

Ludlow Town Council's Response to Shropshire Council's Walking and Cycling proposals for Ludlow
June 2023

Key principle	Strategic walking improvement recommendations	Ludlow Town Council's Response	Minute Number
Attractiveness and comfort	1. Improve the sense of welcome outside the railway station	To support this recommendation.	R/22 Resolved GG/ RJ (unanimous)
Attractiveness and comfort	2. Increase width of footways along Corve Street by taking space from the wide carriageway	To object to this recommendation because it would unacceptably reduce on-street residential and visitor parking and impede access for larger vehicles including local buses, coaches and lorries.	R/23 Resolved GG/ VP (unanimous)
Directness	1. Improve connection between the railway station and the town centre to make easier to navigate.	To support this recommendation.	R/24 Resolved GG/ VP (unanimous)
Directness	2. Increase crossing points along Corve Street and within the town centre, including dropped kerbs for disability access	To support this recommendation.	R/25 Resolved GG/ RJ (unanimous)
Safety	1. Extend the 20mph area in the town centre to merge with the one to the north, creating a town centre wide 20mph zone	To support this recommendation.	R/26 Resolved GG/ RP (unanimous)
Safety	2. Provide continuous footways outside the railway station and crossings from the station towards the town centre	To support this recommendation.	R/27 Resolved GG/ VP (unanimous)
Safety	3. Consideration of the closure of King Street to traffic.	To strongly object to this recommendation because King Street is a vital access route into the town centre and there are no other alternative routes for vehicles. The closure	R/28 Resolved GG/ RJ (7:1:0)

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		<p>would be to the serious detriment of the economy of the town.</p> <p>The market, shops and businesses would unnecessarily and unsustainably lose essential trade and customers because it would become inconvenient for people to access the town, and transport their purchases to the car – this would significantly impact families with young children, the elderly and the disabled.</p> <p>Coaches that frequently visit Ludlow, as part of their planned day trip, would not be able to drop off in the town centre for an hour to visit the market, and would stop including Ludlow in their tour itinerary.</p> <p>Ludlow is a small historic town. King Street and High Street are the arterial route into the town and closing it would destroy the economy of Ludlow.</p>	<p>For: GG / BW / SW / AT/ VP / SON / RJ</p> <p>Against: RP</p>
Safety	4. 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.	<p>To strongly object to this recommendation because High Street (and King Street) is a vital arterial route into the town.</p> <p>Signalising Bell Lane is impractical. Using Silk Mill Lane is impossible and dangerous - it is far too narrow - and the turn into the Broadgate is a ninety degree angle without enough room for a car to swing right. This</p>	<p>R/29</p> <p>Resolved GG/ RJ (7:0:1)</p> <p>For: GG / BW / SW / AT/ VP / SON / RJ</p> <p>Abstention: RP</p>

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		route would put the historic Broadgate in jeopardy.	
Safety	5. 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.	To strongly object to this recommendation because the car park is vital to all town centre businesses, attractions and their customers. Ludlow is a rural tourist town as well as home to its residents. Vehicular access and retention of the existing limited parking capacity is important to the future survival and prosperity of the town.	R/30 Resolved GG/ RJ (7:0:1) For: GG / BW / SW / AT/ VP / SON / RJ Abstention: RP
Coherence	1. Better signage required to the walkway to the centre (south of Tesco to Corve Street and via Galdeford car park)	To support this recommendation.	R/31 Resolved GG/ VP (unanimous)
Coherence	2. Improved signage and route-finding from the railway station towards the town centre	To support this recommendation.	R/32 Resolved GG/ VP (unanimous)

Cycling Scheme details

Please note that some of the following cycling schemes may also feature walking elements in order to ensure that the schemes cater for all users where possible.

