short
S.29	Platform 8 to Abbey Foregate route	6	7	8	7.5	6.75	35	24	**59**	**=16**	Short
S.43E	Railway crossing between Ditherington and Mount Pleasant along Mount Pleasant Road	4.5	7.5	6	8.25	6.75	33	26	**59**	**=16**	Short
S.31	Connecting Greyfriars Bridge through the town towards the railway station along Wyle Cop and Dogpole	5.25	7.5	9	6.75	8.25	37	22	**59**	**=16**	Short
S.80	Connecting the railway station to river crossing towards Cherry Orchard along Victoria Street	5.25	7.5	8	6	7.5	34	24	**58**	**=21**	Short
S.CROSS7	English Bridge	6	6	8	7.5	6.75	34	24	**58**	**=21**	Short
S.116	Mereside	5.25	5	7	7.5	5.25	30	28	**58**	**=21**	Short
S.30	Provide a route through the town centre for cyclists (currently no cycling on high street)	4.5	7.5	9	6.75	8.25	36	22	**58**	**=21**	Short
S.32	Connection for cyclists from English Bridge to the railway station along the river path	4.5	8	8	6	7.5	34	24	**58**	**=21**	Short
S.41	Route along Abbey Foregate between the Column Roundabout and the A5112 road bridge to join other proposed route (S.59) to existing infrastructure on A5112	6.75	6.5	7	7.5	8.25	36	22	**58**	**=21**	Short
S.CROSS6	Wyle Cop	4.5	6.5	8	7.5	7.5	34	24	**58**	**=21**	Short
S.04	Fill in gap(s) of segregated cycle provision along Oteley Road	7.5	6	8	6	8.25	36	22	**58**	**=21**	Short
S.71	Connection through Gains Park along Racecourse Lane providing connection through the residential area and Royal Shrewsbury Hospital	6	6.5	5	8.25	6	32	26	**58**	**=21**	Short
S.86	Route around the west of the town centre providing connection from Saint John's Hill to Welsh Bridge	5.25	7.5	8	7.5	7.5	36	22	**58**	**=21**	Short
S.CROSS1	Kingsland Bridge	5.25	7	8	7.5	6	34	24	**58**	**=21**	Short
S.12	Provides an alternate route towards Cherry Orchard along London Road rather than the river route	7.5	7.5	7	8.25	9	39	18	**57**	**=32**	Medium
S.25	Joins up sections of existing infrastructure between Belle Vue and Sutton Farm	5.25	6.5	7	8.25	8.25	35	22	**57**	**=32**	Short

