

A Movement Strategy for Ludlow

Response to LCWIP proposals

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A Movement Strategy for Ludlow: Response to Local Cycling and Walking Infrastructure Plan

- Walking**
- Existing footpaths
 - Existing bridleways
 - Other footpaths
 - Footpath changes already agreed
 - LCWIP footpath proposals
 - Additional footpath proposals
- Cycling**
- LCWIP cycle proposals
 - Additional cycling proposals
- Existing cycle lanes not shown
- Buses**
- 🚌 Additional bus proposals
- Other traffic**
- LCWIP vehicle proposals
 - ▨ LCWIP 20mph and Low Traffic Neighbourhoods
 - ▨ Additional traffic proposals
- Numbers on map refer to LCWIP proposals (L.#), additional proposals (A#) or rights of way

Figure 1. Key to maps

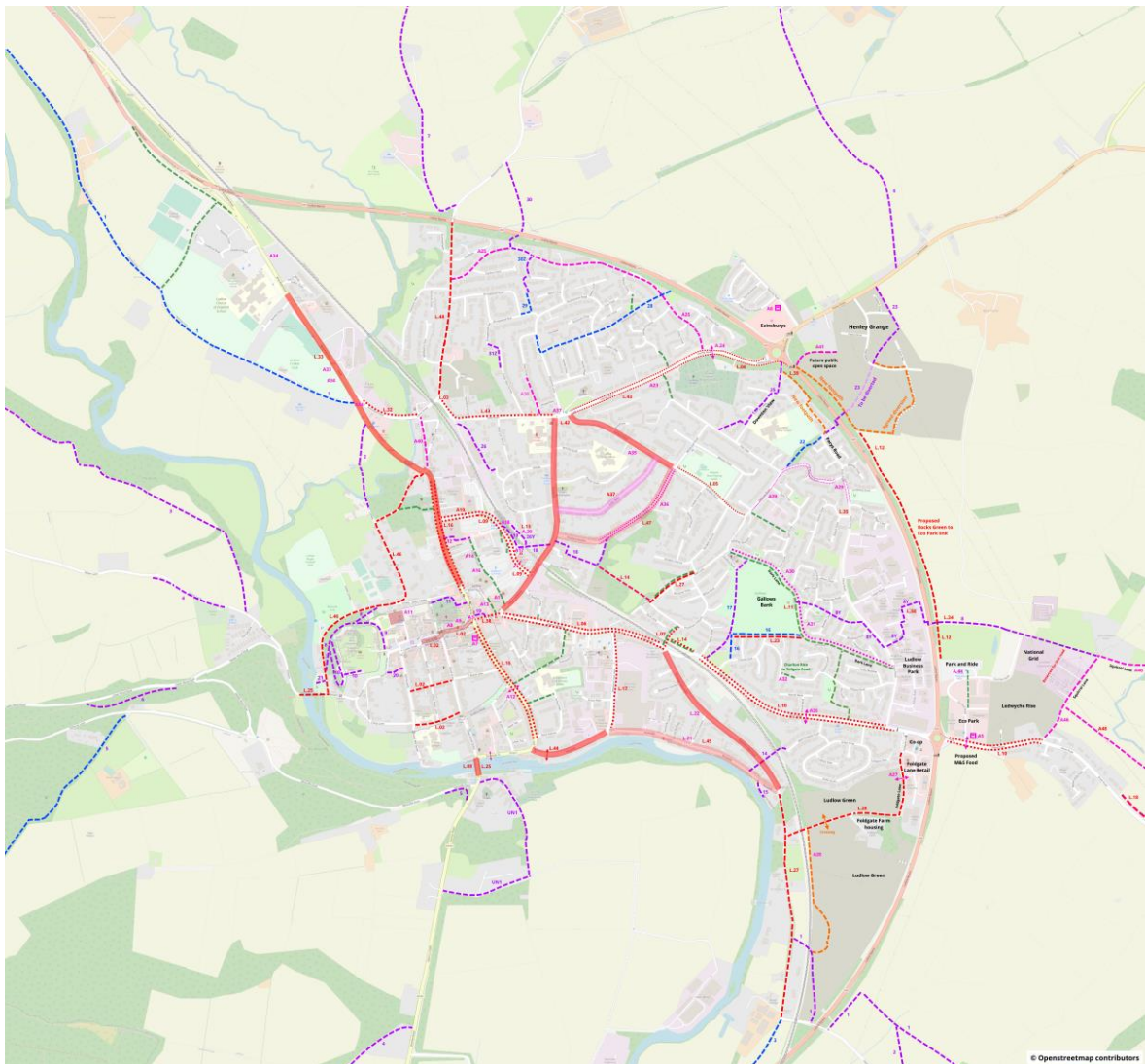


Figure 2. Master map of proposals

A movement strategy for Ludlow

LCWIP is a welcome exercise. It moves us a step further in developing a sustainable travel policy for Ludlow. The Ludlow Local Cycling and Walking Infrastructure Plan is however a smorgasbord of ideas rather than a comprehensive movement strategy for Ludlow.

The main reason for this, in line with Department for Transport guidance, the LCWIP is confined to walking and cycling. An active travel strategy for Ludlow cannot be developed without also considering the needs of vehicles, including buses.

This report looks at the problems and potential solutions to movement around Ludlow with a view to reducing traffic, increasing cycling, promoting buses and encouraging walking. Care is taken to recognise the needs of disabled people and those with limited mobility.

All the Ludlow LCWIP proposals have been examined, commenting whether or not they are desirable, feasible or require modification. I also add nearly 50 additional proposals based on many years of discussion about the problems of getting into and around Ludlow.

In preparing this document, I have consulted widely through social media and direct contact with people. It would be impractical to provide a detailed summary of all the comments received. In summary, a number of threads of opinion emerged:

- A number of residents think that no change is needed: "It ain't broke so don't fix it."
- Other residents and traders oppose any traffic restrictions in the town centre.
- Many people support closing King Street to improve pedestrian experience, with a few mentioning cycling.
- There has been no opposition to broader 20mph limits. Some people said 20mph cannot be exceeded on many streets. Others that speed limits are not enforced.
- There is widespread opposition to restricting parking on-street or in car parks with only a few voices in favour.
- A few said that there is no need to provide facilities for cyclists as there are few of them – this is not correct and misses the point of LCWIP.
- Many complained about the state of the roads, especially Gravel Hill and Lower Galdeford. However, LCWIP is concerned with infrastructure not maintenance.

The proposals in this document go beyond the remit of LCWIP to ensure that workable solutions are found that promote active travel, reduce traffic pressure and improve travel experiences for everyone in Ludlow and its hinterland.

Several bodies will be needed to bring LCWIP and the additional 48 proposals to fruition. These include Shropshire Council, Ludlow Town Council, Ludlow Chamber of Commerce, Ludford Parish Council and other parish councils, Network Rail and Transport for Wales and bus operators. Some proposals can be implemented quickly and at low cost. Others will need further consultation, including those involving Traffic Regulation Orders. Most proposals will need funding, which will come from town and parish councils, Shropshire Council, central government, along with the Community Infrastructure Levy and its planned successor the Infrastructure Levy.

We must improve the way people move around our town and countryside. These proposals must be just the start.

Understanding Ludlow Neighbourhood centres

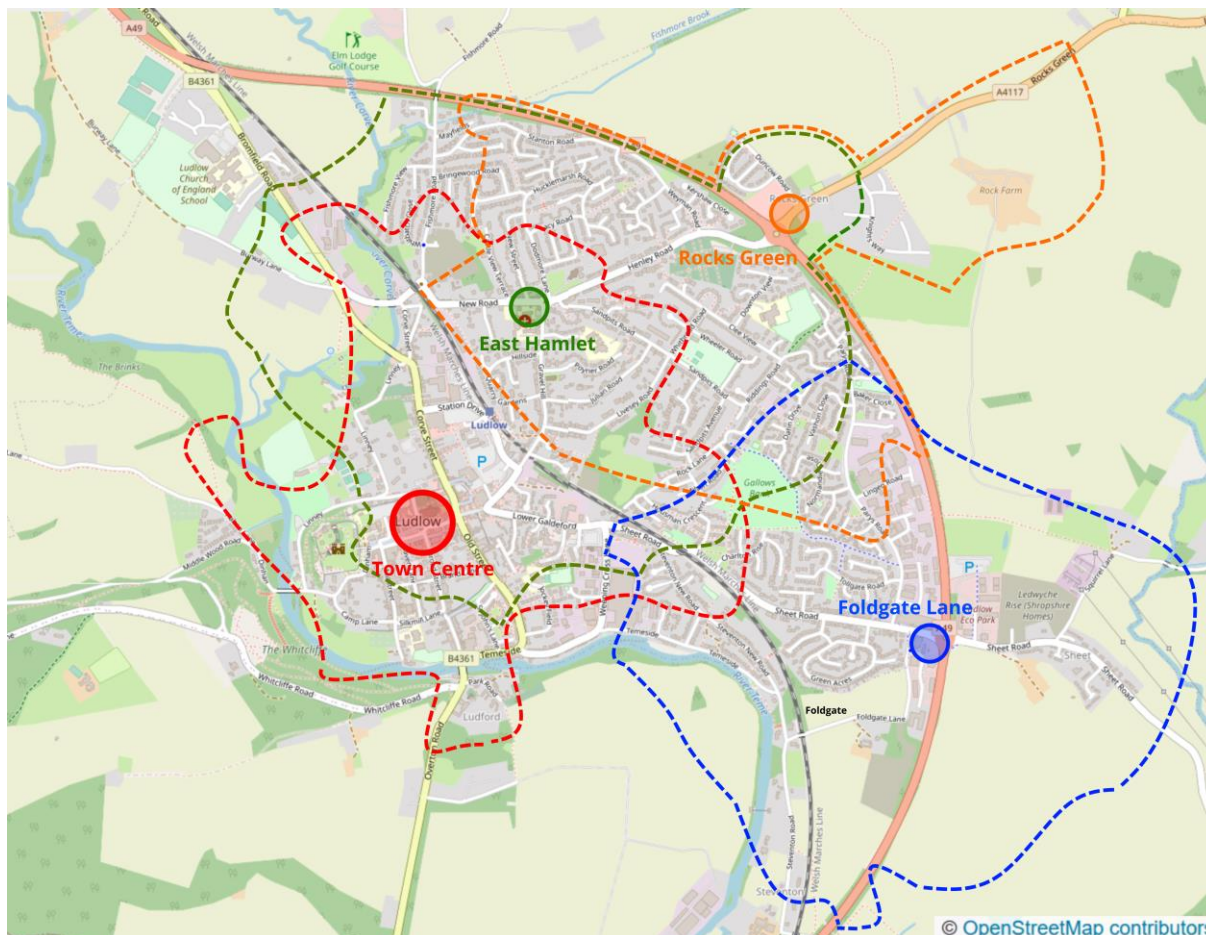


Figure 3. 15 minute walking distances from neighbourhood centres¹

Ludlow is a compact town with three neighbourhood centres outside of the town centre:

- East Hamlet: Convenience store, takeaway, café and health and wellbeing.
- Rocks Green: supermarket and pub.
- Foldgate Lane: supermarket, pub, pet store and bakery.

Everyone in town is within 15 minutes walking distance of a neighbourhood centre or the town centre, except for residents on Bromfield Road north of Burway Close. There are further stores and takeaways on Parys Road, Sandpits Road and Bromfield Road.

This is important in understanding the travel needs of residents. Many can satisfy their daily needs in a neighbourhood centre, only travelling to the town centre once or twice a week. Active travel measures, as LCWIP acknowledges, are as important on the outskirts of the town as they are in the town centre.

