



Shropshire
Council



Developer contributions

Shropshire public transport improvements
(Section 106 & CIL)



Passenger
Transport
Group

INTRODUCTION

This guide outlines the use of planning contributions (or obligations) secured through section 106 agreements which are linked to new developments and the established mechanism for securing public transport improvements across Shropshire.

Key Components of the Document

1. Purpose and Scope

Explains the rationale for developer contributions to public transport, linked to the travel impact of new developments.

Contributions are triggered based on thresholds for residential and commercial developments.

2. Infrastructure Contributions

Covers bus stops, shelters, Kassel kerbs, real-time displays, and local interchange support.

Includes detailed cost breakdowns and brand standards for each asset.

3. Service Provision Contributions

Outlines options for Demand Responsive Transport (DRT), diverted fixed-line services, and dedicated services.

Provides funding scales based on dwelling counts and commercial unit sizes.

4. Examples

Two case studies (BETA and DELTA developments) illustrate how contributions are calculated and phased over time.

5. Supporting Reports and Appendices

Links to strategic documents like the BSIP, Local Transport Plan, and climate strategy.

Appendix A lists interchange zones.

Appendix B provides a bus network map.

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1.0 Summary and rationale

- 1.1 Developer contributions are the form of a financial payment, made by developers or applicants towards the cost of public transport infrastructure or enhancements which are required due to the transport impact of a new development.
- 1.2 This is normally secured by the Local Planning Authority by means of a section 106 planning agreement attached to the planning consent, which requires the agreed contribution to be made or completed by an agreed date (normally the occupation of the development).
- 1.3 Planning contributions (or obligations) secured by section 106 agreements linked to new developments are now an established mechanism for securing improvements to public transport. They are widely used to bring development in line with sustainability requirements, for encouraging accessible public transport provision and for securing more sustainable patterns of transport development. "Planning contributions, however, will always depend on the nature of the proposed development".
- 1.4 This guidance, therefore, sets out:
 - 1.4.1 When an applicant for a new development in Shropshire will be required to contribute towards public transport improvements or enhancements.
 - 1.4.2 What type and level of contribution will be required.
 - 1.4.3 The range of public transport infrastructure, improvements and enhancements will be used.
- 1.5 Only those developments which have a significant local travel impact will be subject to the requirement for paying a contribution towards public transport enhancements. Accordingly, the requirement for a contribution only applies to development proposals over the following thresholds:

Use	Detail	Minimum size threshold
Commercial	Retail units (including food)	250 sqm (per unit)
	Restaurants and cafés	300 sqm (per unit)
	Offices	1500 sqm (per unit)
	General industrial	2500 sqm (per unit)
	Hotels	50 beds (per unit)
	Hospitals and nursing homes	30 beds (per unit)
Residential	Houses & flats	50 dwellings
	Non-residential institutions	500 sqm (per unit)
	Assembly and leisure	500 sqm (per unit)

2.0 Why are contributions necessary

- 2.1 Contributions towards the cost of public transport improvements or enhancements are necessary to help address the travel impact of a proposed development (i.e. the trips to and from the site that it will generate).
- To promote more sustainable transport choices, to promote accessibility by public transport and to reduce the need to travel, especially by car.
 - Unlike vehicular access arrangements, the provision of public transport services or enhancements sit outside of the scope and control of individual applicants and developers.
 - Assist the Local Planning Authority and the Local Transport Authority to finance and provide for the individual new development on the infrastructure, capacity, and operation of public transport service in Shropshire.
- 2.2 The contributions will be used to help finance and deliver public transport improvements and enhancements for Shropshire, especially those as identified in Shropshire's Bus Service Improvement Plan (BSIP).
- These improvements and enhancements have been designed to provide the transport enhancements and additional capacity necessary to accommodate the demand generated by the new development.
- 2.3 Planning consent should not be granted unless the appropriate contribution is made towards providing adequate public transport access and provision.
- 2.4 Any new development which has a significant travel impact will clearly generate additional trips to and from the application site. These trips will have to be provided for on the overall public transport network in Shropshire, (not just on the services immediately adjacent to the site). This network is already suffering from existing capacity problems, both in terms of passenger vehicle capacity and of highway capacity. Ever increasing traffic congestion is giving rise to longer journey times, delays to services, poor reliability, and consequent lack of service attractiveness.
- 2.4 Any new development which has a significant travel impact will clearly generate additional trips to and from the application site. These trips will have to be provided for on the overall public transport network in Shropshire, (not just on the services immediately adjacent to the site). This network is already suffering from existing capacity problems, both in terms of passenger vehicle capacity and of highway capacity. Ever increasing traffic

