



For and on behalf of
Boningale Developments Ltd

PROOF OF EVIDENCE (HIGHWAYS) OF MISS ANNA MEER BA (Hons) CMILT

Appeal by Boningale Developments Ltd against the non-determination of Full Planning Permission for 70 dwellings on Land to the east of Tilstock Road, Tilstock, Shropshire

**APPEAL REFERENCE APP/L3245/W/25/3362414
LOCAL PLANNING AUTHORITY REFERENCE 24/04176/FUL**

**Prepared by
DLP Planning Ltd
Transport and Infrastructure
Sheffield**

transportandinfrastructure@dlpconsultants.co.uk

September 2025

CONTENTS	PAGE
0.0 EXPERIENCE	3
1.0 INTRODUCTION.....	4
2.0 PLANNING POLICY AND GUIDANCE.....	7
National Planning Policy Framework (December 2024) (CD 2.1)	7
Manual for Streets (2007) (CD 2.13)	8
Manual for Streets 2: Wider Application of the Principles (CD 2.14).....	8
3.0 HIGHWAYS RELATED REASON FOR REFUSAL	9
Unsustainable Location.....	9
Public Transport.....	15
Internal layout	17
4.0 HIGHWAYS RELATED THIRD PARTY COMMENTS	23
Increase in traffic levels	23
Traffic Speeds / Safety Concern / Site Access	23
5.0 CONCLUSIONS.....	27

APPENDICES

Appendix AM.1 Bus Timetable April 2025	28
--	----

DLP Consulting Group disclaims any responsibility to the client and others in respect of matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence. This report is confidential to the client and DLP Planning Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

0.0 EXPERIENCE

- 0.1 My name is Anna Meer. I have a BA Honours Degree in Geography and am a Chartered Member of the Institute of Logistics and Transport (CMILT). I also hold the Road Safety Engineering (RoSPA) accreditation.
- 0.2 I am currently a Director working for DLP Planning Ltd, which is a national planning consultancy. More specifically, I work within the Transport & Infrastructure (T&I) team within DLP, which specialises in highways and transportation planning. I head up the T&I team across offices in both Sheffield and Nottingham, whilst also providing support to our T&I team in Bristol. I have worked as a Transport Planner for over 18 years at multi-disciplinary companies and highway consultancies. This has included undertaking work on behalf of both private and public sector clients on highways and transportation jobs across the UK.
- 0.3 The evidence I have prepared and provided for this appeal against the non-determination of Planning Permission for 70 dwellings on land East of Tilstock Road in Tilstock is true and has been prepared and is given in accordance with the guidance of my professional institution, and I confirm that the opinions expressed are my true and professional opinions.

Signed	
Name	Anna Meer BA (Hons) CMILT
Position	Director, DLP Planning Ltd
Date	16th September 2025

1.0 INTRODUCTION

- 1.1 This Proof of Evidence (PoE) relates to an appeal against Shropshire Council's non-determination of planning application (Planning Reference 24/04176/FUL), for 70 dwellings on land east of Tilstock Road in Tilstock. The proposals would allow for a vehicle access off Tilstock Road and a pedestrian access onto Tilstock Lane.
- 1.2 As part of the planning application, a Transport Statement was prepared by the Transport & Infrastructure (T&I) team at DLP Planning Ltd, dated October 2024 (CD 7.1). The Transport Statement concluded that the development would not lead to an unacceptable impact on highway safety nor a severe residual cumulative impact on the surrounding highway network.
- 1.3 The planning application was validated on 31st October 2024.
- 1.4 Whilst no consultation comments were received from Shropshire Council (acting as the Local Highway Authority) during the consultation period, the Appellant instructed a Stage 1 Road Safety Audit to be undertaken in January 2025 (CD 7.7), following receipt of third-party objections and concerns. This focused upon the off-site highway improvement measures. A subsequent Designer's Response (CD 7.2) was prepared and both documents were issued to Shropshire Council, and uploaded onto the Planning Portal on 11th February 2025.
- 1.5 Given the significant lapse in time since the planning application was submitted, with no consultation comments received in relation to highways, an appeal against non-determination was submitted by the appellant in March 2025.
- 1.6 PINS initially stated that the appeal would take the form of a hearing, a Highways Hearing Statement was prepared in May 2025 (CD 1.3). Given I was not aware of any formal putative Reasons for Refusal at that stage, I prepared the hearing Statement in accordance with the highway requirements as set out in national guidance contained within the National Planning Policy Framework (NPPF) 2024 (CD 2.1). The Hearing Statement therefore focused upon highway safety and potential residual cumulative impacts on the road network in accordance with Paragraph 116 of the NPPF.
- 1.7 In response to the appeal being lodged, Shropshire Council submitted their Statement of Case (CD 3.2) on 23rd June 2025, which included putative Reasons for Refusal 3 as follows:

The planning application, as submitted, has failed to adequately demonstrate that

a safe and suitable highways access for vehicles to the site can be achieved. Additionally, the site is in an unsustainable location in relation to access to key facilities with an over-reliance on private car use, due to the limitations of public transport services and wider walking and cycling connectivity, whereby the impacts of the proposal in walking terms have not been adequately demonstrated and nor does the internal street arrangement and layout demonstrate priority-first for sustainable modes. The proposed development is contrary to adopted Policies CS6, CS7 and MD2, and NPPF paras 110 and 117 (a) and (c).

- 1.8 Putative Reason for Refusal 4 also included the following, which I see as a repetition of Reason for Refusal 3:

“The development is in an unsustainable location, with limited access to services, facilities and public transport, leading to a high dependency on private care use, contrary to the overarching sustainability objectives of the NPPF.”

- 1.9 The Shropshire Council Statement of Case also included highway consultation comments at Appendix 8 of that document. This was the first opportunity my team had to gain sight of any issues raised by the Local Highway Authority (LHA) in relation to the scheme. The key issues raised in relation to highways were:

- Sustainability of site location
- Vehicle access and visibility splays at Tilstock Road
- Pedestrian access route to Tilstock Lane

- 1.10 On the basis that SC failed in their duty to provide statutory consultee comments in response to the application, the Planning Inspectorate invited additional evidence from the Appellant in respect of matters including highways, with specific reference to the only comments received by the Appellant from the LHA being those set out above on the 23rd June 2025 (within the SC Statement of Case), some 7 months and 23 days after the application was validated. In light of this, on 30th June 2025 the appeal was upgraded to a Public Inquiry, with additional evidence being permitted.

- 1.11 In order to address the first / only set of consultation comments received from the LHA, we prepared a Highways Technical Note in July 2025 (CD 7.8). This included new evidence as accepted by the Planning Inspectorate, in order to address existing matters. The new evidence included the commissioning of four additional Automatic Traffic Count (ATC) surveys, a PICADY assessment of capacity at the site access, further detail in relation to

proposals along PROW Footpath 0233/28/1 and a third party Walking, Cycling & Horse Riding Assessment report.

