



## HLC Hadley - Traffic Management Scheme Public Consultation Brief



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## Document Control

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## 1.0 Introduction

Telford & Wrekin Council have commissioned a feasibility study to investigate options to improve traffic conditions and safety along Crescent Road and the roads surrounding Hadley Learning Community (HLC).

The main access route to the school is along Crescent Road, with separate access to the Bridge School being located off Waterloo Road. The surrounding residential area and, in particular, Crescent Road, Manse Road, Mafeking Road and Gladstone Street see significant congestion and parking issues at the beginning and end of the school day. This activity is the cause of pedestrian safety concerns. Parking has also caused difficulties for emergency services accessing the school and surrounding properties.

Crescent Road is currently a no through road being closed to the west of the main school pedestrian entrance. This closure was introduced many years ago to address speeding problems in the area but may no longer be considered appropriate given the significant traffic demands along this route.

S106 funding is available to improve the safe routes to school around Hadley Learning Community (HLC) and will be used to deliver the preferred option following this consultation.

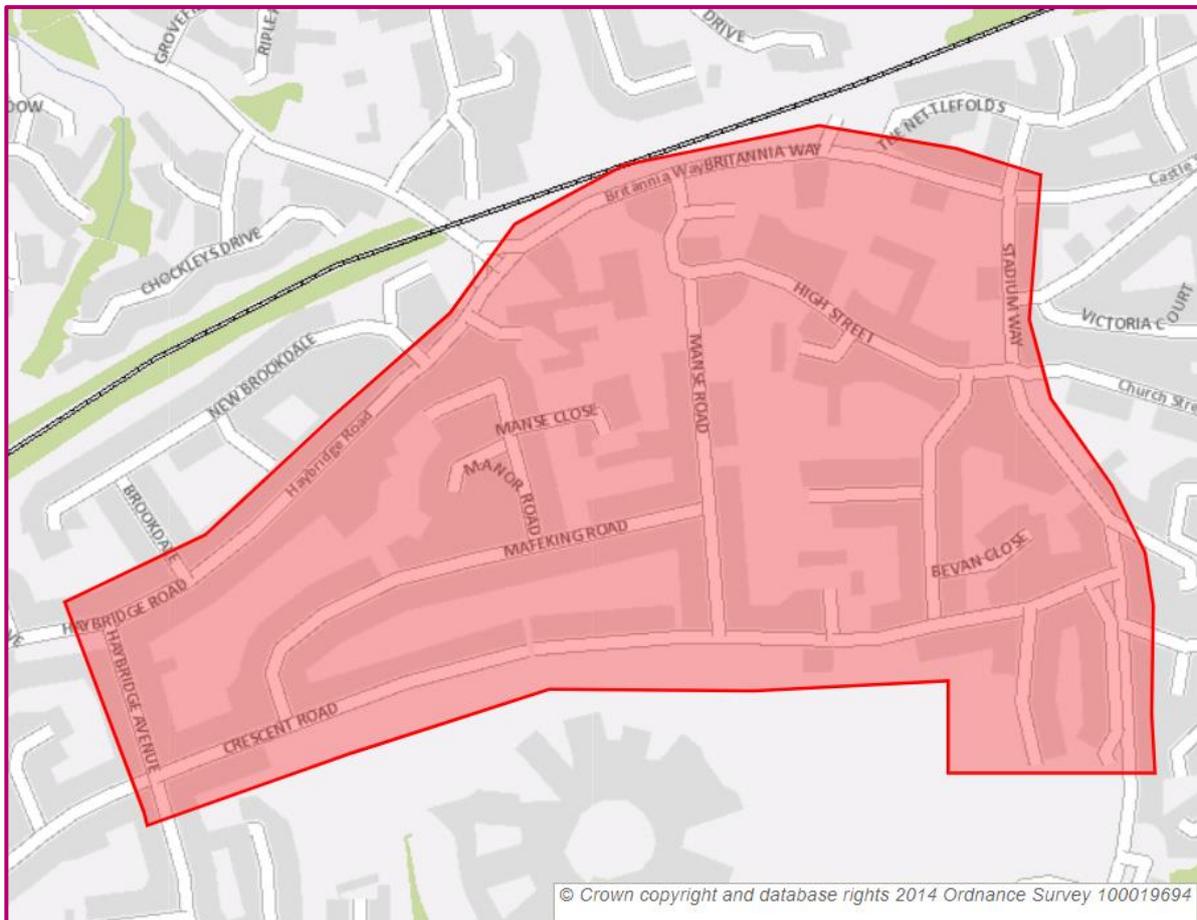


Figure 1.1 - Extent of study



## 2.0 Existing Site Conditions

### 2.1 Personal Injury Data

During the ten-year period from 2008 to 2017 a total of ten personal injury occurred within the area as shown in Appendix 2 (which also shows collision locations). Four of these occurred within the residential roads surrounding the HLC whilst the remainder occurred on Waterloo Road (5 of which being either at or close to its junction with Crescent Road).

Five of the collisions involved injury to vulnerable road users (two pedestrians and three pedal cyclists). Given the collision data is over a 10-year period the overall collision rate of 0.6 per annum is comparatively low. Collision data would more commonly be analysed over a 3-year period. This would further reduce the collision rate to 0.33 pa.

Any measures outlined in the options to this report are unlikely to specifically address the collisions involving vulnerable road users. However, there is likely to be an overall improvement in road safety in the area with the introduction of a combination of:

- Controlled crossing points;
- Measures aimed at reduced turning and congestion; and,
- Additional traffic calming measures.