congestion is giving rise to longer journey times, delays to services, poor reliability, and consequent lack of service attractiveness.

- 2.5 Whilst the Local Transport Authority is making determined efforts to resolve these existing deficiencies in the network and in vehicle capacity, they have also identified the need for a range of strategic transport enhancements which are required to accommodate the combined cumulative impact of the additional trips that will be generated by future new developments. These strategic transport enhancements, where the combined impact of several developments creates the need for improved localised infrastructure, it may be reasonable for the associated developers' contributions to be pooled, to allow the network to be improved in a fair and equitable way. Pooling can take place between developments where there is a cross-Authority impact.



Figure 1 - Example of bus infrastructure added to new residential properties.



Figure 2 Example of bus infrastructure added to a new residential development.

3.0 Use of contribution received (infrastructure)



Contributions are broken down into the following schemes and all developments must be considered for each.

3.1 Bus Stops

- 3.1.1 Amount of bus stops. This is determined by the size of the development (number of dwellings built) and the road layout proposed.



Figure 3 - Example of new residential development with 245 dwellings proposed.

- 3.1.2 Bus stops are normally located on main roads in and out of the proposed development, as services will not navigate side roads or dead ends. Any proposed bus service(s) will not undertake reversing manoeuvres or three-point-turns.



Figure 4 - Example of potential bus service movements in the proposed new residential development.

- 3.1.3 Bus Stops in new developments typically cover a 100 meters radius between one another and will follow the identified operational road layout of the potential bus service.



Figure 5 - Example of the 100m radius stop points and the locations of bus stops required.

- 3.1.4 As per the examples above, the identified layout of the development planned determines that six bus stops would be required as a minimum.
- 3.1.5 Shropshire Council has a brand standard for the type of bus stop provision required at all locations across the county. The standard is an 'Elite Bus Pole' or 'Desire Bus Pole' as these can accommodate additional infrastructure - such as real time information etc. - either at the time of installation or later as part of future improvements.
- 3.1.6 Determining the exact requirement of bus pole type at any location will be made at the discretion of the Local Authority.
- 3.1.7 Typical cost per pole, information (timetable case or QR code plaque) and flag (correct as of June 2025) is **£1500 per asset required**. This includes the cost of installation.

- 3.1.8 All works associated with the provision of bus stops will be conducted by the Local Transport Authority, while ongoing management of these assets, past installation, will be the responsibility of Shropshire Council's Passenger Transport Group.



Figure 6 - Generic example of Elite Bus Poles with timetable case and flag.

3.2 Bus Shelters

- 3.2.1 Bus shelter provision and installation, as determined by the scale of development and design associated.
- 3.2.2 Decisions relating to the provision of bus shelters within a potential development will be made in partnership with the Local Transport Authority and associated Town and Parish Councils, the latter of which will be responsible for the ongoing ownership and maintenance of the asset.

- 3.2.3 As such, the final decision as to whether a bus shelter(s) is required would fall to the associated Town and Parish Council of where the development is located.
- 3.2.4 Initially, to determine whether bus shelters may be required, this is typically identified within a 300m radius of each other and would cover the minimum amount of 100 potential dwellings.



Figure 7 - Determined bus stop layout within a proposed new development but with the potential of bus shelters.