1. Street maps © Openstreetmap contributors (CC BY-SA 2.0).

Taking account of disability

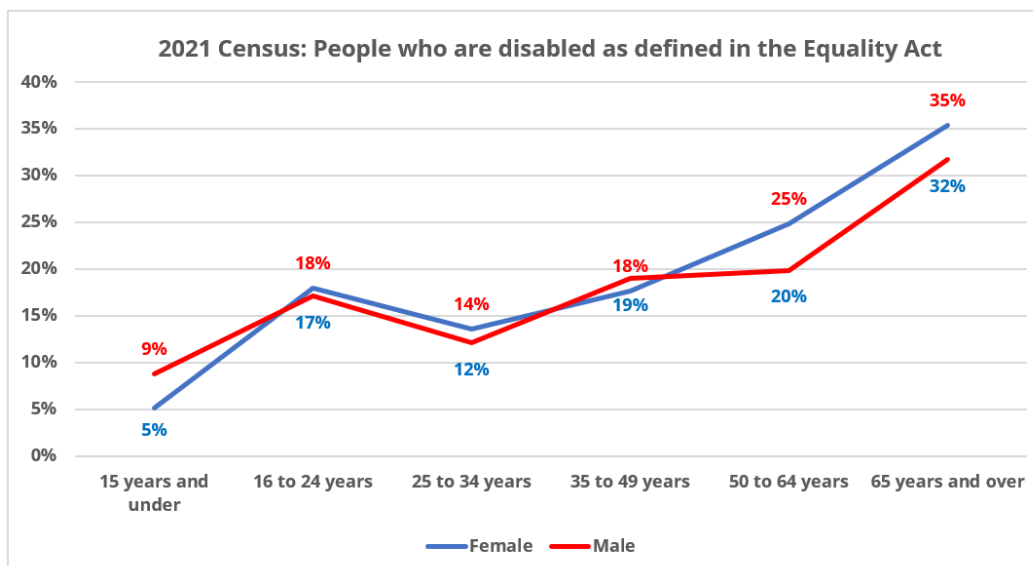


Figure 4. Disability in Ludlow (Census 2021)

A movement strategy for Ludlow should putting disability at its centre. The 2021 census revealed that 21.7% of people in Ludlow are disabled within the meaning the Equalities Act 2010.² Disability inevitably increases with age (Figure 4).

Households with at least one disabled person are less likely to own a car or van (28.6% have no vehicle) compared with 15.9% of households without a disabled person.³

Ludlow can be a challenge for disabled people, many of whom find negotiating the many hills – Dinham, Broad Street, Old Street, Corve Street, Lower Galdeford and the Bringwoods – challenging. The topography of Ludlow is a vital consideration in devising measures to reduce traffic in the town centre while supporting access for people with limited mobility.

Car ownership and travel to work

More than half of journeys to work originating in Ludlow were by car or van (55%). Of these, 12.0% of journeys were within 5km of the home. Some of these journeys might be suitable for walking or cycling. Less than a fifth of people travel to work on foot or by cycle. More than a quarter worked at home (26.6%). However, the 2021 Census took place during the pandemic and this is likely to have increased the number of people recorded as working from home.⁴ Census 2011 data will be significantly out of date due to growth of working from home to take advantage of faster internet speeds. Although there is no accurate data on working at home, we can assume it is significant in Ludlow.

Ludlow is not a city. Residents must travel to work, for shopping and for health needs beyond the town. With limited public transport options, a reduction in car ownership is unrealistic. However, active travel measures and improved bus services can reduce vehicle use.

2. Census statistics for Ludlow are based on the middle super output area MSOA Shropshire 038, which includes some rural areas.

3. The Census 2021 definition used here is “Household is deprived in the health and disability dimension.”

4. <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021>

Ludlow town: strategic issues

Cycling

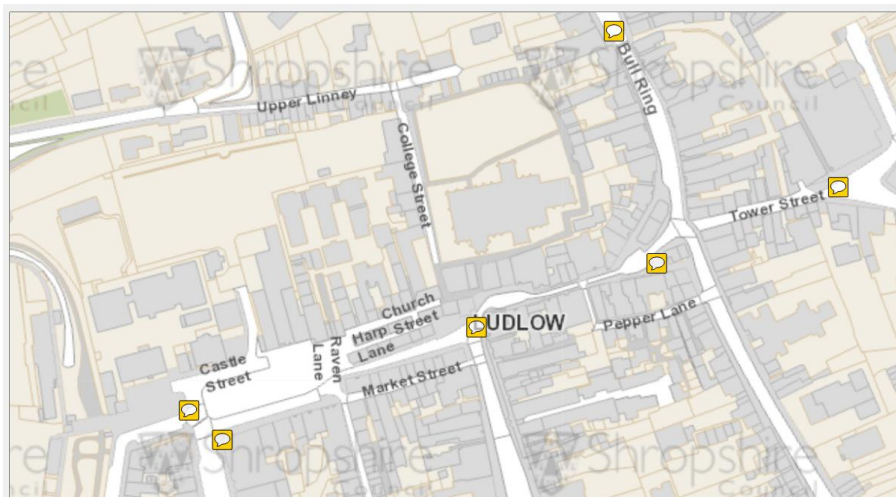


Figure 5. Proposals for town centre bike hoops (Ludlow 21)

In 2018, the Ludlow 21 Sustainable Transport Group surveyed existing cycle hoops in Ludlow and Ludford.⁵ The group identified 133 hoops in public, retail and business areas. It made proposals for relocation of some hoops and installation of 24 new hoops. No action was taken on the proposals.

Now that Budgens has closed and there is little or no prospect of retail use for the site, I propose using the former trolley park on the entrance to Galdeford car park for cycle parking.



Figure 6. Potential cycle storage area outside former Budgens

Proposal A01: Cycle parking

Proposals from Ludlow 21 for cycling parking should be adopted and implemented, along with a cycle parking area on the approach to Galdeford car park. Better signposting of bike parking areas is needed. Action: Shropshire Council.

5. Provision for Cyclists in Ludlow Town with Proposal for new Cycle Racks. Ludlow 21 Sustainable Transport Group, November 2018.

Air pollution

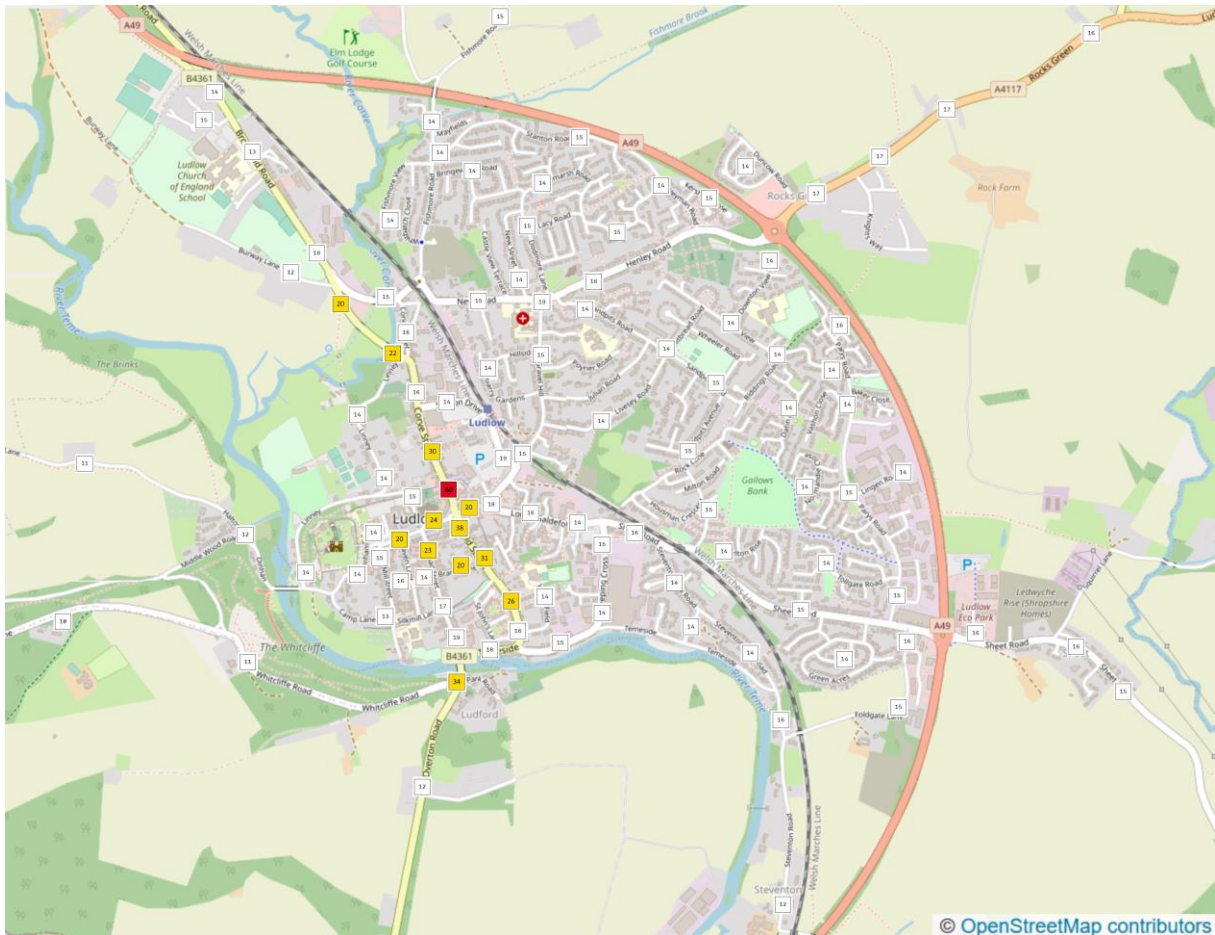


Figure 7. Estimated air pollution levels across Ludlow⁶

Air pollution is generally low across Ludlow but it is above WHO limits in the Bull Ring due to stationary and crawling traffic.⁷ This adds weight to the argument for traffic reduction in the town centre and for replacing buses with electric models.

Proposal A02: Air quality monitoring

Reintroduce air quality monitoring in the Bull Ring. Action: Shropshire Council.

20mph zones

Ludlow Town Council agreed in August 2017 that town streets in residential areas should have a 20mph speed limit.

LCWIP proposes five new 20mph zones. Instead of these piecemeal zones around the town, the town council resolution should be adopted. Most roads in Ludlow qualify for a 20mph limit without traffic calming. Whether 20mph could apply to Henley Road, Sheet Road and Livesey Road without traffic calming would need to be assessed alongside proposals to introduce cycle lanes along these roads. Livesey Road should however be within the 20mph zone to avoid a widowed 30mph zone. The working assumption illustrated in Figure 8 is that Henley Road and Sheet Road east of Charlton Rise will retain a 30mph limit.

6. Based on modelling from the Central Office of Public Interest.

7. <https://andybidders.co.uk/2022/05/15/the-bull-ring-is-the-most-polluted-street-in-ludlow/>

