



Transportation
Consultancy

VALUE EXCEED TRUST EXCELLENCE CLARITY

Highways Clarification Note

Client: Bellway Strategic Land

Project: Land off Aston Road, Wem, Shropshire

Date: August 2026

Bellway
Strategic Land



1. Introduction

1.1 Background

Bellway Strategic Land has submitted an outline planning application (Ref: 25/02775/OUT) for up to 175 residential dwellings (Use Class C3) on land off Aston Road, Wem, Shropshire, with all matters reserved except access. Shropshire Council (SC) has acknowledged a five-year housing land supply deficit of 4.61 years at 31 March 2026, engaging the tilted balance under NPPF paragraph 11(d).

The transport evidence base has been developed iteratively with SC Highways: a Transport Assessment (TA, July 2025) accompanied the application; Transport Assessment Addendum 1 (TAA1, October 2025) responded to SC's August 2025 highways comments, committing to a single vehicle access and footway realignment on Aston Road; and Transport Assessment Addendum 2 (TAA2, May 2026) responded to SC's January 2026 comments and the pre-determination meeting of 22 April 2026, setting out the committed mitigation package.

The application was considered by SC's North Planning Committee on 21 July 2026, where determination was deferred pending clarification of a number of specific points raised by Members. This note addresses those points ahead of the application's return to Committee.

1.2 Purpose of this Note

This technical note has been prepared by TTC to set out clear, unambiguous responses to the specific points of clarification raised by Members on the application for land off Aston Road, Wem, Shropshire (Ref: 25/02775/OUT). It is structured to be easy to read and follow, addressing each point directly and in turn, so as to leave no doubt as to the transport and highways evidence underpinning the scheme.

The note is supported throughout by a suite of drawings and, where indicated, direct extracts from the evidence base:

- Transport Assessment (TA, July 2025);
- Transport Assessment Addendum 1 (TAA1, October 2025); and
- Transport Assessment Addendum 2 (TAA2, May 2026).

The note addresses five areas raised by Members:

- 1) Access via Aston Road;
 - a. future proposed speed limit
- 2) Access via Church Lane;
- 3) Active Travel routes and improvements;
 - a. Offsite works – what is proposed
- 4) Public Transport; and
- 5) The operation of the Level Crossing.

2. Access – Aston Road

2.1 Traffic Survey Findings

Members were unclear on how Aston Road would be characterised going forward, and on the relationship between the signed de-restricted speed limit (60mph) and actual vehicle speeds, which in reality are considerably lower.

Automatic Traffic Count (ATC)

An ATC was installed on Aston Road along the site frontage between Tuesday 18th March – Monday 24th March 2025.

Figure 2.1 Location of ATC – Aston Road



Table 2.1 below outlines a summary of the results. A full copy of the raw results was submitted with the Transport Assessment.

Table 2.1 Summary of ATC – Aston Road

Time Period	Traffic Flow/Speed by Direction		
	Westbound	Eastbound	Total
Volumetric Data			
Weekday Average Network AM Peak Period (08:00 – 09:00)	20	10	30
Weekday Average Network PM Peak Period (17:00 – 18:00)	22	21	43

Time Period	Traffic Flow/Speed by Direction		
	Westbound	Eastbound	Total
5-day AADT	299	279	578
7-day AADT	258	241	499
Speed Data			
7-day 85 th Percentile Speed	33.8mph	33.7mph	-
7-day Average Speed	26.7mph	27.7mph	-

As outlined in **Table 2.1**, Aston Road carries a low level of traffic, which averages 30 and 43 two-way movements in the respective AM and PM peak periods.

- The 7-day 85th percentile speed results:
 - o 33.8mph westbound (26.7mph 7-day average);
 - o 33.7mph eastbound (27.7mph 7-day average)
- This directly rebuts the derestricted National Speed Limit "60mph road" characterisation – recorded speeds sit well below the national speed limit that technically applies at the site frontage.
- The application proposes to relocate the existing 30mph speed limit further west, extending the lower limit across the site frontage (see **Appendix A**). The existing gateway feature will be relocated eastward accordingly, and repainted with a re-introduced red/buff colour surfacing and dragon's teeth road markings to reinforce the reduced-speed environment on approach; these works are subject to a Traffic Regulation Order (TRO).
- Street lighting is proposed to be extended up to, and including, the site access.

Source: TA (July 2025) Section 2.3 (Local Highway Network – Aston Road) and Section 2.4 / Table 2.1 (ATC data), Appendix B.

2.2 Development Traffic Generation

This section outlines the agreed development trip rates and traffic generation.

Table 2.2 below outlines a summary of the trip rates and forecast traffic generation resulting from the development proposals.

Table 2.2 Trip Rates and Trip Generation – 175 Residential Dwellings

Time Range	Arrive	Depart	Two-way
Trip Rate (per dwelling)			
AM Peak Period (08:00 – 09:00)	0.142	0.370	0.512
PM Peak Period (17:00 – 18:00)	0.338	0.159	
Daily	2.209	2.224	4.433

Time Range	Arrive	Depart	Two-way
Proposed Trip Generation (175 dwellings)			
AM Peak Period (08:00 – 09:00)	25	65	90
PM Peak Period (17:00 – 18:00)	59	28	87
Daily	387	389	776

- The above TRICS trip rates, methodology was agreed by SC Highways.
- For robustness, the trip generation assessment has been based on the TRICS '*Residential – Houses Privately Owned*' land use category, notwithstanding that the site proposes a quantum of affordable housing.
- This is a deliberately conservative approach, and one that is widely accepted and applied across the industry: privately owned housing typically generates a higher rate of vehicle trips than affordable/socially rented housing, due to factors such as higher car ownership levels.
- As such, using the private housing trip rate as the basis for the assessment is expected to overstate the actual traffic likely to be generated by the development, given the affordable housing component. In reality, the traffic generated is expected to be lower than assessed.
- Approximately 88% of development traffic routes west on Aston Road whilst 12% routes east.
- The assessed impact on Aston Road / Soulton Road junction (and Level Crossing) and the surrounding network was found to be acceptable by SC Highways.
- It is important to stress that the traffic impact evidence undertaken for this application has been cautious and has overestimated the likely effects of the development on Aston Road. If anything, the true trips resulting from this proposed development are likely to result in a much lower impact than what we have tested and what has been accepted by highways.

Source: TA (July 2025) Section 5 (Table 5.1, Trip Rates and Trip Generation – 175 Residential Dwellings).

2.3 Footway, Highway Boundary & Speed Limit

This section demonstrates that the Applicant has committed to several improvements to pedestrian connectivity, footways and speed limits which are deliverable within the adopted highway extent, and this has been accepted by Highways as it delivers a benefit for existing residents and ensures that the proposed development is acceptable.

- SC Highways confirmed acceptance of the single point of access onto Aston Road and requested this access approach.
- The Applicant previously proposed a secondary access on Aston Road and this was rejected by SC Highways. Plans were amended accordingly and accepted by SC Highways for a single point of access.
- A single vehicle access was committed at TAA1 stage, with the previously proposed secondary eastern access removed. This is reinforced by the associated relocation of the 30mph speed limit further west and repositioning of the gateway feature, together forming a self-enforcing, urbanised speed environment on the approach to the site, consistent with the principles of DfT Circular 03/2024 and *Manual for Streets 2* (see **Appendix A** which illustrates the proposed 30mph gateway feature).

- The proposed footway extension on the northern side of Aston Road (TAA2, Section 5.2), together with the 2.0m footway realignment secured at TAA1 stage, providing a continuous and improved pedestrian route along the site frontage. These improvements can be secured entirely within the adopted highway extents, as confirmed by SC Highways.
- Visibility splays of 2.4m x 54.3m and 2.4m x 55.6m have been agreed with SC Highways, derived from the recorded 85th percentile speeds and therefore reflective of actual, surveyed vehicle behaviour rather than the theoretical national speed limit.
- The carriageway width on Aston Road in the vicinity of the site access will measure 5.5m, as shown on the supporting **Drawing 211205-06a** contained at **Appendix A** (5.5m accords with *Manual for Streets* (DfT, 2007), Figure 7.1 — the recognised minimum for two rigid vehicles to pass — and is the design standard SMART 2021 (Shropshire Council's own highway design guide) directs designers to apply, incorporating *Manual for Streets* 1 & 2.

Source: TAA2 Section 5.2 (Off-Site Footway and Crossing Improvements) and Appendix B drawings 211205-06, -07, -08; TAA1 (Oct 2025) Section 2.2 (Access Arrangements & Speed Limit Relocation).

3. Access – Church Lane

This section responds to Members' query on why a secondary vehicular access via Church Lane, or a bypass, has not been proposed, and sets out why neither is necessary or appropriate.

3.1 Constraints

- Church Lane experiences localised physical constraints – narrow, rural in character, and not capable of accommodating additional vehicle movements without significant, disproportionate works. A suitable two-way corridor, incorporating a pedestrian footway, would require a minimum of 7.5m of highway width plus construction margin – substantially in excess of the lane's existing extents, and only deliverable through significant 3rd party land take and loss of the mature trees and hedgerow boundaries (noting potential ecological and biodiversity impacts) shown on **Drawing 211205-09** contained at **Appendix B**.
- This constraint is illustrated in **Drawing 211205-09**, which shows the lane's narrowing highway extents, further restricted by mature trees and hedgerow vegetation to both boundaries.
- The lane is signed and posted as a "Quiet Lane" at its junction with Soulton Road ("Church Lane – Kill your speed – This is a quiet road, please drive carefully"), accompanied by TSRGD warning signs for equestrians, pedestrians in the carriageway, cyclists, and road narrowing – all indicative of its established rural character and unsuitability for increased vehicular traffic.
- This is reinforced by the position of the Highway Authority: SC Highways have not requested a secondary or emergency vehicular access via Church Lane at any stage of consultation (August 2025 and January 2026 responses), and this is recorded as an agreed matter at TAA2, Section 1.3. On this basis, Church Lane is neither a technically deliverable nor a required route for vehicular access to serve the proposed development.

3.2 Bypass / Link Road

- The Member's suggestion of a new link road connecting Church Lane to Soulton Road to the north, routed across third-party land, does not represent a deliverable or reasonable option in the context of this application, for the following reasons:
 - ▶ Land ownership and control: the land required for such a route lies outside the application site and is not within the applicant's ownership or control. The applicant has no legal ability to construct works on third-party land absent that landowner's agreement, and there is no indication such agreement exists or would be forthcoming.
 - ▶ Not necessary, related, or proportionate to the development (Regulation 122 CIL Tests): a new link road of this nature would constitute significant, freestanding highway infrastructure, unrelated in scale and kind to a residential scheme of this size. It would fail the statutory tests that any planning obligation must be (i) necessary to make the development acceptable, (ii) directly related to the development, and (iii) fairly and reasonably related in scale and kind – the development does not generate a need for a new strategic link, and could not reasonably be required to fund or deliver one.
 - ▶ Not requested by the Highway Authority: SC Highways, as the technical consultee responsible for assessing the transport impacts of the proposal, have not raised the need for such a route at any

stage of consultation, and have instead confirmed acceptance of the committed single-access mitigation package on Aston Road.

- ▶ Not deliverable within reasonable timescales: even if land and funding were available, a new road of this nature would require its own environmental assessment, design, statutory process, and likely separate planning permission – none of which could reasonably be secured, controlled, or guaranteed through conditions or obligations attached to this application.

3.3 Site Layout

- The site layout has been designed with the Church Lane constraint in mind: development fronts westward towards Wem town centre, with the eastern part of the site retained as rural open space (incorporating the attenuation area, pumping station, tree planting and orchard shown on the Illustrative Concept Plan), reinforcing rather than working against the character of Church Lane to the east.
- Church Lane would nonetheless remain available to pedestrians, albeit expected to be seldom used in practice beyond occasional dog walkers – there is no material desire line or amenity draw to the east, with the exception of Wem Industrial Estate, which, while an employment destination, would itself be expected to generate only limited walking trips via this route. An existing warning sign for pedestrians in the carriageway is already situated at the northern end of Church Lane, evidencing that the lane already operates, and is understood by existing users, as a shared, informal environment without footway segregation. A new equivalent sign is proposed at the site-adjacent (southern) section, extending the same established principle and ensuring any pedestrians using this part of the lane are appropriately informed.
- Alternative active travel connectivity to the east is available via the existing Public Right of Way, PRoW 0231 (Cricket Club route), providing a further, more direct off-carriageway route not reliant on Church Lane.
- Collectively, this demonstrates that pedestrian connectivity to the east is available, appropriate, and consistent with the site's design rationale for vehicular access via Aston Road, without dependency on Church Lane.