- 3.2.5 Bus shelters potentially will replace any proposed bus stop identified. As the amount of waiting locations for passengers will not increase due to the requirement of a bus shelter.
- 3.2.6 The location of the proposed bus shelter will be determined by the Local Transport Authority.
- 3.2.7 If any consultation with associated Town and Parish Councils determines that a bus shelter is required at a particular location, this will take precedence over the provision of a bus stop (pole and flag)

- 3.2.8 In certain circumstances there may not be sufficient space to provide a new shelter(s), or existing provision may be adequate. However, such exceptions do not override the fundamental requirement that, wherever feasible, these improvements should be implemented.
- 3.2.9 Shropshire Council has a brand standard for the type of bus shelter provision required at all locations across the county. The standard is a 'Legacy Bus Shelter' as these can accommodate additional infrastructure - such as real time information etc. - either at the time of installation or later as part of future improvements.
- 3.2.10 Many Town & Parish Councils decide to install alternative designs at locations due to the brand identity within the local area or to match existing designs already in use. Town & Parish Council's will need to fund any additional cost beyond the standard 'Legacy Bus Shelter' design listed but are free to amend the design as required through consultation.
- 3.2.11 Typical cost per bus shelter, timetable case and flag (correct as of June 2025) is **£10,000 per asset required**. This includes the cost of installation.
- 3.2.12 All works associated with the provision of bus shelters will be conducted by the Local Transport Authority, while ongoing management of these assets following installation will fall under the responsibility of the Town & Parish Council.



Figure 8 - Generic example of Legacy Bus Shelters with timetable case and flag.



3.3 Real time displays

- 3.3.1 The provision of real time display units, or electronic passenger information, will be determined by the Local Transport Authority. Usually situated within bus shelters and within developments of 250+ dwellings.
- 3.3.2 The requirement for real-time display units will be based on the type of bus service identified. Real-time information will not be provided in locations that are only eligible for Demand Responsive Transport (Section 4.1).
- 3.3.3 The use of real time information is linked with fixed line bus services (sections 4.2 and 4.3) operating to the bus shelter identified.
- 3.3.4 Real time display units funding is broken down into two sections: installation and ongoing maintenance.
- 3.3.5 Asset purchase and installation costs (Correct as of June 2025) are typically £5,000 to £6,000 per asset depending on the style and size of the asset identified.
- 3.3.6 Ongoing maintenance represents an additional contribution toward the operational costs associated with linking the asset to Shropshire Council's existing cloud-based management system. This includes battery replacement, vandalism repairs, and routine maintenance.
- 3.3.7 will support up to 10 years of ongoing maintenance, with typical costs estimated at £200 per asset per year—resulting in an average total contribution of £2,000 per asset.
- 3.3.8 Shropshire Council has established a brand standard for the type of real time information required at all locations across the county. The standard is an 'Elite E-Paper' as these assets have a sustainable design to promote cleaner, green energy on street furniture, and its compatibility with the Council's cloud-based management software.
- 3.3.9 All works associated with the provision of real time information will be conducted by the Local Transport Authority, while ongoing management of these assets, past installation, will be the responsibility of Shropshire Council's Passenger Transport Group.

3.4 Kassel Kerb installation

- 3.4.1 The Kassel kerb is a design of kerb that features a concave-section that allows for an easier alignment for buses. The kerb was first introduced in the German city of Kassel for the low-floor tram system but has since been adopted for use at bus stops. Kassel kerbs can be part of a bus stop kerb, designed for low-floor buses that serve an elevated bus stop platform.
- 3.4.2 The installation of Kassel kerbs needs to be delivered by the developer at all confirmed bus stops and shelters identified within the development plan.
- 3.4.3 Installation of Kassel kerbs must be considered at the design stage and added to any location where a bus stop or bus shelter is proposed. Installation should take place prior to the placement of the bus stop or shelter infrastructure.
- 3.4.4 The cost associated for installation of Kassel kerbs will not be included within the funding contribution to the Local Transport Authority as these will be managed and installed by the proposed developer at all identified locations.
- 3.4.5 Developers are welcome to provide examples of alternative provisions at identified locations, however, the above is preferred and should be installed if no other alternative is identified and approved.