Scheme	Location	Shropshire Council Recommendation	Ludlow Town Council's Response	Minute Number
L.48	Fishmore Road	Reduce speed limit to 20mph and restrict on-road parking. Give cyclists priority at side roads and provision for them at the roundabout. Add crossing points when footways change side	To support the 20 mph restriction, and where practicable, to support prioritisation and provision for cyclists. The council does not support the restriction of on-road parking without separate consideration and a residents consultation.	R/33 Resolved GG/ RJ (unanimous)
L.47	St Julians Avenue and Livesey Road	Investigate making a 'low traffic neighbourhood' along St Julians Avenue/Livesey Road to stop through traffic	To support investigation and further consultation. The council requests sight of the investigation report prior to any decisions being made.	R/34 Resolved GG/ RP (unanimous)
L.34	Connection from Ledwyche Rise to the industrial estate, includes	Create a direct route to extend the off road path across the industrial sites and A49 to the park and ride, including a designated route through the new development site, recommended this be designated a bridleway	To support this recommendation.	R/35 Resolved GG/ RJ (unanimous)

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	crossing of A49			
L.32	Route along Bromfield Road and Corve Bridge	Improve bridge provision for active travel, enhance footway into shared path	Whilst the council would like to support this recommendation, it feels the description is too vague, so it is not able to confirm support for the recommendation until it has received a more detailed recommendation.	R/36 Resolved GG/ SW (unanimous)
L.36	Connecting Bromfield to Ludlow, upgrade of existing National Cycle Network Route 44 along existing public rights of way	Signpost this route as an active travel and equestrian corridor and with slow speeds to increase safety	The town council supports the recommendation because it supports safety measures to protect pedestrians, cyclists and equestrian users.	R/37 Resolved GG/ RP (unanimous)
L.35	Route along Parys Road connecting residential areas to the industrial estate and other local destinations	Improve existing cycle lanes including bypasses of traffic calming measures	The town council supports the recommendation because it supports safety measures to protect pedestrians, and cyclists.	R/38 Resolved GG/ RP (unanimous)

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L.38	Tower Street	Close to traffic and provide space for cyclists	To object to this recommendation because the existing measures are adequate and would be effective if enforced by the police.	R/39 Resolved GG/ BW (unanimous)
L.37	A49 to Bromfield	Improve quality, signage and security of existing off-road path parallel to A49	The town council supports the recommendation because it supports safety measures to protect pedestrians, cyclists and equestrian users.	R/40 Resolved GG/ RJ (unanimous)
L.39	Crossing of the A49 roundabout by Sainsburys	Improve crossing for cyclists and equestrians at the roundabout, including a button back from the road	The town council supports the recommendation because it supports safety measures to protect pedestrians, cyclists and equestrian users	R/41 Resolved GG/ RP (unanimous)
L.13	Railway crossing into the station entrance from Quarry Gardens	Improve to step free access between platforms (already being investigated)	To support this recommendation.	R/42 Resolved GG/ SON (unanimous)
L.02	Route through the main town centre/High Street areas	Consider closure of historic centre to general traffic	To strongly object to this recommendation because King Street is a vital access route into the town centre and there are no other alternative routes for vehicles. The closure would be to the serious detriment of the economy of the town. The market, shops and businesses would unnecessarily and unsustainably lose essential trade and customers because it would become inconvenient for people to access the town, and transport their purchases to the car – this would	R/43 Resolved GG/ BW (unanimous)

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			<p>significantly impact families with young children, the elderly and the disabled.</p> <p>Coaches that frequently visit Ludlow as part of a day trip would not be able to drop off in the town centre for an hour to visit the market, and would stop including Ludlow in their tour itinerary.</p> <p>Ludlow is a small historic town. King Street and High Street are the arterial route into the town and closing it would destroy the economy of Ludlow.</p>	
L.26	Route along the pathway parallel to Rock Lane between Sandpits Road and the railway line	Enhance existing pathway and improve signage along route	To support this recommendation.	R/44 Resolved GG/ RP (unanimous)
L.28	Back route from Steventon to Ludlow Eco Park along Foldgate Lane	Consider making access only to make a cycle / equestrian route	To object to this recommendation because it is an ancient and historic road way and full access should be retained.	R/45 Resolved GG/ VP (unanimous)
L.27	Connection from Steventon to Ludlow	Make Steventon Road a 'quiet lane' (route where special attention must be paid to walkers, cyclists and horse riders including protection from speeding traffic) and introduce waiting areas along road in	To object to this recommendation because it is unsuitable for this area.	R/46 Resolved GG/ AT (unanimous)