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.05a	Improve existing infrastructure connecting Bayston Hill to Meole Brace and beyond, including bridge crossing on the A5	8.25	7	8	3.75	6	33	24	**57**	**=32**	Short
S.101	Route along Preston Street connecting The Column Roundabout to the new estate (Lily Hay)	6	6.5	5	6.75	6.75	31	26	**57**	**=32**	Short
S.96	Investigate provision of a continuous shared-use facility parallel to the road	6.75	8.5	6	8.25	7.5	37	20	**57**	**=32**	Short
S.07	Route along Welshpool Road to the north of Gains Park Way connecting the National Cycle Network route to the A5 junction	6	6.5	6	7.5	6.75	33	24	**57**	**=32**	Short
S.43F	Railway crossings between Morrisons and Arrow Point Retail Park	6	7.5	5	6.75	7.5	33	24	**57**	**=32**	Short
S.75	Connection through Radbrook Green along Bank Farm Road connecting residential areas towards Royal Shrewsbury Hospital and Meole Brace retail park as well as internal destinations (e.g. local schools)	6.75	7	6	7.5	7.5	35	22	**57**	**=32**	Short
S.113	Connection between the West Midlands Showground site and Frankwell.	5.25	7.5	7	8.25	8.25	36	20	**56**	**=40**	Short
S.33	Frankwell Suspension Bridge	5.25	7.5	9	8.25	8.25	38	18	**56**	**=40**	Medium
S.39	Route through Meole Brace connecting internal destinations and providing a link from the National Cycle Network to Meole Brace and Bayston Hill, route along Church Road, Stanley Lane and the PROW through Rea Brook	8.25	8	7	6.75	8.25	38	18	**56**	**=40**	Short
S.59	Connection along Abbey Foregate between the railway line and the A5112 road bridge providing connection to the area as well as Cherry Orchard	6	6.5	8	7.5	8.25	36	20	**56**	**=40**	Short
S.105	Underdale Road	6.75	7	6	6.75	7.5	34	22	**56**	**=40**	Short
S.81	Route along Roushill extending to the High Street	3.75	7.5	7	7.5	8.25	34	22	**56**	**=40**	Short
S.91	Route along Sutton Road from Wenlock Road to the zebra crossing with the pathway to town	7.5	6	6	8.25	8.25	36	20	**56**	**=40**	Medium
S.108	Portland Crescent	4.5	5.5	5	6.75	6	28	28	**56**	**=40**	Medium
S.79	Joining up existing infrastructure and connecting Cherry Orchard to the river crossing along Castle Walk and improve parallel crossings	6.75	8	6	7.5	7.5	36	20	**56**	**=40**	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.99	Route along Hubert Way and providing link into scheme S.68	6	8	6	7.5	8.25	36	20	**56**	**=40**	Medium
S.94	Route along Monkmoor Road from Abbey Foregate to Robertson Way	6.75	7	6	7.5	8.25	36	20	**56**	**=40**	Medium
S.84	Upgrade existing cycle infrastructure and crossings along Roman Road (B4380)	6.75	6.5	7	7.5	7.5	35	20	**55**	**=51**	Medium
S.61	Link through Meole Brace residential area, connecting to school and using existing pathway across Rea Brook Valley Local Nature Reserve and along Chilton Close, Stapleton Road and Maesbrook Road	5.25	6.5	6	9	8.25	35	20	**55**	**=51**	Medium
S.11A	Link between Radbrook Green / Meole Brace to Shrewsbury town along Belle Vue Road, alternate to scheme S.11B	6.75	7	8	7.5	7.5	37	18	**55**	**=51**	Medium
S.43G	Railway crossing between Sundorne and Arrow Point Retail Park along existing pathway	8.25	7	4	6.75	6.75	33	22	**55**	**=51**	Medium
S.93	Route along Kingsland Road, alternative route to scheme S.10	4.5	6	4	8.25	6	29	26	**55**	**=51**	Medium
S.62	Connection from Mount Pleasant to Battlefield Enterprise Park along Lancaster Road	5.25	8.5	5	8.25	7.5	35	20	**55**	**=51**	Medium
