

#### **A. Environmental Weight restriction on Mill Street**

4. Too much heavy goods traffic in town centre
10. try to exclude largest lorries, should realise that improvements to traffic flow are at expense of slower speeds and parking. Remember that Wem has a mix of vehicles, pedestrians, bikes and just the quality of living space. A restrained chaos is good.
12. needed on all roads as small bridges are on most roads
20. It is the most dangerous to residents both walking and driving
21. This will place restrictions on unnecessary HGV traffic through the town and protect church
35. There are too many extremely large vehicles going through the town
51. Commercial weight restriction all through Wem
57. Limit the weight will limit HGV's that can go through the town
61. No HGV Restrictions
  
62. An excellent idea but why restricted to only Mill Street. It should be enforced on all approach roads into the town, the streets in the town and the immediate environment. This will have the effect of HGV's finding alternative routes in the main road system to the north and south of the town. People making deliveries in the town will then be forced to use smaller vehicles. Why the special preferential treatment for Mill Street against the rest of the town?
73. One of the key traffic 'hold-ups' seems to be when larger/heavier vehicles meet cars at Maunds corner/new street and High Street. I assume buses would be excluded from this restriction? I think it would be a negative if buses were included.
79. Weight and size of vehicles is a huge problem. But not just on Mill Street. The High Street is in desperate need too.
82. HGV's through town cause huge safety issues for pedestrians in particular.
91. Too many lorries in Wem!
97. HGV's and Tractors mount the pavements putting lives at risk
110. It would ensure that the 'shortest route' for HGV and tractors would no longer be possible and heavy traffic (non essential) diverted/managed to access from A49 to industrial site.
116. To try and remove HGV's using Wem as a short cut. Safety for pedestrians.
117. Include tractors
118. A will improve pedestrian safety as well as improving both B&F and E
121. Who will monitor this?
  
127. I believe most of the congestion arises from the larger vehicles having to negotiate the small roads of Wem.
128. If the weight restriction could be rigorously enforced it would go a long way towards solving the traffic problems as I believe the majority of the congestion problems are caused by exceptionally large vehicles such as tractors and trailers and HGV's with articulated trailers.
145. HGV's through Tilley Green? HGV across to High Street Shops??
169. If you cannot achieve a weight restriction why not a notice at each town entry - "Welcome to Wem" HGV drivers should be aware of narrow roads, bends without sign lines and steep corners - Not Suitable for HGV's
177. Would help reduce damage and holdups along the High Street.
186. To stop damage to town by HGV's who endanger pedestrians lives.
187. Make town safer
  
193. The size of lorries coming through Wem increases traffic as they are not able to move around the corners easily. This means cars going up pavements to increase the width thereby putting pedestrians and drivers at risk.
200. Stop HGV's coming through
207. Due to the safety of pedestrians
209. Restricting the traffic weight on Mill Street would be an excellent idea. This is currently a dangerous area for pedestrians
210. It is the HGV vehicles that cause most traffic issues when trying to get through Wem and are dangerous

235. A as every other item above is complete rubbish  
252. but where is the diverted heavy traffic to go? Along country lanes and through villages? No!  
258. Large vehicles are the root cause of traffic issues in Wem  
262. Move in right direction  
277. To cut down the number of large vehicles trawling through the town and snarling up the traffic flow.  
287. Wem Town Centre was not built to take 40ft lorries and heavy agricultural vehicles with trailers.  
So a waste of time if it does not exclude agricultural vehicles. They are the biggest culprits for mounting the pavements and using more than one lane. What is the number of HGV compared to large agricultural vehicles in terms of usage? From July to October bet its 1-10

#### **b. Widening safety kerb**

61. more room for people to walk  
62. Support this but again why restricted only to Mill Street. At Maund's Corner the footpaths are at road level and are extremely narrow. This section of the High Street needs protection as much as Mill Street and the Church. Again why is Mill Street selected for preferential treatment?  
71. safety to pedestrian  
109. It's very dangerous here when walking  
141. because this corner is very exposed to damage, including ..... Need to think about it  
188. Widening of kerb on Mill Street due to lorries wing mirrors overlapping onto kerb - very dangerous. I've been clipped twice  
194. Encourage compliance with yellow box.  
198. Simple practical no unforeseen consequences. All the other do.