- 1.12 An email response was received from the LHA on 11th August 2025 (CD14.47) which stated that a “safe and suitable” highway access had now been demonstrated, and that vehicle access was accepted. Furthermore the principle of improvement to the PROW as the pedestrian access was accepted. The only matters outstanding are therefore in relation to internal streets and whether the scheme would be car dependent.
- 1.13 This PoE has been prepared following a Case Management Conference which was held on 15th August 2025, where it was also confirmed that highways is expected to be addressed by way of cross examination.
- 1.14 This PoE also addresses comments raised by other third parties.
- 1.15 I shall also make reference to the Highways Statement of Common Ground (SoCG) which was signed by myself and Chris Mead of Shropshire Council on 20th August 2025 (CD 4.3). It is important to note there is a single issue in relation to internal layout whereby neither agreement nor disagreement has been reached. In particular, the issue relates to the permeability of the site, placemaking, health and structure of the layout. It has been agreed by both parties that such issues represent a crossover with Urban Design specialists. As such, I will defer to Mr Colin Pullan whom has addressed such issues within his Design Proof of Evidence (CD 1.12), and I also understand such topic shall be covered by a round table discussion during the Public Inquiry. Nevertheless this topic should not preclude the Planning Inspector from favourably determining this appeal.
- 1.16 I shall address putative Reason for Refusal 3 and 4 at the same time where they overlap regarding whether the site is a sustainable location. It is my opinion that the only outstanding issues related to the putative Reason for Refusal 3 and 4 in relation to highways, are that of internal layout and whether the scheme is in a sustainable location.

2.0 PLANNING POLICY AND GUIDANCE

- 2.1 The following planning policy and related documents are either cited within indicative Reason for Refusal 3, or are referenced within my PoE:

National Planning Policy Framework (December 2024) (CD 2.1)

- 2.2 Within the Reason for Refusal 3, it is stated that the scheme is contrary to Paragraphs 110 and 117 (a) and (c).

- 2.3 Paragraph 116 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

- 2.4 However as set out in the LHA consultation comments of 11th August 2025 (CD14.47), the LHA are now content that the site access is safe and suitable and this element of the reason for refusal has been addressed.

- 2.5 I have underlined what I believe to be the key part of Paragraph 116 of the NPPF. Given the site access has now been agreed by both parties, there are no highway safety concerns raised in Reason for Refusal 3, and no residual impacts on the highway network, I see no reason why the LHA should still be objecting to the scheme of highway grounds.

- 2.6 In addition to the above, Paragraph 117 (a) and (c) states that applications for development should:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport.”

“c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards”

- 2.7 It is my opinion that the scheme aligns with Paragraph 117 (a) and (c) of the NPPF insofar as recognising that priority should be given to pedestrians and cyclists, and create layouts which maximise the catchment for public transport services.

2.8 I will also reference Paragraph 110 of the NPPF within my PoE which states that:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”

Manual for Streets (2007) (CD 2.13)

2.9 The most relevant sections being as follows:

- Chapter 4: Layout and connectivity
- Chapter 5: Quality places
- Chapter 6: Street users' needs
- Chapter 7: Street geometry

Manual for Streets 2: Wider Application of the Principles (CD 2.14)

2.10 This document forms a companion guide to 'Manual for Streets 1' and builds upon the guidance set out in MfS1. Section 2 of the document sets out common street types and demonstrates how context and user needs should inform a balanced approach to design.

Shropshire Core Strategy (2011) (CD 2.2)

2.11 Within putative Reason for Refusal 3 references the scheme is stated as being contrary to the Core Strategy Policies CS6, CS7 and MD2.

2.12 I have reviewed the adopted Core Strategy and noted that CS6 relates to sustainable development and design principles. CS7 relates to communications and transport, whilst MD2 relates to sustainable design.

2.13 Within my PoE I shall set out why I believe that the proposed scheme aligns with the above policies as opportunities for walking / cycling and public transport have been maximised, whilst also providing highway improvements to the wider community.

Shropshire SMART Guidance (2021) (CD 2.15)

2.14 This document is the current adopted highway design guide and specification for new developments within Shropshire.

3.0 HIGHWAYS RELATED REASON FOR REFUSAL

3.1 This section of my PoE seeks to address the Highways-related concerns cited in putative Reason for Refusal 3 and 4. It is agreed by both parties that the first element of putative Reason for Refusal 3 relating to the site access has now been addressed as set out in the Highways SoCG (CD 4.3).

3.2 For the purpose of this PoE I have therefore broken down the remaining highway elements of putative Reason for Refusal 3 and 4 into the following highway-related topic areas:

- Unsustainable location – In relation to access to key facilities and over reliance on private car
- Internal Layout – Whether this demonstrates priority first for sustainable modes.

3.3 In the following sections of my PoE, I shall now address each area of concern by topic. I maintain my position though that in accordance with Paragraph 116 of the NPPF, neither of the above areas should result in a development being refused on highway grounds.

3.4 I shall also make reference to the Highways SoCG (CD 4.3) which was signed by both parties on 20th August 2025.

Unsustainable Location

3.5 Firstly, I am confused about the council's position relating to whether the site is in a sustainable location or not. The Shropshire Council Site Allocations and Management of Development (SAMDev) Plan (2015) (CD 2.3) sets out at Policy MD1 that Tilstock is a sustainable location.

3.6 I am not aware that the above position has changed – in particular relation to highways sustainability credentials. From a highways perspective, my view of the above is that if Tilstock as a village is deemed to be able to accommodate growth of scale, as defined within adopted policy, then it is a sustainable village.

3.7 Furthermore, the formal statutory response from the Shropshire Council Planning Policy Team (CD16.3) on 2nd December 202, sets out Settlement Policy S18.2 (ii) which states that Tilstock is expected to provide around 50 dwellings.

3.8 I would therefore refer to the Megan Wilsons Planning PoE prepared on behalf of the appellant, which questions why Tilstock was deemed to be a sustainable location suitable to

accommodate 50 dwellings, but now not sustainable enough to accommodate 70 dwellings.

- 3.9 At no stage during the planning application or appeal process, have the LHA suggested that infrastructure improvements such as an extended or improved bus service be necessary to support the development.
- 3.10 Nevertheless, I have taken each mode of travel as set out in putative Reason for Refusal 3, and how I believe these contribute to making the site as sustainable location with a “genuine choice” of travel in accordance with Paragraph 110 of the NPPF.