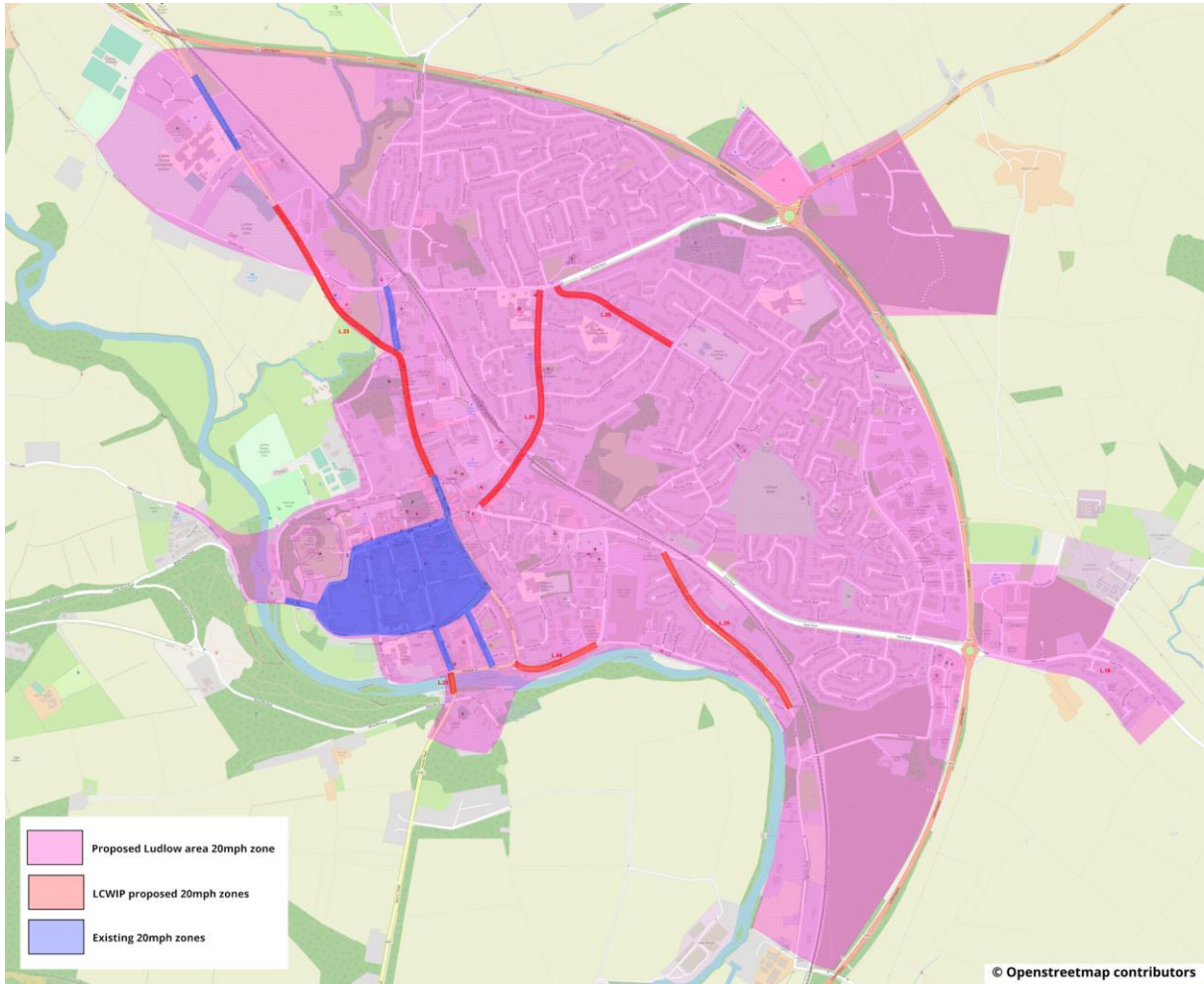


Figure 8. Existing and potential 20mph zones in and around Ludlow

Proposal A03: 20mph limits

20mph zones should be introduced on all residential roads as part of a Ludlow wide zone, including adjacent areas in Ludford parish. Action: Shropshire Council.

Pavements



Figure 9. Pavement parking on school route on Downton View

Parking on pavements is endemic in Ludlow. It is not illegal unless it is causing an obstruction. However, anti-social parking obstructs pedestrians including those with child buggies, dog walkers, disabled people including those using a mobility scooter and cyclists on shared use paths. One problem area is in Downton View, which is a significant thoroughfare between

Ludlow Junior School and Rocks Green (Figure 9). Shropshire Council has been reticent to enforce stricter controls on pavement parking but we would welcome stricter controls.⁸

Proposal A04: Pavement parking

Shropshire Council should review its approach to pavement parking and encourage the government to strengthen pavement parking bans. In the absence of legislation on pavement parking outside London, it should install advisory signs – “Please do not park on pavements” – in problem areas.

Action: Shropshire Council.

Parking

Despite 21% of households in Ludlow not owning a car or van, parking is a problem in Ludlow which won't go away. Many households do not have off-road parking and some have more vehicles than they can park off-road.

No one has a right to park on the highway outside of their home. However, the nature of Ludlow is that if parked vehicles are displaced from outside homes, they will need to park elsewhere which will often be outside other homes without off-road parking.

Buses



Figure 10. Tourist coach and town services on Mill Street

Reducing traffic is essential to improving the experience of pedestrians and cyclists. In a historic town where there is barely sufficient space for the vehicles that want to access the town centre, we need to provide alternative methods of travel. Buses are key to traffic reduction. Every bus carrying 30 passengers will keep around 15 cars out of the town centre, reducing pressure on King Street and on parking.

Other proposals to improve bus services could be brought forward at a later date.

Diesel buses should be replaced by electric buses at the earliest possible date to reduce noise and pollution, particularly on Bull Ring and King Street. Buses should be narrower, including by using digital wing mirrors.

To encourage bus use, new bus shelters should be installed. Ludlow Town Council is currently installing one bus shelter a year. This welcome initiative should continue. Two bus shelters are required in Ludford parish:

- On Dun Cow Road to serve Sainsbury's customers and residents of Rocks Green and Henley Grange.
- On the junction of the Eco Park and Sheet Road to serve Sheet Village and Ledwyche Rise residents and customers of M&S Food should it gain planning approval.

8. <https://andybidders.co.uk/2020/11/18/shropshire-councillors-stuck-in-their-cars-and-stuck-in-the-past-refuse-to-ban-pavement-parking/>

For many years, town bus services have dropped passengers at the top of Old Street, on the west side just before Pepper Lane. This should be marked as a formal bus stop, with pole and flag. This stop provides easier access to the town centre for passengers with limited mobility, the slope to Bull Ring having a significantly lower gradient than that from the Compasses bus stop.



Figure 11. Narrower electric bus on loan to Shropshire Council

Proposal A05: New buses

Replace ageing buses with electric models for a more reliable service and reduce air pollution, preferably narrower buses to ease pressure on King Street and other town centre streets. Action: Shropshire Council and bus operators.

Proposal A06: Bus shelters

Ludlow Town Council should continue with its plan to install a bus shelter in its area each year. Ludford Parish Council should consider using CIL and other funds to install bus shelters on the Eco Park and at Rocks Green. Action: Ludlow Town Council and Ludford Parish Council.

Proposal A07: Designate bus stop on Old Street

Designate and mark bus stop outside or near to 10 Old Street. Action: Shropshire Council.

Ludlow town proposals

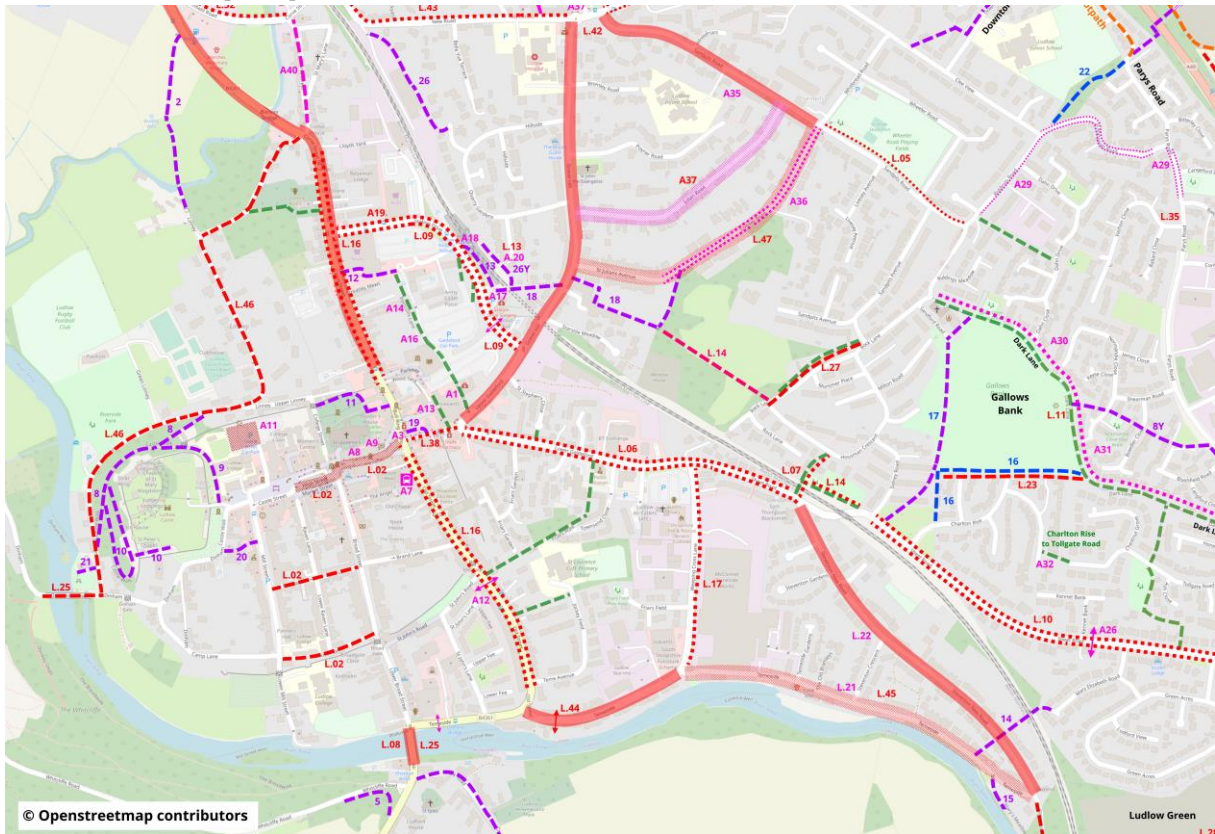


Figure 12. Proposals for Ludlow south and central

Town centre traffic

LCWIP L.02: Consider closure of historic centre to general traffic

Consideration of the closure of King Street to traffic. Consideration of the closure of the High Street to traffic (except for market access) either by signalling Bell Lane or using Silk Mill Lane and Bell Lane as an in/out for resident access. (This is also a strategic recommendation.)

Closing King Street to most traffic would substantially improve the experience of pedestrians. The width of The Narrows in King Street, shop front to shop front, is 5.0m, at one point, only 4.7m. The Department for Transport's *Manual for Streets* states: "In lightly used streets, the minimum unobstructed width for pedestrians should generally be 2m." Pavements in King Street are slightly raised above the roadway and are as narrow as 0.9m in places. This creates pinch points, including outside No. 5 King Street (formerly Costa Coffee) where people queue and squeeze past each other.

The lack of pavement width results from the historic nature of our townscape. Trucks, vans and buses are a problem on King Street. Many cars have got also wider in recent years.

Road users currently accessing the town centre through King Street include:

- Blue badge holders and people with limited mobility, including those on mobility scooters
- Public transport: service buses, college buses and tourist coaches, along with taxis
- Town centre traders and deliveries
- Town centre residents
- Visitors and shoppers on foot and by car
- Cyclists.

After at least a decade of discussion, a scheme has not been found that ensures essential access to the core town centre while improving the experience of pedestrians. King Street is closed Friday to Sunday for Ludlow Food Festival in September. High Street and the market area are closed for five days in early May for the May Fair. King Street was closed to repair damage to the Buttercross from August to September in 2020. It was also closed at peak periods on Fridays and Saturdays in late 2020 to provide social distancing. These closures diverted traffic onto Linney, Dinham and Lower Broad Street through the Grade I listed Broadgate and across Dinham Bridge. The Broadgate has width and height restrictions. Linney and Dinham are unsuitable for large vehicles (Figure 16).



Figure 13. King Street on an August Saturday



Figure 14. King Street on a November Friday



Figure 15. Tourist coach negotiating chicane between Bodenhams and the Buttercross



Figure 16. HGV negotiating junction of Dinham and Linney

LCWIP proposes using Silk Lane or Bell Lane as alternatives to King Street for residents. Silk Lane is narrow and unsuitable for increased traffic. At its narrowest, it is 2.6m wide. It lacks pavements. Diverting residential traffic onto this lane will recreate some of the problems of King Street. This is not supported.

It is not clear how two-way signalised traffic will work on Bell Lane or how it would permit access to the town centre for vehicles. Does LCWIP instead mean Brand Lane?

That would not in any case work. Large vehicles, including buses, travelling north on Old Street would need to pull into southbound lane before entering Brand Lane. While buses swing wide on Mill Street to turn into Bell Lane, Mill Street is 14.0m wide allowing sufficient turning circle. Old Street is only 9.0m wide and it is not clear whether there is a sufficient width for large vehicles to turn. Traffic signals would lead to traffic backing up on Bell Lane and Broad Street. They would also be an unwelcome intrusion in an area of significant historic interest. This scheme will not work and it is not supported.

There would be no significant gains from closing High Street to most traffic. This proposal is not supported.

Reducing town centre traffic

In a historic town like Ludlow, there are no easy options for solving traffic problems. Cars are needed in rural town where there are limited convenient public transport options. However, there have been no serious attempts to reduce traffic in the town centre or elsewhere. The park and ride site at the Eco Park has been ill-maintained and is an embarrassment to the town (Figure 43, page 35).

King Street could be closed between 11am and 4pm on Saturday, the peak period for pedestrian footfall, for a trial period except for taxis and buses. There will be some displacement of traffic including disabled drivers who would need to enter the town centre through Dinham or the Broadgate. However, disabled walkers and those on mobility scooters and in wheelchairs would benefit.