### 2.2 Traffic Observations

A gyratory 'crescent' is located at the main entrance to the school which is used as a one way 'drop-off' point in a clockwise direction. This facility does not form part of the public highway. The entrance is located opposite Manse Road with vehicles making access either, by a straight-ahead movement from Manse Road or, via a left turn from Crescent Road. Whilst this system was utilised in a disciplined manner it is only able to facilitate a proportion of the "drop-off" demands.

'Drop-off's were also made along the southern side of Crescent Road between the main HLC entrance and closure to the west. During this time parking on the northern side of the road, whilst being associated with school travel, was largely static. Drivers utilising the southern side of the road were observed accessing the footway to pass/"drop-off" as preceding vehicles required egress after turning at the closure. The road width was limited due to the parking on the north side. This combination of factors generated significant localised congestion.

Further congestion also occurred along all three arms of the Manse Road/Crescent Road junction. The combination of vehicles requiring egress from the west (closure side of the junction) and that requiring access to 'drop-off' by queueing along Crescent Road to the east and Manse Road were the main factors leading to this congestion.

Parking along both sides of Manse Road also caused localised congestion.

### 2.3 Pedestrian Observations

The main pedestrian crossing point across Crescent Road was observed to be from the western side of Manse Road as this location is opposite the main pedestrian entrance to the school. A significant proportion of pedestrians crossing here generated from Manse Road itself with the remainder crossing Manse Road (at its' junction with Crescent Road) to do so. Pedestrians were observed to cross between stationary queueing vehicles and slow-moving traffic. There is no provision for pedestrians at this location as there are no dropped kerbs around the junction.

Pedestrians then crossed the gyratory system in two directions, only one of which is identified and served by a raised plateau. Pedestrians were again observed crossing between stationary queueing vehicles and moving traffic, although more defined gaps were observed at the plateau.

Pedestrians were also observed to cross at the closure point on Crescent Road and walk to school along the footway along the southern side of Crescent Road.

Only isolated pedestrian crossing activity was observed away from these two locations.



## 3.0 Proposed Options

A number of options are proposed for both Traffic Management and Pedestrian Provision. The options are detailed below along with the benefits and risks of each option.

### 3.1 Traffic Management Options

#### 3.1.1 Option 1 – One Way System & Re-open Crescent Road

This option involves the removal of Crescent Road closure and introduction of one-way gyratory (clockwise) around Crescent Road/Mafeking Road/Manse Road.

