Notes from meeting held with Shropshire Council and Councillors to progress traffic issues in Wem held on Wednesday 29th September 2021 in the Roden Suite, Edinburgh House, New Street, Wem.

**Present**

Cllr Everett, Cllr Drummond, Cllr Towers, Cllr Soul

Kevin Aitkin and Philip Lloyd – Shropshire Council Traffic Management Team

Town Clerk

**Apologies**

Cllr Broomhall

**Progress on Actions**

At the July meeting it was agreed that Steve Brown would undertake the following in advance of the September meeting

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| **Item** | **Update** |
| Provide the name of the officer assigned to lead the project by the end of the week  | Kevin Aitkin |
| Plan a meeting for early to mid September to meet again and update on the development of a project plan | No progress |
| Provide monthly catch up meetings to report progress on timescales | Ongoing |
| Review all of the current documents and then update at the September meeting  | Not actioned |
| SB to brief Corrie Davies as Place Plan Officer  | No update |

The possible projects to alleviate traffic issues put forward by Shropshire Council and agreed by the Town Council in April 2021 were considered in more detail.

**1. The implementation of an experimental one way system in High Street and New Street to include an access route to the main car park from Mill Street via Drawwell Lane.**

It was explained that the Town Council were still keen for Shropshire Council to implement the one way system first proposed under the Covid-19 Social Distancing programme in July 2020. However the following issues were discussed in more detail:-

* **Leek Street / Chapel Street one way reversal** - Concerns were raised over the main car park becoming a rat run with people trying to avoid the main one way system and that appropriate signage / enforcement would be needed to prevent this.
* **School bus routes** - Concerns were raised about the impact that the proposed one way system would have on Thomas Adams buses which currently had a different one way system in place around the town. Kevin responded that Thomas Adams would be consulted along with the Police and Fire Authorities prior to any experimental order being drawn up.
* **Replacement of parking bays outside Kings and St Peters and St Pauls Church with loading bays** – Councillors expressed the view that this may not be necessary especially outside the church as this space was important to those visiting the church with limited mobility.

**Agreed that Kevin Aitkin would start the process of developing an experimental order to put in place the one way system first proposed in July 2020 to start in early 2022 (copy of plan attached) and that he would amend the 2020 proposed plans to enable parking bays to be retained outside St Peters and St Paul’s Church and outside Kings.**

**2. To allow access to the car park to / from Aston Street, the one way should start to the west of the entrance to the car park. This will reduce the impact on the west of High Street, Lowe Hill Road and Pyms Road. Following concerns from businesses, the one way along High Street should also allow adequate provision for deliveries / collections.**

A discussion took place on this item and as previously stated the Town Council was in support of this proposal.

**Agreed that this would be incorporated as part of the experimental order and adequate provision for deliveries /collections along High Street would be made as part of the order**.

**3. To meet the concerns of residents along Pyms Road about additional traffic caused by a one way system, the introduction of a temporary 20mph zone around the entrance to Thomas Adams school and installation of a pedestrian crossing between the junction with New Street and the school entrance should also be considered.**

Kevin explained that the 20mph speed limit cannot be implemented as part of the experimental order. However there is currently a project underway at Shropshire Council which is looking to incorporate 20mph speed limits outside all schools and Thomas Adams had been part of this project and the results were awaited. The pedestrian crossing would also need to be looked at separately and would be subject to funding requirements.

**It was agreed that Philip Lloyd would investigate the feasibility of a pedestrian crossing on Pyms Road independently of the experimental order.**

**4. The introduction of an Environmental Weight Restriction on Mill Street to minimise HGV movement through Wem and additional protection measures to the Church at it’s East End.**

Kevin explained that Environmental Weight Restrictions would only restrict certain types of HGV’s and would not restrict tractors, buses etc. The restriction would also impact HGV’s trying to access businesses on Wem High Street.

**Agreed that Kevin and Philip would research previous history on this matter and report back to a later meeting.**

**5. The installation of an interactive traffic signal scheme for Maunds Corner along High Street to manage traffic flows and reduce the impact of large vehicles on pedestrians and buildings through this location.**

A discussion took place as to whether the implementation of the one way system would reduce traffic around Maunds Corner as traffic from Ellesmere Road wanting to cross East / West would be diverted around the town. It was explained that any works around this corner would be subject to funding being found.

**Agreed that the situation on Maunds Corner would be monitored during the experimental one way system to ascertain whether the problem is alleviated at all. In the meantime Philip would research previous history on this matter and report back to a later meeting on options.**

Meeting ended at 15.30 and it was agreed to meet again in 6 weeks on 10.11.21