For a trial period also, vehicles over 7.5 tonnes could be banned from the town centre seven days a week between 11am and 4pm, except buses and taxis.

One idea to reduce traffic proposed by Ludlow 21 is to develop a freight consolidation centre on the outskirts of town with shared 'last mile' services using smaller vehicles to deliver goods to the town centre. This has operated successfully in cities and some historic towns. The feasibility of a scheme in Ludlow needs to be researched.

A ban on buses would discriminate against disabled people.

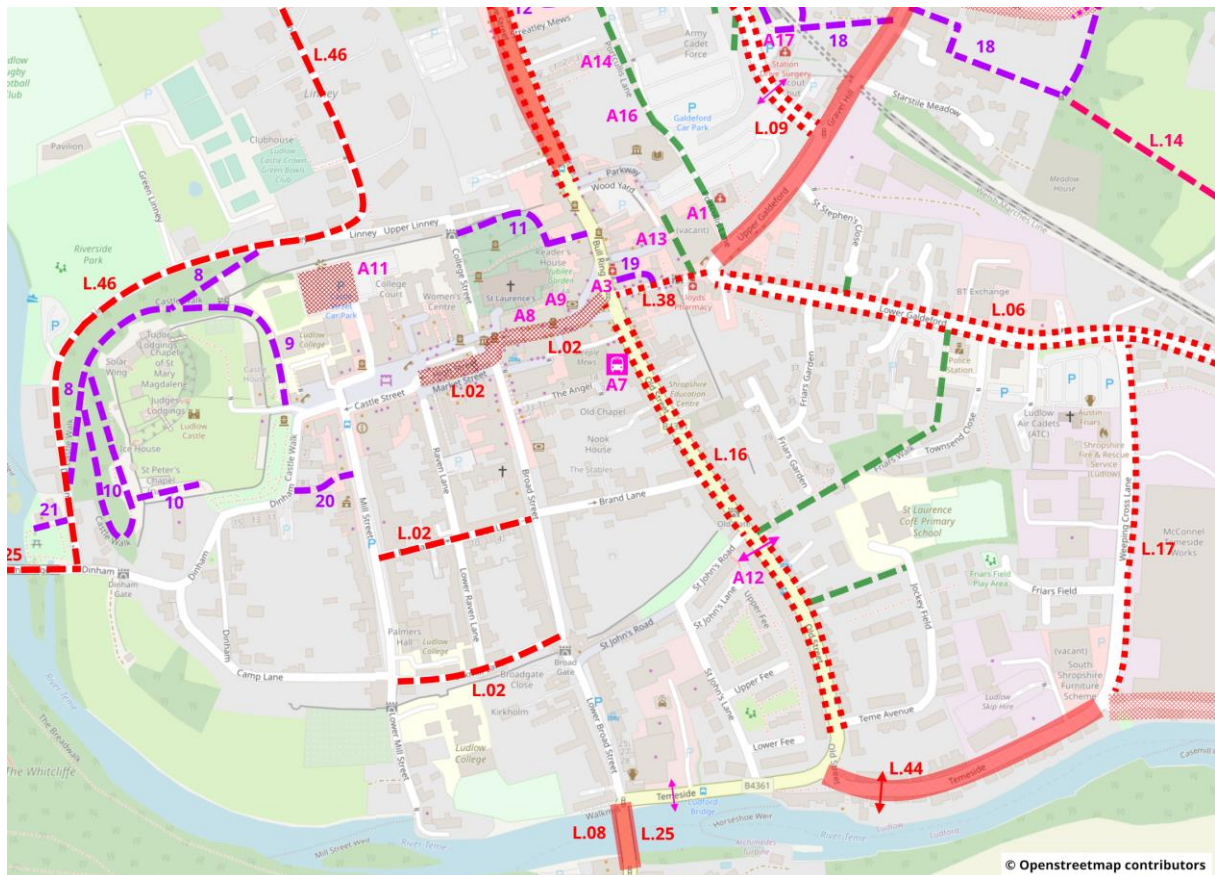


Figure 17. Ludlow town centre proposals

Proposal A08: King Street closures

For a trial period, introduce closure of King Street in peak season for all traffic except buses and taxis on Saturday 11am to 4pm with monitoring of impact on movement and trade. Action: Shropshire Council.

Proposal A09: HGVs in town centre

For a trial period, vehicles over 7.5 tonnes should be banned from the town centre seven days a week between 11am and 4pm, except buses and taxis. Consider whether 10 tonnes would be a more appropriate limit. Action: Shropshire Council.

Proposal A10: Last mile shared freight to town centre

Examine the feasibility of a shared freight service for Ludlow, including identifying funding for a service. Action: Ludlow 21, Ludlow Chamber of Commerce and Ludlow Town Council.

Castle Street car park

LCWIP Recommendation: Castle Street car park

Convert the Ludlow Castle Street car park to an open community space and parking for market traders, reducing the traffic flow through the town centre.

This proposal is not supported. While closing the car park for cars and vans other than for market traders would reduce traffic in the town centre, closure would have adverse impacts on town centre visitors, including:

- Blue badge holders and people with limited mobility who cannot find a space on town centre streets.
- Town centre residents who do not have off-street parking (after 6pm).
- In the future, EV charging for town centre residents who do not have charging points outside or near their homes.
- Customers of the Assembly Rooms in the evening – parking alongside the market stalls at night is shortly to be banned.

Proposal A11: Castle Street car park

Retain the car park and install EV charging points. Action: Shropshire Council.

Old Street and Corve Street

LCWIP L.16: Old Street and Corve Street

Create a segregated cycle lane, with localised treatments at pinch-points due to the historic streetscape. Introduce a point closure on the northern section of the route.

Strategic recommendation. Increase width of footways along Corve Street by taking space from the wide carriageway.

Strategic recommendation. Increase crossing points along Corve Street and within the town centre, including dropped kerbs for disability access.

The pavements on Corve Street are wide except at the south end where the road meets the Bull Ring. Here the road narrows to 6.0m, leaving insufficient space for wider pavements.

It is not clear how a segregated cycle lane can be created without removing parking spaces, which are needed for residents, shoppers and deliveries. This proposal is not supported.

Extra crossings and dropped kerbs are supported.

Several years ago, Ludlow Town Council agreed that a pedestrian crossing was needed to ensure the safety of schoolchildren and others crossing Old Street. This has not been progressed by Shropshire Council.

Proposal A12: New crossing on Old Street

Install zebra crossing on Old Street close to St John's Road. Action: Shropshire Council.

Tower Street

LCWIP L.38: Tower Street

Provide space for cyclists along traffic-free street.

Traffic is barred from Tower Street except for access to properties. This is busy pedestrian street, often packed on Fridays and Saturday. It is difficult to see how dedicated space for cyclists can be provided on a road that at one point is only 4.5m wide and has shop frontages on both sides. The street also has a shallow gully along the centre for drainage. This proposal is not supported.

The well used alley between the former Budgens and One Stop leading to Galdeford A car park is not a right of way. A developer, who has since withdrawn the plans, recently proposed closing the alley and building over it, feeling empowered by the lack of protection for the alley.

Proposal A13: Register alley as a right of way

Register the alley from Tower Street/Lower Galdeford to Galdeford A car park as a right of way.

Action: Ludlow Town Council and Shropshire Council.

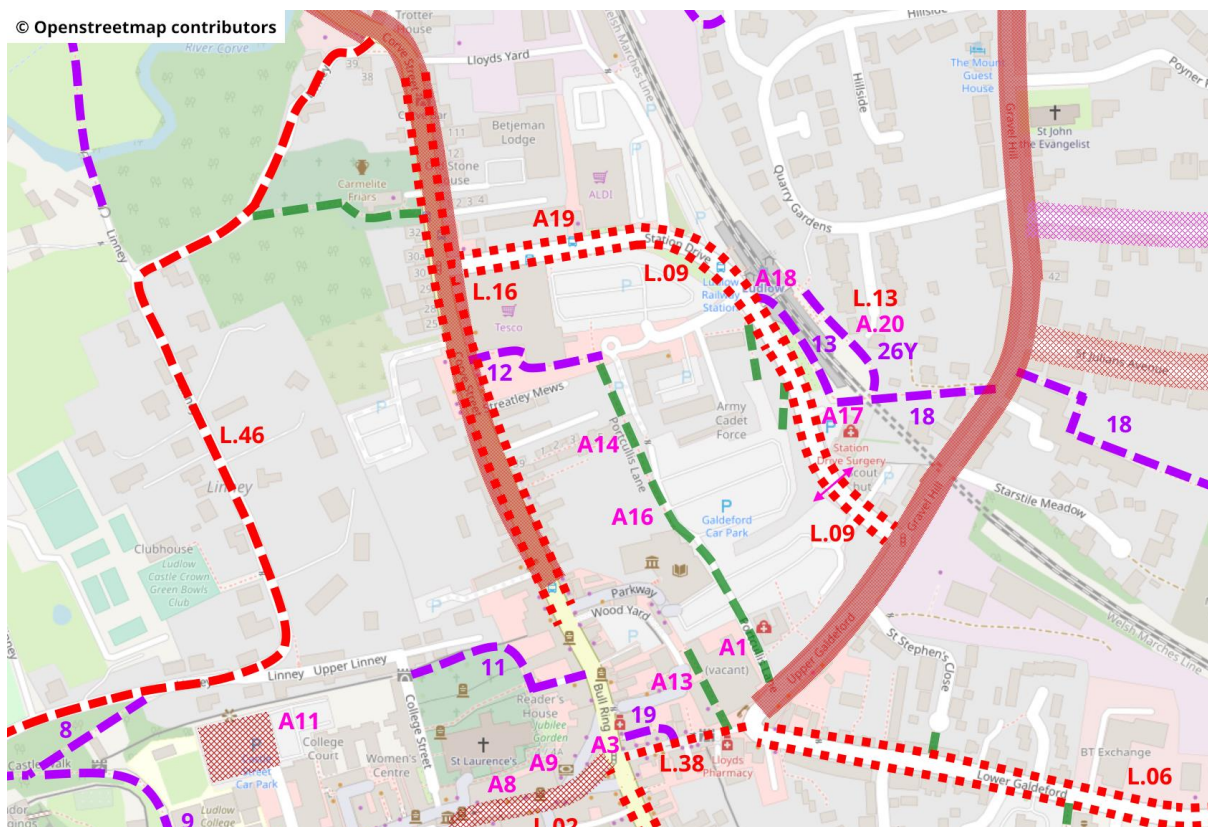


Figure 18. Proposals for railway station and Portcullis area

Portcullis Lane

Portcullis Lane is a very busy pedestrian thoroughfare between Upper Galdeford and Tesco. It narrows considerably towards Tesco leading to congestion at times. At the top of Portcullis Lane two car parking spaces block access for pedestrians who are forced out into the car park road. This is unsatisfactory and potentially unsafe. The two parking spaces should be removed. This will also improve sightlines for vehicles navigating the car park.

Portcullis Lane is not a right of way.

Proposal A14: Portcullis Lane

Negotiate with landowner to remove stone wall on the east side of the narrows and broaden footway. Action: Shropshire Council.

Proposal A15: Galdeford A car park

Remove two spaces and mark a continuous footpath. Action: Shropshire Council.

Proposal A16: Portcullis Lane

Register Portcullis Lane as a right of way. Action: Ludlow Town Council and Shropshire Council.



Figure 19. Narrows on Portcullis Lane (early morning image)



Figure 20. Parking spaces (marked) block pedestrians on Portcullis Lane

Station Drive and railway station

LCWIP L.09: Station Drive

Route along Station Drive to connect into the train station from the town centre and other trunk roads. Add cycle lanes and continuous footways (particularly outside railway station). Improve crossing towards the town centre. (This is also a strategic recommendation.)

This is supported.

The rail station currently has car parking spaces zoned off with plastic barriers. This is unsightly but essential for safety. The parking spaces in the front of the station should be

removed and the area decorated with planters to provide a more welcoming environment and obstruct traffic. A continuous footway marked across frontage and the retained car parking area.

The bus stop is located on a very narrow section of pavement. The pavement width should be increased by replacing the cobbled revetment with a vertical wall.