Benefits	Risks
<ul style="list-style-type: none"> <li>• Removal of congestion on Crescent Road arising from current turning movements at the existing closure and associated two-way flow on Crescent Road (whilst enabling existing 'drop-off' parking on Crescent Road).</li> <li>• Removal of conflicting turning movements at the Crescent Road/Manse Road junction.</li> <li>• Enable the existing straight ahead movement from Manse Road into the HLC 'drop-off' gyratory.</li> <li>• Enable the existing left turn from Crescent Road into the HLC 'drop-off' gyratory.</li> <li>• Access and egress points to and from local distributor network unaffected.</li> <li>• Most of the residential network already has the benefit of being traffic calmed, mitigating any potential for increased vehicle speeds as a result of one-way traffic operation. The only additional traffic calming required would be on Crescent Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for associated objections from affected residents (and road users) during consultation in relation to re-opening Crescent Road.</li> <li>• Potential for increase in speeds due to one way operation (mitigated by existing and proposed traffic calming).</li> <li>• Still a requirement for on-street parking – less impact due to one way flows.</li> </ul>

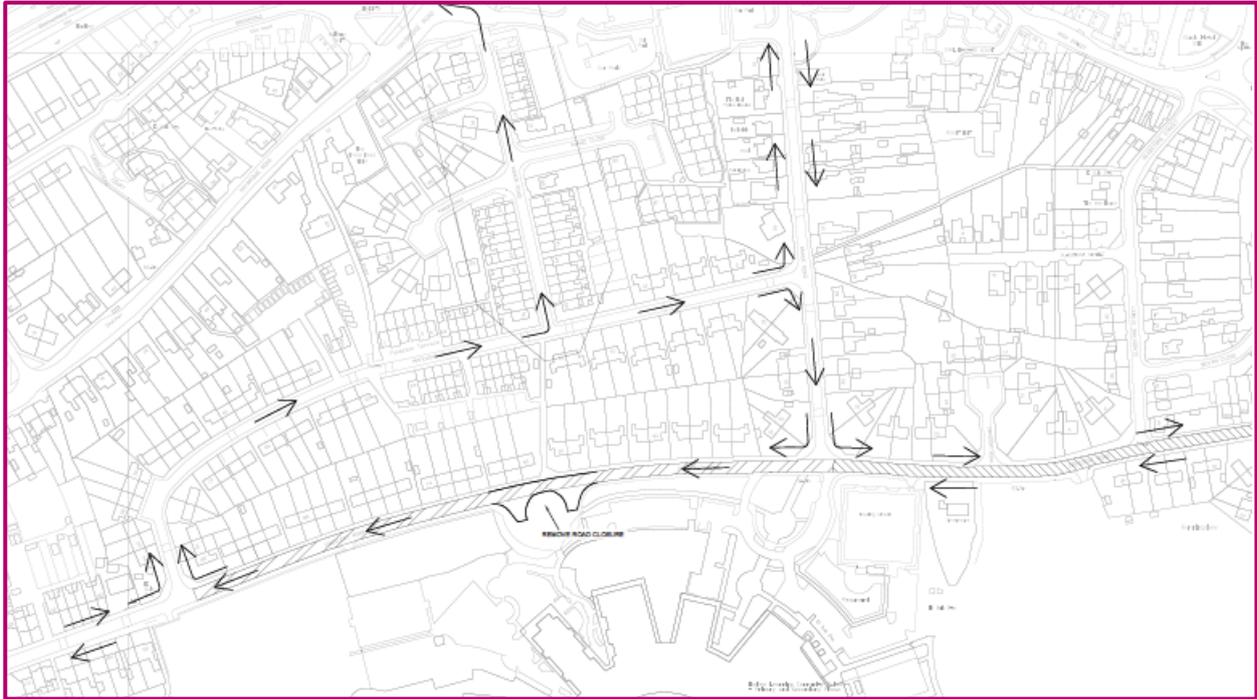


Figure 3.1 – Option 1 Draft Sketch

### 3.1.2 Option 2 – Provision of Drop Off bays

This option involves creating parking lay-bys along Crescent Road but maintaining the current closure and two way operation.

Benefits	Risks
<ul style="list-style-type: none"> <li>• Would enable increased 'drop-off' provision to that of carriageway use.</li> <li>• Reduction in obstructions along Crescent Road and therefore improved traffic flows.</li> </ul>	<ul style="list-style-type: none"> <li>• Would require footway relocation along the length of road to the west of the closure, HLC land.</li> <li>• Could increase risk for pedestrians crossing away from the recommended controlled crossing points (observed to be low level activity). This could be mitigated by the provision of uncontrolled crossing(s) in the form of kerb build outs.</li> <li>• Would require tree removal (significant amounts to the west of the existing closure) which may be considered undesirable.</li> <li>• Would not resolve the issue of vehicles blocking the turning area at the closure point.</li> </ul>