Figure 9 - Example of Kassel Kerb installation

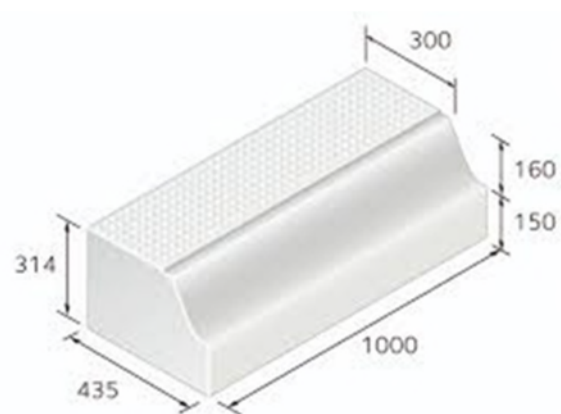


Figure 10 - Kassel Kerb specifications



3.5 Contribution funding to support local interchanges

- 3.5.1 Dependent on the location of the new proposed development and proximity to identified local bus interchanges already present across Shropshire, a contribution towards the operation of these interchanges will be required.
- 3.5.2 Shropshire Council has identified numerous interchange locations across the county. With the additional pressures associated with new developments and the resulting increase in passengers across the network, these provisions require financial support to ensure improvements are made and that modern infrastructure is available to support passengers with their ongoing journeys and connections.
- 3.5.3 Appendix A lists these identified interchange facilities across the county of Shropshire and subsequently shows the areas within each town that, should a new development be considered, would be liable for a contribution payment towards its associated local bus interchange or hub.
- 3.5.4 The exact nature of the provision to be provided through use of the funding will be determined by the Local Transport Authority.
- 3.5.5 These provisions can range from any or all the following and will be executed in consultation with the Shropshire Bus Enhanced Partnership who formulate the plans and identity of the Shropshire Bus Network as per Department for Transport guidelines.
- Inclusion and/or maintenance of real time information.
 - Improvements to passenger information, such as printed, electronic, or staffing.
 - CCTV enhancement and management.
 - General maintenance, cleaning, and landscaping.
 - Public toilet provisions.
 - Driver and staff waiting and rest areas.
 - Advertising and marketing of local bus services.
 - Staff capacity management for those directly associated with the interchange location.
- 3.5.6 This contribution funding is calculated by the number of dwellings confirmed in the new development plan. Typical costs are £150 per dwelling/unit built.



3.5.7 A minimum of 50 dwellings will need to be planned in any overall development application to trigger this contribution funding.

3.5.8 This will be split into equal payments over a four-year period, unless otherwise agreed.



Figure 11 - Shrewsbury Bus Station



Figure 12 - Market Drayton Bus Station



3.6 Creation of local interchanges (developments with 1000+ dwellings proposed).

- 3.6.1 Should a potential new development be large enough to consist of 1000+ dwellings, the provision of a dedicated and localised bus interchange provision will need to be considered.
- 3.6.2 Whilst it may be determined that the proposed development will not require such a provision, this may be reviewed at any point throughout the planning stage.
- 3.6.3 Subsequent approval would need to be sought from the Local Transport Authority as to whether consideration needs to be given to this.
- 3.6.4 If a provision is identified as required, the plans will need to be amended to include a local interchange facility. This will need to consider, but not be limited to, any of the following.
 - Bus stands.
 - Passenger waiting facilities.
 - Public toilet provisions.
 - Passenger transport information points and/or kiosks.
 - Adequate layover areas for buses.
 - Driver rest room facilities.
- 3.6.5 Whilst no indicative estimate can be provided to determine what the total cost could potentially be, the developer must ensure these are included in any potential plans.
- 3.6.6 Developers would be responsible for the design and layout of the provision working in consultation with the Local Transport Authority, Planning teams, local elected councillors and Town and Parish Councils.
- 3.6.7 If a new interchange provision is identified in a specific new development, then the contribution funding towards supporting existing local bus interchanges would be waived.

