

Minutes of a meeting of the Transport Working Group held at Longdon-Upon-Tern Village Hall on Wednesday 21st January 2026 at 7pm.

Present Cllr Sue Hodgskin from Rodington Parish Council. Nine residents.

Apologies

Apologies had been received from one Longdon-Upon-Tern resident.

Minutes of last meeting

The minutes of the last meeting had been circulated.

Matters Arising

None

SIDs

SIDs data sheets for the last five months were circulated.

A resident had looked at the data for the last year. Graphs had been prepared and copies were circulated to the meeting. The number of vehicles of going through the village had proved a surprise – the average monthly total for the Cotwall Road SIDS was 64,150 (between January – September 2025). The numbers dropped in October and November following the bridge closure because of the accident. The average monthly total for the Millers Row SIDS was 34,563 (January – September 2025) with a reduction for October and November 2025 because of the bridge closure.

It was suggested that enquiries be made to access Greenhous's traffic assessment (which was provided as part of the planning process). It would be interesting to see their baseline study

Action

Amended graphs to be circulated (correcting location of SIDS devices).

SIDS data to be passed on following the monthly download to allow a rolling comparison.

SH to pass on the results of the traffic survey carried out by T&W council in 2024 to see if there had been any general increase in numbers since then.

SH to try and source Greenhous traffic assessment relating to the 2015 planning application.

Longdon-Upon-Tern Bridge

On October 24th 2025, a car had hit the bridge knocking a substantial part of it into the River Tern. The bridge had been closed which had caused great inconvenience locally. Temporary traffic lights had been installed controlling access. Repair work was scheduled to begin in the spring.

There had been a public meeting on Tuesday 9th December 2025 with residents and representatives from Telford and Wrekin Council (Bridge engineer and Service Manager) to discuss the issues.

Following this meeting, a pedestrian control had been added to the lights.

The feeling of the TWG was that the temporary lights had been a positive change to traffic through the village. The lights were slowing the traffic down (which meant the vibration felt in nearby properties had gone) although some vehicles were then accelerating hard after passing through the control.

RPC had been communicating with T&W who had agreed that permanent traffic lights were needed in the village and had agreed to look at providing them. The question had been posed what contribution would RPC be prepared to make to push the project along? A figure of £30k had been suggested (this would mean a rise in the parish precept of more than 100%). It was not clear what proportion of the total cost this would be. A discussion followed and the feeling of the TWG was that permanent traffic lights would be welcomed although it didn't seem fair that the parish residents should pay so much –

the bridge was used by considerably more drivers than were resident in the parish (as evidenced by the SIDS data). It was felt that as the road was a major route, it should be T&W's responsibility. At the very least RPC should pay as little as possible to avoid burdening residents. There was also a problem for vehicles coming out of Isombridge Lane – there was a suggestion that any permanent lights should operate three ways.

Action

RPC to ask T&W for a schedule of works and the likely cost of the work (and what percentage RPC was being asked to contribute)

RPC to look at other funding options – could Greenhous & Palletline be persuaded to contribute?

There had been recent traffic work carried out in Roden – how had this been funded - could High Ercall Parish Council be approached to see if they had contributed. Was there an argument for approaching other local parishes to see if they would be prepared to contribute. Would the payment be a one-off? Could it be spread out?

SH to report back to RPC with the TWG's comments.

Housing Development at Bratton

Planning applications were due to be submitted by Bloor Homes in the next few weeks (for 2,100 homes). There would be a hearing by Government Inspectors from February 24th to test the local plan. Building was expected to start 2027//2028 with completion expected 2040/2041

Action

To keep a watchful eye on the planning process. It could be a good opportunity for RPC to apply for traffic mitigation measures.

Update on traffic calming

i). White Gates – SH had chased this at the December RPC meeting – Ward Councillor Thomas had said it should be this year.

ii). T&W had replied to the request for double white lines on the hill going towards Millers Row. They stated there were strict visibility criteria and even if these were met, installation was very expensive and would have to be prioritised to a capital safety scheme. Without a history of injury collisions on that stretch of road, it would be unlikely to score highly without external funding.

Any Other Business

Post Box – a flyer had gone out with the Village Voice which had been delivered to every home in Longdon. There had only been 7 replies with regard to the post box which was disappointing.

Action

SH to ask RPC clerk to write formally to Royal Mail to ask for the stolen box to be replaced.

Date of Next Meeting

Wednesday 11th March 2026 at 7pm at Longdon-Upon-Tern Village Hall.

The meeting closed at 8.00pm.