



Telford & Wrekin  
Co-operative Council

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TravelTelford



## Trench Road & Wombridge Road Public Consultation Summary



NM21\_CP02  
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## Document Control

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# 1 Introduction

## 1.1 Background to the Consultation

Telford & Wrekin Council received multiple communications about concerns regarding the speed of vehicles along Wombridge Road. These have come from ward members Cllr Shirley Reynolds, Cllr Charles Smith, local residents and West Mercia Police.

In response to these concerns, a public consultation has been undertaken which ended on 13<sup>th</sup> May 2022.

## 1.2 Speed Limit Compliance

Consultation with West Mercia Police confirmed that most motorists complied with the speed limit and, because of the character of the road, permanent speed enforcement cameras would not be appropriate or supported for installation in this area. Therefore more conventional measures were required in order to address community concerns.

## 1.3 Proposals

Because speed camera enforcement is not an option, the following potential options were proposed:

- Priority Give ways;
- Speed cushions;
- Junction priority changes; and
- Mini-Roundabout improvements.

The public were asked whether they supported or objected to the proposed options and to provide any additional comments.



## 2 Residential Consultation Responses

### 2.1 Response Summary

There were a total of 256 responses to this public consultation. The scheme options were supported as follows:

Option	For	Against
1 - Priority Give Way	<b>134 (52%)</b>	122 (48%)
2 - Road Speed Cushions	<b>131 (51%)</b>	125 (49%)
3 - Junction Priority Changes	112 (44%)	<b>144 (56%)</b>
4 – Mini-Roundabout Improvements	<b>208 (81%)</b>	48 (19%)

### 2.2 Comments Summary

Some respondents made more than one additional comment, with 179 comments in total provided to support the responses given. These are summarised below, along with initial responses where appropriate.

Comment Summary	No. of comments	TWC Response
Against speed cushions with concerns about noise, pollution and vehicle damage	25	The difference of opinion around speed cushions is noted, however, it is also recommended that a route wide network of calming measures such as cushions is likely to have the highest impact on traffic speeds.
Install speed cameras	22	As previously communicated in the consultation document, West Mercia Police have confirmed there is insufficient justification for them to install speed cameras on Wombridge Road
Do something about the Wombridge Road / Trench Road mini roundabout. Visibility is poor and speeds are high. A number of respondents suggested traffic signals.	17	Noted, and Option 4 proposes improvements at this location
General, positive comments	14	Noted
The proposed change of priority at Richmond Avenue will confuse drivers and increase risk	10	Concerns noted, alongside 56% response again this proposal
Unique comments (see below)	10	Noted
Do nothing, there are no issues.	8	Noted
Priority give ways don't work and are confusing.	8	Noted
In favour of cushions. Some respondents felt they should be installed urgently.	7	Noted



The low morning sun is a specific hazard at this location.	6	These concerns are noted and has been mentioned as a contributory factor previously, however, this is not something that can be managed via engineering measures
Introduce parking controls (including on footways) to support the measures	6	Comment noted – This is also linked to national consultations on footway parking of which we await decisions from the Department for Transport
Comments relating to specific location of measures in relation to the consultees property	5	Comments noted, and through any detailed design phase the impact on individual properties would be considered, however, when implementing traffic calming there is often likely to be features near residential properties
General comments about traffic management in the borough	5	Noted
There is no speeding issue, the proposals are a waste of money / penalise residents	5	Noted
Sort out the issues at the traffic signals at the top of Wombridge Rd (including problems caused by the pedestrian refuge)	5	Comments have been noted and this is an issue that is under regular review by the Traffic team
Look at measures to help pedestrians, wheelchair users and those with pushchairs	5	Where specific concerns have been raised these will be considered as part of future works development.
Tables or full width measures would be more effective than cushions	3	Whilst this is understood, the impact on larger
Need to improve driving standards	3	Noted
Residents not consulted properly or are not on social media	3	Consultation was undertaken by letter drop and electronic means, following concerns raised through the process the consultation period was extended to ensure all residents had time to respond. A drop in session was also arranged.
Speeding is an issue	2	Noted
The proposals will 'lower the tone' of the area	2	Noted
Drivers will drive past the school to avoid the traffic calming if it isn't also on side roads	2	Noted
Data is inaccurate or collected in wrong location	2	Noted
Move the bus stop	2	Noted
Would like to see measures at the top of the road	2	Noted

Ten unique comments were made. These were:

- Request from one of the schools for speed reduction and railings
- Drivers will speed between traffic calming measures
- Use speed-triggered stop lights (as used in Germany)
- Would like fewer measures with more spacing
- Don't remove the dropped kerb at costcutter
- Keep through traffic out of Wombridge Road
- Traffic Lights by the Co-op would be welcome
- There must be give way signs
- Install a table at Broadway Avenue / Mill Way junction



## 3 Recommendations

### 3.1 Priority Give Ways and Junction Priority Changes

The consultation shows support for the priority give way features is marginally higher than those opposed to them by 4%. However the comments show there is a strong dislike of the proposal with concerns for an increase in road risk, noise and air pollution.

Concern also remains that this option is more targeted to specific locations as opposed to the whole route and was designed to offer an alternative to speed cushions which had been previously raised concern locally.

This proposal is tied in with junction priority changes at Richmond Avenue in order to provide additional traffic calming features along the length of Wombridge Road where it isn't possible to install the traffic islands required for priority give ways due to driveways and other issues.

The priority give way option has only received 1% more support than speed cushions, but this needs to be considered in tandem with the 56% negative response to the change of junction priority which is integral to the overall design.

**Due to the fact that this option has not received overwhelming support, and it being targeted on sections of the road as opposed to its full length, it is recommended that the priority give way and junction priority changes proposal is not progressed.**

### 3.2 Speed Cushions

The consultation again shows support is marginally higher than those opposed by a margin of 51% for to 49% against, with concerns for an increase in noise and air pollution and ground vibration concerns if implemented.

However, as discussed in section 3.1, this option would treat the whole length of Wombridge Road at regular intervals. It is therefore likely that the impact of this option would likely be spread over the whole route, and not just where priority give ways would be placed as part of Option 1.

**Therefore, it is recommended that the road speed cushions proposal is progressed.**

### 3.3 Mini-Roundabout improvements

A very strong majority (81%) support the proposal of Mini-Roundabout improvements and the comments also support this.

**It is recommended that the Mini-Roundabout improvements proposal is progressed.**