S.85	Connection through Radbrook Green and towards Royal Shrewsbury Hospital and the town centre to Shrewsbury School along Oakfield Road, Ridgebourne Road and Kennedy Road	6	6.5	5	8.25	6.75	33	22	**55**	**=51**	Medium
S.92	Route along Wenlock Road	7.5	7	5	7.5	7.5	35	20	**55**	**=51**	Long
S.09	Railway crossing between Belle Vue Road and Sutton Lane	5.25	6.5	3	6.75	6.75	28	26	**54**	**=59**	Medium
S.88	Route connecting Gains Avenue to Gains Park Way	6.75	5.5	5	8.25	6.75	32	22	**54**	**=59**	Medium
S.95	Route along Monkmoor Road and Woodcote Way	5.25	7	5	7.5	7.5	32	22	**54**	**=59**	Medium
S.11B	Link between Radbrook Green to Belle Vue and beyond to the town centre, alternate route to scheme S.11A, route along Longden Road	5.25	7	8	7.5	8.25	36	18	**54**	**=59**	Medium
S.43B	Link between St Michael's Street and Coton Hill/Chester St (A528)	6	7	6	6.75	8.25	34	20	**54**	**=59**	Long
S.03	Route along Mytton Oak Road connecting multiple origins and creating a route from the hospital towards the town centre	6.75	6.5	7	6	7.5	34	20	**54**	**=59**	Medium
S.19	A5112 Whitchurch Road	5.25	8	7	6.75	6.75	34	20	**54**	**=59**	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.20	Provide access to the whole of Battlefield Enterprise Park along Harlescott Lane	6.75	8.5	5	6.75	6.75	34	20	**54**	**=59**	Medium
S.CROSS4	St Chad's Terrace	5.25	7	8	7.5	6	34	20	**54**	**=59**	Medium
S.106	Bage Way	6.75	7.5	5	6.75	7.5	34	20	**54**	**=59**	Medium
S.118	Pritchard Way	7.5	5.5	5	6	7.5	32	22	**54**	**=59**	Medium
S.15	Access across the Railway station from The Dana to the town centre	3.75	7.5	8	6	8.25	34	20	**54**	**=59**	Medium
S.48	Connection from Radbrook Green to Longdon along Hanwood Rd (A488)	8.25	8	4	4.5	6.75	32	22	**54**	**=59**	Medium
S.54	Connection between Bomere Heath and Shrewsbury along the B5067 Berwick Road	6.75	7	5	5.25	7.5	32	22	**54**	**=59**	Medium
S.76	Greyfriars Bridge, connecting Belle Vue to Shrewsbury town centre	5.25	6.5	8	8.25	7.5	36	18	**54**	**=59**	Long
S.06	Connects Bayston Hill north along the A49 and over the A5 junction towards Shrewsbury town	6	7	7	7.5	7.5	35	18	**53**	**=74**	Long
S.69	Connection through Mount Pleasant and Harlescott Grange along Mount Pleasant Road	6	7.5	6	6.75	6.75	33	20	**53**	**=74**	Medium
S.14	Route along Robertson Way through Monkmoor	6	8.5	6	6.75	7.5	35	18	**53**	**=74**	Medium
S.35	Kingsland Toll Bridge	4.5	5.5	7	7.5	6	31	22	**53**	**=74**	Long
S.36	English Bridge	6	6	8	7.5	6.75	34	18	**52**	**=78**	Long
S.103	Pathway from Monkmoor Roundabout to the River (via Abingdon Road)	5.25	7.5	5	7.5	6.75	32	20	**52**	**=78**	Medium
S.107	Connection between Crowmere Rd and Bell Lane on Belvidere Road and Dark Lane	6.75	8	5	6.75	7.5	34	18	**52**	**=78**	Long
S.111	Old Potts Way	6	7	8	8.25	6.75	36	16	**52**	**=78**	Medium
S.16	Underpasses to the train station	3.75	7	9	6.75	7.5	34	18	**52**	**=78**	Medium
S.18	Providing route through Sundorne linking to Battlefield Enterprise Park and internal destinations along Featherbed Lane	7.5	7.5	5	7.5	4.5	32	20	**52**	**=78**	Medium
S.102	Lythwood Road and Overdale Road through Bayston Hill	6.75	7.5	5	6	4.5	30	22	**52**	**=78**	Medium
S.27	Route around the north of the town centre to the railway station along Smithfield Road (includes short section of shared path)	3.75	7.5	9	7.5	7.5	35	16	**51**	**=85**	Long

