

Ludlow 21
Sustainable Transport Group
ANNUAL REPORT
2025-26

Group members met Stuart Anderson MP in November. Although he supported repeal of the Climate Change Act, we met with the objective of helping him to consider what he might be able to do to support sustainable transport in Ludlow. Referring to his *Shop Local* campaign, the group discussed Twenty's Plenty, the Local Cycling and Walking Infrastructure Plan, (known as LCWIP) bus services, electric vehicle charger provision and marking, and the ECO park, and our collaboration with Transport for Wales on Ludlow station improvements .

Our *Vision 2020* was updated to form *Vision 2026*. This set out our overall Aspirations and Objectives along with detailed Plans for three five-year periods up to 2040. It includes the 15 *Transport Asks* submitted by South Shropshire Climate Action to Shropshire Council in 2023. This update aligns with the new Shropshire statutory local transport plan (LTP) which runs from 2027 to 2037.

On our behalf, in May, Councillor Beverley Waite asked the Council to report on progress on preparing the LTP with regards both engagement activities and the key objectives being set for the plan's short medium- and long-term goals. She further asked how and when active travel, a local cycling and walking infrastructure plan (known as LCWIP) and 20's *Plenty* will be implemented throughout the county. Council was told that interventions 'would likely include LCWIP and the development of a speed management strategy to cover all levels of speed restriction'.

Three group members participated in the 'early engagement' of the plan. This identified the need for action on road safety, active travel, public transport, inclusive and rural accessibility, and digital connectivity. A full public consultation is due in the Autumn prior to the release of an accepted plan next year.

Meanwhile the group will continue its work on existing projects which include:

A bus services and shelters review

Despite the group's lobbying to protect the 722 park and ride service in its existing form, it was cut in September. The 701 and 702 services were rescheduled under a new operator. Lobbying with Clun to protect the 745 service was more successful, with the doomed route replaced by a demand-responsive service. The group will continue to monitor the performance of the new operator, the effectiveness of its services and will support the continued provision of bus shelters by Ludlow's parish councils.

Survey at Ludlow Primary school on Sandpits Road

With the school's approval, twelve Ludlow21 members conducted a survey of traffic congestion and safety along Sandpits Road on five dates during September and October at school start and finish times. The survey's purpose and methods were shared with residents before the survey during which their views were invited. A similar event will be held after the survey is complete to disclose the survey report.

Tiered access for vehicle entry to town centre

We strongly support Ludlow Town Council's proposal that it considers with Shropshire Council the feasibility of introducing a two-tier access restriction for heavy goods vehicles within the town centre (King Street and High Street). Larger vehicles would have to obtain a permit before entering the town centre. Such permits could be subject to additional conditions and controls, including the mandatory use of a banksman during vehicle movement.

However, our group is concerned that the suggested upper weight limit of 24 tonnes would allow unrestricted access to both rigid and articulated lorries with three axles. We have recommended that an upper weight limit of 7.5 tonnes be considered.

**Ludlow 21- Sustainable Transport
Group**

27 September 2026