4.0 Use of contribution received (provision)



Contributions will be broken down into the following schemes and all developments must be considered for each, dependent on the location and size of the development considered, The Local Transport Authority will determine the exact nature of the public transport provision required within a new development. This can include one or a combination of the following, however, the calculated contribution will remain consistent, based on the location and size of the development.

4.1 Demand Responsive Transport (DRT)

- 4.1.1 In certain cases, it will be appropriate to introduce a DRT model within the new development planned, especially if an existing DRT service or scheme exists in the local or immediate area.
- 4.1.2 To achieve the provision required several factors determine the full cost, including vehicle purchase, resource acquisition and marketing.
- 4.1.3 All the above are included within the calculation and attributed to each dwelling planned.
- 4.1.4 Connect On-Demand is Shropshire Council's branded Demand Responsive Transport (DRT) service. It offers a flexible way to travel by bus, allowing passengers to book journeys via the Connect On-Demand app or a dedicated booking telephone number. Unlike traditional bus services, Connect On-Demand does not follow a fixed timetable. Instead, it operates on a flexible, on-demand basis, enabling travel between bus stops and designated points within the travel zone, as well as to out-of-zone locations such as local bus interchanges. The service can also be used to connect with other bus services for onward travel beyond the immediate area. Full-service details can be found at www.shropshire.gov.uk/public-transport/connect-ondemand
- 4.1.5 The DRT service model has been tried and tested in both urban and rural environments and can achieve the required patronage movement and provision in both settings.
- 4.1.6 Contribution funding will go towards a minimum of a 10-year provision at the development planned. After which the Local Transport Authority will review and potentially amend the service, dependent on usage and connections within the local area.



4.2 Fixed line services (existing bus services diverted)

- 4.2.1 If existing local bus services are available in the area and can be reasonably diverted to include all or part of the development, then costs associated with the contract management and resource increase will be considered.
- 4.2.2 Shropshire Council subsidises around 94% of the local bus network in Shropshire and contracts with local bus operators would need to be consulted upon, renegotiated and/or retendered and delivered in time for the first dwelling(s) being occupied.
- 4.2.3 **Appendix B** shows the existing Shropshire Local Bus Network (correct as of June 2025).
- 4.2.4 Contribution funding will go towards a minimum of 10-year provision at the development planned. After which the Local Transport Authority will review and potentially amend the service, dependent on usage and connections within the local area.

4.3 Fixed line services (new dedicated bus services)

- 4.3.1 If neither of the above (DRT or diverted fixed line services) cannot be reasonably assured, then consideration will be given to providing new fixed line services for a contracted term to the development.
- 4.3.2 This local bus service will allow access and connection to the nearest town centre and/or other identified local bus interchange.
- 4.3.3 Contracts are awarded to local bus operators for a minimum of two years.
- 4.3.4 Timetables of the service will be created in consultation with the Shropshire Bus Enhanced Partnership (SBEP) and local elected Shropshire Councillors and will be limited to the amount and scope of the contribution funding determined.
- 4.3.5 Contribution funding will go towards a minimum of two-year provision at the development planned. After which the Local Transport Authority will review and potentially amend the service dependent on patronage and connections within the local area.

4.4 Bus service provision, contribution funding calculator

4.4.1 In all cases of a new development being planned, the following minimum will trigger contribution funding:

Use	Detail	Minimum size threshold
Commercial	Retail units (including food)	250 sqm (per unit)
	Restaurants and cafés	300 sqm (per unit)
	Offices	1500 sqm (per unit)
	General industrial	2500 sqm (per unit)
	Hotels	50 beds (per unit)
	Hospitals and nursing homes	30 beds (per unit)
Residential	Houses & flats	50 dwellings
	Non-residential institutions	500 sqm (per unit)
	Assembly and leisure	500 sqm (per unit)

4.4.2 Once a planned development has triggered the contribution funding as above, the following scale of contribution per dwelling will be calculated:

Dwelling amounts	Scale of funding	Amount (£) per dwelling/unit
50 to 100	Alpha	£1,750.00
101 to 250	Beta	£1,500.00
251 to 500	Gamma	£1,250.00
501 to 1000	Delta	£1,100.00
1000+	Epsilon	£1,000.00