Source: TAA2 Section 1.3 (Matters Agreed – Single Vehicle Access Point)

4. Active Travel

This section summarises the site's sustainable credentials and outlines the walking/cycling journey times to key amenities. It also confirms the agreed off-site active travel improvements.

4.1 Proximity to Services & Amenities – Journey Time & Distance

- Established industry guidance (IHT, *Guidelines for Providing for Journeys on Foot*, 2000) identifies 2km as the preferred maximum walking distance for commuting and similar purposeful journeys, with 500m and 1km representing 'desirable' and 'acceptable' distances respectively. This is complemented by CIHT's *Planning for Cycling* guidance, which draws on DfT *National Travel Survey* data (DfT, 2014a) to show that the majority of cycling trips nationally are for short distances, with around 80% under five miles (8km) — supporting 8km as a reasonable outer catchment for assessing the site's cycling accessibility.
- These distances are illustrative, not fixed: actual travel behaviour varies by individual mobility and fitness, and is influenced by perception of factors such as local topography and attitudes towards different travel modes.
- *Manual for Streets* reinforces this, identifying 800m (a 10-minute walk) as the benchmark distance within which a "walkable neighbourhood" should offer a range of facilities. However, MfS is explicit that 800m is not an upper limit for walking trips, and echoes the position that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- This is corroborated by empirical evidence: DfT's National Travel Survey (Table NTS0303d) records that, for walking trips of a mile or more, the average trip length in 2024 was 1.5 miles (2.41km) — i.e. once a walking trip is a purposeful journey rather than a very short local trip, distances approaching 2.4km are commonplace.
- On this basis, it is concluded that walking trips to a defined destination such as local facilities typically fall within the range of 800m–2.4km, consistent with both established guidance and observed national travel behaviour.
- **Figure 4.1** illustrates walk times from the proposed site access to Wem town centre via two alternative routes (measured using Google Maps):
 - ▶ 13-minutes (1.0km) via Aston Road and Aston Street/B5063, crossing at the level crossing, and
 - ▶ 14-minutes (1.0km) via Aston Road alone, using the footbridge.
 - ▶ Both routes are comparable in distance and journey time — around half the 25-minute (2km) benchmark identified above — demonstrating that the site sits well within an acceptable walking catchment of the town centre, and that the availability of the footbridge as an alternative, grade-separated crossing does not materially disadvantage pedestrians regardless of the level crossing's operational status.
- It is recognised that the railway footbridge is not step-free, and is therefore not suitable for all users, including those with mobility impairments, pushchairs, or cyclists. The footbridge is presented as a supplementary, grade-separated option available at all times — it is not the primary or only walking route to Wem town centre. The at-grade route via Aston Road and Aston Street/B5063, crossing at the level crossing itself, remains available to all users at all times other than during the short barrier-down periods addressed in Section 6, and is reflected as the accessible "orange" step-free route in

Figures 4.2–4.5. On this basis, no resident is dependent on the footbridge to access the town centre; those unable to use the steps retain a fully accessible route via the level crossing

Figure 4.1 Walk Times to Wem via the Level Crossing and Footbridge



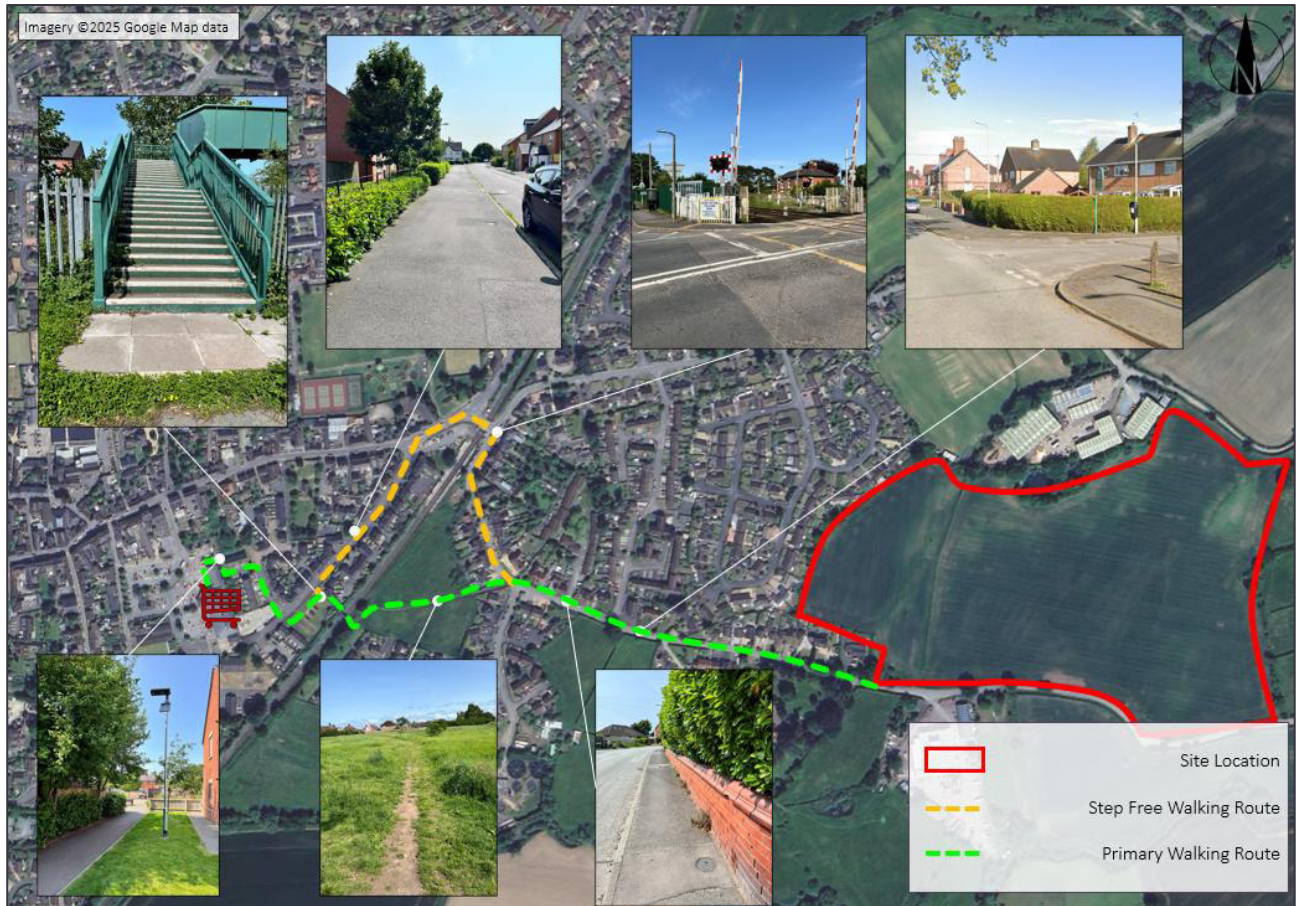
Source: Google Maps - Google Maps calculates walking time using a fixed average speed of about 3 miles per hour (5 km/h)

Food Retail (Local Convenience) – Co-op (Food retail)

The walking routes to the Co-op Food Market are demonstrated in **Figure 4.2** below. The orange route indicates an accessible step-free route, whilst the green route indicates the fastest and shortest route suitable for some residents.

- Walk Journey Distance / Time (Green Route) – 800m / 11-minutes
- Walk Journey Distance / Time (Orange Route) – 1.1km / 15-minutes
- Cycle Journey Distance / Time – 1.1km / 4-minutes

Figure 4.2 Route to Your Co-op Food Market

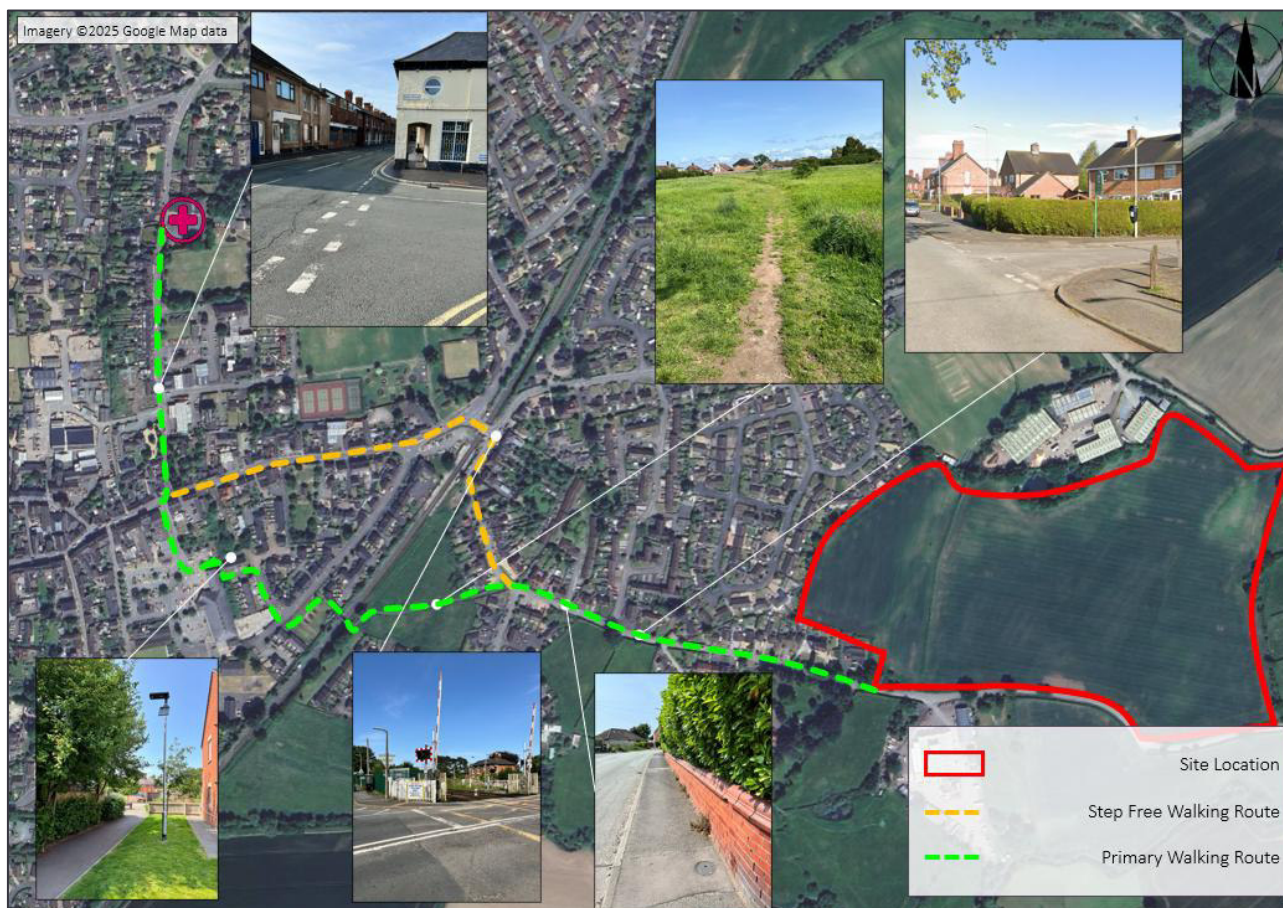


GP Surgery - Wem & Prees Medical Practice

The walking routes towards Wem & Prees Medical Practice are demonstrated in **Figure 4.3**. The orange route indicates a step-free accessible route, whilst the green route indicates the fastest route suitable for some residents.