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		lieu of being able to provide a full cycle lane		
L.33	Connecting the town centre to Ludlow CofE School and beyond to A49 along Coronation Avenue	Improve and extend shared path, improve and increase pedestrian crossings and introduce cycle lanes. Extend 20mph zone	The town council supports the recommendation because it supports safety measures to protect pedestrians, cyclists and equestrian users.	R/47 Resolved GG/ BW (unanimous)
L.29	Connection through southeastern residential area along Steventon New Road linking the zone to local destinations south of the town	Create 'low traffic neighbourhood' along/around route to create safer space for cyclists and introduce 20mph speed limit	To support this recommendation in principle. However, the town council requests sight of the investigation report before any decisions are made.	R/48 Resolved GG/ SON (unanimous)
L.30	Connection between Culmington and Ludlow along B4365	Create a cycle path along the road, widening to shared path to the south past the race club which would be open for equestrian use	The town council supports the recommendation because it supports safety measures to protect pedestrians, cyclists and equestrian users.	R/49 Resolved GG/ RJ (unanimous)

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L.31	Connection between Culmington and Ludlow along existing Public Right of Ways	Upgrade existing public right of way, ensuring that no users lose their access rights	The town council supports the recommendation because it protects access to public rights of way.	R/50 Resolved GG/ RP (unanimous)
L.20	Connection from Cleehill to Ludlow	Widen narrow footway into shared path, which would be accessible to active and equestrian users	The town council supports the recommendation because it supports safety measures to protect pedestrians, cyclists and equestrian users.	R/51 Resolved GG/ BW (unanimous)
L.18	Connection from Caynham to Ludlow	Create a new pedestrian/cyclist bridge over the railway line. Introduce a 20mph speed zone along the residential roads and designate the rural sections as 'quiet lanes' (route where special attention must be paid to walkers, cyclists and horse riders including protection from speeding traffic). Provision of cycle/pedestrian crossing the A49 roundabout	To support this recommendation.	R/52 Resolved GG/ VP (unanimous)
L.25	River crossing along Dinham Bridge, connect leisure route along National Cycle	Formalise contraflow along bridge to allow for more space for active users and extend 20mph limit over the bridge	To strongly object to the recommendation because it is unworkable and unnecessary.	R/53 Resolved GG/ BW (unanimous)

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	Network Route 44			
L.19	Connection from Knowbury to Caynham, links in with further connection to Ludlow	Investigate need for off-road shared path, which would be accessible to active and equestrian users	To support the investigation and request a copy of the subsequent report.	R/54 Resolved GG/ VP (unanimous)
L.21	Connection from Bitterley to Ludlow	Investigate adding a cycle lane to rural road. Upgrade public right of way between Middleton and Bitterley, ensuring use for all users is retained (including equestrians)	The town council supports the recommendation because it supports safety measures to protect pedestrians, cyclists and equestrian users.	R/55 Resolved GG/ VP (unanimous)
L.22	Connection from Ashford Carbonell to Ludlow	Make the B4361 as a 'quiet lane' (route where special attention must be paid to walkers, cyclists and horse riders including protection from speeding traffic), then a short section of off-road shared use path on the A49 with a pedestrian/cycle over-bridge, and on the un-named roads into the villages, create quiet lanes as there is insufficient space to broaden the footway without land purchase	The town council supports the recommendation because it supports safety measures to protect pedestrians, cyclists and equestrian users.	R/56 Resolved GG/ SW (unanimous)
L.23	Route through Gallows Bank along public rights of way	Enhance existing path and improve signage	To support this recommendation.	R/57 Resolved GG/ BW (unanimous)

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	connecting to Sheet Road			
L.24	Connection from Rocks Green development site into Ludlow across A49, heading towards town centre following existing public rights of way and Ridings Road	Upgrade existing public right of way to segregated cycle route, ensuring that usage by equestrians and other users is retained	To support this recommendation.	R/58 Resolved GG/ VP (unanimous)
L.11	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	To support this recommendation.	R/59 Resolved GG/ RP (unanimous)
L.10	Route along Sheet Road	Introduce cycle lanes	To object to the introduction without an investigation and feasibility report and consultation.	R/60