Figure 21. Narrow pavement south of station

The north side pavement from Corve Street to Aldi is as narrow as 0.9m. It does not allow pedestrians to pass without stepping into the road and it is difficult to navigate for those on mobility scooters.

Proposal A17: Pavement from railway station to Station Drive Surgery

Increase width of pavement outside railway station towards Station Drive surgery. Action: Shropshire Council and Network Rail.

Proposal A18: Railway station bus stop

Move bus stop approximately 25m north to directly outside the railway station building. Install bus shelter. Action: Shropshire Council, Network Rail and Ludlow Town Council.

LCWIP L.15: Gravel Hill to railway station

Improve pathway surfacing and improve signage. Trim back edges to marginally widen pathway.

This presumably refers to Footpath 15 And the proposals are agreed.

Proposal A19: Pavement from Corve Street to Aldi

Increase the width of the pavement on the north side of Station Drive between Corve Street and Aldi. Action: Shropshire Council.



Figure 22. Station Drive looking from Aldi to Corve Street

LCWIP L.13: Station from Quarry Gardens

Railway crossing into the station entrance from Quarry Gardens. Improve to step free access between platforms (already being investigated).

Level access is to be provided at the station by installation of a lift on the northbound Platform 1, currently due by the end of 2024. Pedestrians and mobility users approaching the station from Gravel Hill along Footpath 18 turn on to Footpath 26Y towards the footbridge to Platform 1 and the ramp to Platform 2. Footpath 26Y is unlit and unexpectedly dips in the middle.

Proposal A20: Railway station footpath

Provide lighting for Footpath 26Y and level the sudden dip. Action: Shropshire Council.



Figure 23. Footpath 26Y: leading to Platform 2

Gravel Hill to Lower Galdeford

LCWIP L.01: Gravel Hill

Repaint advanced stop boxes. Create cycle bypass of signals on Upper Galdeford. Implement a 20mph speed restriction.

Within 20mph zone. No need for cycle bypass.

LCWIP L.06: Lower Galdeford to Steventon New Road

Reseal road and review parking provision to deliver cycle lanes.

Removal of on-street car parking is not supported. Repair of the road is long overdue but this is maintenance not infrastructure.

Dinham and Dinham Bridge

LCWIP L.25: Dinham Bridge

Formalise contraflow along bridge to allow for more space for active users and extend 20mph limit over the bridge.

Unlike Ludford Bridge, there is no contraflow over Dinham bridge which is two-way. The pavement over Dinham Bridge is narrow but adequate given the low level of traffic across the bridge. This proposal is not supported. It is within the proposed 20mph zone.

Linney

LCWIP L.46: Linney

Widen and extend path to go whole length of route, increase crossing points and investigate traffic calming and speed limit restrictions.

This proposal is supported with qualifications.

A 2016 traffic survey demonstrated that Linney qualifies for a 20mph limit without traffic calming, with an 85 percentile speed of 23 mph.⁹ Linney has been included in the proposed Ludlow wide 20mph zone.

A continuous path on both sides of the road is desirable but there are significant space and topographical constraints. At the point where Linney meets Upper Linney, the road turns by 90° near the property known as Rhosymedre. At this point pedestrians must choose between either using a flight of steps and a steep ramp from Upper Linney or walking in the road around Rhosymedre. Detailed plans are needed to demonstrate a scheme for continuous pavements is practical.

Ludford Bridge

LCWIP L.08: Ludford Bridge

Introduce cycle advanced stop boxes and/or feeder lanes at bridge.

It is not clear how feeder lanes could be accommodated here or how they would be superior to advanced stop boxes which are supported.

Steventon and Temeside

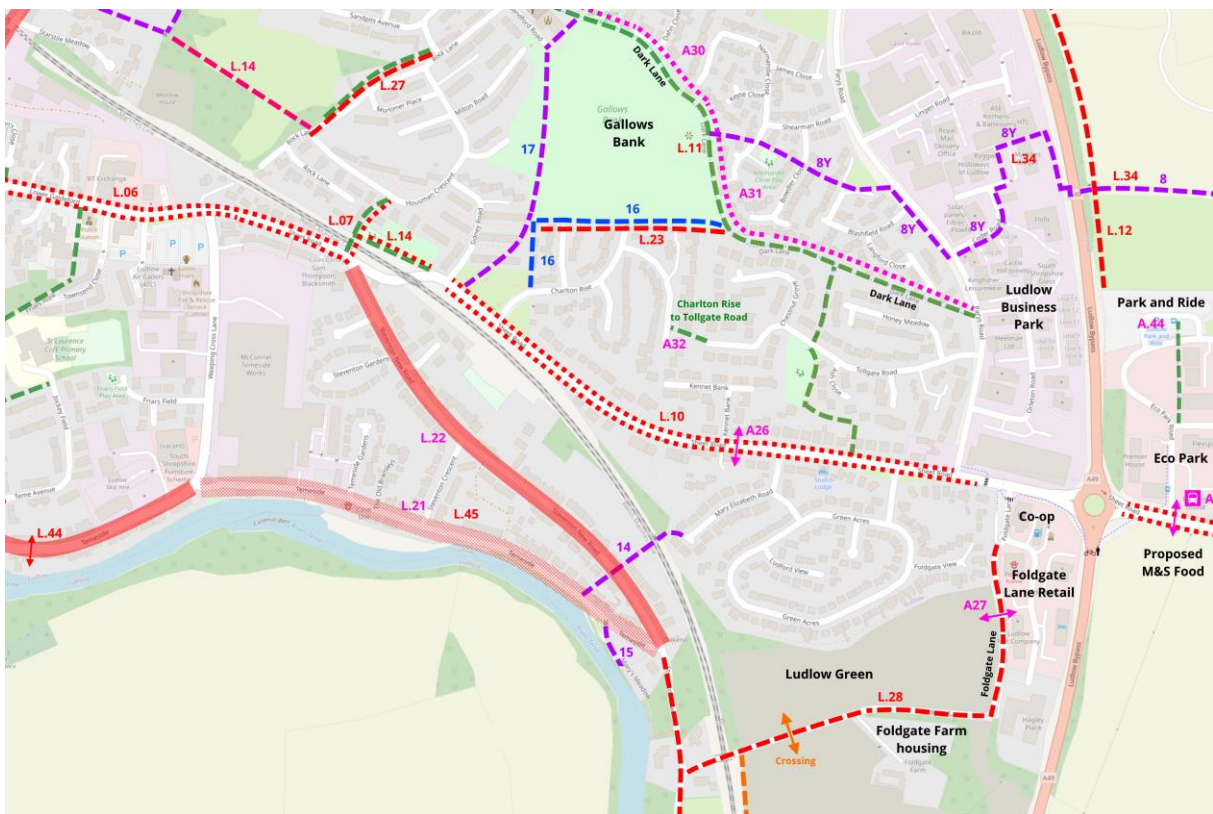


Figure 24. Proposals for Steventon New Road and Temeside

LCWIP L.44. Temeside between Old Street and Weeping Cross Lane

Reduce speed limit to 20mph, introduce formal crossing of Temeside and upgrade footways where possible.

9. Email from highways engineer Glyn Shaw to Andy Boddington 13 November 2016. DfT criteria for 20 limits without traffic calming allow for 85 percentiles of up to 24 mph.

There is limited scope for upgrading of footways, though desirable to do so, on this busy link which serves to reduce traffic on Old Street, Bull Ring and Corve Street. It is not clear what a formal crossing would achieve given the lack of a pavement on the south side.

LCWIP L.45. Temeside between Weeping Cross Lane and Steventon New Road

Investigate making a Low Traffic Neighbourhood and upgrade footways.

The pavement is continuous on the north side of this section of Temeside. There is insufficient space nor any need for a continuous pavement on the south side. This is already a low traffic area and no measures are needed to reduce traffic.

LCWIP L.29: Steventon New Road

Create Low Traffic Neighbourhood along/around route to create safer space for cyclists and introduce 20mph speed limit

This road will be within the proposed Ludlow wide 20mph limit.

Proposal A21: Pavement improvements Temeside

Drop kerbs and tactile paving where Temeside crosses Temeside Gardens and Steventon Crescent.

Action: Shropshire Council.

Proposal A22: Pavement improvements Steventon New Road

Drop kerbs and tactile paving where Steventon New Road crosses Steventon Crescent. Tactile paving where the road crosses Steventon Gardens. Action: Shropshire Council.

Weeping Cross Lane

LCWIP L.17: Weeping Cross Lane

Introduce double yellow lines on Weeping Cross Lane, as well as widening the southbound footway into a cycle lane (via land purchase)

Land purchase for a cycle lane is impractical. This proposal is not supported.

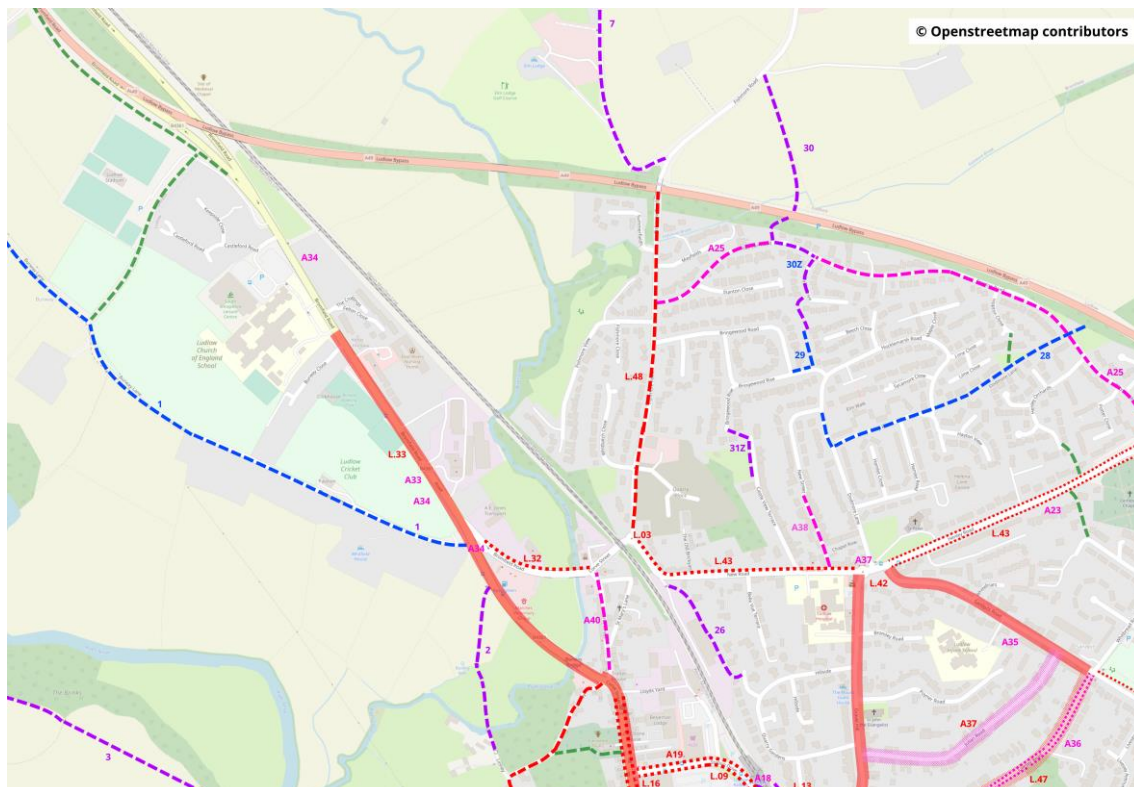


Figure 25. Proposals for north and west Ludlow

Henley Road

LCWIP L.04/L.41. Henley Road

Create segregated path and/or cycle lanes through residential area between the A49 and East Hamlet.

This is supported. On south side of Henley Road, the existing path will need to be widened outside the cemetery for shared use. There is no opportunity for a cycle lane in the roadway approaching Sandpits Road due to vehicles parked outside homes, many of which do not have off-street parking.

Proposal A23: Henley Road shared use path

Investigate a share use path westbound from Henley Road cemetery to Sandpits Road.

On the north side, there is a space for a cycle lane in the roadway. All properties have off road parking. It should be double yellow lined.

Proposal A24: Henley Road crossing

Install a crossing in the vicinity of Weyman Road to facilitate cyclists and pedestrians crossing Henley Road.