#### **c. One way system along noble street**

1. I think this would be an improvement for residents only! I really don't know what you can do  
7. I live on Noble Street and the traffic both ways make's it very difficult to come out my front door at times. Also the traffic come's down both way's when the high street is busy.  
12. West-East, East-West; which is best depends on if there is one way system  
13. as a resident it would benefit me. Resident parking permits on Noble Street. Restrictions on vehicle type using Noble Street eg. No vans and lorries  
15. All traffic parks on left if coming from the fire station end so would make sense as long Crown Street and Market Street were taken into account  
60. There is always congestion especially with delivery vehicles  
62. Support this as street is narrow and it is difficult for vehicles to pass. The problem is exacerbated by the parked cars of residents. Must ensure that vehicles do not use the street as a short cut to the east end of the town rather than going round the proposed one-way system along Pym's Road and New Street.  
72. I live on Noble Street  
73. Good for residents - maybe not wider town issue though  
112. One Way down noble street would prevent backlogs of traffic and decrease damage to surroundings.  
136. Probably the most feasible out of all the suggestions put forward  
  
203. can not the Noble Street one way be put the other way round so the traffic is diverted out of the town centre

#### **d. Diverting traffic down drawwell lane**

- 40. This will take pressure of the Mill Street, Church turning while not discouraging people from visiting the town
- 42. This will ease congestion at Mill Street/High Street corner
- 62. Support this as easier access to the supermarket for vehicles coming into the town on Mill Street is desirable as it is the reversed one-way system on Leek Street and Chapel Street
- 64. Keep traffic away from the town centre
- 67. Reduces traffic in town/less impact on most town dwellers
- 88. Traffic could go straight to co-op car park
- 103. Not a good idea would hold up traffic on Mill Street. Down Leek Street as now and reverse Drawwell Lane to go out onto Mill Street from Car park, left into Mill Street only.
- 105 This could ease congestion at High Street Junction.
- 117. No protect the conservation area.
- 142. Rat run into Leek Street Noble Street wrong way.
- 145. HGV's too
- 180. Will reduce traffic flow along the High Street.
- 208. It would ease the queue of traffic leading to the High Street
- 236. Seems the most viable option from the list and will reduce queuing traffic on Mill Street
- 252. Relieve (part of) High Street, especially, Church Corner. Visibility is better at Leak Street junction for traffic emerging onto High Street. Makes town Hall zebra crossing safer

#### **e. Changing priorities at level crossing**

- 12. only is one way system all round Wem
- 33. prevent traffic backing up over crossing
- 47.E is also very important as the junction is dangerous in its present state
- 62. Support this as obviously it is an issue for the immediate locality and we respect the views of the residents to whom priority is granted
- 82. Changed priorities at crossing will trap vehicles from Soulton Road, this is just moving the problem.
- 95. Less congestions
- 105. Daft will cause more congestion
- 111. Because people are forced to reverse back onto the crossing by HGV not stopping to let people turn into Aston Road.
- 137. Our main concern is heavy traffic through the town
- 145. Level crossing. Appears beneficial with few drawbacks.
- 175. Should be safer then.
- 245. To prevent vehicles stopping on railway tracks.
- 285. If the barriers are down or have just been raised it is impossible to turn right onto Station Road

#### **f. Traffic Lights**

- 12. Not sure - one ways system is a better option
- 16. Traffic would flow much better without endangering peoples lives and property
- 18. Less Congestion round the bad S bends
- 19. As this corner is dangerous to Traffic and Pedestrians
  