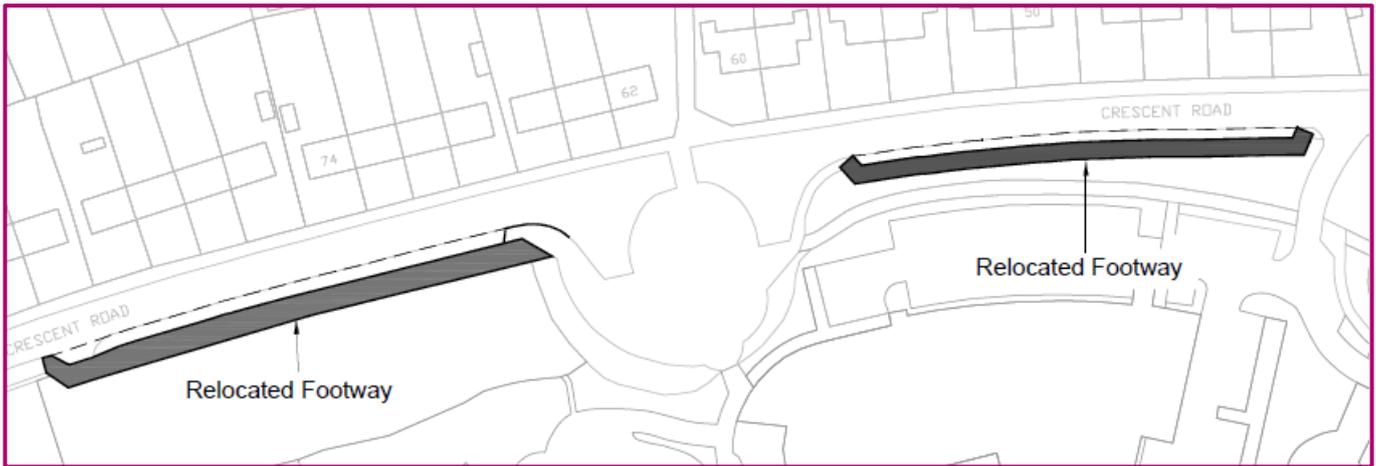


Figure 3.2 – Option 2 Draft Sketch

### 3.2 Pedestrian Provision Options

#### 3.2.1 Option 3 – Raised Controlled Crossing (Near Manse Road Junction)

This option is to be used alongside Option 1 above and would see a raised zebra crossing provided near the Manse Road junction and would be the starting point of the one way system. The junction would be narrowed to reduce the crossing distance at the point which was observed as being on the desire line for pedestrians. The raised features will also ensure vehicle speeds are kept at a suitable level following the introduction of a one way system.

Benefits	Risks
<ul style="list-style-type: none"> <li>• Provision of a controlled pedestrian crossing at an observed pedestrian desire line at a point where there are currently no facilities.</li> <li>• This will complement the introduction of a one way system which will improve traffic flows and pedestrian safety.</li> <li>• Raised table to help manage vehicle speeds.</li> </ul>	<ul style="list-style-type: none"> <li>• Only likely to be suitable in combination with a one way system.</li> <li>• Raised traffic calming features may not be supported through consultation.</li> </ul>