Pedestrian and Cycle Access to Key Facilities

- 3.11 Putative Reason for Refusal 3 states that there are :

“Additionally, the site is in an unsustainable location in relation to access to key facilities with an over-reliance on private car use, due to the limitations of public transport services and wider walking and cycling connectivity, whereby the impacts of the proposal in walking terms have not been adequately demonstrated”

- 3.12 In relation to pedestrian facilities for pedestrians walking out of the village, I question what desire line this would form a part of. I accept that future residents (and existing residents of Tilstock) would walk to the Tilstock Lane bus stops, Tilstock Bradbury Village Hall & Play Park, Tilstock Christ Church, Tilstock C of E Primary School, Tilstock Bowling and Tennis Club and Horseshoes Public House within the village of Tilstock. However, I fail to see why residents / pedestrians would choose to walk outside of the village along Tilstock Road to the north, Maltkiln Lane to the southwest, the B5476 to the south or further east along Tilstock Lane to the east – in order to exit the village on a regular basis. The nearest facilities / key employment areas are located to the east in Prees Heath (1.8km distance from approximate centre of site), to the north in Whitchurch (3.6km distance from approximate centre of site) and to the southeast in Prees Higher Heath (3.9km distance from approximate centre of site).
- 3.13 Paragraphs 2.13 of the Transport Statement (CD 7.1) sets out how, in accordance with The Institute of Highways & Transportation publication ‘*Guidelines for Providing for Journeys on Foot*’ (2000), a maximum walking distance of 2000 metres is recognised for commuting trips for staff walking to work. Paragraph 2.15 of the Transport Statement then states that based on this guidance, the facilities as set out above are recognised locations future residents would walk to, noting that all of these facilities are between 280 and 610 metres walking distance from the approximate centre of the site. Table 1 within the Transport Statement sets

out the walking distance to each local facility within the village, comparing the route using Tilstock Road and the proposed pedestrian access, confirming that these are all within a 610m walking distance. As agreed in Points 15 and 16 of the highways SoCG, the walking distance via the PROW 0233/28/1 represents a shorter walk than using the main vehicular access via Tilstock Road. For clarity, I have provided the below **Table 1** which shows the walking distances to local facilities within the village using the proposed pedestrian access from the approximate centre of the site, and also the walking travel time such journeys would take (applying average walking speed of 5kph).

Amenity / Facility	Walking Distance (via pedestrian access)	Walking Time (via pedestrian access)
Nearest Bus Stops (Tilstock Lane)	445m	5 minutes 20 seconds
Tilstock Bradbury Village Hall & Play Park	400m	4 minutes 48 seconds
Tilstock Christ Church	400m	4 minutes 48 seconds
Tilstock Primary C of E Primary School	280m	3 minutes 22 seconds
Tilstock Bowling and Tennis Club	330m	3 minutes 58 seconds
Horseshoes Public House	610m	7 minutes 19 seconds

Table 1: Walking Distances to Local Amenities

- 3.14 In addition to the above, the CIHT “Planning for Walking” 2015 guidance document (CD 2.16) sets out a review of walking behaviour and trends in Britain. Section 2.1 states that between 1985 and 2007:

“the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles, and the average duration increased even more marginally from 15 minutes to 17 minutes (speed has increased slightly to 3.0 mph).”

- 3.15 The above demonstrates how, given the average walking distance was 0.85 miles (circa 1.37 kilometres) in 2007, I accept that it is unlikely that many residents would choose to walk between 1.8 kilometres and 3.9 kilometres to reach facilities outside of Tilstock (i.e those at at Prees Heath, Whitchurch or Prees Higher Heath). I accept that future residents would unlikely choose walking as a mode of travel to access wider facilities including places of

employment. Instead, they would likely use bicycle, public transport, electric cars or other vehicles.

- 3.16 The ‘*Manual for Streets 2 – Wider Application of the Principles*’ guidance document (2010) (CD 2.14) states at Paragraph 2.8.2 that:

“There is a considerable variation in the highway network running through rural areas from motorways to Green Lanes. The majority of other rural roads follow old pathways and boundaries and do not confirm to present guidance on highway standards. Indeed to attempt to do so could be to the detriment of local character.....”

- 3.17 I agree with the above guidance insofar as the highway network and facilities vary between rural and built-up areas and that, based upon the level of pedestrian and cycle trips that could be generated by the site, the local network is suitable. I see no reason why the level of development would trigger any requirement for more formalised cycle infrastructure to be provided on the surrounding highway network.
- 3.18 In relation to cycling, I believe that cycle journeys ‘*would*’ be a realistic mode choice for future residents. Paragraph 2.21 of the Transport Statement (CD 7.1) already demonstrates that Whitchurch, Prees Heath and Prees Higher Heath are within an 8km cycle distance and offer a range of employment opportunities. Furthermore, Whitchurch Railway Station and Prees Railway Station are also both within an 8km cycle distance. This means that future residents could cycle to the railway station as part of an onwards commuter trip to work.
- 3.19 There is no evidence before me to support the assumption that local roads are not suitable for cycling. Indeed, I have used this opportunity as part of my Proof of Evidence to review ‘Strava’ which is a popular web-based platform for cyclists and other athletes in the UK. It was first founded in 2009 in America and was subsequently rolled out worldwide thereafter. The website / app allows cyclists to explore and plan cycle routes, and review routes undertaken by other users, as well as upload their own routes to share with others.
- 3.20 The below extracts are taken from the Strava website. Whilst I accept there is no record of the period of time over which the data was gathered, it does at provide an independent dataset showing trends of cyclist behaviour in the vicinity of the site. **Figure 1** below are extracts from the Strava website, showing the number of cyclists / journeys who have utilised the route between Tilstock and Whitchurch.

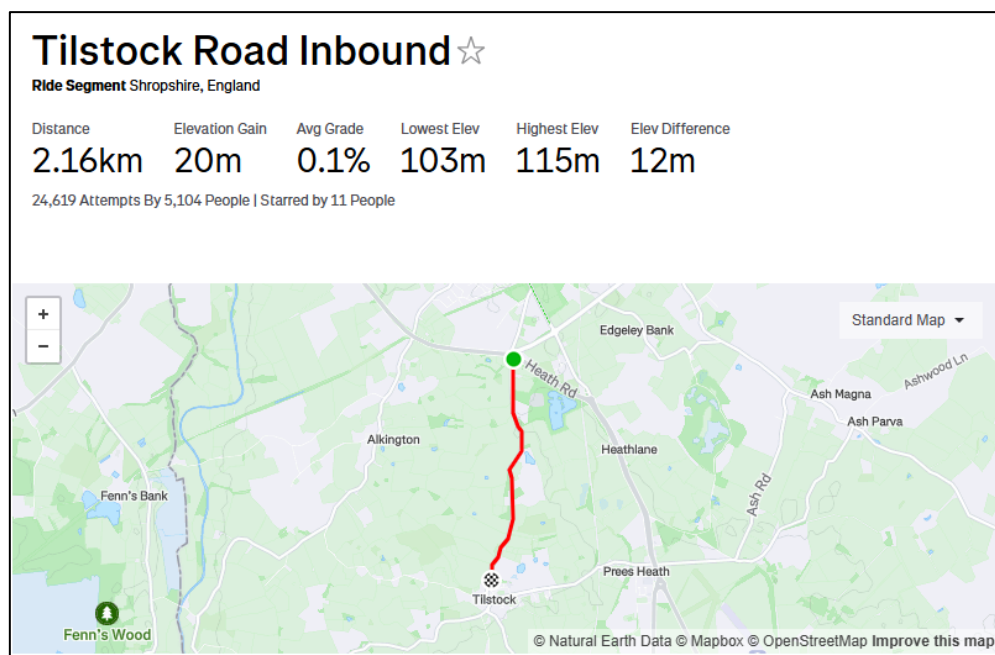


Figure 1: Between Tilstock and Whitchurch (Strava Extract)