4.4.3 With regards to commercial units or non-residential institutions and assembly and leisure, the following scale of contribution will be calculated:

Per unit	Scale of funding	Amount (£) per unit
1 to 9	Zeta	£25,000.00
10 to 25	Eta	£15,000.00
25+	Theta	£10,000.00

4.4.4 To ensure that suitable provision can be delivered and maintained once the building phase has commenced — and sustained for an appropriate number of years after completion — the following timescales for payment are required, determined by the scale of funding:

Scale of funding	Year One	Year Two	Year Three	Year Four
Alpha	50%	50%		
Beta	35%	35%	30%	
Gamma	35%	25%	25%	15%
Delta	30%	25%	25%	20%
Epsilon	30%	25%	25%	20%
Zeta	100%			
Eta	100%			
Theta	100%			

5.0 Examples of contribution calculation

5.1 BETA development example

The following example illustrates how any of the above elements should be applied and provides an indication of the expected funding contribution associated with the design.

This design shown to the left is a potential new residential development with 245 dwellings, within the Shrewsbury town interchange zone. There are no retail units or other development of note within this planned area.

The scale of development for the provision of local bus service provision will be classed as **Beta**, for developments listed between 101 – 250 dwellings.

Initiative	Unit	Unit cost	(£) contribution amount – total
Beta – Provision	245	£1,500.00	£367,500.00
Bus stop allocation	4	£1,500.00	£6,000.00
Bus shelter allocation	2	£10,000.00	£20,000.00
Real time information	2	£7,000.00	£14,000.00
Kassel Kerb installation	6	Developer costs and responsibility	
Local interchange contribution	245	£150.00	£36,750.00
Creation of interchange	245 (not eligible)	£0.00	£0.00
TOTAL			£444,250.00

The timescale for the associated funding contributions for the above example is outlined below.

Initiative	(£) Total contribution	Year one payment	Year two payment	Year three payment	Year four payment
Beta – Provision	£367,500.00	£128,625.00	£128,625.00	£110,250.00	n/a
Bus stop allocation	£6,000.00	£6,000.00	n/a	n/a	n/a
Bus shelter allocation	£20,000.00	£20,000.00	n/a	n/a	n/a
Real time information	£14,000.00	£14,000.00	n/a	n/a	n/a
Local interchange contribution	£36,750.00	£9,187.50	£9,187.50	9,187.50	£9,187.50

5.2 DELTA development example

This example shown to the left is a potential new residential development with 550 dwellings, within the Shrewsbury town interchange zone. There are three retail units included within this planned area.

The scale of development for the provision of local bus service provision will be classed as Delta, for developments listed between 501 – 1000 dwellings.

Initiative	Unit	Unit cost	(£) contribution amount – total
Delta – Provision	550	£1,100.00	£605,000.00
Bus stop allocation	5	£1,500.00	£7,500.00
Bus shelter allocation	3	£10,000.00	£30,000.00
Real time information	3	£7,000.00	£21,000.00
Kassel Kerb installation	8	Developer costs and responsibility	
Local interchange contribution	550	£150.00	£82,500.00
Creation of interchange	550 (not eligible)	£0.00	£0.00
TOTAL			£746,000.00

The timescale for the associated funding contributions for the above example is outlined below.

Initiative	(£) Total contribution	Year one payment	Year two payment	Year three payment	Year four payment
Delta – Provision	£605,000.00	£181,500.00	£151,250.00	£151,250.00	£121,000.00
Bus stop allocation	£7,500.00	£7,500.00	n/a	n/a	n/a
Bus shelter allocation	£30,000.00	£30,000.00	n/a	n/a	n/a
Real time information	£21,000.00	£21,000.00	n/a	n/a	n/a
Local interchange contribution	£82,500.00	£20,625.00	£20,625.00	£20,625.00	£20,325.00

6.0 Useful reports

The following reports are linked to compliment the brief outlined above and highlight the strategies implemented to improve public transport provision for new developments and existing communities in the area:

6.1 Shropshire Bus Service Improvement Plan (BSIP)

Submitted to the Department for Transport (DFT) in June 2024 and outlines the ambition for public transport in Shropshire and the potential cost for this initiative(s) to be realised.

