

“With reference to the above, on behalf of Kinlet Parish Council I am writing to advise that we consider that the walk along the side of the B.4163 which some children undertake is unsafe due to the speed of the traffic and the proximity of the footpath to the main road.”

“My son goes to market Drayton junior school, I do hope that the zebra crossing has been looked at in this report. I myself have witnessed numerous times people just driving across this with out even looking! Narrowly missing children. Maybe some lights could be installed for safety?”

“My concern is the safety of the walking route from Llanymynech to Pant. The route has a pavement the whole way but it is quite a narrow pavement and has caused safety concerns for parents walking that route with a school age child and one in a push chair. there are sections where it is very tight and large vehicles pass very close to the pedestrians on the pavement. The parents that live in Heritage Way only just miss out on the free transport so families from this area have to walk if they do not have transport of their own.”

“Ludlow 21 Sustainable Transport Group welcome the opportunity to respond to this consultation.

### **1.Assumptions**

We are being asked to comment on the aspect of Section 508B of the 1996 Act which states: “This Policy relates only to those children who are defined by the Act as eligible for home to school transport if they “cannot reasonably be expected to walk to their nearest suitable school because the nature of the route is deemed unsafe to walk”.

(Department for Education Statutory Guidance 2014)

### **2. Ludlow Schools**

Ludlow has 3 State Schools many of whose pupils walk (either alone or accompanied) to and from school:

- Ludlow County Primary School comprising an Infant and Junior school on a split site.
- Ludlow St Laurence’s Primary School
- Ludlow Church of England School

### **3. Hazardous routes for Ludlow Primary School children**

**3.1 Ludlow Infants school (ages 4-7).** The entrance to the school is located on a busy highway (Sandpits Avenue) and children approaching the school come from along the whole of Sandpits Avenue and from roads to the west (Gravel Hill, Livesey Road and Avenue Sandpits Avenue) and the east (Dodmore Lane, Whitbread Road, Wheeler Road and Riddings Road). Many approaching from the north enter Sandpits Avenue from the New Road/Henley Road area. Most infants are accompanied by responsible adults but many older children making shorter journeys are not and all should be considered within the terms of this review.

#### **Hazards**

There is a poorly marked crossing across Sandpits Avenue opposite the entrance to the school which has signage and speed ‘humps’ either side of

the crossing. However, there are no road markings and the speed humps do not slow traffic sufficiently.

#### **Requirements**

We believe that this important crossing should be adequately marked, preferably as a Pelican crossing with traffic lights.

**3.2 Ludlow Junior School (ages 6/7- 11).** The entrance to the Junior School is in a residential area of Clee View Ward and there are no identified hazardous routes in its vicinity although, of course, pupils travelling from other areas of the town could travel along some.

**3.3 Ludlow St Laurence's Primary School (ages 4-11).** This school is located at the end of Jockey Field Road – a residential area which, in itself, poses no hazards for children getting to the school and they will, in any case, usually be accompanied by an adult. However children approaching Jockey Field Road from the west must cross Old Street - one of the main exit roads from the town centre and busy at all times.

#### **Hazards**

The crossing point for Jockey Fields is in the downhill section of Old Street where the 20mph speed limit changes to 30mph and traffic increases speed. This road is used by heavy traffic including buses and HGVs and parents have long complained about the lack of a pedestrian crossing here.

#### **Requirements**

This important crossing point should be adequately marked, preferably as a Pelican crossing, and the 20mph section extended to encompass it.

### **4. Hazardous routes for Ludlow Church of England School (ages 11-16)**

Ludlow CoE School is situated at the north end of Bromfield Road which is a very busy road and the most direct route to the town centre for traffic travelling south along the A49. Children from outside the town either travel by school buses or are brought to the school by private car. The majority of children living within Ludlow walk, cycle or use scooters to reach the school and they come along all roads leading into the Bromfield Road especially Henley Road, Fishmore Road, New Road, Coronation Avenue and Corve Street.

#### **Hazards - Bromfield Road**

The short section either side of the school entrance is well signed as 20mph but the remainder of the road is 30mph. Traffic routinely exceeds 30mph along the length of Bromfield Road – a source of great annoyance to local residents – and is a major hazard for pedestrians and cyclists. There are two pedestrian crossings - well marked and with beacons in the section leading into Coronation Avenue but only one is in the 20mph zone. The next crossing on the Bromfield Road as it turns east towards New Road has a central reservation but is otherwise unmarked. During the working week the footpaths in this section are usually filled with parked cars, sometimes so much so that pedestrians must walk in the road. At its junction with Fishmore and Henley roads, there is a mini roundabout but no safe crossing point at all and no footpath on the south side as it passes under the railway bridge. Children have to wait for a break in the traffic or risk crossing against oncoming traffic

which is often speeding coming down the hills on Fishmore and Henley Roads.

### **Requirements**

The whole of the Bromfield Road should be a permanent 20mph zone. The mini roundabout should also have pedestrian crossings to enable pupils to cross safely.

### **Hazards - Coronation Avenue**

This starts at the junction between Bromfield Road and Burway Lane and is a 30mph area. There is a new pedestrian crossing opposite the Apple Green service station but the road markings are badly faded – especially on the southbound side. The Beacon on the southbound side is totally obscured when a tree in a nearby private garden is in leaf.