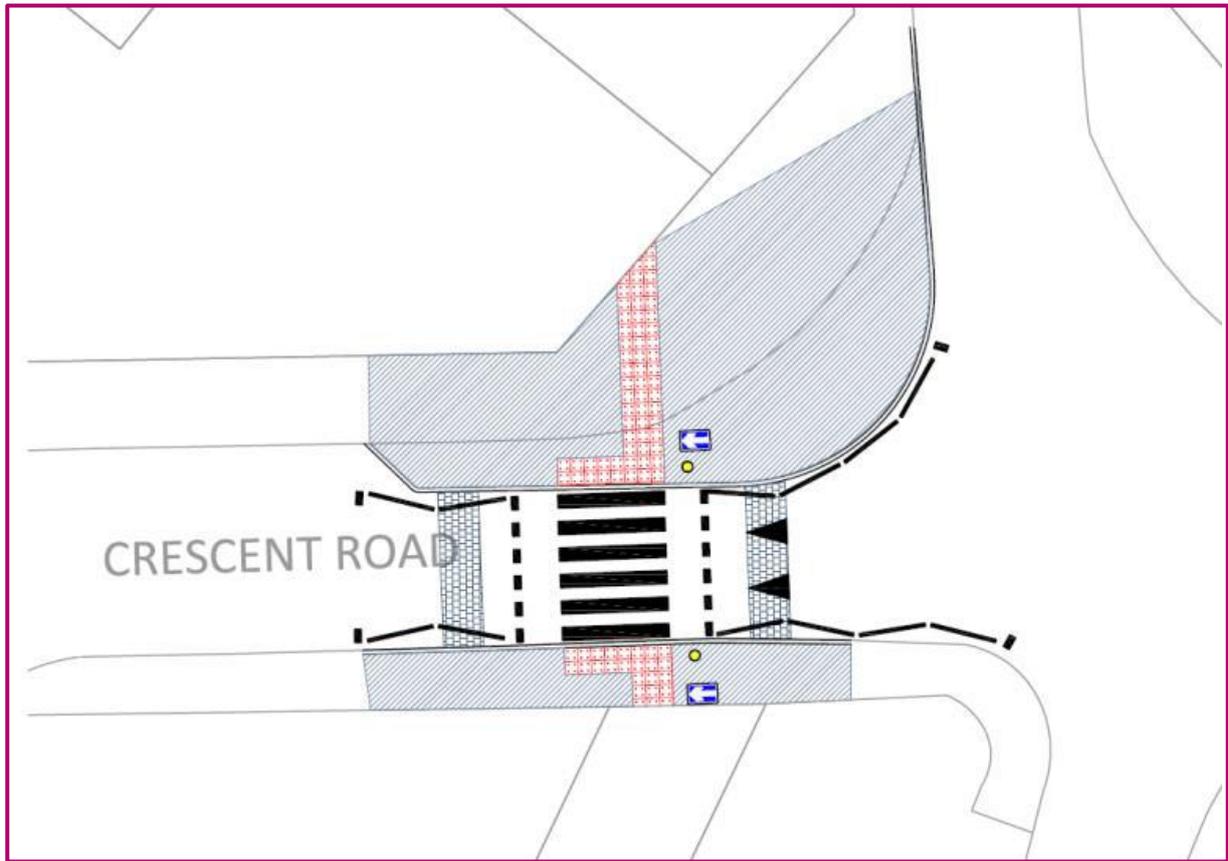


Figure 3.3 – Option 3 Draft Sketch

### 3.2.2 Option 4 – Raised Controlled Crossing & Opening of Closure Point

This option is to be used alongside Option 1 above and would see a raised zebra crossing provided where Crescent Road is currently closed. The road would be narrowed to reduce the crossing distance at the point which was observed as being a well-used crossing point for pedestrians. The raised features will also ensure vehicle speeds are kept at a suitable level following the introduction of a one way system. Opening up the closure point will also assist with traffic flows.

Benefits	Risks
<ul style="list-style-type: none"> <li>• Provision of a controlled pedestrian crossing at an observed pedestrian crossing point.</li> <li>• This will complement the introduction of a one way system which will improve traffic flows and pedestrian safety.</li> <li>• Raised table to help manage vehicle speeds.</li> </ul>	<ul style="list-style-type: none"> <li>• Only likely to be suitable in combination with a one way system.</li> <li>• Raised traffic calming features may not be supported through consultation.</li> <li>• Introducing a road crossing for pedestrians at a point where they currently do not have to interact with vehicles.</li> </ul>