- 62. Presumably this is an alternative option to the one-way system round the town. Fully support this as a viable option if the one-way system is not implemented. The diagram suggest the traffic lights control will be near the Fire Station at the West end and just off the Mill Street/High Street junction at the at the east end. Surely the control could be tighter with he traffic lights closer together. Otherwise traffic queues will build up due to longer changes in the traffic light sequence. We reiterate that if a priority system is brought in on the double bend the footpaths should be widened and high curbs and/or bollards installed to constrain vehicles and keep them on the roadway.
- 74. If traffic lights can prevent HGV's, buses etc meeting at narrow parts of High Street, that would avoid a lot of delays and make it safer for pedestrians.
- 92. At present very hazardous.
- 101. Blind bend. Lorries etc pedestrians in danger. A lorry caught my car!
- 107. Stop 2 HGV's (tractors) blocking that bend.
- 119. If very efficient lights
- 173. Speed camera and traffic lights may solve dangerous driving at Maunds Corner and the High Street.
- 183. Need flashing 20ph
- 189. Because it's a tight blind bend and its difficult with large vehicles
- 199. This corner is dangerous for pedestrians as cars often mount the pavement when large vehicles are coming towards them.
- 233. Large vehicles cause problems so the flow would be better
- 236. excessive queues along High Street
- 245. Prevent heavy vehicles meeting on corner
- 252. Danger to pedestrians and property damage
- 270. it would allow very large vehicles to negotiate this narrow and dangerous corner with safety
- 275. The danger of pedestrians when large vehicles go past Maundes Corner
- 290. Blind corner, very large vehicles use roads eg contractors

#### **g. One Way system around town**

- 5. one way system plus weight restriction inside the town would lead to a safer system for both motorist and pedestrians
- 11. to cut out parking traffic dodging
- 21. one-way system S-N on Mill Street and E-W through Maunds Corner. Pedestrianise the High Street from the church to New Street
- 23. consider 1 way traffic going clockwise
- 28. I Think item G would also help greatly
- 32. helps alleviate most of the other problems on its own. Particular HGV's/Tractors/Buses turning left from High Street onto New Street.
- 34. improve traffic flow along High Street
- 44. Will probably deter HGV's - would allow on street parking on High Street/wider pavements
- 45. Hope it might stop lorries taking a short cut through Wem
- 47. This would ensure a constant flow of traffic making it safer for pedestrians and delivery vehicles

48. I believe a one way system is essential for everyone's well being and safety
50. Keep traffic moving around the town
53. Reduces congestion and environmental pollution (including physical and infrastructure damage) whilst maintaining traffic presence in the town.
54. A one-way system would prevent the jams which happen when 2 large vehicles try to pass on the bends
62. This is the best and most significant proposal and we fully support it. It will eliminate the very serious problem that exists, particularly at Maund's Corner, of large vehicles squeezing past each other, mounting footpaths and threatening the well being of pedestrians and property. The footpaths on both sides of the one way streets should be significantly widened and protected by high curbs and/or bollards without exception. The other proposals listed from A to F all appear to be desirable but we feel one-way system would be the most beneficial scheme of traffic calming and control for the town.
65. Too many over large wagons coming both ways
68. This would help HGV's to town into New Street from High Street
73. Consider implementing more than one of the above schemes. A+C (for making Noble Street better)+ one way system on the Grove/Barnard Street. New Street/High Street junction - consider traffic lights or mini roundabout - visibility very poor - or at least a good mirror! same at Co-op Road/High Street junction. Lots of near misses happen in these spots.
87. The flow of traffic will be constant
100. Too narrow to take HGV who have to use pavements to pass. Dangerous for pedestrians
115. To allow free flow of traffic.
117. and cobble street town centre.
121. G most beneficial Simple and effective.
130. But watch route for school buses for details of route
140. One Way- Aston Street, Station Road and Park Road (for School)
145. HGV's charging past school entrances? All around town to get to the co-op from Mill Street?
169. Although the one way system has a lot to commend - have the following been considered i. This is a main bus route - (511) how do those living north of Pym's road catch a bus to Shrewsbury without an extended walk into Wem and this may not be possible for many residents due to poor health. ii. Pym's Road is a major link for the use of buses to Thomas Adams school and will cause horrendous traffic problems if they have to travel down New Street, High Street, Low Hill before entering the school - then leaving will have to negotiate New Street and High Street to get away south.
210. but continuous round Station Road
213. Would cause more benefits and less cons than others.
221. No - due to safety concerns
232. Standing traffic (fumes and smells) under my home
236. Very bad idea will cause massive queues and problems
253. Obvious benefits, but negated by additional distance - and detrimental effects on Pym's Road.
271. All the other schemes only address one small issue. Scheme G addresses the main issues.
274. Vehicle congestion on High street. If G was made one way it ought to be with a 20 mile an hour speed limit.
283. It should improve traffic flow albeit at the cost of extra usage of Pym's Road. Some of the costs of the latter could be controlled by a 20 mph limit.
- Avoids confusion and hold ups at Maunds Corner
289. As a single measure it could solve many of the other problems
290. Uncertain of benefit, suggest 6 months or 12 months trial (I don't have access to traffic flows to express an opinion)

