

**STATION GYRATORY TASK AND FINISH - ACTION PLAN**

*These are the latest updates made against those recommendations that were proposed by the Station Gyrotory Task and Finish Group, and accepted by Cabinet, in the T&F Group report to Cabinet on the 3<sup>rd</sup> December 2025 -*

	<b>Recommendations</b>	<b>Action</b>	<b>Timescales</b>
<b>1</b>	<p><b>Recommendation 1 – Safety and Accessibility:</b> The Task and Finish Group recommend that an independent safety audit is carried out as soon as possible. The audit should be conducted by an impartial, third-party to ensure no conflict of interest. This should have the following key areas of focus: Firstly, informing whether there can be safe use of the floating bus stop and explore alternatives such as relocation, resizing or different designs to comply with statutory guidance and accessibility needs. Secondly, the safety audit should include consideration of the options around how the removal or modification of bollards could improve emergency vehicle access, whilst maintaining pedestrian and cyclist safety. A review of the interface between cycles, pedestrians and traffic at the junction with Howards Bank and safe and accessible access and egress at the station forecourt is necessary. Thirdly, to consider the extent of shared space between Howards Bank and New Park Road and whether parts of the wider pavement in this area could incorporate a designated cycle lane.</p>	<p><b>Action to date:</b>                      A formal interim Stage 3 Road Safety Audit has been carried out by a third party organisation, separate from the Design organisation. An interim Audit checks partially completed works, or sections opened to the public, identifying potential hazards before the entire project is finished and officially signed off as complete. The auditors are not directed to specific issues but independently, identify problems and make recommendations for the Design and Overseeing Organisations to consider and respond to. The bus stop has been noted in the Audit. Emergency vehicle access has been much improved since the fire service were granted permission to use the cycle lane. Ambulance and Police services were already utilising the facility. Cyclists are currently required to observe the traffic signals as there is no specific cycle phase at this time although signal timings and station access to feature in the Audit. The facility of shared space would not be considered suitable for a designated cycle lane – this would have been introduced had it been the case.</p>	

<p><b>2</b></p>	<p><b>Recommendation 2 – Safety and Emergency Services:</b> The Task and Finish Group recommend regular contact between blue light services and Highways to monitor ongoing issues around traffic volume and signalling, and as a priority assess the feasibility, cost, and logistics of implementing ‘green wave’ technology.</p>	<p>Contact with the fire service has continued resulting in approval for their vehicles utilising the cycleway when on a shout, subject to their own dynamic risk assessment. Video footage has been taken of two fire engines using the cycleway, bypassing traffic on Castle Foregate outside the station – this is a dramatic improvement over pre scheme conditions when both lanes would have been congested. Data has been requested from the fire service regarding pre scheme call outs so this can be compared with our own data of that time and post construction. The ACFO has offered to advise the Council of appropriate points of contact within the Police and Ambulance Service who have notably, been utilising the cycleway since it’s implementation. As a result of this, the “green wave” has not been investigated but the costs would run into the tens of thousands.</p>	
<p><b>3</b></p>	<p><b>Recommendation 3 – Wider Impacts:</b> The Task and Finish Group recommend that an independent review is undertaken to consider the wider impact of the Station Gyratory system on the local highway network and local communities in residential areas, in order to take action to minimise unintended consequences. This should include, but not be limited to, consideration that the removal of low bridge constraints on the A528 has opened up Ellesmere Road to through HGV traffic, and the significant consequences for traffic on New Park Road, Beacalls Lane and Howards Bank as motorists use this route as a rat run to avoid congestion on the A5191.</p>	<p>A formal independent interim Stage 3 Safety Audit has been undertaken in the first instance, as noted in point 1 above. Decisions are required regarding the bus stop and cycleway, which will move to public consultation and if agreed, delivery on site. Officers recommend that a wider, strategic <i>safety review</i> is then undertaken of the whole scheme if this is considered appropriate and necessary. A resource exists within the Council to project manage a commission for a <i>safety review</i>, and a draft scope has been prepared.</p>	

<p><b>4</b></p>	<p><b>Recommendation 4 - Stakeholder Engagement:</b> The Task and Finish Group recommend that a more inclusive consultation process is implemented for future schemes, ensuring that all key stakeholders, especially local businesses and particularly residents, are involved from the outset, and at each gateway identified, including any significant late changes during the build out. To ensure such ongoing involvement happens, this should be the responsibility of a specified officer at each stage of the project</p>	<p>A public consultation into the proposals ran from 6 February to 5 March 2024 and attracted over 450 responses – with 170 people visiting a drop in event at St Mary’s Church. Feedback led to a number of amendments being made to the original proposals. Further consultations were carried out during construction for the late change of scope to retain trees in Chester Street and the Traffic Regulation Orders for the change of traffic movements, the 20mph zone and Restricted Parking Zone. Throughout construction, Newsroom updates and press releases were provided plus social media updates with progress reports being provided to the Steering Group and the wider SBTP Movement Steering Group. Moving forward, assigned Project Managers will be tasked with ensuring that robust and appropriate consultations are undertaken to align with gateways, actions addressed and communicated, plus formal engagement with internal Service leads and asset managers which had been lacking. Project Mandates are required prior to handover for delivery confirming that <b>all</b> necessary actions have been taken, addressed and closed out, that the designs have been agreed, consultations have been appropriately conducted, budgets are confirmed and procurement of formal Contracts can be commenced without hindrance.</p>	
<p><b>5</b></p>	<p><b>Recommendation 5 – Governance and Oversight:</b> The Task and Finish Group recommend that clear lines of governance</p>	<p>Asset Manager and Service Manager engagement is now a requirement on future</p>	