<https://next.shropshire.gov.uk/media/g0kbz4wd/shropshire-bus-service-improvement-plan-june-2024.pdf>

6.2 Buses in urban developments

Document published by Chartered Institution of Highways & Transportation in January 2018. Highlights the importance and best practice of developing bus suitable highways and accessibility when planning road layouts in new developments.

https://www.ciht.org.uk/media/4459/buses_ua_tp_full_version_v5.pdf

6.3 Bus services and new residential developments

Report published in collaboration with Go Ahead, Stagecoach and Bus Centre of Excellence in January 2025. Highlights the importance of designing highways to ensure suitable accessibility and access to bus services and industry approved layouts and calculations for determining suitable infrastructure locations.

<https://www.go-ahead.com/wp-content/uploads/2025/03/Urban-Design-Guide-Second-Edition-2025.pdf>

6.4 Shropshire Local Plan

<https://www.shropshire.gov.uk/planning-policy/local-planning/local-plan-review/>

6.5 Shropshire Bus Enhanced Partnership

<https://next.shropshire.gov.uk/public-transport/shropshire-bus-enhanced-partnership/>



6.6 Shrewsbury Movement Strategy (2024)

<https://shropshire.gov.uk/committee-services/documents/s36504/Shrewsbury%20Movement>

6.7 Shropshire Council Climate Strategy (2020-21)

<https://www.shropshire.gov.uk/media/22365/appendix-1-climate-strategy-2021-progress-report.pdf>

6.8 Shropshire Local Transport Plan

<https://next.shropshire.gov.uk/roads-and-highways/local-transport-plan/>

6.9 Decarbonising Transport – A Better, Greener Britain (2021)

<https://assets.publishing.service.gov.uk/media/610d63ffe90e0706d92fa282/decarbonising-transport-a-better-greener-britain.pdf>

6.10 National Bus Strategy: 2024 Bus Service Improvement Plans

<https://assets.publishing.service.gov.uk/media/65a6becf96a5ec000d731aa9/bus-service-improvement-plans-guidance-to-local-authorities-and-bus-operators-2024.pdf>

APPENDIX A.

Local bus interchanges



The following locations are identified as having existing interchange facilities or require significant improvements to them.

The full interactive map can be found here:

https://www.google.com/maps/d/edit?mid=1RKKuHtpZ8EFgBon7_7j1uAAFAyUfajo&usp=sharing

Any applications falling within these defined zones would be eligible for the contribution.