- 3.21 The above extract shows that there were 24,619 southbound cycle journeys that have been made along the section of route between the A41 / B5476 roundabout and Tilstock. This broadly equates to 1,641 trip / year (over the 15 year recording period of Strava) and 4 trips per day (8 two-way trips). Given that not all cyclists will use the Strava platform to record their journeys, I believe these numbers are a conservative estimate of what is obviously a positive trend. For example, ATC 1 that was undertaken on Tilstock Road in July 2025 (contained within the Highways Technical Note at CD 7.8) confirms that there were 26 northbound and 38 southbound cycle trips along across the 7-day period. This data is reflective of ATC 5 that was undertaken on Tilstock Road in March 2024 which confirmed there were 28 northbound and 36 southbound cycle trips across the 7-day period.
- 3.22 It is worth highlighting the Appeal Decision on 6th January 2023 in relation to an appeal made by Redcliffe Homes against South Gloucestershire Council (Appeal Ref APP/P0119/W/22/3303905). Within the Decision Notice (CD 15.5), the Planning Inspector accepted the use of data from Strava as a form of evidence to demonstrate a high and consistent use of roads for cycling on.
- 3.23 I have also revisited the Crashmap database, following on from the initial analysis as set out in Figure 10 of the Transport Statement (CD 7.1). This time I have selected "cyclist casualties" only, over the most recent 5 year period. The results are shown in **Figure 2**.

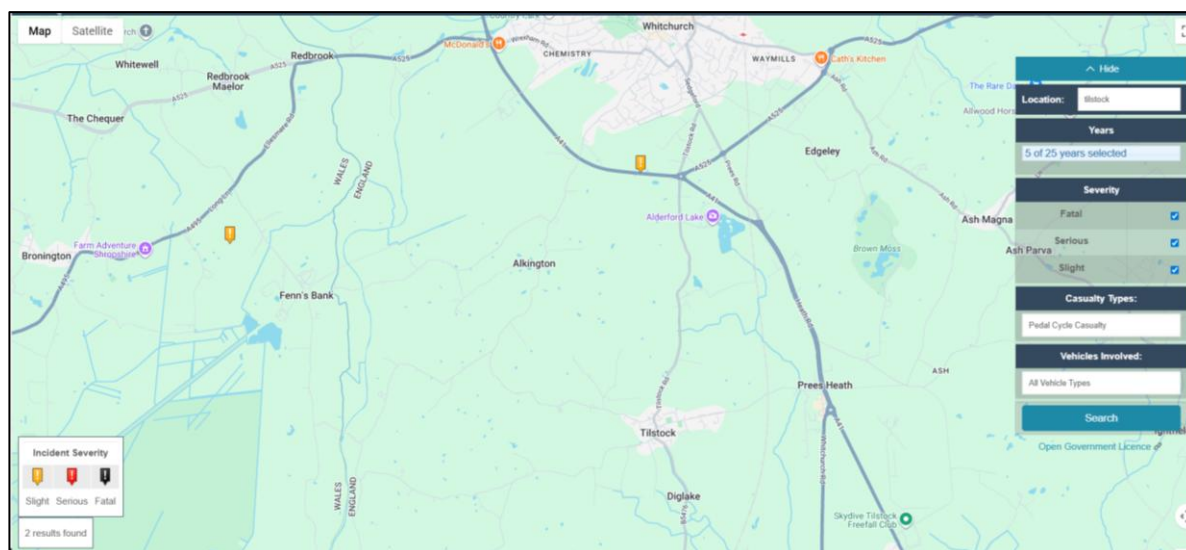


Figure 2: Extract of Crashmap (2019 – 2023) Cyclist incidents

- 3.24 As can be seen – there are no cyclist recorded incidents on the route from Tilstock to Whitchurch over the 5 year period. I therefore see no evidence before me as to suggest that there is a safety concern in relation to cyclists travelling outside of the village towards Whitchurch as the nearest town and rail station.
- 3.25 I believe the above evidence shows that there is indeed a “genuine choice” of travel from Tilstock by sustainable modes of travel, and that cyclists are already cycling from Tilstock to Whitchurch. I therefore see no reason why future residents of the site would not choose to make similar journeys by bicycle to wider destinations for employment and other purposes.

Recent Appeal Decisions

- 3.26 As part of my PoE, I have sought to identify recent appeal decisions whereby a precedent has been set for the acceptance of development in areas with similar sustainability characteristics.
- 3.27 I would draw the Inspector’s attention to the appeal decision at South Gloucestershire (CD 15.5), where the Inspector states at paragraph 25 that journeys such as those to supermarkets will invariably involve use of the private car, given the weight of products involved. This is regardless of the distance of the journey to the supermarket.
- 3.28 Appeal Decision APP/P1805/W/24/3339483 (CD 15.6) refers to an appeal decision in relation to a residential development in Bromsgrove. At Paragraph 18 of this Appeal Decision,

the Inspector states:

“For a village, Hopwood is not devoid of services and facilities. However, future residents are likely to need to access other services, such as schools, medical facilities, supermarkets and employment in larger settlements. This is likely to require access by a private car, public transport or cycling.”

- 3.29 I agree with the findings of the above, insofar as I accept there would still be use of the private car. However I believe there is a “genuine choice” in accordance with Paragraph 110 of the NPPF for residents to use modes other than the car such as cycling.

Public Transport

- 3.30 Putative Reason for Refusal 3 also states that there are limitations to public transport services. I would reiterate that at no point during the determination period or this appeal process, has the LHA requested a contribution towards extending the current bus service provision serving Tilstock.
- 3.31 As set out in the Highways SoCG (CD 4.3), the nearest bus stops are approximately 445 metres walking distance from the centre of the proposed centre of the site. No concern has been raised by the LHA during the appeal process in terms of the proximity of these nearest bus stops. As set out in Point 23 of the Highways SoCG, the local bus services run at up to a 1 hour frequency between Monday and Friday.
- 3.32 In terms of future residents living at the proposed site, I have sought to identify a typical journey time to key places of work. The timetable information I have used is that as provided on the Arriva website (dated 1st February 2025 and shown in Appendix AM.1) The first morning service (511 / 512) departs Tilstock at 0640 and arrives at Whitchurch Railway Station at 0647 and Whitchurch Bus Station at 0652. From Whitchurch Railway Station is a direct train which departs Whitchurch at 0709 and arrives in Manchester Piccadilly at 0813 (via Nantwich, Crewe, Wilmslow and Stockport). In terms of the return journey, there is a direct train which leaves Manchester Piccadilly at 1730 and arrives at Whitchurch Railway Station at 1827, with a bus which leaves Whitchurch Bus Station at 1857 and arrives at Tilstock at 1903. This would be a total journey time of 1 hour 33 minutes between Tilstock and Manchester which in my opinion is a realistic travel option for future residents.
- 3.33 Further to the above, I also note that there is a dedicated school minibus service which collects secondary school pupils from outside Tilstock CoE Primary School during term time,

and takes them to Sir John Talbots School which lies approximately 2 miles to the north of the site.