- Walk Journey Distance / Time (Both Routes) – 1.3km / 20-minutes
- Cycle Journey Distance / Time – 1.3km / 5-minutes

Figure 4.3 **Route to Wem & Prees Medical Centre**

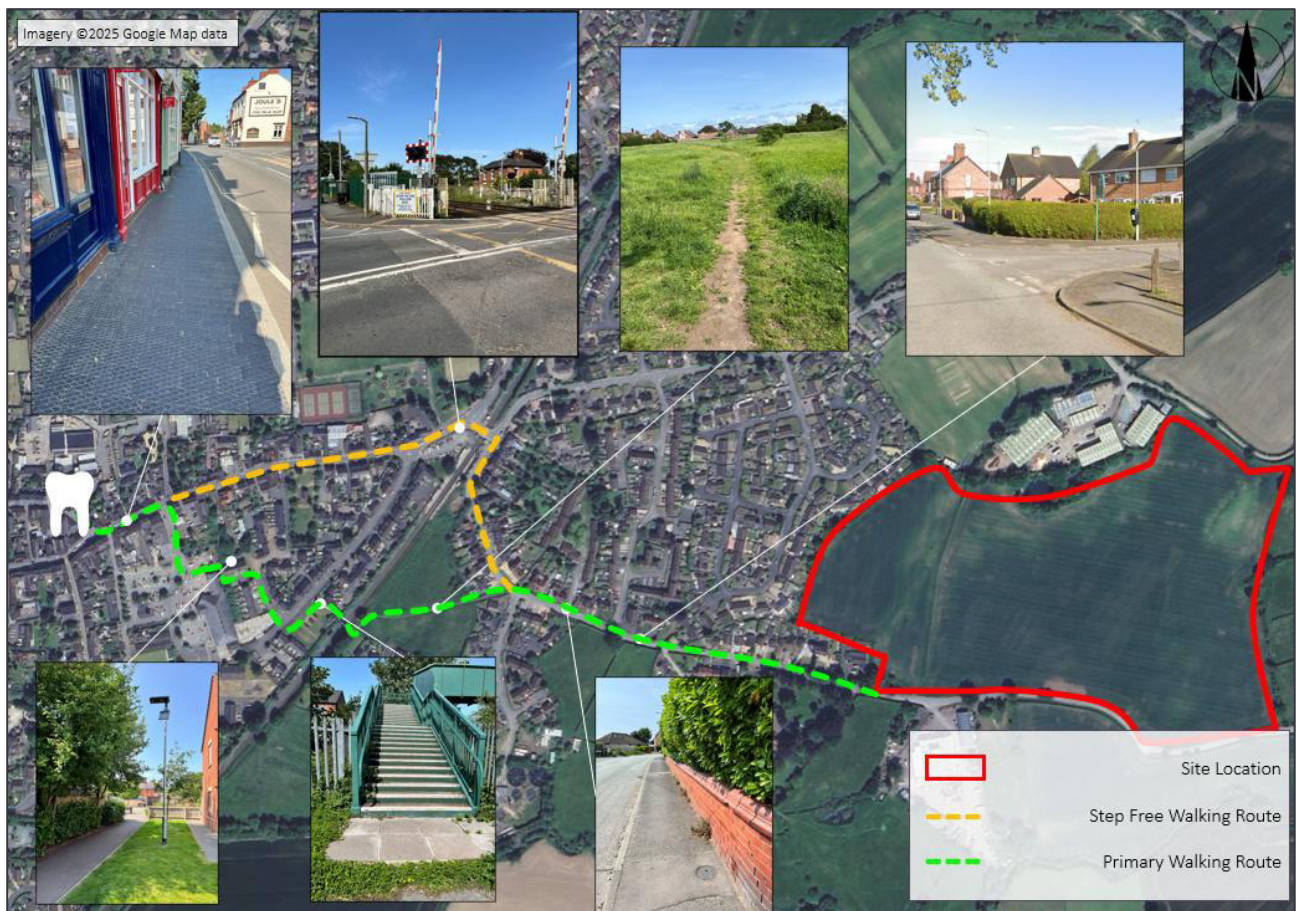


Dentist - Drawwell House Dental Practice

The walking routes towards Drawwell House Dental Practice are demonstrated in **Figure 4.4**. The orange route indicates a step-free accessible route, whilst the green route indicates the fastest route suitable for some residents.

- Walk Journey Distance / Time (Green Route) – 1.0km / 12 minutes
- Walk Journey Distance / Time (Orange Route) – 1.2km / 16 minutes
- Cycle Journey Distance / Time – 1.2km / 4 minutes

Figure 4.4 **Route to Drawwell House**



Primary / Secondary School

The step-free walking routes toward St Peter's CofE Primary & Nursery School, and The Thomas Adams School are demonstrated in **Figure 4.5** below.

- Walk Journey Distance / Time (Primary School) – 1.1km / 16 minutes (step-free)
- Cycle Journey Distance / Time (Primary School) – 1.1km / 4 minutes
- Walk Journey Distance / Time (Secondary School) – 2.0km / 27 minutes (step-free)
- Cycle Journey Distance / Time (Secondary School) – 2.0km / 7 minutes

Figure 4.5 **Route to Primary & Secondary**



Wem Railway Station

The step-free walking route towards the railway station is shown within **Figure 4.6** below. Direct services to Shrewsbury take approximately 13-20 minutes (sourced from National Rail Journey Planner). The station is well within the desirable walking threshold and provides a realistic alternative to private car travel for commuting and leisure trips.

- Walk Journey Distance / Time – 800m / 11 minutes (step-free)
- Cycle Journey Distance / Time – 800m / 3 minutes

Figure 4.6 Route to Wem Railway Station



4.2 Walking / Cycling Catchments

A suite of figures illustrating the walking and cycle isochrones is provided at **Appendix C**.

4.3 Active Travel Improvements

Off-Site Footway and Crossing Improvements (S278)

The following off-site improvements have been informed by the DfT Walking Route Audit Tool (WRAT) assessment:

- New footway extension, northern side of Aston Road (there will be no gaps in pedestrian footway provision as the footway will continue into the site)
- New uncontrolled crossing (dropped kerbs + tactile paving), Aston Road.
- New dropped kerbs + tactile paving: Ash Grove.
- Footway widening (eastern side) + tactile paving + dropped kerbs: Orchard Way.
- New dropped kerbs + tactile paving: Prince William Court.
- New dropped kerbs + tactile paving: Cordwell Park.

Preliminary drawings are provided at **Appendix D**; these are indicative only, with detail to follow at Reserved Matters and/or S278 stage.

PRoW Enhancement – Cricket Club Route to Wem Industrial Estate (S278 / S106)

The preferred active travel connection between the site and Wem Industrial Estate is via Public Right of Way (PRoW) 0231 2/1, through the cricket club and onward via Soughton Road. A signage strategy for Church Lane will be prepared to inform users of route conditions (signs to be erected in highway land), consistent with the rural character of the lane and SC Highways' comments regarding the importance of responding to local character.

PRoW Enhancement – Wem Town Centre Route toward Footbridge (S278 / S106)

The applicant is committed to supporting improvements to PRoW 0231 5/1, leading towards the railway footbridge connection – identified through the WRAT assessment as the most direct pedestrian route between the site and the town centre. Enhancements to surface treatment and route quality will be secured through the S106 agreement, as part of the wider sustainable travel strategy for the site.

The development will support enhancements to both PRoW 0231 5/1 (from Aston Road toward the footbridge) and PRoW 0231 2/1 (bordering the Cricket Club), including improvements to surface treatment and accessibility, in accordance with a specification to be agreed with Shropshire Council. The following suggested s106 obligation wording, which remains subject to negotiation with Shropshire Council – The specification, trigger point, contribution value, and precise drafting may all change before the S106 agreement is completed):

- *undertake enhancement works to the affected PRoW routes, having used reasonable endeavours to secure any necessary third-party landowner consents within 6 months of the date of this agreement; or*
- *provide a financial contribution of £25,000 per route, totalling £50,000 towards equivalent PRoW improvements to PRoW 0231 5/1 and 0231 2/1, to be paid to Shropshire Council where direct delivery has not been reasonably achievable within the agreed timeframe.*

The agreed specification, contribution value, and payment mechanism shall be secured through the S106 agreement”.

Delivery Mechanism

The scope of the off-site footway and crossing improvements set out above has been agreed with SC Highways at this Outline stage. This scope will be secured by planning condition attached to the Outline permission, with the detailed engineering design for each item to be submitted for approval prior to commencement of

development. Delivery of the approved works will be secured at a suitable trigger point (to be agreed with SC Highways and confirmed at the S278/condition discharge stage), ensuring the improvements are in place to serve residents as the development is occupied.

5. Public Transport

This section outlines to Members how commutable and accessible key destinations such as Shrewsbury and Whitchurch are from the site, via regular services to these settlements. The section continues to outline the financial contributions, which will be agreed and finalised post-consent.

5.1 Local Bus Services

- The site benefits from good, walkable access to local bus services, providing direct connectivity to Wem town centre, Wem Railway Station, and, via onward services, to Shrewsbury and Whitchurch.
- **Appendix E** presents a spider diagram showing all local bus services and stops within walking distance of the site, together with associated 60-minute commute catchments, including the Wem Railway Station stop, and the Cordwell Park and Soultion Road stops. For example, an 11-minute step-free walk from the proposed site access to Wem Station + 19-minute train commute would get commuters into the heart of Shrewsbury within 30-minutes.
- This level of provision is consistent with Shropshire Council's own *Hierarchy of Settlements Assessment*, which scores Wem 10/10 for public transport – the maximum score available – confirming the presence of both an established public transport link and a regular peak-time service (TAA2, Section 3.2).
- The walk-distance to Bus Stop No. 62 (Cordwell Park) is the nearest stop at c.300–380m from the site depending on the corner measured, c.95m closer than Bus Stop No. 23 on Aston Road (c.420m); all corners of the site fall within c.800m of a stop, consistent with the 800m maximum threshold set out in the national bus operator guidance '*Bus Services & New Residential Developments*' (Go-Ahead/Stagecoach/Bus Centre of Excellence, 2nd ed., Jan 2025).
- Local bus provision has recently been strengthened. As part of Shropshire Council's Local Bus Retendering Programme 2026, the former 201 Wem Town Service – which had operated approximately 3–4 days per week – has been replaced, with effect from 1 September 2026, by Service 509 (Wem Town Circular), operating the same route six days a week, Monday to Saturday, under a new contract with Lakeside Coaches. Significantly, Aston Road and Cordwell Park are both designated 'Hail & Ride' sections of the 509 route, meaning the bus will stop anywhere safe to do so on request, bringing bus access closer to the site than the fixed-stop arrangement it replaces.

5.2 S106 Public Transport Contribution

- A financial contribution towards public transport improvements in the Wem area is proposed to be secured through a S106 planning obligation. This contribution is intended to support enhancements to local bus services, and to assist in sustaining and improving public transport connectivity for future residents.
- The applicant is in principle committed to contributing £1,000 per dwelling (£175,000 in total, based on 175 dwellings). This is appropriate and consistent with contributions secured on comparable residential development sites in Shropshire in recent years and reflecting established local precedent for public transport S106 obligations in the county.
- The specific payment structure and allocation of the contribution to particular service improvements or infrastructure schemes will be agreed with SC and secured through the S106 agreement.

- The proposed contribution, at whichever rate is finally agreed, is considered to satisfy the Regulation 122 statutory tests: it is necessary to make the development acceptable in planning terms; it is directly related to the development; and it is fairly and reasonably related in scale and kind to the development proposed.

6. Level Crossing

Members raised concerns regarding two distinct matters: the safety of the level crossing, and the duration for which the barriers remain closed. These are addressed in turn below.

6.1 Duration of Barrier Closure & Delay

- Level crossing barriers are typically closed for approximately 7-minutes per closure (when trains stop to serve Wem Station).
- Ad-hoc closures occur for trains not stopping at Wem Railway Station, but these are shorter (2–3 minutes) and were not observed during peak highway conditions.
- Scheduled closures occur twice during the AM peak (08:00–09:00) and once during the PM peak (17:00–18:00).
- This equates to a maximum of 14 minutes' closure within the AM peak hour – a duty cycle of under 25%.
- For the remaining 45–50 minutes of each peak hour, and for the vast majority of the day, the crossing remains open and freely available for pedestrian and cycle use.
- These findings are supported by drone survey footage, referenced within the TA report.
- Given the short duration and low frequency of closures, the average pedestrian is highly unlikely to encounter a full barrier-down event during a routine journey, and even where a wait is required, the delay is typically a few minutes at most – negligible relative to total walking times to key destinations in Wem – notwithstanding, pedestrians still have access to the footbridge as an alternative means of access to the town's amenities.
- **Figures 6.1 & 6.2** show images of when the level crossing is about to open, and when queues have cleared upon opening, with each showing timestamps of when these were captured during the AM peak period.
- When considering the development traffic flows, it is anticipated that one left turning vehicle from Aston Road would be added to the network every 2-minutes. Applying this to the duration of the level crossing closure results in approximately 4 additional vehicles queued on Aston Road.
- Importantly SC Highways have agreed the Level Crossing modelling and queue capture.