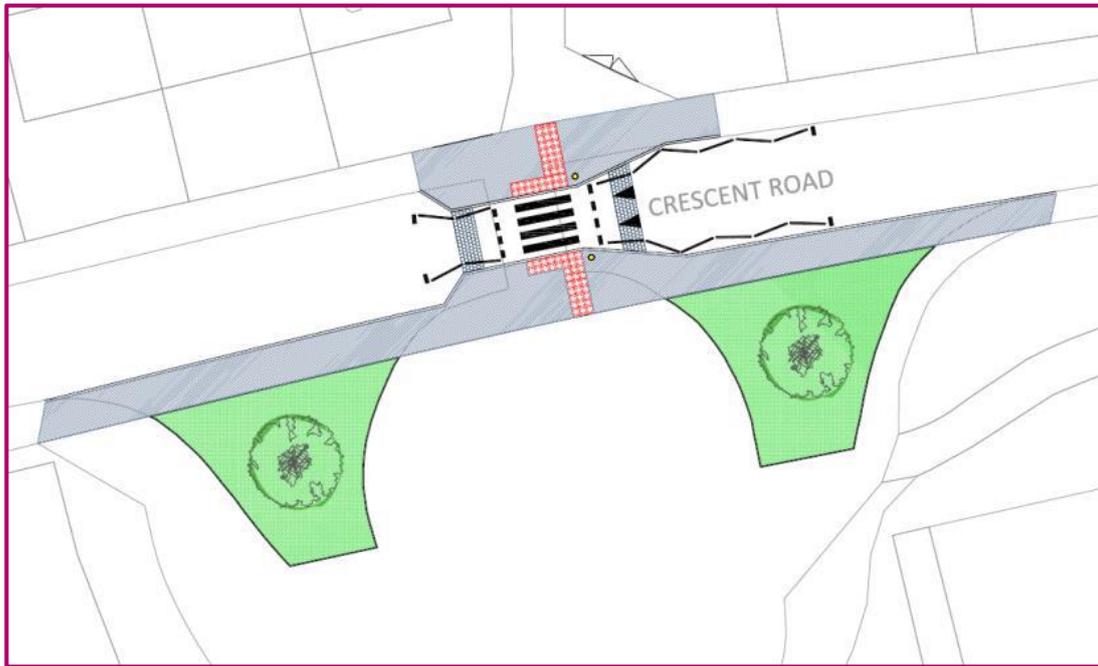


Figure 3.4 – Option 4 Draft Sketch

### 3.2.3 Option 5 – Provision of Uncontrolled Crossing Points

This option would provide a number of uncontrolled crossing points along Crescent Road which would also act as a form of traffic calming to help manage vehicle speeds.

Benefits	Risks
<ul style="list-style-type: none"> <li>Whilst only minimal pedestrian crossing activity was observed away from the two main crossing points, additional provision may be considered beneficial.</li> <li>Would act as additional traffic calming measure.</li> </ul>	<ul style="list-style-type: none"> <li>Could not be used in combination with the introduction of lay-bys.</li> <li>Will be unsuitable if two way traffic is maintained.</li> <li>Reduced the amount of on-street parking that is available.</li> </ul>