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	connecting The Sheet towards the town centre			Resolved GG/ RP (unanimous)
L.13	Railway crossing into the station entrance from Quarry Gardens	Improve to step free access between platforms (already being investigated)	To support this recommendation.	R/61 Resolved GG/ VP (unanimous)
L.12	Route along A49 between Rocks Green and The Sheet	Investigate shared off-road path parallel to A49, accessible to all users (excluding motorised vehicles)	To support the investigation and consultation; and request a copy of the subsequent report.	R/62 Resolved GG/ RP (unanimous)
L.15	Eastern access to the railway station from Gravel Hill	Clean up pathway and improve signage. Trim back edges to marginally widen pathway	To support this recommendation.	R/ Resolved GG/ AT (unanimous)
L.14	Connection through residential area along public rights of way linking towards the train station	Upgrade public right of way to shared path, ensuring no user loses their right of access (eg equestrians)	To support this recommendation.	R/63 Resolved GG/ SW (unanimous)

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L.17	Connection through the centre employment area along 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)	To support the double yellow lines especially in the vicinity of the Fire Station. Object to the widening of the path.	R/64 Resolved GG/ VP (unanimous)
L.16	Route along Old Street and Corve Street connecting the north of the town to the town centre and railway station	Create a segregated cycle lane, with localised treatments at pinch-points. Introduce a point closure on the northern section of the route	Unfortunately the description is too vague and it is not possible to comment on this recommendation until a survey / feasibility study and consultation have taken place.	R/65 Resolved GG/ SW (unanimous)
L.03	Railway crossing along Corve Street	Consider cycle lanes and cycle provision at roundabout	There is no railway crossing on Corve Street, Ludlow	R/66 Resolved GG/ AT (unanimous)
L.01	Main thoroughfare to the town centre, along Gravel Hill	Repaint advanced stop boxes. Create cycle bypass of signals on Upper Galdeford. Make a 20mph zone	To support this recommendation.	R/67 Resolved GG/ RP (unanimous)
L.05	Local route through residential area along	Create shared-use path from the Sandpits Road/Riddings Road junction up to the Sandpits Road/Wheeler Road junction and continuing on alongside the	To support the 20 mph speed limit.	R/

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	Sandpits Road connecting to the hospital	park (land purchase from the town council required) and then a 20mph speed limit zone from Sandpits Road/Livesey Road/Whitbread Road junction up to where the cycle route connects with Henley Road	There are covenants on the use of the land that prohibit use other than for young people, so it is not possible for the town council to sell the land.	Resolved GG/ SON (unanimous)
L.04	Henley Road between the A49 and Weyman Road	Create segregated path and/or cycle lanes through residential area	To object to this recommendation. It is unnecessary.	R/68 Resolved GG/ VP (unanimous)
L.07	Railway crossing between Sheet Road and Housman Crescent	Improve safety perceptions with increased lighting, replace chicane barriers with something easier to navigate for non-standard bikes	To support this recommendation.	R/69 Resolved GG/ BW (unanimous)
L.06	Connection along Lower Galdeford from Upper Galdeford to Steventon New Road	Reseal road and review parking provision to deliver cycle lanes	To support the recommendation to improve the road surface. To object to changes in residents parking.	R/70 Resolved GG/ VP (unanimous)
L.09	Route along Station Drive to connect into the train station from the town centre and	Add cycle lanes and continuous footways (particularly outside railway station)	To support this recommendation, subject to a site specific safe access survey.	R/71 Resolved GG/ RP (unanimous)