Figure 6.1 Level Crossing – AM Peak Before Opening



Figure 6.2 Level Crossing – AM Peak After Opening



Queuing traffic during the AM peak period was observed to clear within 2-3minutes of the level crossing re-opening.

Figures 6.3 & 6.4 show the operation of the level crossing during the PM peak period.

Figure 6.3 Level Crossing – PM Peak Before Opening



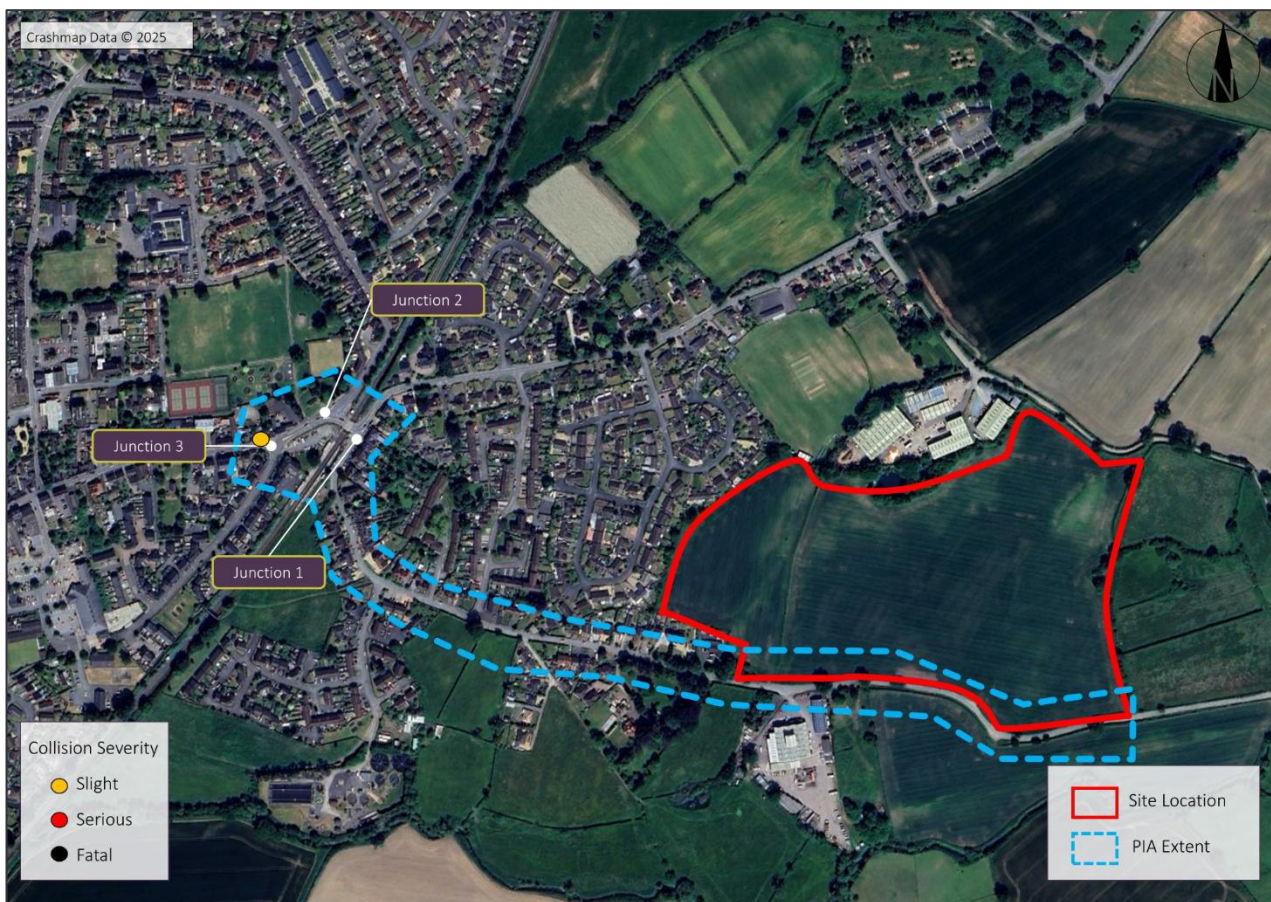
Figure 6.4 Level Crossing – PM Peak After Opening



6.2 Highway Safety Records

- The level crossing has, historically, attracted local political and public attention regarding driver misuse – including vehicles disregarding warning lights and barriers – and has previously been identified by Network Rail as among the more frequently misused crossings nationally.
- Notwithstanding this history of misuse-related concern, the crossing's official safety record is clear: Network Rail's own crossing risk assessment (last assessed October 2020) records nil accidents and nil near-miss incidents since September 2014.
- This is corroborated by independent national collision data (CrashMap.co.uk, verified STATS19 data, Great Britain 1999–2024): **no recorded collisions involving trains or other road users at the level crossing between 2020–2024** (the most recent 5-year verified period; 2025 data not yet published).

Figure 6.5 Crashmap Data – Summary of Accident Data (2020 – 2024)



- This finding is consistent when the search is extended further, to a 10–15 year period: no recorded collisions are identified at the level crossing within this extended timeframe either.
- On this basis, while the crossing has a recognised history of driver misuse that has rightly attracted local safety attention, this has not translated into a record of accidents or near-misses, and the community response to that historic concern – most notably the footbridge – already forms part of the pedestrian environment relied upon by this application.

7. Conclusion

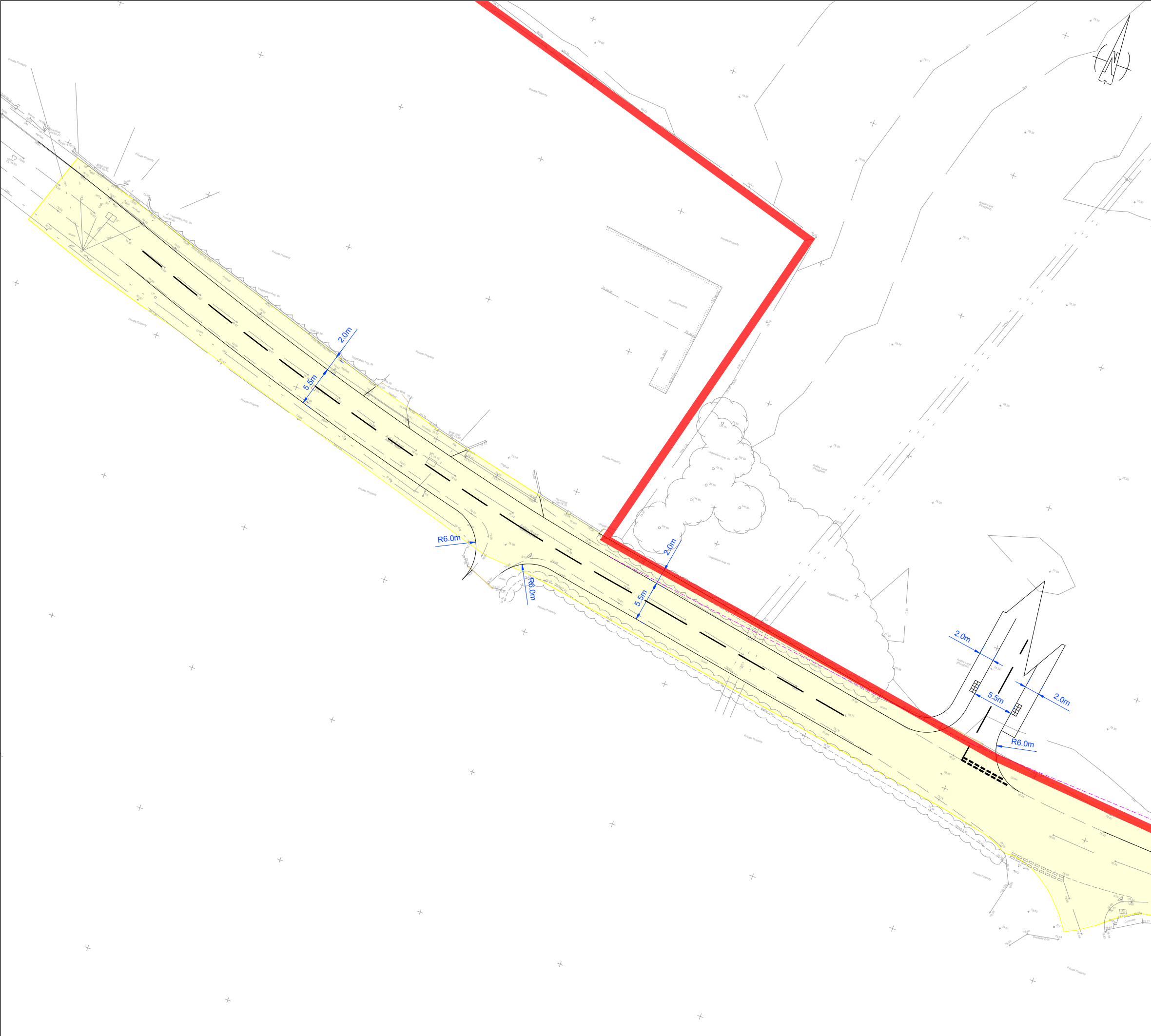
This note has set out clear, evidence-based responses to each of the points raised by Members on 21 July 2026. In summary:

- **Aston Road access and speed limit:** surveyed 85th percentile speeds (33.7–33.8mph) are well below the technical 60mph de-restricted characterisation; the 30mph limit is being relocated west to cover the site frontage, with visibility splays, footway improvements and a 5.5m carriageway agreed with SC Highways. SC Highways has confirmed acceptance of the single point of access.
- **Church Lane:** the lane is physically unsuitable for vehicular access, and a bypass/link road is neither necessary, deliverable, nor requested by SC Highways at any stage. No vehicular use of Church Lane is proposed; pedestrian connectivity to the east remains available via Church Lane and the PRoW Cricket Club route.
- **Active Travel:** all key local facilities – Wem town centre, the Co-op, GP surgery, dentist, schools and the railway station – fall within recognised walking and cycling catchments. A step-free, at-grade route to the town centre is available at all times other than short barrier-down periods, and the footbridge provides a supplementary, not primary, route. A package of agreed off-site footway, crossing and PRoW improvements will be secured by condition and S106.
- **Public transport:** Wem scores the maximum 10/10 under Shropshire Council's own Hierarchy of Settlements Assessment, and bus provision has recently been strengthened by the new 6-day Service 509, with Hail & Ride sections serving the site directly. A S106 contribution towards public transport is also proposed.
- **The level crossing:** barriers are closed for a maximum of c.14 minutes within the AM peak hour, and remain open for the vast majority of the day; queuing traffic has been observed to clear within 2–3 minutes of reopening. Despite a recognised history of driver misuse, the crossing's official safety record is clear, with no recorded collisions in the last 10–15 years.