3.34 In addition to the above I also note there is a community transport service, known as the NS Wheelers, who operate across North Shropshire including Tilstock and would be available that future residents could utilise. This service operates once every Wednesday to Market Drayton (0900) and every Friday to Whitchurch (0830), whilst also accommodating individual transport needs such as medical appoints for those where a public service is unavailable.

3.35 Paragraph 110 of the NPPF states that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.....However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

3.36 I agree with the findings of the above, insofar as sustainable travel options will vary between urban and rural areas, and that it is unreasonable to expect solutions in all areas to be of the same level. Nevertheless I deem there to be a good level of public transport provision in order to offer future residents an opportunity to travel to places of employment and other key facilities.

Recent Appeal Decisions

3.37 As part of my PoE, I have sought to identify recent appeal decisions whereby a precedent has been set for an acceptance that bus service provision may vary between urban and rural areas.

3.38 The appeal (reference APP/V1505/W/23/3325933) by Bloor Homes and Paul & Linda Buckenham against Basildon Borough Council for 269 dwellings was allowed in December 2023 (CD 15.7). The Planning Inspector stated that:

“The expectation that a bus service in an edge of settlement location could replace the use of the private car in its entirety is not a realistic scenario and is indeed not one envisaged by the Framework in any event.”

3.39 I would agree with the findings of the Planning Inspector as part of the above appeal. Whilst there is a bus service within Tilstock, irrespective of its frequency or proximity to existing / future dwellings, it should not be expected to replace the use of the private car in its entirety.

Internal layout

- 3.40 The Council's putative Reason for Refusal 3 states that:

“the impacts of the proposal in walking terms have not been adequately demonstrated and nor does the internal street arrangement and layout demonstrate priority-first for sustainable modes.”

- 3.41 Further detail is then provided in the LHA consultation comments (CD16.5) which refer specifically to concern regarding:

“The shared streets are shown at a 15 mph design speed which is not an enforceable speed limit. Design must reflect speeds that can be appropriately set which is 20mph”

“.....over-reliance on the creation of new carriageway which dominates the internal movement strategy.”

“.....no consideration of on-street parking which is likely to occur has been carried out.”

- 3.42 As set out earlier in my proof, I believe that certain elements of the comments above relating to placemaking, the internal movement strategy and public utility are better addressed by a qualified Design specialists. Therefore it is my understanding that such topics shall be addressed via the Design round table discussions during the Public Inquiry - attended by Colin Pullan on behalf of the appellant.
- 3.43 Notwithstanding the above, I have now sought to address the technical highway concerns as raised by the LHA.

Internal Speed Limit

- 3.44 Whilst the putative Reasons for Refusal does not explicitly state that vehicle speeds along the internal layout was a concern, the LHA consultation comments (CD16.5) state that it is anticipated that the internal layout would be 20mph. I agree with this point, and that once the internal network is adopted by the LHA, the enforceable speed limit would likely be 20mph.
- 3.45 Within the Highways SoCG (CD 4.3), it is agreed at Point 28 that the development must be designed to ensure that the “average” speed of traffic is maintained at no greater than 20mph in accordance with Paragraph 114 of the Shropshire Council SMART Guidance (CD 2.15). It is also reiterated that this is a “Design” speed for designing a road layout, as opposed to an

enforceable “speed limit” which is a maximum speed at which vehicles are allowed to travel.

3.46 Drawing Number SH5037-10PD-002 Revision C (CD 7.3) shows how forward visibility along the bends of the Primary Streets are 20mph, however for the bends along the shared surface, the forward visibility is shown at 15mph.

3.47 Manual for Streets 2 (CD 2.14) states at Paragraph 8.2.7 that:

“Whilst an appropriate design speed can be determined from the guidance above, designers should also consider the potential for reducing design speed locally, where it is appropriate that traffic should travel more slowly.”

3.48 Paragraph 8.2.9 goes on to state:

“In urban areas, highway space is shared between motor traffic, pedestrians, cyclists and public transport, and keeping speeds low has been demonstrated to have significant safety benefits.”

3.49 In accordance with Paragraph 8.2.13 of MfS (CD 2.14), reducing forward visibility helps to keep speeds low. I agree with the above guidance insofar as whilst the majority of the scheme has been designed in accordance with a 20mph design speed and for vehicles travelling at 20mph, it is appropriate to design the 6 bends along the shared surface streets for a 15mph design speed. I view this as a safety benefit to encourage lower speeds, rather than higher speeds at bends where pedestrians could be walking in the carriageway. By reducing forward visibility at bends, this aids to reduce vehicle speeds and thus ensure drivers are driving with more of a cautious approach around the bend.

3.50 It is also worth noting the likely number of vehicles that could use these internal roads whereby the design speed is 15mph. Based upon the trip generation rates set out in Table 2 of the Transport Statement (CD 7.1), it is agreed by both parties that each dwelling could generate 0.503 two-way trips during any given peak period. When assessing the site layout, there are 18 dwellings (Plots 18-21, 26 - 30, 36 - 40, 60 – 63) whereby residents would likely travel through a bend which has been designed for 15mph design speed. Of these, the southwestern most shared space bend is likely to be used by 9 dwellings and could result in a maximum vehicle flow of 5 vehicles per hour, whilst the remaining 9 dwellings would disperse across the remaining five bends. It is my opinion that such traffic flows are negligible, and residents would be driving with caution at such locations, and therefore such design speed would not lead to an unacceptable safety concern for all road users.

- 3.51 Planning Application 23/02095/OUT relates to outline consent which was granted in October 2024 for 90 dwellings on Land east of Shaw Lane, Shropshire. As part of this scheme, the internal site layout allowed for visibility splays at bends along shared surface streets, to be based upon a 15mph Design Speed / 17m forward visibility, with this being acceptable in principle and no objection or concern raised subject to agreed planting in such locations. I therefore question why Shropshire Council allowed sections of the internal layout to be designed to a 15mph design speed in 2024, yet this is now no longer deemed acceptable.

Recent Appeal Decisions

- 3.52 The Appeal by Cala Homes (reference APP/K0235/W/24/3352276) against Bedford Borough Council for 57 dwellings was allowed in February 2025 (CD 15.8).
- 3.53 As part of this appeal, there was concern raised by the LHA in relation to design of the internal layout and speed control bends that resulted in a design vehicle speed of 13.3mph. However the Planning Inspector states at Paragraph 71 that:

“.....on this matter I am very much of the view that the tight speed control bends to both the north and south of the proposed vertical deflections would be of particular value in keeping speeds low along this section.”

- 3.54 Paragraph 72 adds that:

“...the parties acknowledged that research undertaken for MfS has shown that the use of block paving reduces traffic speeds by between 2.5mph and 4.5mph compared with speeds on asphalt surfaces.”

- 3.55 Paragraph 73 goes on to state:

“....my own assessment is that in combination with the relatively small size of the overall development the package of measures as outlined above should be effective at controlling speeds to 20mph or less.”