	<p>and officer oversight are established, with defined responsibilities and gateway review stages to prevent similar issues in future projects.</p>	<p>projects, with detailed Project Mandates covering transfer from one area of the Council to another – for example, Economic Growth as promoter to Highways for delivery. Suggested gateways are:</p> <ul style="list-style-type: none"> <li>• Options Identification and appraisal (Concept design)</li> <li>• Public Consultation and analysis</li> <li>• Option Selection (Preferred Option)</li> <li>• Public Engagement on preferred option and analysis of feedback</li> <li>• Preliminary Design</li> <li>• Statutory Procedures &amp; Powers</li> <li>• Construction Preparation (Detailed Design)</li> <li>• Procurement and construction, Commissioning &amp; Handover</li> <li>• Closeout</li> </ul>	
<p><b>6</b></p>	<p><b>Recommendation 6 – Financial Management:</b> The Task and Finish Group recommend that the risks of potential grant clawback and cost shifts are determined, ensuring outputs align with funding requirements.</p>	<p>It is understood that the risk of clawback is not an issue and MHCLG are comfortable with the position of the project. Further engagement with MHCLG will be undertaken in advance of any Cabinet Decisions.</p>	
<p><b>7</b></p>	<p><b>Recommendation 7 – Active Travel and Connectivity:</b> The Task and Finish Group recommend that the administration ensure cycle lane and active travel outputs are delivered in line with improved connectivity and public realm developments as proposed. The Task and Finish group recommend that Shropshire Council and all the partners in the Movement Strategy examine and review the lessons learned to ensure the Strategy’s coherence and practicality.</p>	<p>The cycleway has, in the main, been delivered as intended with the exception of the southern corridor on Castle Gates/Castle Street. A change was also required between Howard Street and New Park Road due to the lack of appropriate consultation prior to Contracts being let and works commencing. Legal advice was sought and a major risk of Judicial Review was identified around the substantial loss of on street parking – the Project timeframe and</p>	

		<p>budget was not able to absorb this. An alternative solution (shared footway cycleway) was presented to the Steering Group with advice sought from Active Travel England. There is connectivity between St Michaels Street (south of the Flaxmill), along the old canal path to New Park Road, returning to St Michaels Street/Castle Foregate, through to the Railway Station entrance by Smithfield Road. The recruitment of an experienced Active Travel Manager will certainly ensure that future schemes are appropriately reviewed, checked and agreed in line with design standards and DfT/ATE guidance as it exists at the time.</p>	
8	<p><b>Recommendation 8 – Data Monitoring:</b> Page 18 15 The Task and Finish Group recommend the collection and analysis of pre- and post-scheme data, including continual monitoring of live traffic flow and safety metrics, utilising traffic data from Shrewsbury BID to inform ongoing adjustments and future project planning. While the BID’s contribution is valuable the Council should have comprehensive systems of ongoing monitoring. We note a paucity of data relating to cycling movements leading to a minimal projection of likely gains in traffic.</p>	<p>Work is underway to assess the availability and suitability of data which can be captured via electronic means on given dates both pre and post scheme</p>	
9	<p><b>Recommendation 9 – Learning &amp; Culture:</b> The Task and Finish Group recommend that this experience is used as a catalyst for organisational change, fostering a culture of collaboration, accountability, and continuous learning.</p>	<p>Noted and agreed – changes are already being implemented in the formal arrangements for projects from inception through to design maturity and delivery on site.</p>	
10	<p><b>Recommendation 10 – Strategic Partnership Arrangements:</b> There were significant costs associated with project management of the gyratory project by our strategic partner.</p>	<p>The costs incurred would be directly attributable to the various scopes of work commissioned with the Professional Services Provider, there</p>	

	<p>The case for expanding Shropshire Council's inhouse project delivery capability should be investigated. Managing projects from within Shropshire Council has the potential to both reduce costs and increase control. This review could be included in a broader review of strategic partnerships, to ensure that they are used in a way which brings maximum benefit to the Council.</p>	<p>were also delays realised by lack of clarity during consultations resulting in additional work being required (northern corridor), delays due to late changes of scope requiring additional consultations and design modifications, lack of timely decision making on the southern corridor, lack of clarity around the bus stop outside the station. These examples increased the requirements of the Professional Services Provider and also, the construction timeline extended meaning increased NEC Project Management and Supervision was required. Proposals are already being considered for the Council to employ suitably qualified and experienced individuals to undertake the NEC Project Manager and Supervisor functions for future projects.</p>	
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**General comments:**

The majority of “problems” identified in the RSA are minor signing and lining issues which have been reported to the Contractor and instructed for remedial action – Those items specific to the Traffic Regulation Orders have been completed and Enforcement has commenced. Other remedials, such as footway ponding will be addressed and a Programme of works is being developed by the Contractor.

A small island at the bottom of Coton Hill is to be introduced to reinforce the road markings and contain an additional give way sign for traffic travelling towards Chester Street. There will also be map based signage installed so drivers are better informed on the junction layout.

The bus stop on Castle Foregate can not be relocated – Transport operators are not willing to use the bus station, Castle Gates is not viable and neither is a suggested location on the southbound approach to the Howard Street junction.

The current bus stop island can be modified, taking in to account the more recent DfT guidance, which would allay the concerns raised by Arriva. However both the bus stop and cycleway at the front of the station require Cabinet Decision as there are alternative options that the Council may wish to consider further.

Fundamental changes to the operation of the traffic lanes in front of the railway station may result on abortive costs for the design and construction to date. This would present a revenue burden to the Council and work is underway to identify the extent of these costs. There is also the consideration around air quality along the Castle Foregate corridor, which the project, as constructed, intended to address, with the added inclusion of two way traffic along Chester Street – this removed the need for traffic from Ellesmere Road having to turn right at Cross Street to either access the Town or continue along Smithfield Road.