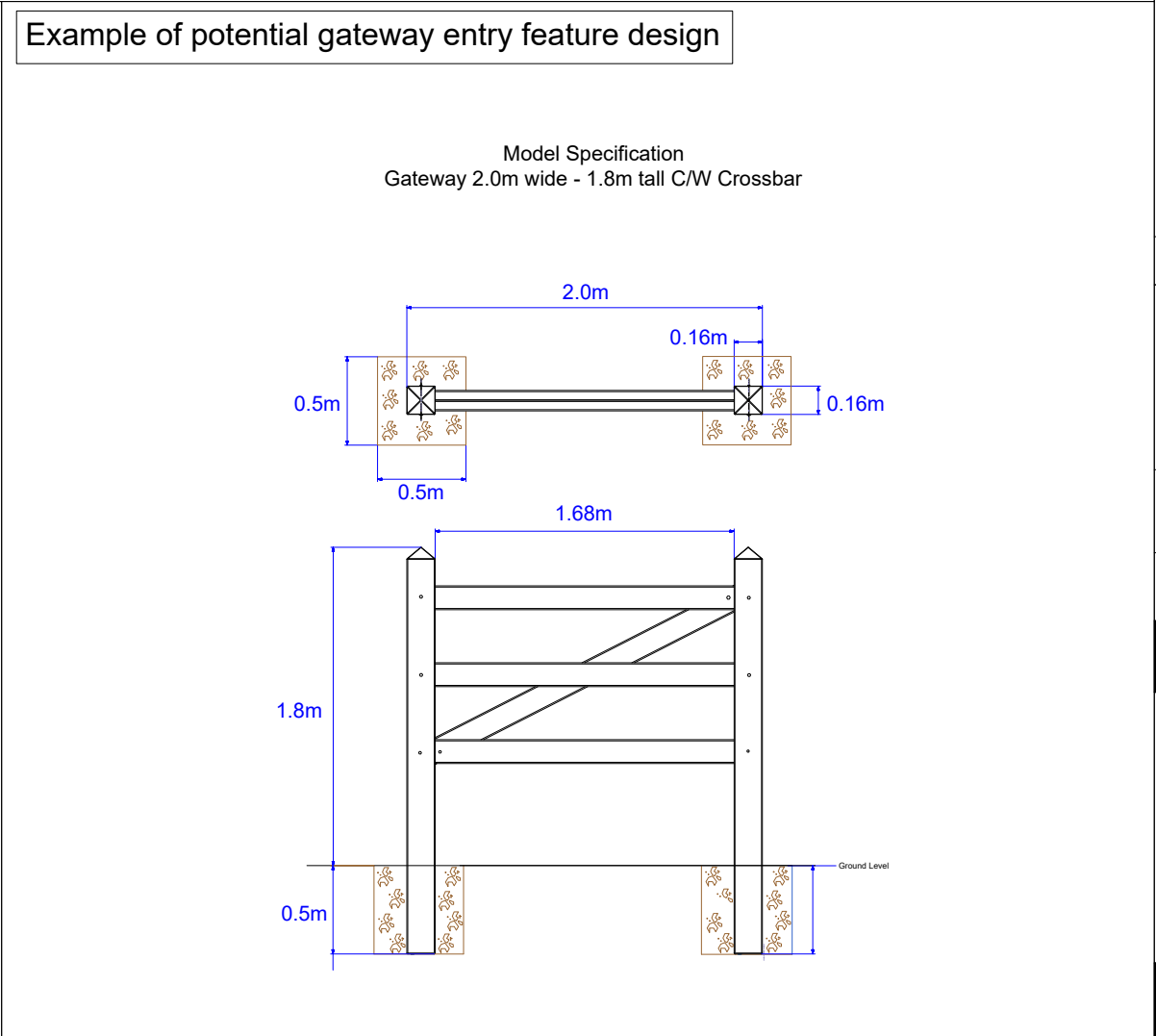
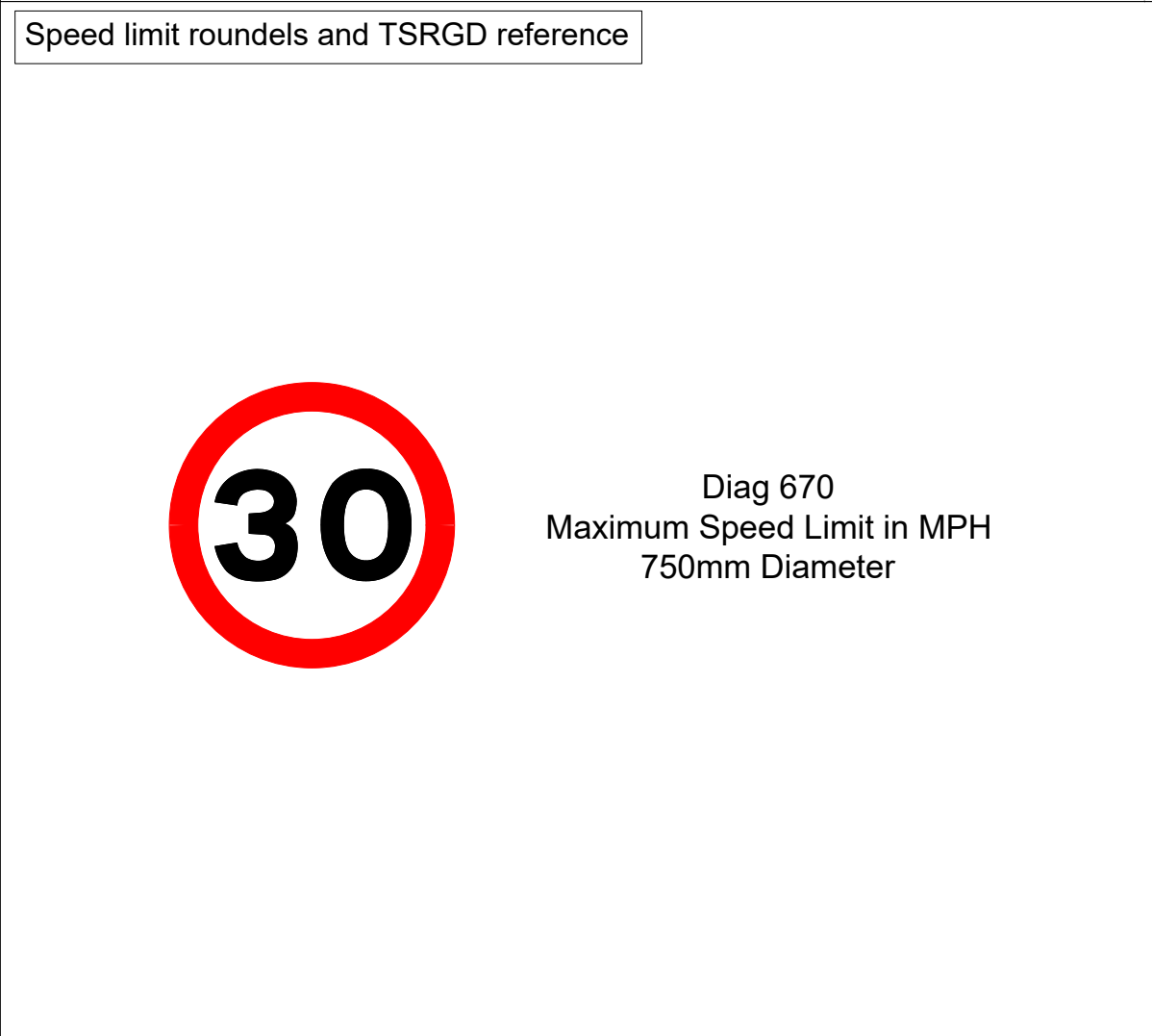
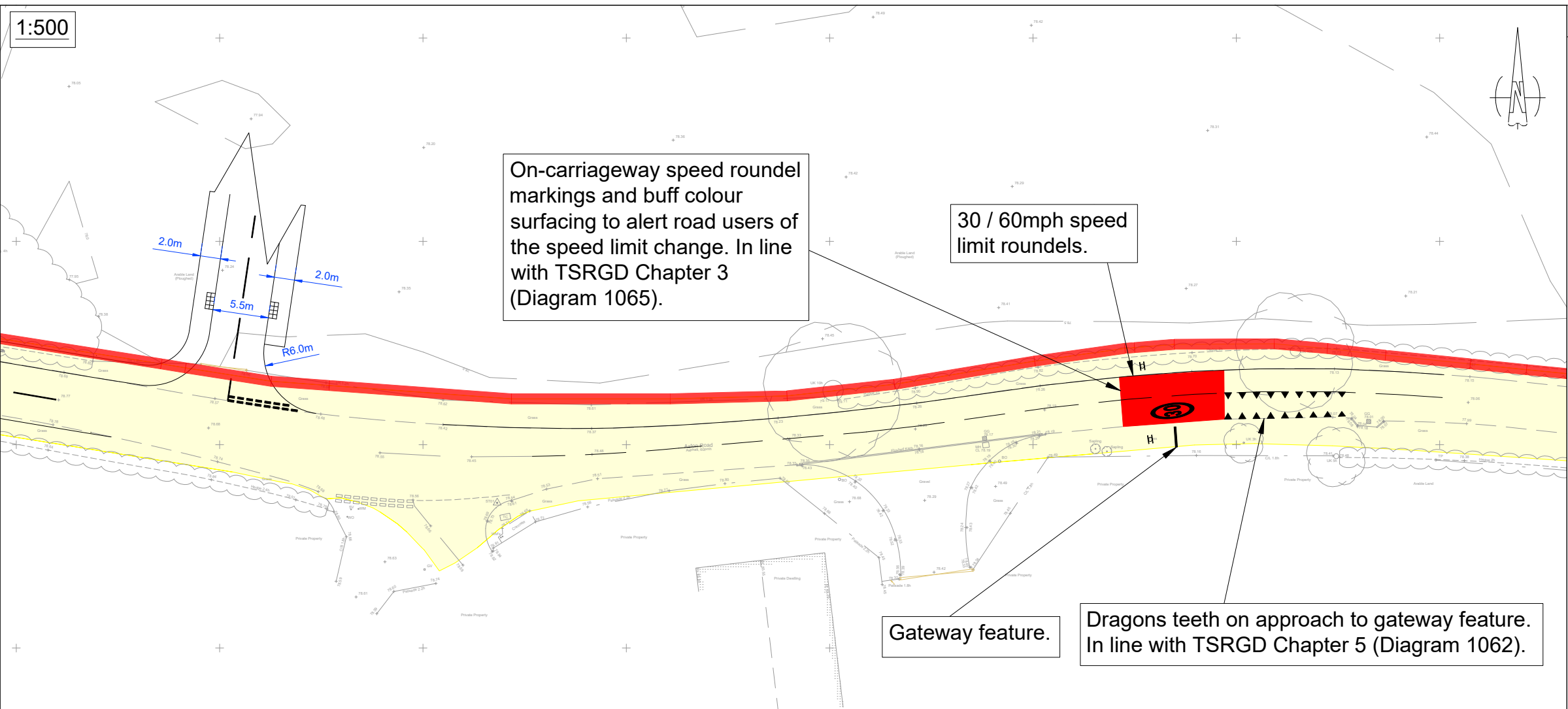
The transport and highways evidence base for this application has been developed iteratively with, and agreed by, SC Highways at each stage – from the Transport Assessment, through TAA1 and TAA2, to this note. On this basis, TTC considers that the application is supported by a robust and thorough evidence base, and that the points of clarification raised by Members on 21 July 2026 have been fully and satisfactorily addressed.

Appendix A

Aston Road – Access and Pedestrian Footway



Date of 1st Issue 23/10/2025		Description First Issue		Drawn by CR		Checked by AS	
REVISIONS							
Mark	Revision				Drawn	Date	Chkd
A	Highway Boundary Extent Included				CR	28/7/26	AS
Key: Site Boundary Topographical Survey Proposed Design Tactile Paving Highway Boundary Extent							
Notes: 1. Drawing units are in metres unless specified otherwise. 2. Drawing is based on Topographical Survey 3. Along the site boundary, the extent of highway boundary extends up to the red line for the site. 4. The highway boundary extent has been confirmed by SC Highways.							
A3 SCALE 1:500		0 m30 m Scale 1:500 @ A3					
Drawing Title Wem, Shropshire Access Arrangements - Aston Road							
Client Bellway Homes Limited							
Drawing Status Planning							
27 Park Street Leamington Spa CV32 4QN E: info@ttc-transportplanning.com						ttc the transportation consultancy	
Drawing Number 211205-06						Revision A	



Date of 1st Issue 04/08/2026	Description First Issue	Drawn by CR	Checked by AS
---------------------------------	----------------------------	----------------	------------------

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on a topographical survey.
- Design based on guidance taken from TSRDG.