- 3.56 I agree with the findings of the Planning Inspector as part of the above appeal, insofar as the design of bends coupled with the use of block paving can aid to keeping vehicle speeds low and that this would not result in an undue safety problem for all road users.

Street Layout

- 3.57 As set out in Point 27 of the Highways SoCG (CD 4.3), both parties agree that the concept of shared space environments are acceptable, and that such design should be fully inclusive to consider the needs of all potential users of the street. I agree that the majority of the internal road network would be offered for adoption, including the shared surface streets. Where shared surface streets exist as part of the internal layout they are 6 metres in width, whereas the Primary Street allows for 2m footways to be provided adjacent to the carriageway.
- 3.58 I have seen no evidence before me as to how the scheme conflicts with Paragraph 117 (a) of the NPPF which requires applications for development to give priority first to pedestrian and cycle movements. For residents living at the northern section of the proposed site, there is a direct desire line along the shared surface street onto the dedicated 2m wide footways adjacent to the Primary Street, and then onwards towards the PROW 0233/28/1 and bus stops on Tilstock Lane. For leisure users, there is direct connectivity to the existing PROW0233/28/1 which shall continue to run north east from site. The appellant has also proposed improvements along PROW 0233/28/1 and pedestrian infrastructure improvements along Tilstock Lane.
- 3.59 I therefore fail to see how pedestrians have not been fully considered and prioritised within the internal layout.
- 3.60 It is also worth noting that as part of the recently consented scheme for 150 dwellings within Shropshire for Land north of Kingswood Road (reference 24/02662/OUT), the principle of shared surface streets was deemed acceptable. The layout allowed for a Primary Street, off of which shared surface streets and private drives were then provided. Given this scheme was consented as recently as May 2025 (CD 17.2), once again, I fail to see why Shropshire Council allowed the principle of shared surface streets in May 2025, yet no longer appear to accept such a street hierarchy.

Parking

- 3.61 Once again the issue of car parking was not raised in the putative Reasons for Refusal, either in terms of layout or quantum of parking to be provided. Nevertheless the LHA consultation comments (CD16.5) state that no consideration of on-street parking has been carried out. I fundamentally disagree with this statement.
- 3.62 As part of the proposed layout, Drawing Number P24-1425_DE_002_B_07 (CD 6.17) shows

a total of 134 allocated hardstanding spaces, 35 allocated garage spaces, and 17 unallocated visitor parking bays are proposed. On average this would be 2.4 allocated and 0.25 unallocated spaces per dwelling. It should be noted that there is no local adopted parking policy for allocated or visitor parking within a residential development and therefore in the absence of local policy / standards, Paragraph 3.23 – 3.25 of the Transport Statement (CD 7.1) set out local car ownership data as a starting point. The Census 2021 data advises that dwellings within the local area have an average car ownership of 1.84 spaces per dwelling, meaning the proposals could generate a parking demand of circa 129 spaces. This confirms that without any doubt, the proposals should be able to satisfactorily accommodate resident and visitor parking within the designated parking bays on-site.

- 3.63 In terms of the visitor bays, the majority of them take the form of parking laybys to the rear of the carriageway along the adoptable sections of the internal road network. There is only 3 of these visitor bay provided within a non-adoptable section of the road network (one adjacent to Plot 2 and two adjacent to Plots 67-70) whilst the remaining 14 visitor bays would be on adopted highway. It is my understanding that the LHA position is by virtue of the three visitor parking bay being located on a private drive, it is not accessible / available to existing residents of Tilstock – given it is not located on public highway. In my professional opinion, this view is irrational. The Local Highway Authority have never referenced an issue in relation to a potential shortfall in parking provision, and it is agreed at Point 30 of the Highways SoCG that Shropshire Council have no current adopted parking standards. I therefore fail to see where Shropshire Guidance states that the level of, and provision of parking, is contrary to any Shropshire Council policy.
- 3.64 The visitors spaces on the non-adoptable sections would be managed as set out in the legal terms set out in the future residents' property deeds and covenants. Such document would be provided by the management company and grant the residents (and their visitors) the right to park in such communal visitor space.
- 3.65 It is worth noting that the LHA have made no recommendation for Traffic Regulation Orders (in the form of single or double-yellow line parking restrictions) to be implemented within the site. Therefore any existing or future residents of Tilstock would legally be permitted to park on-street along the access roads, beyond the aforementioned formal provision set out on driveways / parking bays. Page 105 of the Manual for Streets (2007) Guidance (CD 2.13) states that on-street parking:

- Adds activity to the street
- Offers a common resource for visitor parking and service vehicles in an efficient manner
- Provides improved security by being overlooked

3.66 Figure 7.1 of Manual for Streets (2007) Guidance (CD 2.13) also shows that 5.5m wide carriageway is adequate for a car and HGV to pass comfortably. Given the carriageway widths within the site through which a refuse vehicle will pass are all 5.5 metres and above, should ad hoc on-street parking occur, there would still be sufficient width for a refuse vehicle to pass a parked car.

3.67 Therefore I maintain my position that an adequate quantum of formalised parking has been provided on site, and I have seen no evidence of how the parking proposals would give rise to a material consideration which would warrant a refusal.

4.0 HIGHWAYS RELATED THIRD PARTY COMMENTS

4.1 This section of my PoE seeks to address the issues raised by interested third parties. In terms of Highways-related concerns, the below seeks to address comments raised by S Bennett, G Ebbs, M Richardson, R Thompson and B Wise (CD 16.4).

4.2 The following key points have been raised by the interested third parties. Where more than one party has raised the same concern, I have grouped the comments together for ease of addressing them.

- Increased traffic levels
- Traffic speeds / safety concern / Site Access
- Use of PROW as pedestrian access

4.3 I note that some of the above issues have largely already been addressed in Section 3 of my PoE and / or the Highways SoCG, however I shall address each of the areas of concern by topic.

Increase in traffic levels

4.4 As part of the third party comments issued by R Thompson, it is stated that:

“can be reasonably anticipated that 70 proposed dwellings would mean a potential 70-100+ vehicles on site, anticipating at least one car per household, perhaps two. This would result in a significant number of vehicle movements per day on/off site and joining the local highway. ”

4.5 Table 2 of the Transport Statement (CD 7.1) sets out that the level of traffic that could be generated by the development of 70 dwellings is 35 two-way vehicle trips during the AM peak (0800-0900) and 34 two-way trips during the PM peak (1700-1800). This represents circa 1 additional vehicle every 2 minutes. These traffic generation figures are agreed with the LHA as set out in Point 1 of the Highways SoCG (CD 4.3)

4.6 I therefore maintain my position that the impact of the proposed scheme would not fundamentally affect how the surrounding highway network currently operates.

4.7 This is also accepted by the LHA as set out in Point 2 of the Highways SoCG (CD 4.3) whereby it is agreed there are no highway capacity concerns associated with the impact of the proposed development.

