

The background of the slide is a photograph of the interior of a bus. It shows rows of blue seats with a colorful, abstract pattern. Yellow handrails are visible above the seats. The bus is empty, and the lighting is bright, coming from windows on the left side.

Local Bus Retendering Programme 2026



Shropshire
Council

Inter-Urban Services

Service	Route	Decision	Key Rationale	New contracted operator	Vehicle type
64	Market Drayton to Shrewsbury	Council takes on route/costs	Currently a commercial service, operator unable to continue commercially from September 2026. Council must fund in full or route is lost.	D&G Buses	Over 5 years old
437	Broseley to Shrewsbury	Retain (like-for-like)	Withdrawal would weaken town/rural connectivity and reduce availability of college access in Shrewsbury	Arriva Midlands	New buses
501	Ellesmere to Shrewsbury	Retain (like-for-like)	Withdrawal would weaken town/rural connectivity.	Lakeside Coaches	Under 5 years old
508 (NEW)	Wem to Ellesmere	Introduce	Replaces Ellesmere town service 208 and Wem town service 201 with stronger, daily, higher-value service.	Lakeside Coaches	Under 5 years old
553	Bishops Castle to Plox Green (onwards to Shrewsbury)	Retain (like-for-like)	Withdrawal would weaken town/rural connectivity.	Minsterley Motors	Over 5 years old
558	Montgomery to Shrewsbury	Retain (With amended timetable)	Withdrawal would weaken town/rural connectivity. New operator and improved timetable introduced.	D&G Coaches	New buses

Countywide town services

Service	Route	Decision	Key Rationale	New contracted operator	Vehicle type
201	Wem town service	Withdrawn (September 2026)	Services 201 & 208 are low frequency town services operating around 3 or 4 days per week.	N/A	N/A
208	Ellesmere town service	Withdrawn (September 2026)	Replace town services with a stronger, more consistent inter-urban service, 508, operating 6 days per week.	N/A	N/A
301	Market Drayton town service	Retain (like-for-like)	Maintains town connectivity, withdrawal would remove local provision.	D&G Buses	New buses
701	Ludlow (North)	Retain (like-for-like)	Core provision within the town, more frequent timetable explored but too costly at this stage,	Diamond Buses	New buses
702	Ludlow (South)	Retain (like-for-like)	Complements service 701 and maintains balanced town coverage, more frequent timetables explored but too costly at this stage. Will now serve Ludlow ECO Park on all journeys.	Diamond Buses	New buses
722	Ludlow Park & Ride	Withdrawn (September 2026)	Following trial introduced 2 years ago with UK Government funding, service has very low usage. Service 702 will serve ECO Park on all journeys.	N/A	N/A

Shrewsbury town services

Service	Route	Decision	Key Rationale	New contracted operator	Vehicle type
2	Castlefields	Withdrawn (September 2026)	Services 2 & 12 have low usage and overlap other town services. Funding to continue them would need to increase.	N/A	N/A
12	Merlin Road & Crowmeole Lane	Withdrawn (September 2026)	Connect On-Demand launching in Castelfields in January 2027 as well as services 24 & 25 operating close by. Other services such as 11, X5 & 20 available for customers using service 12.	N/A	N/A
3A	Harlescott/ Sundorne to Belvidere School	Withdrawn (September 2026)	Very low usage, not required for statutory duties, entitled pupils accommodated on existing network.	N/A	N/A
20	Radbrook	Retain (like-for-like)	Stronger usage, alternative routing options considered, but costly. Retained as per current timetable.	D&G Buses	New buses
23	Preston Street & Belvidere	Retain (With amended timetable)	Usage is fair, timetable adjusted to operate hourly with earlier and later trips throughout the day.	D&G Buses	New buses
26	Meole Village	Retain (like-for-like)	Fair usage, alternative frequencies considered, such as every 30 minutes, these were too costly. Retained as per current timetable.	D&G Buses	New buses
37	Meole Brace School to Weeping Cross	Withdrawn (September 2026)	No inwards journey, afternoon trip only, low patronage. Students can be accommodated on Connect On-Demand network.	N/A	N/A

Shrewsbury Park & Ride services

Service	Route	Decision	Key Rationale	Vehicle type
PNK	Oxon Park & Ride	Retain	Strong usage, NHS shuttle to Royal Shrewsbury Hospital supports demand. 20/12 minute frequency retained.	Under 5 years old
BLU	Harlescott Park & Ride	Retain	Strategically important and patronage recovering well since Pandemic. 20/12 minute frequency retained.	Under 5 years old
GRN	Meole Brace Park & Ride	Withdrawn (November 2026)	Patronage decreased in recent years, no longer viable to provide 3 separate P&R services in Shrewsbury. Costs must be reallocated to further protect wider inter-urban and rural bus services.	N/A
Evening	Oxon & Harlescott	Introduce (November 2026)	With less services to maintain, investment provided for remaining Oxon & Harlescott services. From November 2026, evening services will operate at both sites from 6.30pm to 10pm, 6 days per week, Monday to Saturday.	Under 5 years

Changes to achieve a balanced budget

Shrewsbury Park & Ride	Focus investment on two sites, withdraw the third site to support affordability across the wider county network. Add improvements in the evening connectivity on remaining services.
Wem & Ellesmere	Replace two limited town services with a single stronger combined offer providing clearer connectivity and access to rail and other essential services for both towns.
Ludlow town network	Withdraw the very low-use Park & Ride and focus resources on remaining town services.
Shrewsbury town network	Withdraw very low-use elements and retain/improve core links where they provide the greatest benefit.
Inter-Urban corridors	Protect key links where withdrawal would create capacity or access risks, and identify where contracting is required to maintain connectivity.