



Hadley Park Road, Hadley

Public Consultation Summary



NM19-09/CON/CS
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1.0 Introduction

Following concerns regarding the number of collisions, parking and the perceived speed of vehicles travelling along Hadley Park Road, Telford and Wrekin held a public consultation in June 2019 to determine the public opinion on a scheme to address these measures.

The following measures were proposed:

- Speed Cushions
- Raised Tables
- Carriageway Narrowing (Edge of Carriageway, Chicanes, or Central Refuges)
- Carriageway Narrowing (Pinch Points – Give Way)
- Permanent Speed Indicator Device

The public were asked whether they supported each option and to provide any additional comments they have around the issues along Hadley Park Road.



2.0 Consultation Responses

There was a total of 11 responses to this public consultation. The scheme options were supported as follows:

Option	For	Against
1 - Speed Cushions	3 (27%)	8 (73%)
2 – Raised Tables	3 (27%)	8 (27%)
3 - Carriageway Narrowing (Edge of Carriageway, Chicanes, or Central Refuges)	4 (46%)	7 (64%)
4 - Carriageway Narrowing (Pinch Points – Give Way)	8 (73%)	3 (27%)
5 - Permanent Speed Indicator Device	9 (82%)	2 (18%)

There were some comments provided to support the responses given. These are listed below, along with Telford and Wrekin Council responses.

Comment	No. of comments	Telford and Wrekin Response
Vehicles speeding along Hadley Park Road	2 (18%)	All options provided had some element of speed reduction, so we would expect to see positive results in reducing the speed along this route.
Vehicles using Hadley Park Road as a shortcut/cut through	2 (18%)	This has been factored into the proposals. Options one to four provide physical measures to slow traffic; in doing so, the route may become less favourable to vehicles using the route as a shortcut.
Unsafe on street parking	1 (9%)	Options three and four could be designed in conjunction with the parking scheme that is being proposed (separately to this scheme). This would help to mitigate the issues faced by on street parking.
Commercial and large vehicles - ignoring speed cushions	1 (9%)	Due to Hadley Park Road being a bus route, speed cushions would have to accommodate vehicles of this size. However, by combining this option with other measures, it may address the number of commercial/large vehicles using the route for purposes other than access.
Commercial and large vehicles – excessive noise pollution	1 (9%)	If made from rubber, the noise pollution would be mitigated.



3.0 Recommendations

Although there was a low response rate, there is generally positive support for options four and five.

Given option four is the most likely option to complement the additional parking scheme which is running in conjunction with this scheme, it is recommended that this option is taken forward to detailed design.

This would include installing build outs that could encompass safe on street parking and provide priority give way sections to the route. All necessary signing and lining will be included.

Furthermore, it is recommended that option five, a permanent speed indicator device, is also included in the final scheme design.