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	other trunk roads			
L.08	Ludford Bridge river crossing	Introduce cycle advanced stop boxes at bridge	To support this recommendation.	R/72 Resolved GG/ VP (unanimous)
L.41	Henley Road between Weyman Road and Sandpits Road	Create segregated path and/or cycle lanes through residential area	To object to this recommendation because it is impractical, impossible and unnecessary.	R/73 Resolved GG/ RP (unanimous)
L.40	A4117 Rocks Green from A49 roundabout to Henley	Widen narrow footway into shared path, which would also be usable by equestrians	To support this recommendation to improve safety on an A road.	R/74 Resolved GG/ SON (unanimous)
L.43	Henley Road between Gravel Hill roundabout and Corve Street	Add double yellow lines and investigate cycle lane up hill	To object to this recommendation without an investigation and residents consultation. The town council requests sight of the report before any decisions are made.	R/75 Resolved GG/ VP (unanimous)
L.42	Henley Road approach to and crossing of the roundabout with Gravel Hill	Investigate improving safety at roundabout with Gravel Hill	To support this recommendation. The town council requests sight of the report before any decisions are made. In 2015, the town council made requests for improvements to safety, but none were made. Further to this in 2022, the town council under took a	R/76 Resolved GG/ VP (unanimous)

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			<p>traffic survey and made the following observations and recommendations.</p> <p>R/244. 06.04.22 GRAVEL HILL ROAD SAFETY AUDIT FROM SHROPSHIRE COUNCIL</p> <p>RESOLVED RP/PA (unanimous)</p> <p>Following a request from Ludlow Town Council, a Stage 3 Road Safety Audit was carried out on 4th May 2021 by Shropshire Council (SC). Ludlow Town Council had reservations about the validity of the audit results and carried out a further survey in March 2022. It magnifies the need to act on the original SC recommendations and more.</p> <p>Ludlow Town Council's concerns about the Shropshire Council Audit:</p> <ol style="list-style-type: none">1. It failed to include 0800-0900 hours.2. Pedestrians at busy crossing point 7 (Gravel Hill) were not considered3. Sandpits Road was closed at the time of survey4. It was carried out during a period of heavy COVID restrictions5. Hours of darkness were not considered in line with GG1196. In November 2021, a new Sainsbury Supermarket opened at Dun Cow Road, Rocks Green, Ludlow, Shropshire. SY8 2EY. This is likely to lead to	
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			<p>increased traffic passing through the One Stop junction at Gravel Hill.</p> <p>7. A Design response was required within one month of the audit, which has not been made Ludlow Town Council's survey.</p> <p>Ludlow Town Council surveyed eight pedestrian crossing points over these roads during four weekdays. Observations were recorded in quarter-hourly intervals, between 0800 till 0900 and from 1500-1600. Observations from 1400 to 1640 were also made to directly compare with the results of the SC audit. A total of over 2400 observations of pedestrians crossing at these points were made.</p> <p>The survey also considered the effects of the mini roundabout on pedestrian movement R 09.03.22 across Dodmore Lane, New Road and Sandpits Road, all of which interact within 50 m of the roundabout.</p> <p>Conclusions from survey</p> <p>These results are based on objective pedestrian data which indicate a far higher risk level for pedestrians than was indicated in the SC audit, especially at crossing points 1,3,7 and 8. These observations add to the urgency of acting on the SC recommendations 3.1 to 3.5 including the carrying out of a current re-design in response to the 2021 audit and the 2022 survey. Therefore, the minimum to be expected from the design response is:</p>	
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			<p>SC 3.1 and 3.2 The uncontrolled crossing point on New Road requires a reduction of parking bays.</p> <p>SC 3.3 The risk of overshoot and collision at the mini-island requires speed deflection measures and a raised island</p> <p>SC 3.4 and 3.5 The poorly defined island and junction layout, especially from Henley Road require vehicle speed measurements to be taken to decide whether a humped zebra is required. Raised road deflection markings may also be necessary to ensure vehicles are aware of the roundabout ahead of them and to encourage them to enter the roundabout on the correct line.</p>	
L.46	Linney between Dinham Bridge and Corve Street	Widen and extend path to go whole length of route, increase crossing points and investigate traffic calming and speed limit restrictions	To object to this recommendation because the town council does not believe that the road is wide enough to accommodate this recommendation.	R/77 Resolved GG/ VP (unanimous)
L.45	Temeside between Weeping Cross Lane and Steventon New Road	Investigate making a 'low traffic neighbourhood' and upgrade footways	To object to this recommendation because the road is a bus route.	R/78 Resolved VP / BW (6:0:1) For: GG / BW / SW / AT/ VP / SON

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