### **Requirements**

The pedestrian crossing needs to be properly maintained to ensure that is clearly recognisable and there should be a 20mph limit along its length up to and including Corve Street.

## **5. Hazards applying to both Ludlow Primary and Ludlow Church of England schools**

### **Hazards**

The children who come along Henley Road and New Road to Ludlow school must negotiate the mini roundabout at the junction of New Road, Henley Road, Gravel Hill and Dodmore Lane. This roundabout has a designated crossing near the bus stop which once had a 'Lollipop person' ensuring safe passage for children during school opening and closing times. Now, traffic rarely slows and there is well documented evidence of very scared children trying to cross the road during the morning and late afternoon rush hours. This crossing is also used by children attending the Infants School so is even more of a concern. Children reaching this area must cross a number of roads – including Gravel Hill, Dodmore Lane and Sandpits which have no marked crossing points at all.

Shropshire Council, at the request of Ludlow Town Council, carried out a Road Safety Audit Stage 3 on this junction on 04. 05. 2021 [Report Reference Shropshire/2021/001].

As yet, none of the recommendations have been carried out!!

### **Requirements**

Every road along which unaccompanied children walk must be designated as 20mph.

## **Conclusion**

The main issue impacting the safety of children journeying to Ludlow schools is speeding traffic. Ludlow town residents and Ludlow Town Council have requested that the whole of Ludlow's residential areas are classified as 20mph zones but Shropshire Council continue to ignore the requests.

20mph speed limits are known to improve safety for all road users, especially children and those with mobility issues, but they also reduce noise and air pollution,

increase healthy travel modes (walking, cycling etc) and are a much less expensive method of controlling traffic for councils. It also enables excessive and ugly signage to be removed so increasing the attractiveness of our medieval town.

Providing safer transportation to schools should not be necessary for children able to walk or cycle to school (which is a much healthier option) and so, once again we make a plea for Ludlow to become a 20mph town.”

“Morville Parish Council welcome the opportunity to respond to Shropshire Council’s proposed revision to their policy under the Education Act 1996 covering unsafe walking routes for schoolchildren. Shropshire Council are asking this because they want to identify hazardous routes where free transport is needed for eligible children. In the case of Morville Primary School, in the vast majority of cases, the lack of a pedestrian crossing over the A458 currently means that everything except travelling in the parental car is exceptionally hazardous. Our reasons:

---

We are being asked to comment on the aspect of Section 508B of the 1996 Act which states: “This Policy relates only to those children who are defined by the Act as eligible for home to school transport if they “cannot reasonably be expected to walk to their nearest suitable school because the nature of the route is deemed unsafe to walk”. (Department for Education Statutory Guidance 2014).

**Current situation:**

Morville Parish has one primary school serving 60 pupils aged 4 to 11 and has the capacity to accept more. It is situated in Morville Village, between Much Wenlock and Bridgnorth, on the north-east side of the A458.

There are no crossing points over the extremely busy A458, which is used by heavy traffic including buses and HGVs, and parents and local residents have long complained about the lack of a pedestrian crossing.

Vehicles frequently exceed the 30mph speed limit. It is a risk for children of this age to cross it, even accompanied by a responsible adult, and prohibitively dangerous for them to do so alone. On 24.1.2023, I had to wait 6 minutes and 30 seconds until a gap in the traffic permitted me to cross, and I am neither a child nor handicapped by age or physical disability – this was at exactly the time the children were coming out of the school.

There is a footpath along the north-east side of the A450 but only starting from the housing estate at the Shrewsbury end of the village and going past the school, Acton Arms pub, bus stop [ for Bridgnorth] to the lane leading to Haughton at the Bridgnorth end, by Morville Farm.

On the south-west side of the A450 there is only a short length of footpath opposite Morville Farm and the lane leading to Haughton and going towards the Bridgnorth end of the village and the bus stop [for Shrewsbury]. There is an unwalkable bank on

the south-west side of the A450 between this footpath and Church Meadow and Morville Hall at the Shrewsbury end of the village.

Children can thus currently only arrive at school by car, by the footpath on the north-east side of the A458 or by bus if they are coming from Shrewsbury. They can only get home by car, by the footpath on the north-east side of the A458 or by bus if they are going to Bridgnorth. Sadly, the lack of footpaths and cycle tracks makes it plainly unsafe to encourage walking or cycling along the A458 or B4368.

**Requirements:**

Many of these car journeys could be replaced by using the 436 bus between Shrewsbury and Bridgnorth – with a resultant reduction in traffic and carbon footprint – if there was a pedestrian crossing just outside the school at the junction of the A458 and B4368 where the public footpath goes down the drive past Morville Hall to the church.

This important crossing point would need to be adequately marked, preferably as a Pelican crossing, and have a length of 20mph speed limit on either side. 20mph speed limits are known to improve safety for all road users, especially children and those with mobility issues, and they also reduce noise and are a much less expensive method of controlling traffic for councils.

If this 20mph limit was extended along the first few hundred yards of the B4368, it would make it a lot safer for pedestrians, including children, to cross from the existing footpath on the north side to the village hall and Meadow Close [ mainly inhabited by elderly people, many with mobility issues] on the south side.

Unless the bus stop on the south-west side of the A458 was officially relocated in this 20mph area [ where it usually unofficially stops anyway] , one would need a second crossing point with another 20 mph speed limit at the other end of the village to allow safe access to that bus stop.”