#### **h. Extended 20 mile an hour**

12. If enforced
28. speed of traffic, particularly HGV's and farm tractors need to be monitored and enforced.

62. Fully support this but there are concerns. The diagram indicates that it will only operate on certain stretches of the town's roads. Notably Pym's Road appears to be excluded and possibly New Street. Is this an oversight on part of the person who prepared the diagrams? If not, and these streets are excluded and have 30mph limits this does not make a great deal of sense, particularly with Thomas Adams School located on Pym's Road. A 20mph limit should operate on all the town's streets from the edge of the settlement. We also support the installation of high density signage on the road surfaces warning of the speed limit, also digitalised/flashing 20mph signs and possibly signs that warn drivers of their speed if they are exceeding the limits. Our experience is that this type of warning signage bites into the mind-set and has a much better effect in reducing traffic speed than traditional signs.
74. would also be good and easy to put into place.
78. Souton Road 20mph at school times? It's lethal for parents walking along the narrow pavements.
81. For the safety of public I feel that the 20mph would help reduce accidents.
96. Anything to reduce the speed of traffic will be beneficial
194. 20 mph limit good idea but must be enforced
201. 20mph need to be enforced
217. Some people totally ignore the 20 mile an hour speed limit
246. with enforcement
258. Will not make a difference unless enforced. Most of the ingrates ignore the limits anyway

#### **suggestions/comments**

9. Many of these schemes would cause huge disadvantages for the residents and cause more problems to small side streets
12. Too much speeding, difficult for pedestrians to cross Summerfield and Pym's Road at times. Flashing speed signs on entrance to all roads in Wem BEFORE the first side road junctions.
17. One way by St Peter's School.
19. Weight restriction on High Street between 8am and 5pm. This will concentrate loading and off loading when streets are quieter and naturally reduce unnecessary traffic flow through High Street
20. Make the whole of Wem roads access only to HGV's
24. relief road
25. get more people walking and cycling! Look at the Poynton Scheme
30. local protests could easily block the high street
32. Speed cameras to check tractors through the town. They seem to travel much faster than all other heavy traffic
34. Bypass from Shawbury Road North to Wem Industrial Estate and onwards to Whitchurch Road.
36. Stop tractors and trailers through town
41. Pedestrian bridge over railway
44. use "unsuitable for HGV's" at all town approaches
48. I'm not convinced that a Relief Road is the answer given we have both A49 and A41 for through traffic
49. A by-pass
50. Delivery drivers only allowed to deliver up to 8.30am after 3.30pm
54. A Relief Road to be constructed in the future
62. We understand that farm traffic cannot be excluded from the town. If the streets are to be narrower, especially at Maund's Corner, then a width restriction on vehicles should be imposed. The tractors appear to get bigger and wider almost by the year.
- bike lane and discuss cars overtaking bikes!!! No lights on bikes
66. All contribute to a cohesive traffic plan
69. It's all about traffic. Build a ring road.