A3 SCALE
AS SHOWN

0 m 30 m
Scale 1:500 @ A3

Drawing Title
Aston Road, Wem
Design Package
Speed Limit Relocation

Client
Bellway

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc the transportation consultancy

Drawing Number 211205-10	Revision -
-----------------------------	---------------

Development Traffic		
PM	24	3
AM	57	8



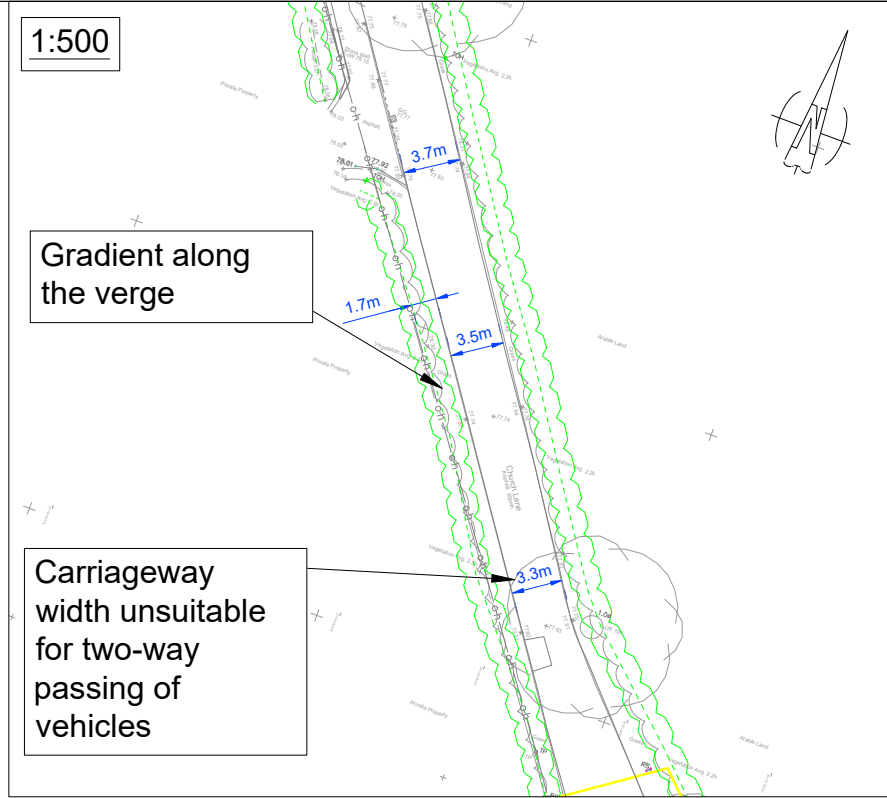
Access Point

Aston Road – ATC Recorded Speeds			
		<u>Westbound</u>	<u>Eastbound</u>
7-day Percentile Speed	85 th	33.8mph	33.7mph
7-day Speed	Average	26.7mph	27.7mph



Appendix B

Church Lane



Date of 1st Issue	Description	Drawn by	Checked by
29/07/2026	First Issue	CR	AS

Key:

- Site Boundary
- Topographical Survey
- Dimensions

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on Topographical Survey
- Along the site boundary, the extent of highway boundary extends up to the red line for the site.

0 m 50 m
Scale 1:1000 @ A3

0 m 30 m
Scale 1:500 @ A3

A3 SCALE
AS SHOWN

Drawing Title
**Wem, Shropshire
Church Lane**

Client
Bellway Homes Limited

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc | the transportation consultancy