The cycle lane on the north side of Henley Road will need to terminate at Weyman Road. A crossing is needed for both cyclists and pedestrians.

Stanton Road

This road experiences speeding traffic and is a cut through from Fishmore Road to Henley Road, including for farm vehicles and trucks. The road is within the proposed Ludlow wide 20mph limit.

Proposal A25: Stanton Road and Weyman Road

Implement a 7.5 tonne weight limit on Stanton Road.

Sheet Road

LCWIP L.10: Sheet Road west of A49

Introduce cycle lanes and improve crossing of the A49 for cyclists and pedestrians.

A cycle lane on the south side of Sheet Road is impractical due to vehicles parked outside properties without off-road parking and a lack of a continuous pavement. A cycle lane on the north (uphill) side of Sheet Road is feasible and welcome.

A crossing is needed east of Kennets Bank for pedestrians to cross to the continuous pavement on the north side of Sheet Road and for bus users to cross to the south side (unmarked) bus stop.

Proposal A26: Sheet Road crossing

Install zebra crossing east of Kennet Bank.

LCWIP L.14: Rights of way between Housman Crescent and Sheet Road

Upgrade public right of way to shared path, ensuring no user loses their right of access (for example, equestrians).

There is a lack of clarity about this proposal. LCWIP Figure 3-6 shows proposal L.14 cutting across open space from Housman Crescent to Footpath 14 and Livesey Road, a route that is not a right of way. This open space is private land and is unlikely to be available for a new public right of way.

There is scope for upgrading the paths between the railway line and Housman Crescent. These paths are unsuitable for equestrians who would clash with pedestrians in the area of the underpass. Shared paths for cyclists and pedestrians would be welcome.

LCWIP L.26: Rock Lane

*Route along the pathway parallel to Rock Lane between Sandpits Road and the railway line
Enhance existing pathway and improve signage along route.*

Improvements to this pathway would be welcome though it is not a significant route.

LCWIP L.07: Sheet Road railway underpass

Improve safety perceptions with increased lighting, replace chicane barriers with something easier to navigate for non-standard bikes.

This proposal is supported.

Foldgate Lane

LCWIP L.28: Foldgate Lane

Route from Steventon to Ludlow Eco Park along Foldgate Lane. Consider making access only to make a cycle/equestrian route.

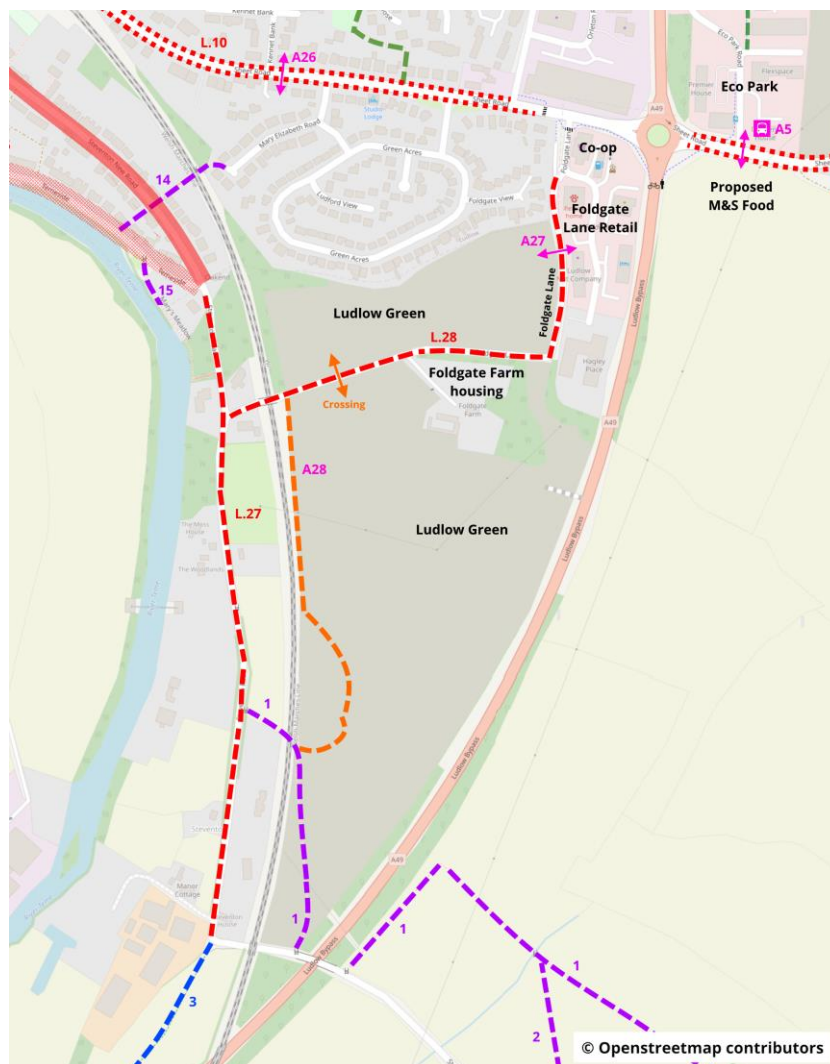


Figure 26. Foldgate Lane area showing proposals and new developments

This is a welcome proposal. Foldgate Lane is narrow. It should be access only.

Two properties west of the railway bridge have direct access to the lane. Another five properties are due to be constructed with direct access to the lane east of the railway bridge.

It is likely that some smaller vehicles from the Ludlow Green development will turn onto the lane even though turning space will be restricted at the crossing east of the railway bridge. No left and no right turn signs should be installed to reduce this.



Figure 27. Folgate Lane blocked by truck

The only formal access for vehicles to Ludlow Green from Foldgate Lane is an emergency access to the north. This has been positioned to allow the possibility of access across Foldgate Lane to the retail area and potentially a bus stop serving the retail area.

Proposal A27: Ludlow Green to retail area

*Create access from Ludlow Green the retail area between Pets at Home and Ludlow Nut company.
Action: Shropshire Council and Ludford Parish Council.*

A former footpath heading south from the railway bridge on Foldgate Lane has been extinguished and will be replaced with a new route connecting to Footpath 1 through the area currently being developed.¹⁰ It may be possible to change the plans to a shared use path if agreement can be made with the developer in the new few months. Provision for cyclists should also be considered in the housing area north of Foldgate Lane towards the proposed connection to the retail area.

Proposal A28: Ludlow Green

Open discussions with developer on cycle provision through Ludlow Green. Action: Shropshire Council and Ludford Parish Council.

LCWIP L.27: Steventon Road

Make Steventon Road a Quiet Lane and introduce waiting areas along road in lieu of being able to provide a full cycle lane.

Steventon Road is low traffic. There is little need for cycling waiting areas which would introduce urban infrastructure into a verdant lane.

10. <https://andybidders.co.uk/2017/07/03/footpath-diversion-proposed-as-foldgate-lane-housing-development-picks-up-pace/>

Parys Road

LCWIP L.35. Parys Road

Improve existing cycle lanes including bypasses of traffic calming measures.

A cycle bypass is not currently needed as the northbound cycle lane ends at Baker Close before the chicane. It is not clear what improvements can be made to the existing cycle lanes.

Proposal A29: Parys Road to Riddings Road

Extend the northbound cycle lane on Parys Road along St Margaret's Road and Riddings Road. A southbound cycle lane could begin at St Margaret's Road and continue to Parys Road.

St Margaret's Road is narrower than Parys Road. Drivers would need to consciously overtake cyclists by moving into the opposing lane. This will help slow traffic, which has long been an objective for this road.

An eastbound cycle lane on Riddings Road is not practical as several properties lack off-road parking.

Gallows Bank area

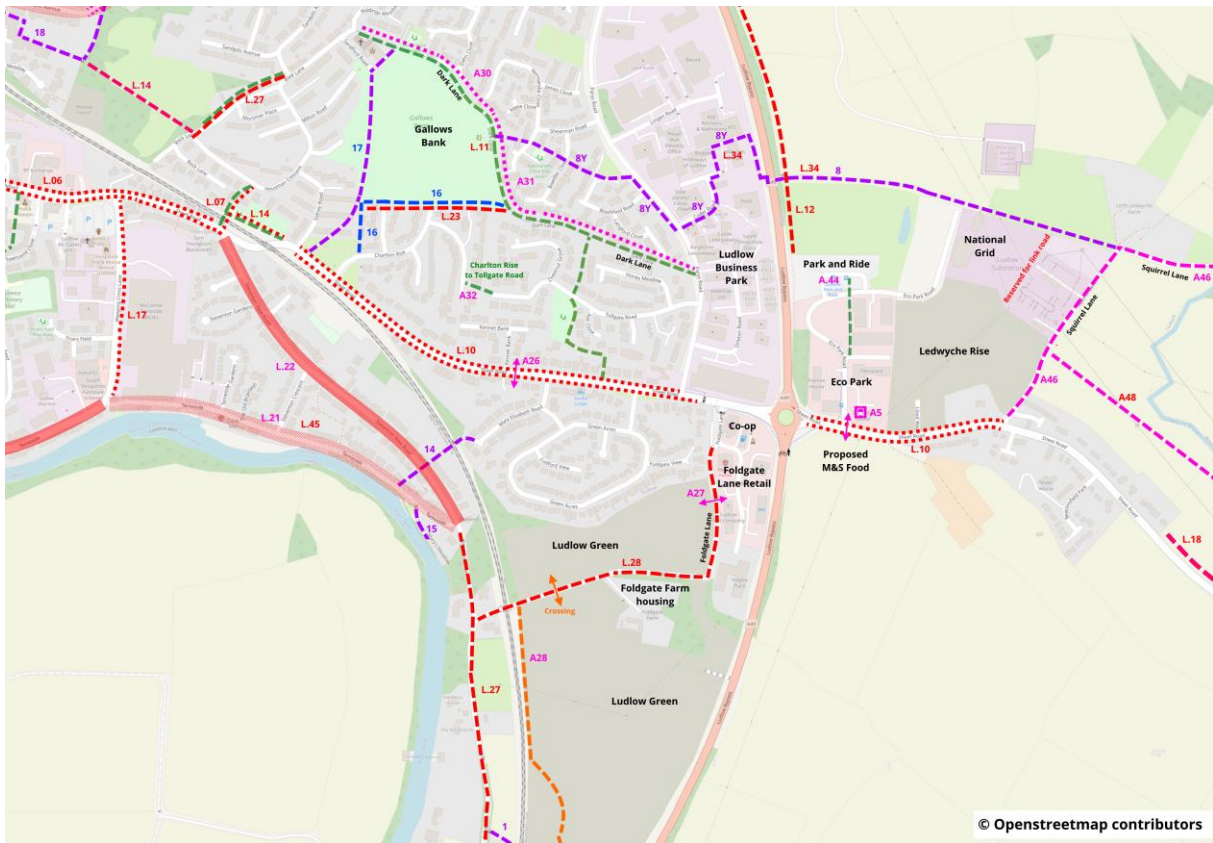


Figure 28. Proposals for south and east Ludlow

LCWIP L.23: Gallows Bank

Route through Gallows Bank along PROWs connecting to Sheet Road. Enhance existing path and improve signage.

Gallows Bank is a Millennium Green managed by the Gallows Bank Trust. It is preserved for its openness and naturalness and is not suitable for urban infrastructure. Bridleway 16 crosses uneven ground dropping from Dark Lane to Charlton Rise. It is on the left of Figure 29.

It is not clear how Bridleway 16 could not be improved without hard surfacing which would damage the character of the green space. Improved signage would be welcome.



Figure 29. Gallows Bank looking west towards the town centre



Figure 30. Dark Lane towards Parys Road

LCWIP L.11: Rockspring to Ludlow Business Park

Connection through Gallows Bank along Dark Lane between Rock Lane and the industrial and eco parks. Enhance existing off-road pathway and improve signage to it and awareness of it, allowing all users except motorised vehicles.

Dark Lane is one of the busiest paths in Ludlow for pedestrians and cyclists. It serves housing south of Parys Road and Sandpits providing access to the top of Gallows Bank. It is however pitch black after dark which does not promote feelings of safety. Separation of cyclists from pedestrians with marked cycle lane on the north side of Dark Lane would be beneficial.

Proposal A30: Dark Lane

Improve use of Dark Lane after dark and perceptions of safety with installation of low level lighting, preferably solar powered. Action: Shropshire Council.