- 70. Stop all heavy traffic on High Street
- 76. The new road proposed by the Industrial Estate should go ahead.
- 79. Ban parking on High Street. Also van parking on pavements even delivery vans. Is it possible to stop right hand turns at either side of level crossing?
- 83. Stop vehicles parking on crossing zig zags for the cash point machine. Restrict all parking on main street.
- 87. No parking in High Street. Limited off loading of vehicles after 0800 hours
- 88. Limited times for lorry deliveries in High Street.
- 89. Non essential traffic needs to be persuaded/managed away from the centre of Wem. HGV's and tractors need to be managed to use the A49 to Whitchurch not the perceived shorter B roads and High Street. towns by obstructing through routes with planted chicane troughs and HGV restrictions. It works! They also usually offer FREE PARKING to ensure locals still want to shop/visit their commercial centres. Church Road/Soulton Road and 'Smiths' Industrial zones shouldn't be able to traverse Wem - if they are managed by weight restrictions they would be nudged to use the A49.
- 97. Pedestrianise High Street.
- 107. Parking for HGV and tractor and trailers as this is an agriculture and industry area.
- 110. Look at how traffic managed is other similar small towns - we are not unique! The French use planted chicanes! It works if HGV banned and slows traffic down! Cheap and proven successful. Think out of the box - look at other successful schemes 'you' cannot build us out of traffic problems.
- 112. Make the layby on the High Street (By the shops) a passing place only. Do not allow loading/unloading on High Street during peak times.
- 117. Protect town centre. Protect conservation. Insist that town centre properties use heritage colours. Move traffic slowly one way down Pymms Road - cobble street, slow traffic
- 119. Restricting of delivery vehicles on high street
- 122. All other suggestions, too narrow will make a bottle neck all over the place.
- 124. Extend scheme G to include one way westward along Aston Street and Eastward via Summerfield Road - Station Road
- 125. Some form of traffic control New Street/High Street
- 132. Keep to speed limit needs more policing!! 8.20am on High Street, Mill Street, Barnard Street.
- 133. New link road down east side of railway financed by adjoining development.
- 134. Introduce toll houses on all approaches into town and pedestrianise High Street.
- 135. None, no traffic problems
- 145. Signs on the Wem approaches alerting HGV drivers that "Wem roads are difficult for HGV drivers" and to please "use extreme caution"
- 164. One way around Park Road, School, Shrubbery Gardens
- 167. Hourly service instead of two hourly
- 177. Traffic lights at Mill Street, High Street junction.
- 178. Pymms Road -20 miles restriction school times very busy and parking very poor plus school buses.
- 183. Speed camera in Soulton Road.
- 187. Get Shropshire Council to do something
- 189. Speed bumps down Mill Street would be more effective.
- 190. Control vehicle parking ..... Control HGV access to central times.
- 194. Speed camera's to enforce current and proposed speed limits.
- 196. Some of above suggestions will make matters worse for residents, it would be better to leave things as they are. Diverting traffic and making one-way systems will increase traffic congestion not alleviating problem.
  