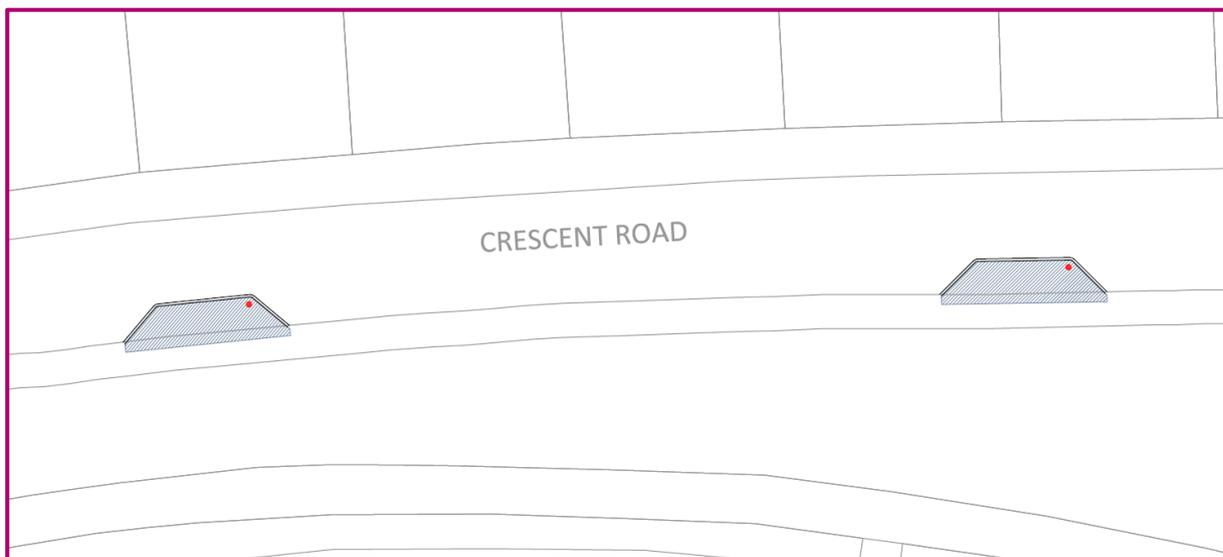


Figure 3.5 – Option 5 Draft Sketch



### 3.3 Additional Measures

#### 3.3.1 Option 6 – Speed Reduction Measures

In addition to the main options above, consideration has been given to introducing further measures along Crescent Road on the section between Waterloo Road and the Manse Road Junction. Concerns have been raised regarding the speed of traffic along this section of Crescent Road. It is therefore proposed to install a number of rubber bolt down speed cushions at regular intervals that would encourage slower speeds along the entire route as well as reducing any traffic using the route as a cut through, particularly if Crescent Road is opened up to through traffic as part of the abovementioned options.

Benefits	Risks
<ul style="list-style-type: none"> <li>Physical measures to help reduce vehicles speeds along the entire length of Crescent Road.</li> <li>Effective form of traffic calming.</li> <li>Discourage rat-running through Crescent Road and other residential roads.</li> <li>Speed cushions made from rubber to mitigate noise concerns.</li> <li>Bolt down features so can be easily removed in the future.</li> <li>Low maintenance.</li> <li>Emergency vehicles and buses can travel over the speed cushions without hindrance.</li> <li></li> </ul>	<ul style="list-style-type: none"> <li>Physical measures may not be supported through consultation.</li> </ul>

#### 3.3.1 Option 7 – Parking Restrictions

In addition to the traffic calming measures discussed above, consideration has been given to introducing various parking restrictions along Crescent Road, Manse Road and Mafeking Road. The restrictions can either be in the form of double yellow lines to prohibit parking at all times or single yellow lines to restrict parking for certain periods e.g 8.30 to 9am and 2.30pm to 3pm to target school drop off and pick up times.

It was observed that parking took place at various locations on the abovementioned roads which did cause issues with traffic flow and pedestrian safety. Therefore, this option would look to introduce parking restrictions to restriction parking at locations where parking exacerbates the issues around the school during the peaks. It is likely that there will be a mix of both single yellow lines and double yellow lines.

Benefits	Risks
<ul style="list-style-type: none"> <li>Reduce parking at key locations</li> <li>Maintain traffic flows</li> <li>Improve pedestrian safety</li> <li>Can target just peak times to mitigate the impact on residents</li> </ul>	<ul style="list-style-type: none"> <li>Will impact residents during the times of operation</li> <li>Will be subject to formal consultation process</li> <li>May disperse the parking to other locations with the residential area</li> </ul>



## 4.0 Recommendation

It is recommended that a number of options are combined to help deliver a solution that will maximise the benefit in terms of improved traffic flows and pedestrian safety. The options which it is proposed are taken forward are:

- Option 1 - Crescent Road closure removal and introduction of one way gyratory
- Option 3 - The introduction of a raised zebra crossing and build out at the school entrance
- Option 4 - The introduction of a raised zebra crossing and build outs at the location of existing closure
- Option 7 – Introduction of parking restrictions at key locations to maintain traffic flow and pedestrian safety

In terms of pedestrian provision and traffic management this would direct funding to those areas identified as having the greatest need.

## 5.0 What will happen next?

It is considered that the public consultation will be a direct test of public support for one or a combination of the options presented before proceeding to detailed design. The outcome of the public consultation will be reviewed in detail and a decision will be made based on the content of the comments received in the context of the wider transport network.

Factors that will be taken into account will include, but not necessarily be limited to:

- Road safety
- Network operation
- Level of support
- Detail of any objections

Options 1, 3, 4, 6 and 7 would be subject to statutory consultation prior to implementation. This will allow any formal objections to the proposals to be submitted for consideration.

Should one or more of the options be supported, delivery of the supported scheme will be programmed for financial year 2019/2020.

### 5.1 What will happen if the proposals are not supported?

The content of any objection will be considered and responded to accordingly. Should the proposals receive a high level of objection, it is unlikely that the proposal will be taken forward and an alternative option may be considered. The format of any alternative proposal would be based on the content of any objection. Any alternative scheme would then be put forward as part of the future capital programme and would need to be prioritised alongside other similar schemes.