Proposal A31: Dark Lane

Mark cycle lane on north side of Dark Lane. Action: Shropshire Council.

Tollgate Road link

Proposal A32: Tollgate Road to Charlton Rise

The alley linking the two roads is unlit at night. A single light would encourage use after dark and promote safety.

This short link (Figure 31) is a busy throughfare connecting housing south of Parys Road to the town centre via Sheet Road.



Figure 31. Looking from Charlton Rise towards Tollgate Road

Bromfield Road

LCWIP L.33: Ludlow CofE School to A49 and Coronation Avenue

Upgrade shared path to be LTN 1/20 compliant, improve and increase pedestrian crossings and extend 20mph zone.¹¹

This is supported if it can be implemented within space constraints.

Proposal A33: Bromfield Road cycle path

Investigate completion of cycle path between Burway Lane and Ludlow Bowling Club.

Space constraints may prevent this but completion of the cycle route would provide clarity for pedestrians and cyclists.

11. LTN 1/20: Guidance for local authorities on designing high-quality, safe cycle infrastructure (DfT).

The zebra crossing near Ludlow Garage is overshadowed by trees. The pavement from the school is narrow leading to a queue of students after school and pressure for those at the crossing to step into the road. More than 100 students use this crossing between 3.40pm and 3.50pm. The visibility of this crossing should be improved with halos.

Proposal A34: Bromfield Road crossings

Improve visibility of crossings with halos around zebra crossing beacons.

Sandpits Road

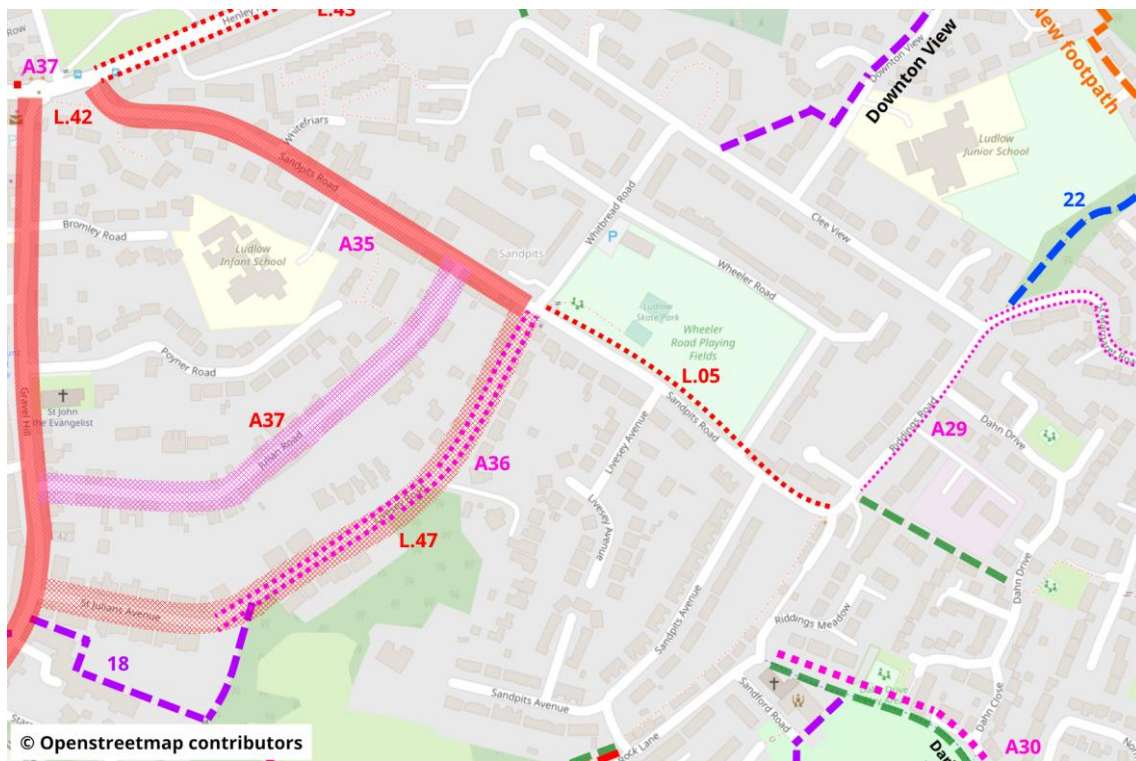


Figure 32. Proposals for Sandpits Area

LCWIP L.05. Sandpits Road

Create shared-use path from the Sandpits Road/Riddings Road junction up to the Sandpits Road/Wheeler Road junction and continuing alongside the park (land purchase from the Town Council required). Then create a 20mph speed limit zone from Sandpits Road/Livesey Road/Whitbread Road junction up to where the cycle route connects with Henley Road.

The feasibility of a shared path needs detailed examination as the current footpath between the Wheeler Road junction and Ridding Road is between 2.5m and 1.5m wide. A shared used path would link potential cycle paths on The Riddings to potential cycle paths on Livesey Road, though this section would not be LTN 1/20 compliant.

The shared use path would cross the Wheeler Road recreation area. This would require agreement from Ludlow Town Council. It would take green space from the play area which should be compensated for by taking in a substitute area of green space.

Proposal A35: Sandpits Road

Shropshire Council has drawn up plans to install traffic calming to slow traffic outside the Ludlow Infant and Nursery School.¹² This is expected to be implemented shortly. Action: Shropshire Council.

12. <https://andyboddys.co.uk/2022/08/15/further-safety-improvements-planned-for-sandpits-road-ludlow/>



Figure 33. Play area at Wheeler Road Recreation Area

LCWIP L.47: St Julians Avenue and Livesey Road

Investigate making a Low Traffic Neighbourhood along St Julians Avenue/Livesey Road to stop through traffic.

This route is essential for traffic travelling to and from the Sandpits area. Closure or restriction of through traffic would displace traffic onto the narrower Julian Road or Sandpits Road past the primary school. Both these outcomes are undesirable.

Proposal A36: Livesey Road

Consider cycle lanes either side of Livesey Road from Sandpits Road to St Julians Avenue.

Proposal A37: Julian Road

Make access only to reduce through traffic.

East Hamlet junction

LCWIP L.42: One Stop roundabout, East Hamlet

Create space for cyclists across the roundabout where Henley Road meets Gravel Hill.

Five busy roads meet at the junction: New Road, Dodmore Road, Henley Road, Sandpits Road and Gravel Hill. A zebra crossing is in place on Henley Road between the Sandpits and Dodmore Road junctions. Sightlines at this complex junction are poor. Near misses of vehicles are commonplace (Figure 35 below).

The main risks are for pedestrians. Free crossing ignoring the guidance provided through dropped tactile kerbs and the zebra crossing is commonplace.

The pavement on the west side of Gravel Hill is wide but very narrow on the east side. This was designed to ease the movement of HGVs at the expense of active travel modes. Children group on the narrow pavement on their way to school in the morning. The children in Figure 37 below looked left into Gravel Hill but not right and behind them to Henley Road before they crossed. It is also difficult for parents with child buggies to see oncoming traffic on this side of the road.

The East Hamlet junction cannot stay as it is. New designs for the junction should be examined, including reverting to a T-Junction at the junction of Gravel Hill and New Road.

Proposal A38: East Hamlet Junction

Develop new designs for the East Hamlet junction to promote pedestrian safety. Action: Shropshire Council.



Figure 34. East Hamlet roundabout at 8.18am on school day



Figure 35. Near miss at East Hamlet roundabout



Figure 36. Pedestrian hazards at East Hamlet junction



Figure 37. Children crossing at East Hamlet junction

New Street

The south part of the street is narrow from New Road for a distance of for 140m and has no pavements for 180m. It is not suitable for two-way traffic and should be one way from New Road northwards, easing traffic flow and improving the street for pedestrians.

Proposal A39: One way traffic on part of New Street

One way traffic on New Street from New Road for a distance of 140m. Action: Shropshire Council.

New Road

LCWIP L.43: New Road

Add double yellow lines and investigate cycle lane up hill.

A cycle lane is supported. However, the loss of parking on the north side at the top of the hill would create difficulties for residents as alternative parking, for example on New Street and Dodmore are already congested. This proposal needs more consideration.

Fishmore Road and Corve Bridge

LCWIP L.03: Railway crossing Fishmore Road

Consider cycle lanes and cycle provision at roundabout.

This is supported.

LCWIP L.32: Bromfield Road and Corve Bridge

Improve bridge provision for active travel, enhance footway into shared path.

The Grade II listed bridge is narrow but has adequate pedestrian provision with a wooden bridge. A shared use bridge could not easily be accommodated. A shared use path to Bromfield Road would be welcome but it is not clear how this would connect with the shared path on the west side of Bromfield Road. The junction of Coronation Avenue is unsatisfactory and ideally needs a roundabout.

Developments east of the A49

Due to lack of available land within the bypass, except for a few small brownfield sites, future Ludlow developments are likely to be east of the bypass in Ludford parish.

Recent developments east of the bypass include Rocks Green estate, Sainsbury's, Ludlow Eco Park and Ledwyche Rise. An application is in progress for a M&S Food store south of Sheet Road opposite the Eco Park. That site is also allocated for light industrial use.

No new development sites east of the bypass are allocated in the emerging local plan which runs to 2035. Ludlow will however continue to face housing pressures. The social housing waiting list is currently around 300 households. Rental properties are being converted into holiday lets and Airbnb. Many private homes are sold to people moving to the area to work from home or to retire.

Current and potential developments highlight the need to improve crossings over the A49.

Rocks Green and A49



Figure 39. Existing and planned rights of way at Henley Grange and Parys Road

Many people use the 722 town bus service to travel to and from Sainsbury's at which there is neither a bus stop nor a bus shelter. Buses stop informally at the supermarket but it lacks a shelter for waiting passengers (Proposal A6, page 8).

LCWIP L.24: Henley Grange to Riddings

Upgrade footpath through Henley Grange to segregated cycle route crossing the A49 at Toucan crossing and continue towards town on Riddings Road.

Footpath 23 from Henley Grange does not use the Toucan crossing and crosses the A49 directly at a section of the A49 which is high speed and unlit. In its response to the planning application for Henley Grange (17/05189/FUL), Shropshire Council Rights of Way said:

“We have concerns that an increased number of walkers (residents) will increase quite significantly along FP 23, onto the A49 when the development is completed. This means the road being accessed down a set of steps that we feel are not appropriate for this increased usage, especially for schoolchildren using the route to get to school.”

As Rights of Way note, the steps to and from the A49 are steep and are not suitable for children or cycles.

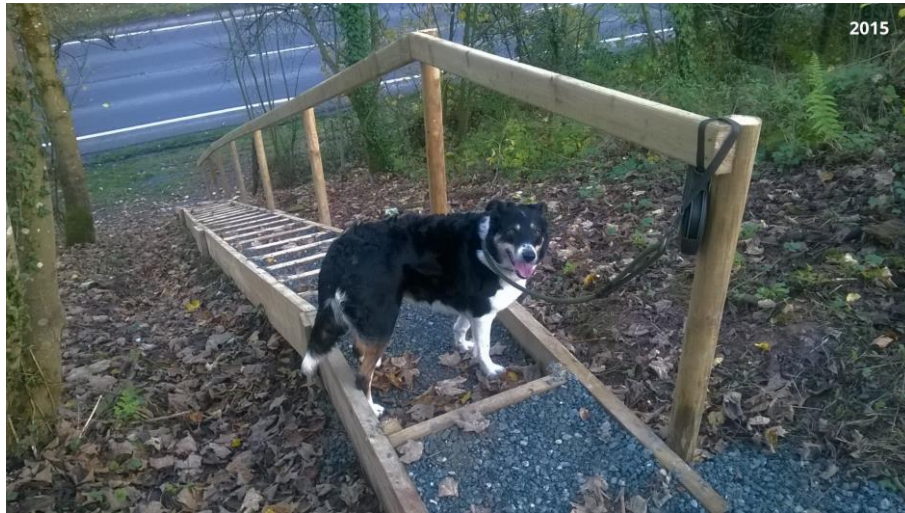


Figure 40. Footpath 23 south of A49 after rebuilding of steps

Footpath 23 should remain open but increased use should be discouraged by provision of more attractive routes either side of the A49. These routes have been under discussion for several years and are currently being put in place.