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.44	Hadnall to Harlescourt along the A49	6.75	6.5	6	5.25	6.75	31	20	**51**	**=85**	Medium
S.73	Connection between Upton Magna and Uffington	6.75	6	4	5.25	5.25	27	24	**51**	**=85**	Medium
S.97	Route along Meadow Farm Drive	4.5	7.5	5	8.25	6	31	20	**51**	**=85**	Medium
S.CROSS3	Castle Court	5.25	6	7	7.5	7.5	33	18	**51**	**=85**	Medium
S.CROSS2	Hospital William Farr House Site	5.25	5.5	5	6	5.25	27	24	**51**	**=85**	Medium
S.127	Connect existing pathways through Shrewsbury Hospital area on Evolution Way to provide a north-south link through the zone (connect into S.08)	5.25	6.5	5	6.75	5.25	29	22	**51**	**=85**	Medium
S.21	Route along Hazeldine Way between the two roundabouts	7.5	7	6	6.75	7.5	35	16	**51**	**=85**	Medium
S.24	Connect Belle Vue to the river path and Kingsland Bridge along Belle Vue Gardens	4.5	7	5	7.5	6.75	31	20	**51**	**=85**	Medium
S.CROSS8	Meadow Rise	5.25	5.5	7	7.5	7.5	33	18	**51**	**=85**	Medium
S.100	Pathway following the stream from A5112 to Featherbed Lane	6	7.5	3	6	6	29	22	**51**	**=85**	Medium
S.70	A53 to Shawbury	7.5	7	4	5.25	6.75	31	20	**51**	**=85**	Medium
S.104	Monkmoor Road from Monkmoor Roundabout to Monkmoor Farm Industrial Estate	5.25	7	5	7.5	7.5	32	18	**50**	**=97**	Long
S.22	Providing link from Battlefield Enterprise Park towards the town centre along Ellesmere Road	6.75	7	5	6	5.25	30	20	**50**	**=97**	Medium
S.82	Route along Radbrook Road, between Hanwood Road roundabout and the Roman Road/Shelton Road (B4380) roundabout	6.75	6.5	4	7.5	5.25	30	20	**50**	**=97**	Long
S.98	Route along A488 from Hanwood to Lea Cross via Cruckmeole	8.25	7.5	3	5.25	6	30	20	**50**	**=97**	Medium
S.117	Route from West Midlands Showground site via the Pig Trough / The Flash footpath connecting into Coton Hill/Berwick Rd	6	7.5	6	6	8.25	34	16	**50**	**=97**	Long
S.23	Access to the old canal path from Sundorne Road along the PROW through the Sports Village playfield and Pimley Community Woodland	4.5	6.5	3	7.5	6	28	22	**50**	**=97**	Medium
S.47	Connection from Radbrook Road (scheme S.82) in Shrewsbury out west to Hanwood along Hanwood Road	6.75	7	4	4.5	5.25	28	22	**50**	**=97**	Medium
S.34	Porthill Footbridge	5.25	6.5	8	7.5	6	33	16	**49**	**=104**	Long