Drawing Number
211205-09

Revision

Imagery ©2025 Google Map data



Example signage along Church Lane

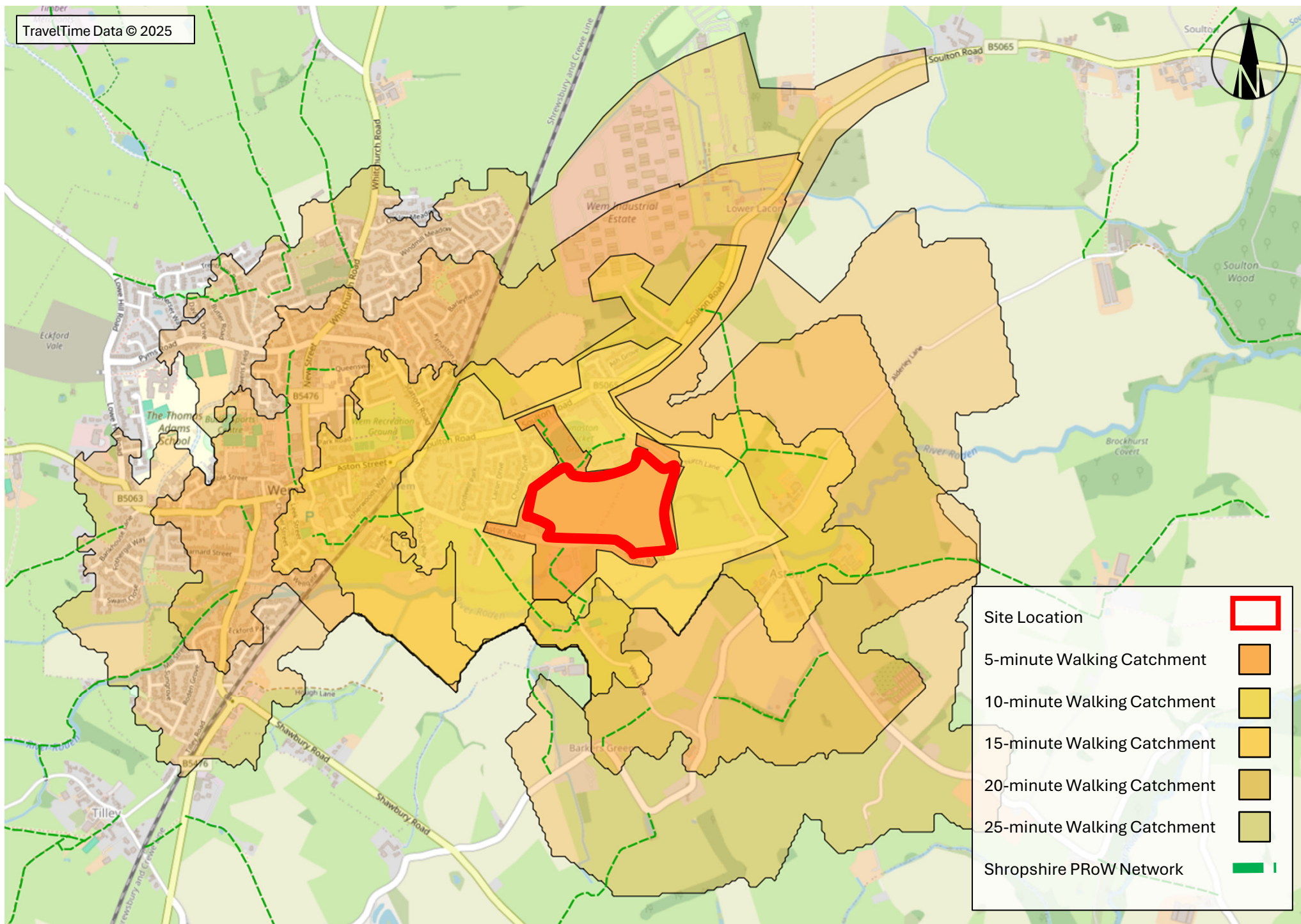


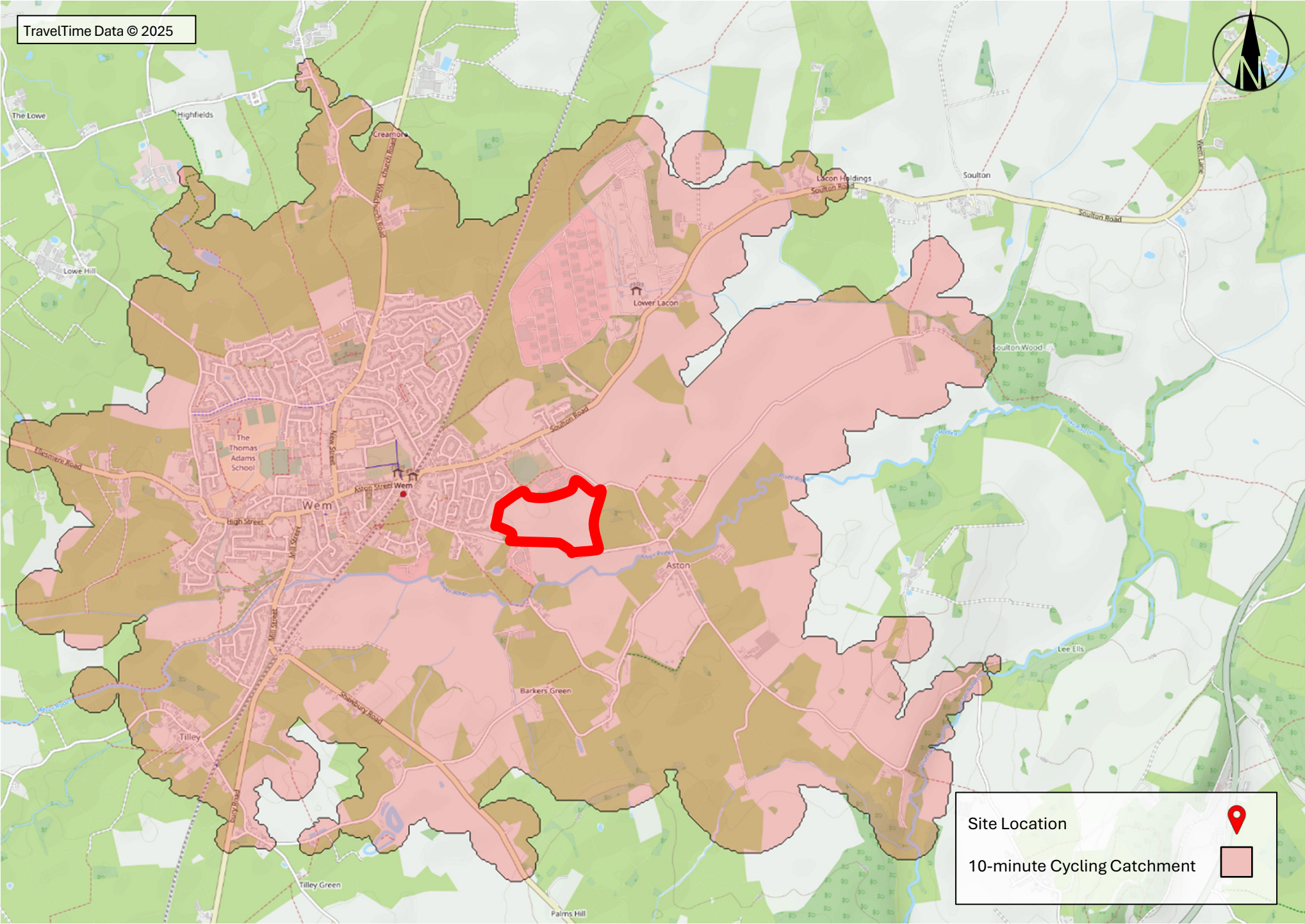
Example signage within development

Access Point

Appendix C

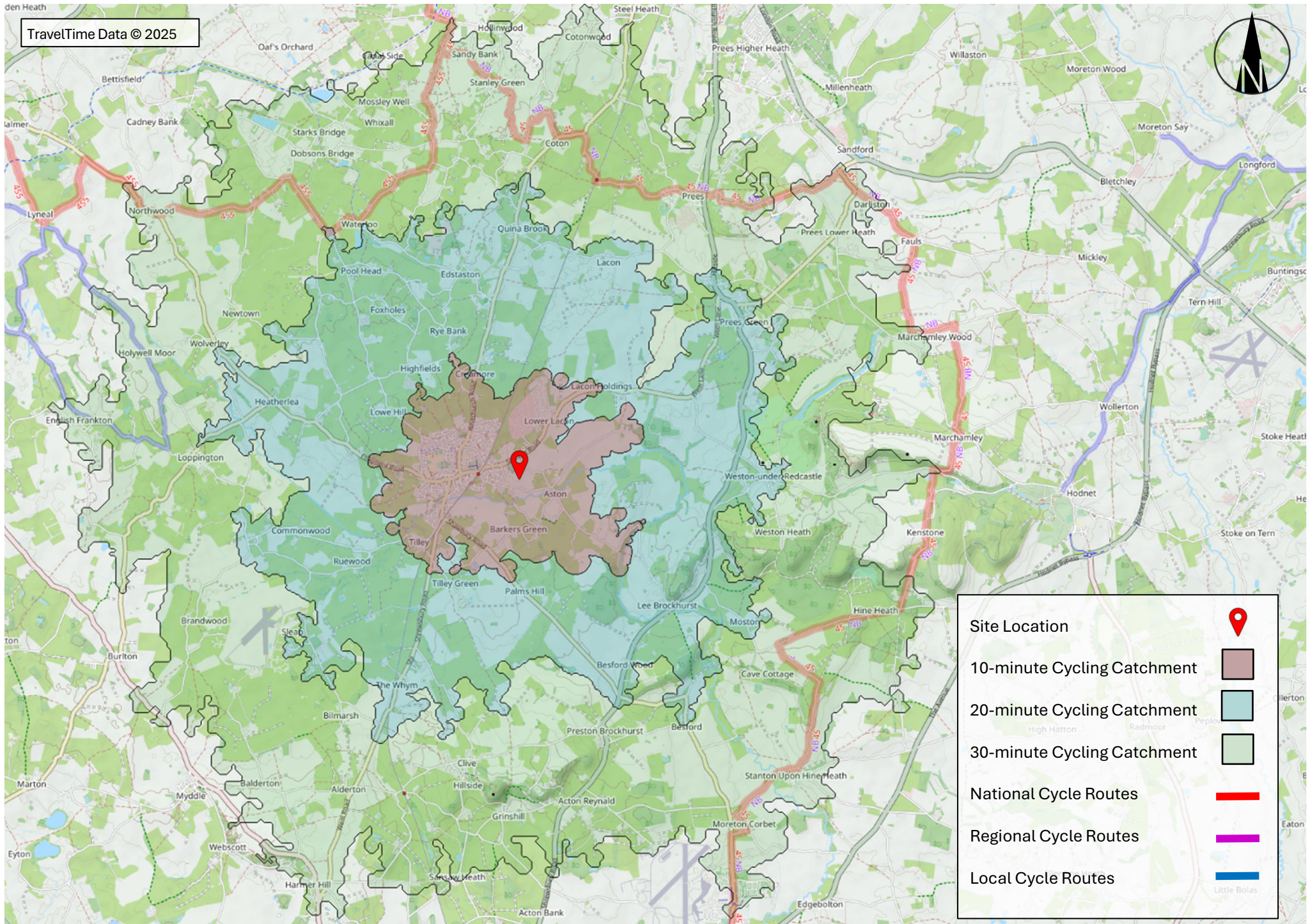
Active Travel- Isochrones





Site Location 

10-minute Cycling Catchment 



Site Location

10-minute Cycling Catchment

20-minute Cycling Catchment

30-minute Cycling Catchment

National Cycle Routes

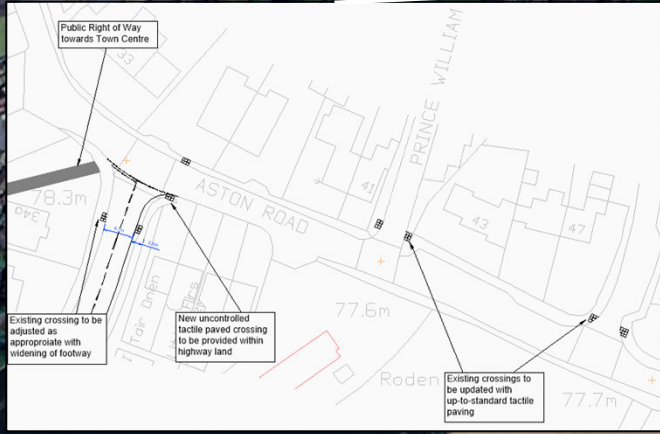
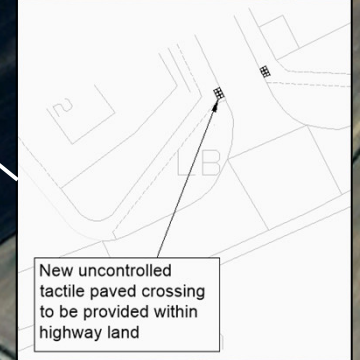
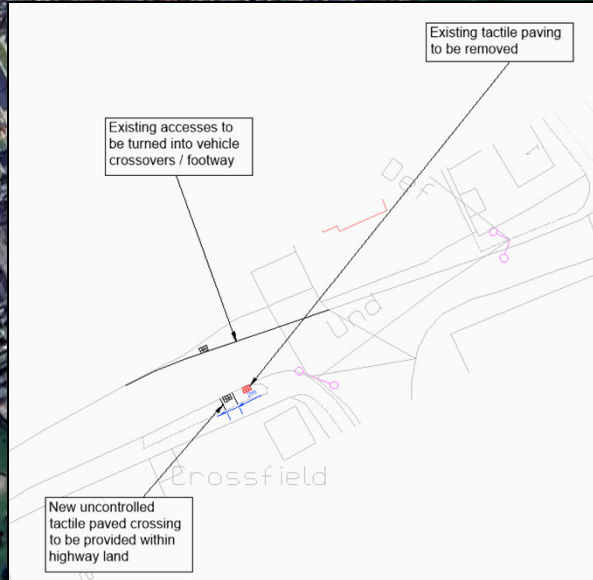
Regional Cycle Routes

Local Cycle Routes

Appendix D

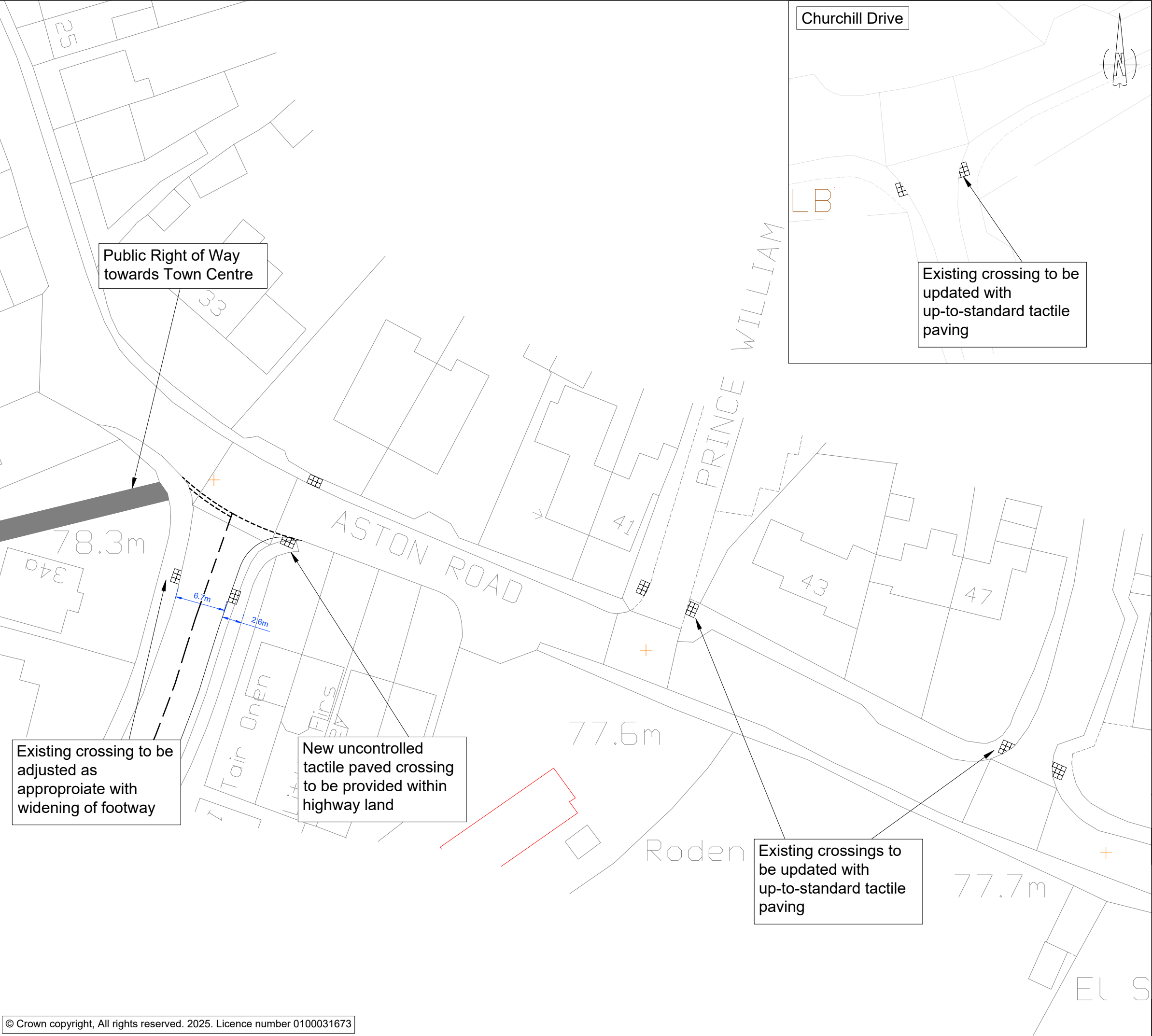
Offsite Pedestrian Improvements

Imagery ©2025 Google Map data



New Footway extension on Aston Road connecting with existing infrastructure

- Site Location
- PRoWs to be Enhanced
- Existing footway
- Proposed footway



Date of 1st Issue 01/07/2025	Description First Issue	Drawn by CR	Checked by AS
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REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Addition of proposed improvement to Churchill Drive crossing	CR	24/10/25	JM

Key:

Base Mapping

Proposed Design

X.Xm

Dimensions

Tactile Paving

Public Right of Way

Notes:

1.

Drawing units are in metres unless specified otherwise.

2.

Drawing is based on OS mapping.

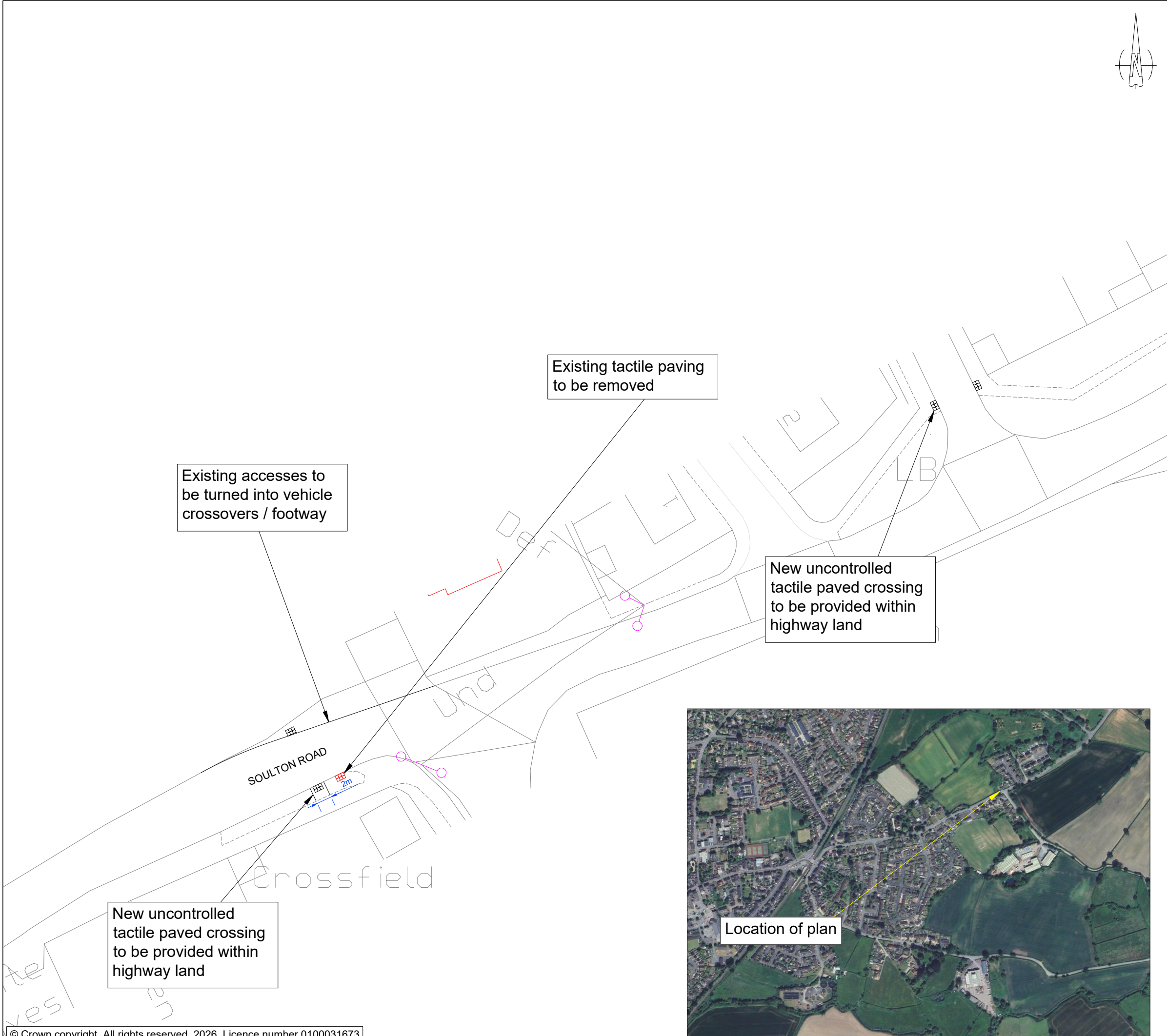
A3 SCALE
1:5000 m30 m
Scale 1:500 @ A3Drawing Title
Aston Road, Wem
Design Package
General Arrangement
Sheet 1 of 1Client
Bellway Strategic LandDrawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

ttc

Transportation
Consultancy
VALUE · EXCEED · TRUST · EXCELLENCE · CLARITY

Drawing Number
211205-05Revision
A



Date of 1st Issue 06/05/2026	Description First Issue	Drawn by CR	Checked by AS
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REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Addition of aerial map and road label	CR	4/8/26	AS

Key:

Base Mapping

Proposed Design

X.Xm

Dimensions

Tactile Paving

Notes:

1.