Footpath 23 is to be diverted around the edge of the Henley Grange development. The diverted route significantly extends its length. Residents will inevitably cut across the proposed public open space.

Proposal A42: New path on Henley Grange

A formal path across the public open space preferably along one edge to preserve openness. Action: Shropshire Council.

This will be decided when plans for the next stage of the development are considered. This path will connect to the Toucan crossing and it should be a shared use path.

On the west side of the A49, an existing Footpath 25 rises to Downton View. This is narrow and not suitable for shared use. Cyclists would continue their journey from Henley Grange to the town along Henley Road (page 21).

An undesignated footpath is in place through the new development at the north end of Parys Road, including an alley cutting through to an undesignated path which links to the Downton View path (Footpath 25) and the A49. It is intended this will provide a designated walking route from Parys Road to Rocks Green and Sainsbury's. The footpath is not yet open due legal difficulties with the completed development. The path will need improvement between Parys Road and the Downton View path. This route is not suitable for cycling.

LCWIP L.39: Rocks Green A49 crossing

Improve the Toucan crossing, including a button back from the A49. Action: Shropshire Council and National Highways.

A new button is essential as babies in buggies get perilously close to the road when parents reach for the button on the traffic signals.

Ludford parish council and others have proposed a footbridge over the A49. It is difficult to see how this could serve both the residents of Rocks Green estate and Henley Grange given the space constraints and differing levels. An engineering design is needed to examine the feasibility of this proposal.

A49 crossing: Sheet Road

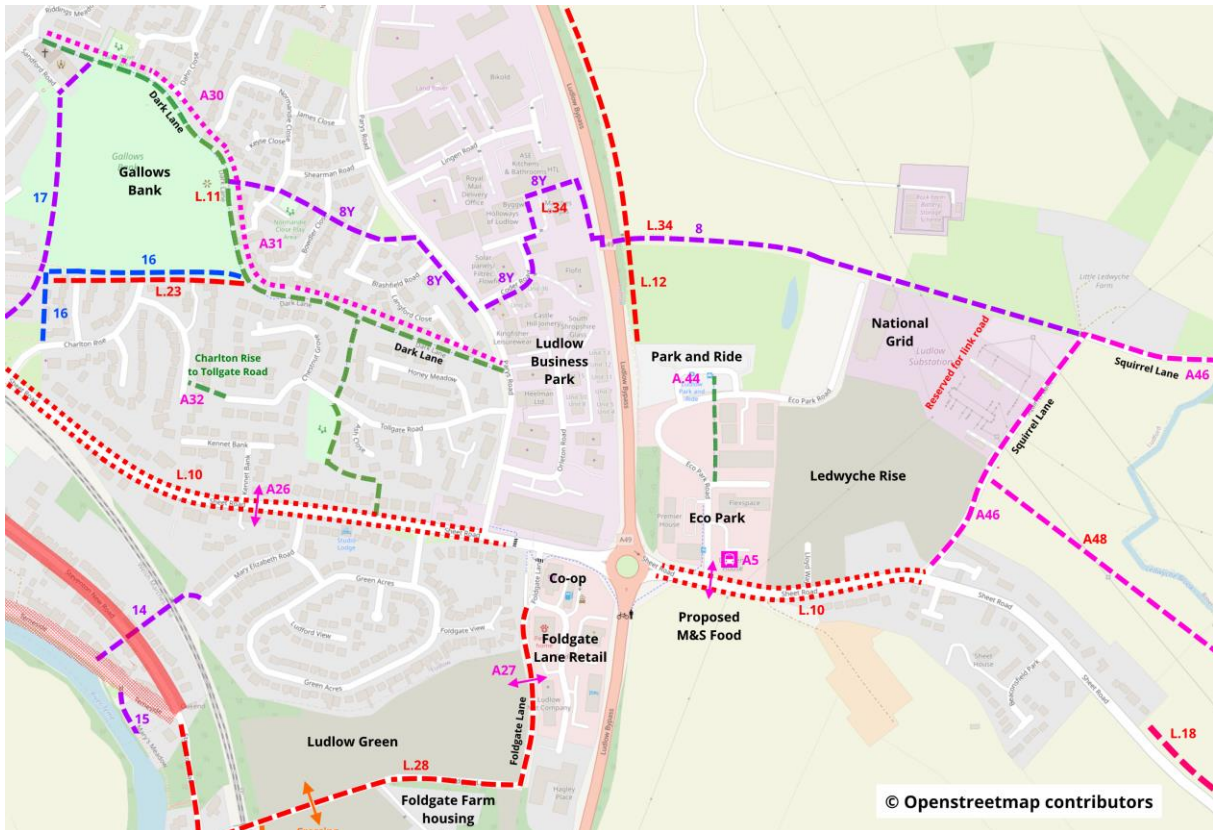


Figure 41. Proposals for Sheet Road area

LCWIP L.10: Sheet Road east of A49

Cycle lanes from Sheet village and improved crossing of the A49 for cyclists and pedestrians.

The Toucan crossing across the A49 south the Sheet roundabout works well for pedestrians and cyclists. It is approached by cycle lanes and needs no improvement.

LCWIP L.34: Ledwyche Rise to Coder Road

Create a direct route to extend the off-road path across the industrial sites and A49 to the Park & Ride, including a designated route through the new development site, recommended this be designated a bridleway.

Footpath 8/8Y links Ledwyche Rise to Ludlow Business Park. LCWIP proposes upgrading this to a bridleway. It is difficult to see how this would be feasible. Footpath 8 does not link to Ledwyche Rise though in coming decades it might via a link road for which land has been reserved. A bridleway crossing the A49 at this point would be dangerous. There are steps both sides of the A49. Footpath 8Y is narrow. This route would not be suitable for cyclists or horses, even if it were upgraded.



Figure 42. Footpath 8Y from Coder Road to A49 bypass

Parallel to A49

LCWIP L.12: Route parallel to A49

A shared off-road path parallel to A49, accessible to all users, excluding motorised vehicles along the bypass.

This is a welcome proposal which can be incorporated into plans of future developments east of the A49 or separately funded.

Park and ride



Figure 43. The park and ride site is in a poor state of repair

The park and ride at the Eco Park site is one of the principal gateways into Ludlow. It is often packed with visitors' cars at weekends and during festivals. The park and ride service is essential for Ludlow's visitor and retail economy. But due to neglect it has become an embarrassment to Ludlow and its owners, Shropshire Council.

The park and ride site needs urgent improvement. The bus service should run at 20 minute service. The direct service might only stop only at:

- The junction of the Eco Park and Sheet Road to serve Sheet Village and the proposed M&S Food store
- The Tesco/Aldi stops on Station Drive
- Ludlow Assembly Rooms.

Many of the cars on the park and ride area belong to employees of Eco Park businesses. Introducing a parking charge would bring parity with town centre employees. The charges should be Band D, £0.40 an hour, maximum £3.20 a day. This will provide an income to maintain the parking area. It would also help promote active and sustainable travel. Users of the park and ride service should be given a discount on bus travel to and from the town centre.

Should the M&S receive planning permission, pedestrian traffic will increase from Eco Park across Sheet Road to the new store. A Zebra Crossing should be installed. This will also help reduce traffic speeds.

Proposal A43: Sheet Road Eco Park

Install crossing linking Eco Park with proposed industrial area and M&S Food. Action: Shropshire Council.

Proposal A44: Park and ride bus service

A direct service from the park and ride to the town centre running every 20 minutes. Action: Shropshire Council.

Proposal A45: Parking charges at the Eco Park

Consider bringing the park and ride into the charging regime at Band 6. Action: Shropshire Council.

Ludlow rural

Squirrel Lane

The fabric of the road and its wildflower verges have been destroyed by excessive traffic. The road has been blocked by HGVs and the historic Grade II Ledwyche Bridge damaged. Signs saying that the road is unsuitable for HGVs are in place but more needs to be done to discourage through traffic.

This narrow country lane is not the least bit suitable for diverted or lost vehicles, or HGVs using it as a through route.

Proposal A46: Squirrel Lane

Designate Squirrel Lane access only and a Quiet Lane. Action: Shropshire Council.



Figure 44. Truck negotiating Squirrel Lane bridge



Figure 45. Truck damaging verges on Squirrel Lane

East and north of Sheet Village

The Shropshire Way leaves Sheet Road 320m southeast of Sheet Village. The road has fast traffic and is unsafe for walkers. The curve of the road means that at some points oncoming traffic is obscured from walkers. An off-road right of way on farmland would improve the safety and experience of walkers. This might be close to the road or closer to Ledwyche Brook, allowing a link through to Ledwyche Rise.

Proposal A47: Sheet Road and Shropshire Way

Investigate off-road footpath to connect Sheet Village or Ledwyche Rise with the Shropshire Way.
Action: Shropshire Council and Ludford Parish Council.

LCWIP L.18: Caynham to Ludlow along Sheet Road

Introduce a 20mph speed restriction along the residential roads and designate the rural sections as Quiet Lanes.¹³

20mph in Sheet Village is supported.

LCWIP L.19: Knowbury to Caynham

Investigate need for off-road shared path, which would be accessible to active and equestrian users.

With other options of walking from Knowbury to Caynham, an off-road path would seem disproportionate to any benefits unless part of a wider network of cycle and equestrian routes. This proposal is not supported.

LCWIP L.20: Cleehill to Ludlow

Widen narrow footway into shared path, which would be accessible to active and equestrian users.

LCWIP L.40: A4117 A49 to Henley

Widen narrow footway into Shared path, which would also be usable by equestrians.

Improvements along this route would be welcome. The footpath on the south side of the A4117 is discontinuous and vegetation narrows its width. The path should be widened from Henley Grange to Squirrel Lane and the road junction to Snitton to become a comfortable path for pedestrians. This would not meet LTN 1/20 standards for shared use. East of the

13. Quiet Lanes are defined as minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles.

Snitton junction, the A4117 narrows and there is no space for a path. The path resumes at Angel Bank where there is limited opportunity for widening and for a shared use path.

LCWIP L.21: Bitterley to Ludlow along existing PROW and B4364

Investigate adding a cycle lane to rural road. Upgrade PROW between Middleton and Bitterley, ensuring use for all users is retained.

It is not clear which footpath or bridleway this refers to or what upgrading is proposed. There is not a continuous bridleway from Middleton to Bitterley.

LCWIP L.30: Culmington to Ludlow along B4365

Create a cycle path along the road, widening to shared path to the south past the race club which would be usable for equestrians also.

A cycle path from Culmington, with a shared use path near Ludlow Racecourse could potentially link to Bridleway 10 (below) and the A49 towards Ludlow.

LCWIP L.31: Culmington to Ludlow along existing rights of way

Upgrade existing PROW, ensuring that no users lose their access rights

It is not clear which rights of way this refers to.

LCWIP L.37: A49 from Bromfield Road to Bromfield

Improve quality, signage and security of existing off-road path parallel to A49.

This is presumed to refer to Bridleway 10. The path, although often muddy in places, is through woodland and is rural in character. It should not be urbanised, though improvements in drainage and signage would be welcome.

LCWIP L.22: Ashford Carbonell to Ludlow

Add off-road, segregated footway along the B4361, then a short section of off-road shared use path on the A49 with a pedestrian/cycle over-bridge, then on the un-named roads into the villages, create Quiet Lanes as there is insufficient space to broaden the footway without land purchase.

The footpath on the west side of the B4361 is continuous from Dinham Bridge until the drive for Ashford Hall. This could be continued to the A49, where footpath could be created on the south side of the A49. An overbridge across the A49 would incur a disproportionate cost.

LCWIP L.36: Bromfield to Ludlow

Upgrade of existing NCN Route 44 along existing PROWs. Signpost this route as an active travel and equestrian corridor and with slow speeds to increase safety.

Halton Lane leads from Dinham Bridge to Bromfield passing through the Plymouth Estate on a road which is gated mid-way. How can the current very low speeds be reduced? This is high quality walking and cycling route with almost no traffic. It is also suited for equestrians. The surface of the route is however poor quality in the area of Priors Halton Farm. This area could be improved and the route should be better signposted as a principal active travel route from Ludlow to Bromfield.

Proposal A48: Halton Lane

Improve lane surface in the area of Priors Halton Farm. Action: Bromfield Parish Council, Plymouth Estate.

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