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.40	Route along Sutton Way and Ebnal Road	6	5.5	5	8.25	6	31	18	**49**	**=104**	Long
S.13	Route between Shrewsbury Business Park and Uffington via the River	7.5	7.5	5	4.5	6	31	18	**49**	**=104**	Medium
S.65	Route along Gains Park Way providing a connection between Mytton Oak Rd and Welshpool Rd	7.5	5.5	4	7.5	6	31	18	**49**	**=104**	Medium
S.10	Investigate link between Longden Road and Kennedy Road along Beehive Lane, to connect areas in the south west to Shrewsbury town	4.5	6.5	5	7.5	6.75	30	18	**48**	**=108**	Medium
S.51	Linking Cross Houses into Shrewsbury	7.5	6	5	4.5	5.25	28	20	**48**	**=108**	Medium
S.08	Connect existing pathways through Shrewsbury Hospital area to provide a link across the north of the zone	8.25	5.5	5	6.75	4.5	30	18	**48**	**=108**	Medium
S.112	Barracks Lane and Whitfield Crescent between Shelton Lane and Copthorne Road	6	5.5	3	7.5	6	28	20	**48**	**=108**	Medium
S.52	Connection to Uffington along the old canal path	6.75	6	4	6.75	4.5	28	20	**48**	**=108**	Medium
S.46	Connection between Ford and the A5 to the west of Shrewsbury	6.75	5.5	4	6.75	4.5	28	20	**48**	**=108**	Medium
S.66	Crossing on Wenlock Road providing access to Mereside C of E School and Kingfisher Nursery in Springfield	5.25	5.5	4	7.5	5.25	28	20	**48**	**=108**	Medium
S.CROSS5	Shrewsbury College campus	6	5.5	4	7.5	4.5	28	20	**48**	**=108**	Medium
S.74	Route through residential area connecting to Royal Shrewsbury Hospital along Crowmeole Lane	4.5	6.5	5	6	5.25	27	20	**47**	**=116**	Medium
S.47a	Old railway line from Pontesbury to Hanwood	9	7	4	4.5	4.5	29	18	**47**	**=116**	Medium
S.50	Route along the A49 from Dorrington to Bayston Hill, provides connection for other villages along the route	7.5	5.5	4	5.25	4.5	27	20	**47**	**=116**	Medium
S.60	Mansel Williams Way	6.75	5.5	5	7.5	6	31	16	**47**	**=116**	Medium
S.45	Connection between Montford Bridge and to the northwest of Shrewsbury along Holyhead Rd	8.25	6.5	4	4.5	5.25	29	18	**47**	**=116**	Medium
S.72	Access through Meole Brace Retail Park to Shrewsbury Town Football Club	5.25	5.5	7	7.5	9	34	12	**46**	**=121**	Long
S.87	Upgrade of existing pathway along Shelton Lane	6.75	4.5	3	3.75	6	24	22	**46**	**=121**	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
S.120	North-south connection between Mytton Oak Rd and Hanwood Rd with linkages to the proposed Park 'n' Ride facility	6	5	4	6	4.5	26	20	**46**	**=121**	Medium
S.49	Connection between Bayston Hill and Sutton Farm via existing footway around the quarry and along Sharpstone Way	6.75	5.5	4	3.75	7.5	28	18	46	=121	Medium
S.83	Bowbrook Meadows north-south route connecting Radbrook Rd to Shrewsbury Hospital	6	5	4	6	4.5	26	20	46	=121	Medium
S.123	New north-south connection through the new development (Land North of Mytton Oak Road)	7.5	4.5	4	6.75	4.5	27	18	45	=126	Medium
S.01	Connecting up existing pathways through Gains Park Way to connect it more effectively to Royal Shrewsbury Hospital	6	6.5	4	6.75	3.75	27	18	45	=126	Medium
S.53	Connection between Harmer Hill and Shrewsbury along A528	6.75	6	4	3.75	3.75	24	20	44	=128	Medium
S.28	Connecting Weir Hill to London Road through Lily Hay Estate	5.25	5.5	5	6.75	5.25	28	16	44	=128	Medium
S.56	Connecting Stapleton to the A49, which has another proposed scheme along it (scheme S.50)	6.75	4.5	4	5.25	3	24	20	44	=128	Medium
S.57	Linking Condover to the A49, which has another proposed scheme along it (scheme S.50)	6.75	5	4	6	3.75	26	18	44	=128	Medium
S.109	Connection to Baschurch	6.75	7	3	5.25	5.25	27	16	43	=132	Medium
S.51a	Disused railway between Mereside and Crosshouses	8.25	6	4	3.75	5.25	27	16	43	=132	Medium
S.122	New east-west connection through the new development (Land North of Mytton Oak Road)	7.5	4.5	3	5.25	4.5	25	18	43	=132	Medium
S.63	Connection through Belvidere along Crowmere Road connecting to local schools and beyond to the river path	4.5	7	4	7.5	7.5	31	12	43	=132	Long
S.68	Crossing of the old river bed, connecting Herongate to Mount Pleasant	5.25	7.5	5	6	6.75	31	12	43	=132	Long
S.110	Cross Houses to Atcham	6.75	5.5	3	3.75	3.75	23	14	37	137	Medium

Table 6-1: Full Prioritisation Results for Shrewsbury

7 References

DfT, 2017. *Local Cycling & Walking Infrastructure Plans: Technical Guidance for Local Authorities.* [Online]
Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

DfT, 2020. *Cycle Infrastructure Design: Local Transport Note 1/20,* s.l.: s.n.

Nomis, 2011. *Method of Travel to Work.* [Online]
Available at: https://www.nomisweb.co.uk/census/2011/qs701ew
[Accessed 21 06 2022].

ONS, 2015. *Mid-Year Population Estimates,* s.l.: s.n.