Drawing units are in metres unless specified otherwise.

2.

Drawing is based on OS mapping.

3.

Existing tactile paving to be maintained and repaired where appropriate.

A3 SCALE
1:5000 m30 m
Scale 1:500 @ A3

Drawing Title

Aston Road, Wem
Design Package
General Arrangement

Client

Bellway Strategic Land

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

ttc

Transportation
Consultancy

VALUE · EXCEED · TRUST · EXCELLENCE · CLARITY

Drawing Number

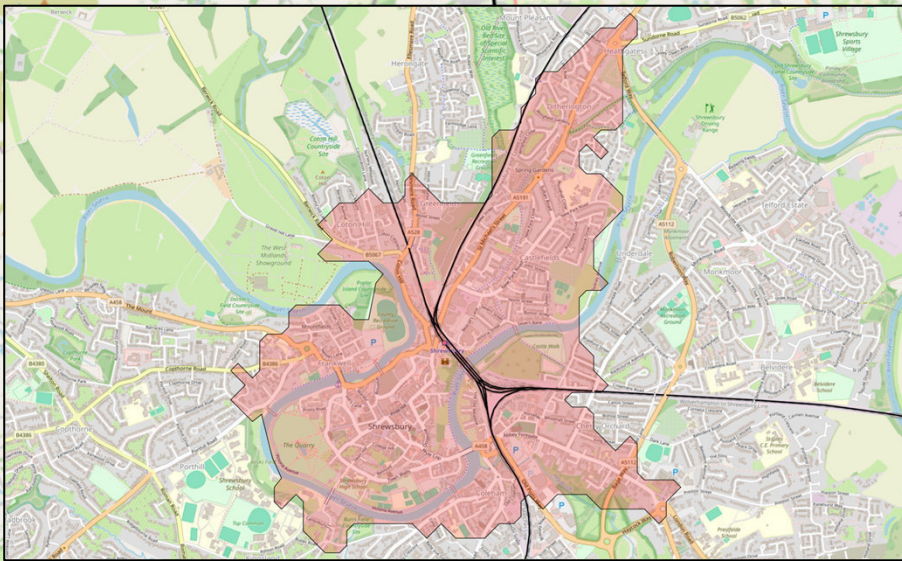
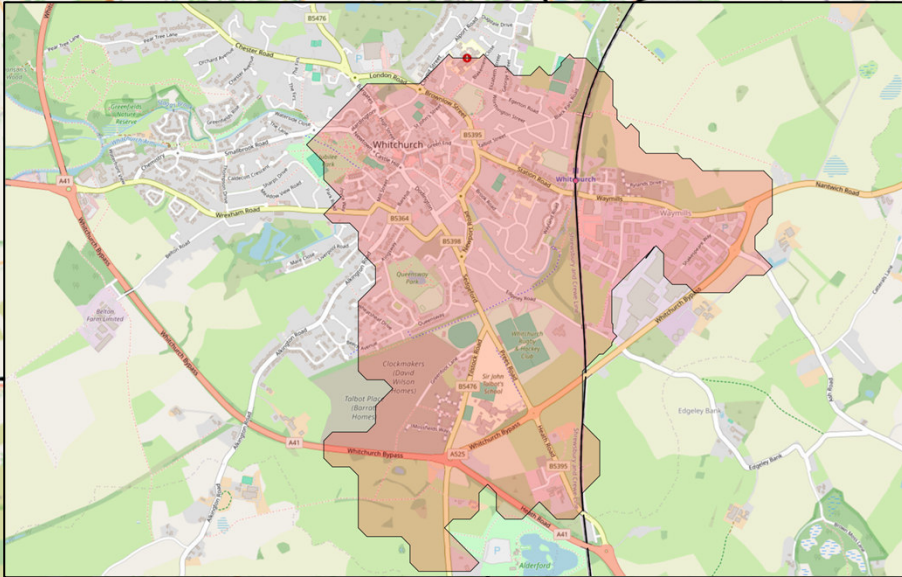
211205-08

Revision

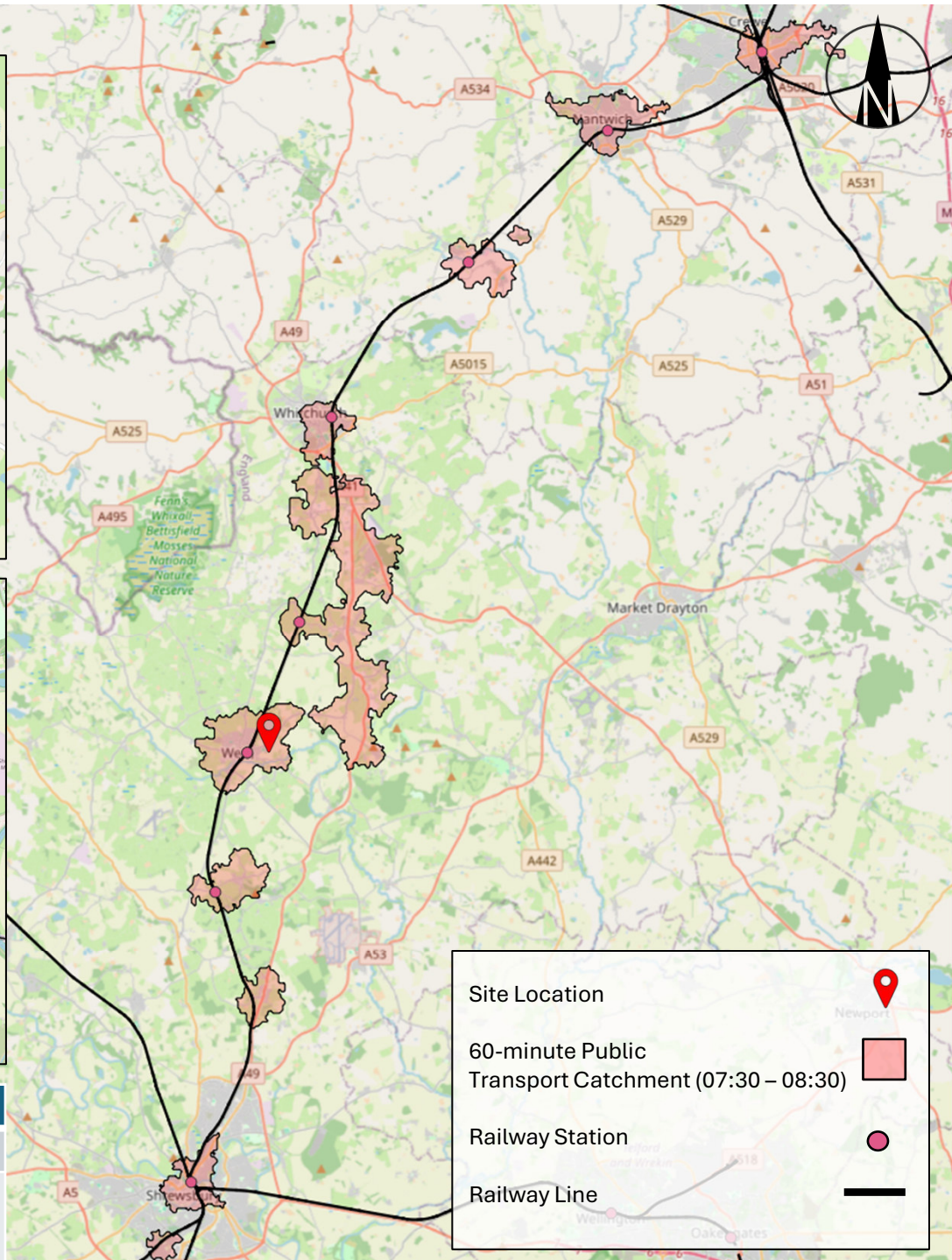
A

Appendix E

Public Transport Isochrones / Maps



Destination	Frequency	Journey Time
Shrewsbury	1 service every 2-hours	13-20 minutes
Crewe (via Whitchurch)	1 service every 2-hours	Crewe – 30-40 minutes Whitchurch – 10 minutes

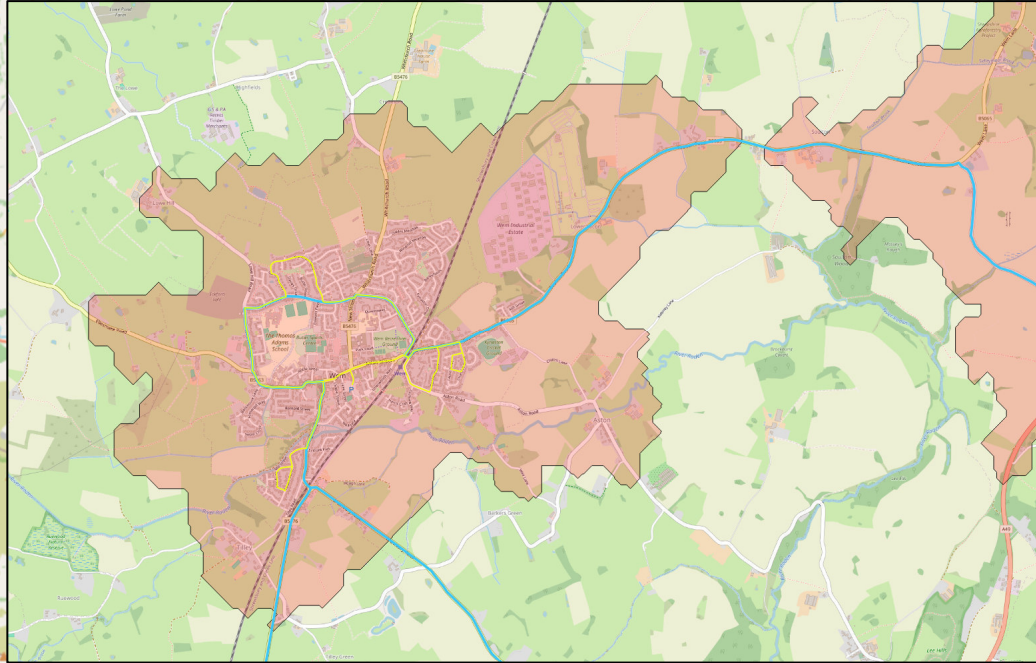


Site Location

60-minute Public Transport Catchment (07:30 – 08:30)

Railway Station

Railway Line



Bus Stop	Route	Peak Frequency (Weekday)	Peak Frequency (Saturday)
Aston Road	Wem Circular	60-minutes	60-minutes
Station Road	Whitchurch – Wem - Shrewsbury	Every 2 hours	Every 2 hours
	Whitchurch – Wem - Shrewsbury	Two services per day	Two services per day

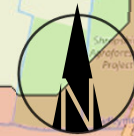
NB: 201 service to be replaced by 509, to be served 6 days a week – Hail and ride along Aston Road (from 1st September 2026

— 201 Bus Route
— 511 Bus Route

Site Location

60-minute Public Transport Catchment (07:30 – 08:30)





NB: 201 service to be replaced by 509, to be served 6 days a week – Hail and ride along Aston Road (from 1st September 2026

— 201 Bus Route
— 511 Bus Route

Site Location



60-minute Public Transport Catchment (07:30 – 08:30)



Bus Stops

