

Outlined below are emails received in response to the Town Council's request for more details around the figure quoted by WSP to undertake a traffic feasibility study in Wem

From: Sarah Cosgrove <Sarah.Cosgrove@shropshire.gov.uk>
Sent: 06 July 2022 15:03
To: Town Clerk <info@wem.gov.uk>
Cc: Phillip Lloyd <Phillip.Lloyd@shropshire.gov.uk>
Subject: FW: Feasibility study

Hi Penny,

Further to my email please find attached the proposals from WSP.

As previously mentioned Shropshire Council would not be in a position to contribute but we would be happy to assist in the process.

If you require any further information or clarification on the proposals please do not hesitate to contact me.

Kind regards

Sarah Cosgrove
Community Project Manager
Transport and the Environment
Shropshire Council
SY26ND

From: Parker, Tim <Tim.H.Parker@wsp.com>
Sent: 01 July 2022 16:36
To: Sarah Cosgrove <Sarah.Cosgrove@shropshire.gov.uk>
Cc: Kirsteen Clare <kirsteen.clare@mouchel.com>
Subject: Re: Wem Highway Improvements

Hi Sarah,

Further to our conversation please find attached below a fee proposal for the Wem brief. In terms of the requirements of how to take the work forward I have set out below the required tasks for delivery of a Traffic Impact Assessment to fully cover the following;

- The creation of a clockwise or anti clockwise one way system around the town;
- The reversal of the existing one way priorities on Chapel Street/Leek Street to enable access to the main car park from Mill Street;
- Make suitable recommendations for the management of traffic around Maund's Corner.

Whilst I have some ideas for testing a one way system around the town I think it would be useful to discuss the issues with the Town Council's traffic working party before finalising the exact scope of work and the associated fees (including the traffic survey costs). However, for now we have indicated the tasks required and the associated fees and can tailor this more following the initial meeting;

Site visit and initial desktop analysis (site visit to tie in with a meeting);

- Initial workshop to discuss and agree issues and problems and finalise the detailed brief;
- Initial scoping meeting with Shropshire Council Highways officer;
- Agree survey spec and brief and obtain competitive quotes;
- Full review of collision data (5 years);
- Undertake traffic surveys (these would need to be undertaken outside school summer holidays);
- Review traffic data ascertain the peak hour demand flows at the junction (includes checking and processing traffic data);
- Review planned and committed developments and undertake traffic growth using TemPRO to test a future year assessment (use plan period 2038);
- Create Junctions 10 models of the current and proposed junction arrangements to review the capacity of the junctions with existing and future year traffic flows;
- Review visibility splays and sight stopping distances together with tracking where required, including review of issues at Maunds Corner;
- Provide a short note to set out the findings of the review.

Assumptions

- Fee assumes that use of a strategic model is not required;
- Fees assume three meetings (via Teams) plus an initial workshop (in person);
- Fee assumes assessment of 13 junctions in Junctions 10. Assumes only weekday AM and PM peaks only need to be reviewed for the survey year and a future forecast;
- Fee excludes the amendments to any TRO's or creation of any Temporary or special orders to test arrangement.

Fee - £35k

In terms of the fees I anticipate that the traffic surveys could be circa £12-15k in order to properly assess the existing conditions in Wem, therefore, the fees to undertake an impact assessment (with Junction modelling) to fully and properly assess the impacts of the above would likely be higher than the TC are anticipating in the e-mails/brief. However, as discussed I'm not sure of the justification for the one way system, looking at the peak hour traffic conditions there isn't much of a congestion issue to warrant such a large piece of mitigation. It could be the TC want a better use of road space (i.e giving more road space to pedestrians and cyclists), although this could be reviewed and provided on a smaller scale and where road space is needed to be converted rather than the transformation of the whole primary road network in Wem.

Creating a one-way system would likely resolve the problem at Maund's Corner but again whilst the carriageway and blind bend is not great I'm surprised to see there are no collisions shown within crashmap within the last 5 years and only 3 slight collisions in the 23 years of data crashmap holds (2 slight collisions in 2004 and 1 in 2005). Therefore whilst the highway arrangement in this location is far from ideal it appears as though it is self regulating at present (although it is best to check with the TC and police as not all collisions are reported and documented on crashmap). Introducing traffic signals or 'give way' stop lines could create a problem in trying to solve something that appears to be self regulating. I would suggest that better road signage, warning signs and better speed regulation measures should be considered first in this location first (a road safety audit could be undertaken if there are concerns or collisions that aren't documented).

As discussed I'm happy to discuss this further with the Town Council too if needed.

Kind Regards

Tim

Tim Parker

Associate Director – Development Planning WSP

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