Traffic Speeds / Safety Concern / Site Access

4.8 As part of the third party comments, G Ebbs states that:

“HGVs often travel at high speeds and drive too close to or in the center of the road, creating a serious safety risk—particularly near the proposed access point for the Boningle estate. Substantial traffic-calming measures must be introduced to address speeding, pedestrian safety, and the volume of HGV traffic along Wem Road.”

4.9 R Thompson also states:

“The proposed access is via one entry/egress point onto the B5476 at a point which is almost directly opposite another access point and is at a point where clear sight lines are unavailable.”

4.10 Paragraph 2.48 of the Transport Statement (CD 7.1) set out how there is no pre-existing safety issue along any of the roads in the immediate surroundings of the site including the entirety of Tilstock village. I maintain my position as set out in the Transport Statement that the proposals should not give rise to a safety concern and would not fundamentally affect how the local roads currently operate. This item is also agreed with the LHA as set out at Point 5 of the highways SoCG (CD 4.3).

4.11 In relation to vehicle speeds, Paragraph 3.6 of the Transport Statement (CD 7.1) sets out recorded 85th percentile vehicle speeds at the point of the proposed site access. These results are based upon a 7 day ATC survey which recorded northbound speeds of 33mph and southbound speeds of 34.6mph. These results have been accepted as being accurate by the LHA as set out in Point 7 of the Highways SoCG. There has been no requirement by the LHA to amend the existing speed limit along Tilstock Road in the vicinity of the site, nor has there been any request to introduce speed calming measures as part of the proposed scheme.

4.12 In terms of the proportion of existing HGVs on Tilstock Road, a review of the existing ATC data has been undertaken (contained within the Highways Technical Note at CD 7.8). ATC 1 was undertaken on Tilstock Road in July 2025, confirming there was a total of 25,120 vehicles recorded across the 7-day period of which 429 were classified as a HGV (2.1%). This data is reflective of ATC 5 that was undertaken on Tilstock Road in March 2024, confirming there was a total of 22,672 vehicles recorded across the 7-day period of which 473 were classified as a HGV (1.7%). This confirms there is a very low presence of HGVs on Tilstock Road.

4.13 Whilst I appreciate there may be a perceived safety concern relating to vehicle speeds and driver behaviour, I see no evidence before me regarding and recorded incidents.

- 4.14 In relation to the proposed site access, this has been designed in accordance with the Shropshire Council 'SMART' guidance document (CD 2.15) and also the principles as set out in Manual for Streets (CD 2.13) and Manual for Streets 2 (CD 2.14). The geometric parameters of the site access have also been agreed with the LHA as set out in Point 4 of the Highways SoCG (CD 4.3).
- 4.15 Drawing Number SH5037-11PD-002 also shows how visibility splays can be achieved in accordance with the results of ATC traffic speed data, these being 82 metres to the north and 49 metres to the south. It is accepted that in order to achieve these visibility splays, a section of the existing hedgerow along the eastern edge of Tilstock Road would need to be removed / replanted. This has been agreed with the LHA as set out in Point 9 and 11 of the Highways SoCG.
- 4.16 I therefore agree with the findings of the LHA insofar as perceived issues relating to vehicles speeds and the safety of the proposed site access, and that there should be no requirement for any further consideration.

Use of PROW as pedestrian access

- 4.17 R Thompson states within their objection that:

"The only designated pedestrian access point is via a footpath on what is currently privately owned land (agricultural) to the rear of the Village Hall towards the School. This footpath, through a field, would not be visible from any main area and would present a safeguarding concern and could give rise to opportunities for criminal activity / anti social behaviour."

- 4.18 Core Document CD5.8 shows how the land under consideration is under control of the appellant or publicly maintained highway.
- 4.19 It is accepted that there would be no pedestrian access at the main vehicle access onto Tilstock Road. Instead, pedestrian access would be provided via a dedicated route towards Public Footpath 0233/28/1 to the south of the site.
- 4.20 I have previously set out in my Highways Technical Note of July 2025 (CD 7.8), several appeal decisions and / or consented schemes whereby a dedicated off-road pedestrian route has been provided to serve a site and that this was deemed acceptable.
- 4.21 Point 17 of the Highways SoCG also confirms that both the appellant and the LHA agree with

the principle of providing a dedicated pedestrian access separate to the vehicular access.

- 4.22 I accept that the existing Public Right of Way 0233/28/1 currently has a self compacting surface, with an existing gate and stile into the appellants site. However as set out in the Highways Technical Note (CD 7.8) dated July 2025, several measures would be implemented to improve this pedestrian route. Such measures include providing a continuous hard / all-weather surface path to accommodate pushchairs and wheelchairs. Drawing Number SH5037-11PD-004 (CD7.9) shows how PROW 0233/28/1 could be improved, and this would be undertaken in consultation with the Shropshire Council PROW team. This principle of this has been agreed with the LHA at Point 19 of the Highways SoCG.
- 4.23 A Walking, Cycling & Horse Riding Assessment (WCHA) has also been undertaken by an independent third party consultant (CD7.10) to review the suitability of using PROW 0233/28/1 as the pedestrian access to serve the site. Within this report, several opportunities were identified to improve the route including wayfinding signage and hard surfacing. And set out above, these issues have been addressed in Drawing Number SH5037-11PD-004.
- 4.24 Based upon the above evidence, I maintain my position that the PROW route towards the village should be acceptable from a highways and safety perspective in accordance with Paragraph 115 of the NPPF.

5.0 CONCLUSIONS

- 5.1 Putative Reason for Refusal 3 and 4 relates to highways and transportation issues. Specifically, the concerns relate to whether the scheme is in a sustainable location in relation to key facilities, and issues relating to the internal layout of the site. Third party comments also raised concern in relation to potential traffic levels, highway safety and the suitability of the site access strategy.
- 5.2 Since the putative reasons for refusal were set out in the Shropshire Council Statement of Case, the signed Highways SoCG confirms how there are no outstanding concerns in relation to the proposed site access and that this would indeed be safe and suitable in accordance with the NPPF. It has also been agreed with the LHA that there is no requirement to amend the speed limit along Tilstock Road as part of this proposed development. The LHA have also agreed that there are no highway capacity concerns associated with the proposed development, and the principle of the pedestrian route via PROW 0233/28/1 represents a shorter walking distance to key facilities within Tilstock and is acceptable in principle.
- 5.3 In terms of the sites' sustainability credentials, I have reiterated within my Proof of Evidence how all the key facilities within Tilstock village are within an acceptable walking distance. Indeed the Shropshire Council Site Allocations and Management of Development (SAMDev) Plan (2015) sets out that Tilstock is a sustainable location. In terms of journeys beyond the village, I have demonstrated how there is a genuine choice of travel by other modes such as cycling, and public transport. Indeed I have provided further evidence to demonstrate that there is evidence of existing cycle activity on local roads, and that there is no ongoing safety issue that could be exacerbated by the proposed development.
- 5.4 In terms of the internal layout, within my Proof of Evidence I have addressed the technical highway issues relating to the street layout and parking. I deem that sufficient information has been provided to demonstrate that there are no Highways-related reasons to refuse this scheme on the basis of internal site layout, subject to the agreement of suitably worded planning conditions.
- 5.5 In view of the above, I deem there to be no highway or transport reasons to withhold planning permission.