- 198. Please stop cars illegally stopping on High Street. This causes hourly extra, unnecessary and selfish congestion.
- 199. I suggest a speed camera positioned between Maunds Corner and Lowe Hill road as the drivers take no notice of the 20 mph speed limit. You would make a fortune in fines.
- 200. Build a by-pass
- 201. stop large HGV's from entering Wem

209. 1. Speed Camera on Mill Street 2. Traffic Humps (sleeping policemen) on Mill Street 3. Traffic Lights at Mill Street Pedestrian crossing - cars do not stop!!!(Lethal)
216. Cutting HGV traffic would not benefit the town as they bring lots of jobs/work to Wem
217. Zebra crossing at back of Church on Mill Street and also one by the M&M car park on New Street
220. Speed humps to slow traffic, Pedestrian crossing on New Street for school children to use
225. Make Park Road to school one way at school time.
226. Remove parking from High Street except for unloading and funerals at the church to improve vision exiting from Mill Street. At present visibility is bad especially when poorly parked traffic at the junction
234. Lorries should not be in town unless deliveries to shops - build up of traffic at level crossing is bad enough now without changing priorities
235. Stop on street parking down Aston Street and Station Road, traffic will then flow in both directions better.
246. This is too narrow a focus on the immediate environment of Wem Town Centre; it needs a wider focus on the likely consequences for the outer area of the town and the surrounding rural parishes. Not least, safety, road wear/tear and maintenance costs, and the need for other infrastructure. eg. bridge strengthening etc.
248. Trial for Drawwell to see how it works. Delivery restrictions not after 8am
253. Reduced parking in Aston Street, Station Road New Street and Mill Street. In congestion with 'D' above, traffic leaving car park at White Lion exit should not be allowed to turn right. This is currently dangerous. NB. If 'D' is adjusted, separate car park entry and exit routes should be created into Leek Street.
258. Make the High street a RED ROUTE. No stopping 7am- 4pm and enforce it. ANPR cameras or police presence.
262. Delivery restrictions to certain times of day
268. There is no point doing any of these for now. If there is spare money it should be used to fit potholes and repair roads
270. Traffic lights at the church
274. A relief road from Aston Road (next to the railway station) parallel with the railway to the railway bridge itself.
277. Sadly few people observe the Mill Street one.
278. Non fit the bill spend some money for the long term solution not a sticking plaster for now (build a road)
280. make the laybys by the church and kings into loading bays or pop in, can never find a parking space
281. stop any traffic parked on double yellow or single all the time down Leek Street, Crown Street and Market Street.
282. More traffic wardens. Not on the same day. To choose route round town differently. None of the 20 mile speed limits are policed at all. The hour parking outside the church and Nat-west, often cars left well over an hour, sometimes all day - again not policed.
284. Stop large tractors and trailers and articulated lorries from entering High Street.
288. unless any speed limits or yellow boxes or parking restrictions are enforced introducing further restrictions is pointless. Please consider the impact of any one way system on funerals at the parish church, when the cortege leaves church for the cemetery, occasionally using a horse drawn carriage.
290. Need for alternative exit from Co-op car park providing better visibility.
291. We should have a one way system around the whole of Wem, this happened when Gas pipes were laid and worked well. Heavy lorries should be made to use A49 to stop congestion in town, also to stop damage to property in the area.
- No questionnaires available but as a resident of Pym's Road I am concerned the proposed one way system will have an adverse impact on local traffic-speeding along Pym's Road is already a problem. Have you considered purchasing land from Maunds to widen the road and improve safety? Also parking enforcement outside the takeaways would greatly improve traffic flow and road safety at Maunds corner and along the High Street.

The proposed solutions do not deal with the underlying issue - the number of journeys made by people who live here. People need to fundamentally review the use of their cars including in respect of where they choose to live in relation to work, in respect of schools and leisure activities and the number of journeys made in respect of coming into the town centre to shop by car. Some specifics - 1. Increase the car parking charge to c £2 for short stay £5 per day and no free time. 2. Get rid of parking bay on the High Street. 3. Stop people stopping their car in the High Street. 4. 20 mph -yes- everywhere in Wem. The problems are in the main caused by the people that live here

Speed enforcement down Summerfield Road , enforcement or speed bumps would be gratefully introduced. Traffic regularly goes 40+ at the top of Summerfield Road.