



HLC Hadley - Traffic Management Scheme Public Consultation Summary



NM19-52/CON/CS
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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.

As a result, the following options have been proposed and consulted on:

- Option 1 – One way system and re-open Crescent Road
- Option 2 – Provision of drop off bays
- Option 3 – Raised controlled crossing near Manse Road Junction
- Option 4 – Raised controlled crossing at the closure point combined with the opening of the closure point
- Option 5 – Provision of uncontrolled crossing points
- Option 6 – Speed reduction measures
- Option 7 – Parking restrictions

The overall recommendation was to progress options 1, 3, 4 and 7 to detail designs. The public were asked whether they supported the overall recommendation as well as each individual option.



2.0 Consultation Responses

There were a total of 74 responses to this public consultation. The scheme options were supported as follows:

Option	For	Against	No Response
Overall Recommendation (Options 1,3,4 & 7)	46 (62%)	19 (26%)	9 (12%)
Option 1 – One way system and re-open Crescent Road	41 (55%)	26 (35%)	7 (9%)
Option 2 – Provision of drop off bays	44 (59%)	19 (26%)	11 (15%)
Option 3 – Raised controlled crossing near Manse Road Junction	41 (55%)	26 (35%)	7 (9%)
Option 4 – Raised controlled crossing at the closure point combined with the opening of the closure point	42 (57%)	23 (31%)	9 (12%)
Option 5 – Provision of uncontrolled crossing points	19 (26%)	43 (58%)	12 (16%)
Option 6 – Speed reduction measures	42 (57%)	23 (31%)	9 (12%)
Option 7 – Parking restrictions	52 (70%)	17 (23%)	5 (7%)

The above shows that the overall recommendation was supported by 62% of people responding to the consultation. Furthermore, all of the options proposed were supported with the exception of the proposal to implement additional uncontrolled crossing points.



In addition to the responses showing support for or against each option, an opportunity was provided to provide general comments for consideration. These are summarised below (comments that provided specific support for or against a proposal have been excluded as this is accommodated in the responses in the previous table).

Comment	No. of comments	Telford and Wrekin Response
Concerns over impact on the surrounding roads	14 (19%)	These concerns relate to the traffic flows as a result of the proposed one way system. Some responses supported the opening up of Crescent Road but not the one way system. The aim of the one way is to improve traffic flows around this area as well as discouraging drivers using these roads as a cut through. It is proposed that a period of post scheme monitoring is undertaken to assess the impact then further measures considered if required.
Parking restrictions negative for residents	4 (5%)	It is accepted that parking restrictions may have some impact on residents. This can be mitigated to an extent by only having the restrictions in place for the morning and afternoon peak times. An experimental traffic regulation order could be considered so the impact can be assessed over the first six months and then amended as required.
No need for speed cushions	2 (3%)	We are not proposing to implement speed cushions initially. Any further traffic calming will be considered after a period of post scheme monitoring and future capital programme process.
Need traffic calming/measures in Sunningdale	2 (3%)	We are not proposing to implement measures here initially. Any further traffic calming will be considered after a period of post scheme monitoring and future capital programme process.
Prevent right turning traffic on to Waterloo Road	2 (3%)	This measure is already in place. A review of the layout and legal order is being undertaken to ensure this is effective and enforceable.
The Bridge School entrance	2 (3%)	We are not proposing any measures as part of this scheme however, the impact of this scheme will be monitored and further works considered as part of the future capital programme process.
Staggering of school times	1 (1%)	This feedback will be shared with the school.
Enforcement of parking restrictions	1 (1%)	This is currently the responsibility of West Mercia Police. Telford and Wrekin Council have recently applied to the Department for Transport to take on these powers which would allow enforcement in these areas to be managed by Telford & Wrekin Council but we do not have confirmed timescales at this stage.
Additional crossings on Manse Road and Crescent Road	1 (1%)	Any further measures will be considered after a period of post scheme monitoring and future capital programme consideration.
Residents parking scheme	1 (1%)	This links to the transfer of powers from the Police to Telford & Wrekin Council. Should this happen, there are opportunities to then consider possible residents only parking schemes.



3.0 Recommendations

There was a good response rate to this consultation and therefore provides a good illustration on the support for the options set out as part of the consultation.

There was support for the overall recommendation which was to take options 1, 3, 4 and 7 to detail design and implementation. With this in mind, it is proposed that we take these options forward.

In order to mitigate some of the concerns raised, it is proposed that Telford & Wrekin Council undertake a period of post scheme monitoring following the implementation of the scheme to assess whether any further measures or remedial work is required to ensure the scheme delivers the maximum benefit.