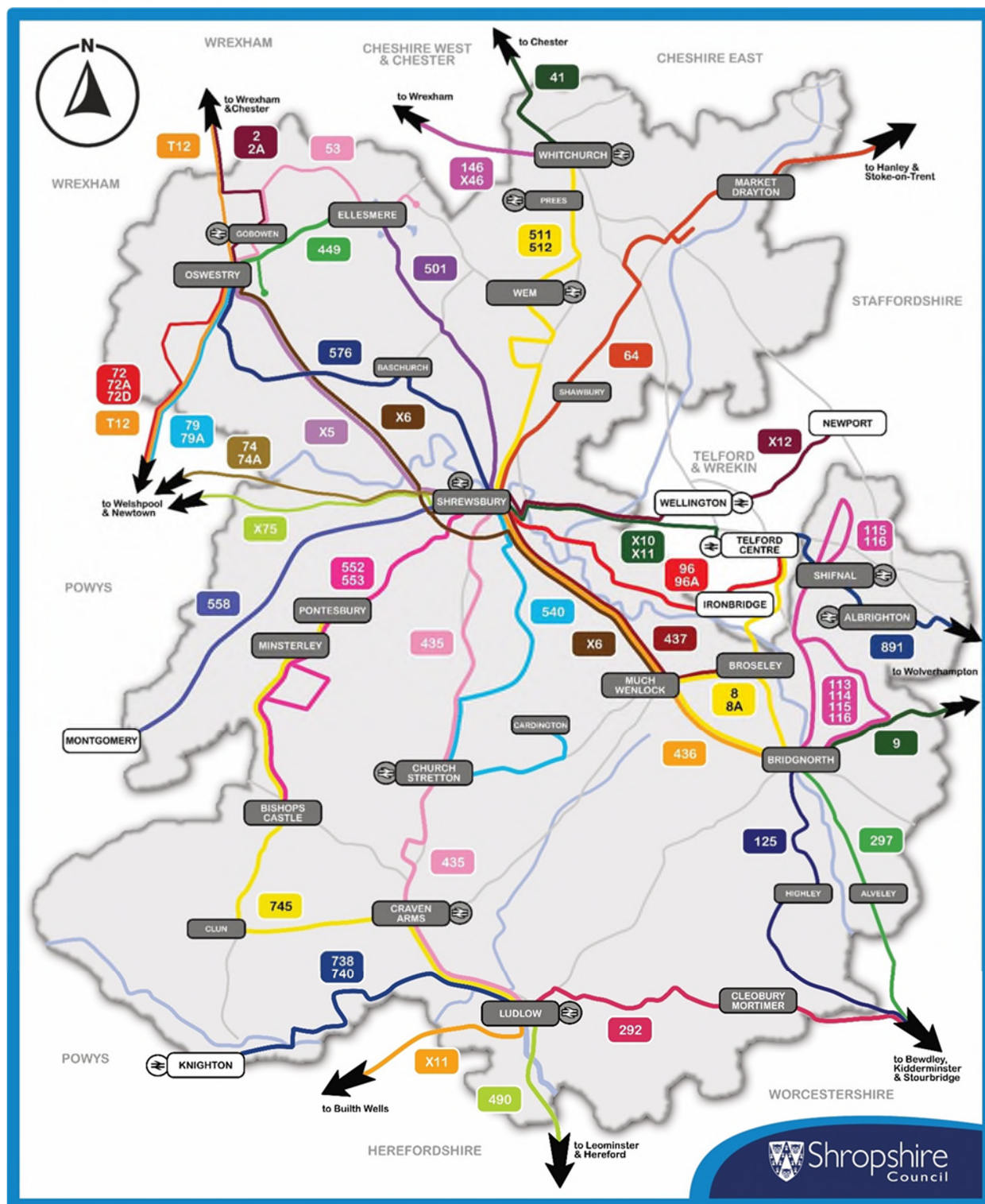
1. **Oswestry** – Bus Station – Oswald Road+
2. **Ellesmere** – Cross Street**
3. **Whitchurch** – Bus Station – White Lion Meadow (Tesco)+
4. **Market Drayton** – Bus Station – Frogmore Road+
5. **Wem** – Station Road**
6. **Shrewsbury** – Bus Station – Raven Meadows+
7. **Shrewsbury** – Meole Brace – Park & Ride Site+
8. **Shrewsbury** – Oxon – Park & Ride Site+
9. **Shrewsbury** – Harlescott – Park & Ride Site+
10. **Pontesbury** – TBC***
11. **Minsterley** – TBC***
12. **Bishop's Castle** – Church Street**
13. **Church Stretton** – Lion Meadow**
14. **Craven Arms** – Shrewsbury Road**
15. **Ludlow** – Mill Street**
16. **Ludlow** – ECO Park – Park & Ride Site+
17. **Much Wenlock** – Queen Street+
18. **Broseley** – High Street**
19. **Shifnal** – Victoria Road**
20. **Albrighton** – High Street**
21. **Bridgnorth** – TBC***
22. **Highley** – TBC***
23. **Cleobury Mortimer** – Lower Street**

Notes

- + Existing interchange in operation
- ** Unofficial interchange but likely to be adopted and improved
- *** To be confirmed and/or identified

APPENDIX B.

Local bus map (June 2025)





Shropshire Council



Passenger
Transport
Group

**Passenger Transport Group
Shropshire Council**

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