

A

Environmental Weight Restriction on Mill Street

Objective

To reduce HGVs using Mill Street

Proposal

To introduce a 7.5 tonne environmental weight restriction (this excludes agricultural vehicles and buses) extending from the junction at Mill Street/Tilley Road to the High Street/Mill Street Junction. Advisor signage would be installed.

Outcomes

Pros	Cons
- Reduction of HGV's on Mill Street.	- Increased traffic on alternative lower standard routes eg Barkers Green and Aston.
- Reduced incidents involving damage to the Church wall chancel	- Additional restrictions introduced on lower standard routes eg Barkers Green and Aston.
- Reduction in traffic on Mill Street/High Street junction	- Increased traffic over railway crossing, Maunds Corner.
- Reduction in noise/vibration and traffic pollution for those living just a kerb away from the road	- HGVs delivering to Town centre would have to access the town via an alternative route.

B

Widening raised safety Kerb on Mill Street

Objective

Reduce damage to Church wall

Proposal

To widen the existing Kerb line at the top of Mill Street next to the Church wall to provide additional protection for the church wall.

Outcomes

Pros	Cons
- Additional protection for the Church Wall and chancel	- Possible detrimental effect on traffic flow
- Improve compliance with yellow box priority system	

C

One way system west-east along Noble St

Objective

To reduce traffic congestion in Noble Street

Proposal

To introduce a one way system west to east down Noble Street from the entrance of the Stanier Hall to the entrance of the Business Park

Outcomes

Pros	Cons
- Increased residents parking	- At risk of becoming a rat run for cars avoiding Maunds Corner
- Reduced congestion	- Increased safety issues due to higher traffic speed

D

Diverting vehicles down Drawwell Lane

Objective

To reduce turning traffic at the Mill Street/High street junction by providing an alternative route to the central carpark

Proposal

To introduce a one way system on Drawwell Lane from Mill Street through to the central carpark, reversing the existing one ways system on Chapel Street and Leek Street.

Outcomes

Pros	Cons
- Reduction in traffic at Mill street/High Street Junction	- Increased traffic from Leek Street
- Reduction in traffic emerging from Chapel Street Junction onto High Street	- Increased traffic exiting the carpark via Leek Street
- Chapel Street access onto the High Street will no longer be a visual screen to those using the pedestrian crossing	- Increased journey time for local residents - Increased traffic for residents on Drawwell Lane

E

Changing priorities at the level crossing

Objective

To improve traffic flow at the level crossing

Proposal

To change the priority route from Station Road to Aston Road and vice versa, by installing give way junctions on Soulton Road and Aston Street

Outcomes

Pros	Cons
<ul style="list-style-type: none">- Currently traffic travelling from Aston Street onto Aston Road cannot turn safely if traffic is coming in from Soulton Road. A change in traffic flow would give priority to these drivers ensuring cars are not waiting in the boxed area	<ul style="list-style-type: none">- Increased waiting time for vehicles on Soulton Road and Aston Street which are the main routes over the crossing

F

Traffic Lights at Maunds Corner

Objective

To reduce pedestrian hazard

Proposal

To install a vehicle activated traffic light system that operates when HGVs are identified approaching from either direction

Outcomes

Pros	Cons
- Reduce vehicle encroachment onto the footway	- Increased traffic queueing along High Street and Mill Street
- Reduce damage to local buildings	- Increased pollution levels due to standing traffic
- Improve safety for pedestrians on one of the narrowest pavements in Wem	

G

One way along High Street from New Street junction around the town

Objective

To ensure steady flow of traffic around the town

Proposal

To introduce a one way traffic system in a clockwise direction on High Street east of the Mill Street junction, Lowe Hill Road, Pyms Road, New Street and High Street as displayed.

Outcomes

Pros	Cons
- Reduced congestion at junctions	- Increased safety concern around Thomas Adams School
- Improved traffic flow	- Speeding traffic in particular on Pyms Road
- Safer and more pleasant environment for shoppers using the High Street as there will only be one lane of traffic	- Increased journey time for local residents

H

Extended 20 mile an hour speed limits

Object

To expand the 20 mph scheme and install new signage to cover more of the central area to improve road safety

Proposal

To create 20 mph restrictions to include New Street, Saulton Road, Aston Road, High Street and to maintain existing Home Zones on Barnard Street and Cordwell Park. To improve signage as required creating 20mph gateways to the Town.

Outcomes

Pros	Cons
- Improve safety for vulnerable pedestrians	- Lack of enforcement
- Improve driver behaviour by encouraging calmer driving	- Possible need for traffic calming measures
- Reduce traffic speed	