Appendix AM.1 Bus Timetable April 2025

511/512 Shrewsbury to Whitchurch

via Harlescote Retail Park, Clive, Wem, Prees and Tilstock - Valid from Saturday, February 1, 2025 to Wednesday, November 5, 2025

Monday to Friday - Whitchurch Bus Station

	511	511	511 ¹	511 ²	512	511	512	511	512	511	511	511	511	511	511
Harlescott Tesco	0535	0635	--	--	--	--	--	--	--	--	--	--	--	--	--
Shrewsbury Bus Station	--	--	0710	0710	0845	0945	1045	1145	1245	1345	1445	1615	1715	1815	
Harlescott Hawkstone Road Jct	--	--	0721	0721	0856	0956	1056	1156	1256	1356	1500	1633	1733	1826	
Hadnall The New Inn	0543	0643	0728	0728	0905	1005	1105	1205	1305	1405	1510	1643	1743	1833	
Yorton Jubilee Tree Houses	0555	0655	0740	0740	--	1017	--	1217	--	1417	1522	1655	1755	1845	
Wem Mill	0603	0703	0748	0748	0915	1025	1115	1225	1315	1425	1530	1703	1803	1853	
Wem Railway Station	0611	0711	0758	0758	0925	1035	1125	1235	1325	1435	1540	1713	1813	1900	
Prees Layby	0625	0725	0811	0811	0938	1048	1138	1248	1338	1448	1553	1726	1826	--	
Higher Heath Twemlows Avenue Jct	0632	0732	0820	0820	0945	1055	1145	1255	1345	1455	1600	1733	1833	--	
Whitchurch Sir John Talbot School	--	--	0835	--	--	--	--	--	--	--	--	--	--	--	
Whitchurch Railway Station	0647	0747	--	--	--	--	--	--	--	--	--	--	--	--	
Whitchurch Bus Station	0652	0752	0842	0835	1000	1110	1200	1310	1400	1510	1615	1748	1848	--	

¹ Term Time Only ² Only During School Holidays

Monday to Friday - Shrewsbury Bus Station

	511	511	511	511	512	511	512	511	511 ¹	511 ²	511	511	511	
Whitchurch Bus Station	0702	0807	0912	1012	1122	1212	1322	1412	1517	1522	1632	1757	1857	
Whitchurch Sir John Talbot School	--	--	--	--	--	--	--	--	1525	--	--	--	--	
Higher Heath Twemlows Avenue Jct	0716	0821	0926	1026	1136	1226	1336	1426	1536	1536	1648	1813	1911	
Prees Layby	0723	0828	0933	1033	1143	1233	1343	1433	1543	1543	1655	1820	1918	
Wem Railway Station	0738	0843	0948	1048	1158	1248	1358	1448	1558	1558	1710	1835	1933	
Wem Mill	0747	0852	0956	1056	1206	1256	1406	1456	1606	1606	1718	1843	1941	
Clive Drawwell Jct	0756	0901	1005	1105	--	1305	--	1505	1615	1615	1727	1852	1950	
Hadnall The New Inn	0808	0913	1016	1116	1216	1316	1416	1516	1626	1626	1738	1903	2001	
Harlescott Sentinel	0820	0925	1025	1125	1225	1325	1425	1525	1637	1637	1747	1912	2010	
Shrewsbury Bus Station	0835	0935	1035	1135	1235	1335	1435	1540	1652	1652	1802	1922	2020	

¹ Term Time Only ² Only During School Holidays

Saturday - Whitchurch Bus Station

	511	511	511	512	511	512	511	512	511	511	511	511	511	
Shrewsbury Bus Station	--	--	0715	0845	0945	1045	1145	1245	1345	1445	1615	1715	1815	
Harlescott Hawkstone Road Jct	--	--	0726	0856	0956	1056	1156	1256	1356	1456	1626	1726	1826	
Harlescott Tesco	0535	0635	--	--	--	--	--	--	--	--	--	--	--	
Hadnall The New Inn	0543	0643	0733	0905	1005	1105	1205	1305	1405	1505	1635	1735	1833	
Yorton Jubilee Tree Houses	0555	0655	0745	--	1017	--	1217	--	1417	1517	1647	1747	1845	
Wem Mill	0603	0703	0753	0915	1025	1115	1225	1315	1425	1525	1655	1755	1853	
Wem Railway Station	0611	0711	0802	0925	1035	1125	1235	1325	1435	1535	1705	1805	1900	
Prees Layby	0625	0725	0815	0938	1048	1138	1248	1338	1448	1548	1718	1818	--	
Higher Heath Twemlows Avenue Jct	0632	0732	0822	0945	1055	1145	1255	1345	1455	1555	1725	1825	--	
Whitchurch Railway Station	0647	0747	--	--	--	--	--	--	--	--	--	--	--	
Whitchurch Bus Station	0652	0752	0837	1000	1110	1200	1310	1400	1510	1610	1740	1840	--	

Saturday - Shrewsbury Bus Station

	511	511	511	511	512	511	512	511	511	511	511	511	
Whitchurch Bus Station	0712	0812	0912	1012	1122	1212	1322	1412	1522	1632	1752	1852	
Higher Heath Twemlows Avenue Jct	0726	0826	0926	1026	1136	1226	1336	1426	1536	1646	1806	1906	
Prees Layby	0733	0833	0933	1033	1143	1233	1343	1433	1543	1653	1813	1913	
Wem Railway Station	0748	0848	0948	1048	1158	1248	1358	1448	1558	1708	1828	1928	
Wem Mill	0756	0856	0956	1056	1206	1256	1406	1456	1606	1716	1836	1936	
Clive Drawwell Jct	0805	0905	1005	1105	--	1305	--	1505	1615	1725	1845	1945	
Hadnall The New Inn	0816	0916	1016	1116	1216	1316	1416	1516	1626	1736	1856	1956	
Harlescott Sentinel	0825	0925	1025	1125	1225	1325	1425	1525	1635	1745	1905	2005	
Shrewsbury Bus Station	0835	0935	1035	1135	1235	1335	1435	1535	1645	1755	1915	2015	

Bedford

Planning | Research & Analysis | Transport & Infrastructure
bedford@dlpconsultants.co.uk

Bristol

Planning | Transport & Infrastructure
bristol@dlpconsultants.co.uk

Liverpool

Planning
liverpool@dlpconsultants.co.uk

London

Planning
london@dlpconsultants.co.uk

Nottingham

Planning | Transport & Infrastructure
nottingham@dlpconsultants.co.uk

Rugby

Planning
rugby@dlpconsultants.co.uk

Sheffield

Planning | Research & Analysis | Transport & Infrastructure
sheffield@dlpconsultants.co.uk

IEMA Transforming the world
to sustainability

**URBAN
DESIGN
GROUP** REGISTERED
PRACTICE

 **CIHT**
Partnerships Network

 **RTPI**
Chartered Town Planners

Established in 1991

Employee Owned Trust