

Shelley Davies

From: Wendy [REDACTED]
Sent: 14 April 2016 17:55
To: traffic.engineering
Subject: Closure of Racecourse Lane

Dear Sir

As a resident of over thirty years in Racecourse Lane I would like to lodge my objection to the closure of the lane. In the proposal, the lane being a cut through is the main argument for the closure but where would the traffic be going to?

To access the A5 bypass the quickest way for the new development will be to turn left at the new roundabout.

To access town the quickest way for the new development will be to turn right at the new roundabout To access the shops the quickest way will be to turn right to Copthorne shops.

Can you tell me where the traffic will be going if it comes down the lane?

The proposed closure does not make sense.

The proposal to close it South of Lambourne Drive will send The majority of traffic past the school, encreasing the traffic flow, have the council thought about the safety of the children ?

Can you answer these questions, about where traffic would be going and the increase of traffic past the school

This proposal has not been thought through thoroughly and is a knee jerk reaction.

Regards

Wendy Bailey (Mrs)

Sent from my iPad

Shelley Davies

From: Iain Gilmour [REDACTED]
Sent: 28 April 2016 21:22
To: traffic.engineering
Subject: FAO Geoff Brough

Dear Mr Brough, I have been given your address as the coordinator of the proposed scheme to close Racecourse Lane.

I would like first to state that this proposal does NOT have universal approval from local residents and in fact (in my personal opinion) is due to the actions of a group wishing to impose their own agenda. While they are of course quite entitled to their opinions, I believe there are also a significant number of locals who oppose the scheme on the following grounds:

1. The safety of residents/schoolchildren while clearly of major importance, is not as critical an issue as has been made out –I am not aware of any reported accidents in recent years or “near misses” which would give rise to this. Doubtless the retort will be “one accident is too many” but decisions on the priority of traffic measures should surely be based on some actual data? Perhaps there is data that has not been made available to prove/disprove this point?
2. Those of us who live at the northern end will be significantly disadvantaged in that we will have no exit at all if there is congestion/ traffic delays on the Welshpool Road. This is already a tricky exit despite the 30 limit imposed some time ago.
3. Those living at the northern end will be faced with a significant new round trip to access the hospital or doctor’s surgery or the Mytton Oak road shops
4. The congestion caused by parents delivering children to the school and then having to turn and retrace their journeys will actually increase the risk of traffic/pedestrian accidents as well as increasing the traffic debouting onto the Welshpool Road junction (which has no roundabout, unlike Mytton Oak Road)
5. Simple traffic calming measures (chicanes/ speed limiters) would be just as effective and far less expensive if traffic speeds/dangers are the issue – these measures are already deployed effectively elsewhere in the town
6. Racecourse Lane is a valuable route to ambulance traffic to/from the hospital, I believe.
7. Finally, the cost has been advised as £30,000. (see 5 above). If correct, I am sure there are far higher Council priorities deserving of this amount of expenditure.

I look forward to your response.

Yours sincerely

Iain Gilmour
[REDACTED]
[REDACTED]

Shelley Davies

From: Jo Jones
Sent: 28 April 2016 13:24
To: traffic.engineering
Subject: Objection to Racecourse Lane

I wish to express my objection to the proposed road closure on Racecourse Lane. As a resident of 3 Oak Lane, SY3 5BW I have to use this road to access my house. My objections are for the following reasons:

- All traffic that needs to access Lambourn Drive area will now have to drive past the school to get there and to get out - most of these users currently use the Mytton Oak Road entrance of Racecourse Lane. This will make the traffic going past the school a lot more heavy and as there is no footpath on this section and the road is very narrow, this is very dangerous for children and parents.
- Furthermore due to the narrowness of the road and the tight t junction onto Welshpool Road, car users will find it more difficult. Also heading towards town direction we will need to cut across the traffic on a very busy road, which will cause delays and tailbacks at busy times back down Racecourse Lane.
- On the point about the road being narrow – buses regularly need to access Oxon School and currently they drive up one way of Racecourse Lane and then exit the other end, therefore not needing to turn the bus. They would have to turn in Lambourn Drive which will be very awkward and as they usually come at start/end of school day this area will be full of parked cars – potentially a major accident zone.
- Crossing the road to the sports field will still be busy and dangerous due to the extra traffic that no longer use the Mytton Oak Road entrance.

I really don't believe closing this lane will enhance the safety of pedestrians, due to the school's location and the sports field location, I believe it will actually make it worse.

I have lived here for 13 years and really haven't noticed an increase in traffic along the lane.

Regards
Jo Jones

Shelley Davies

From: Bruce Lindop [brucelindop@outlook.com]
Sent: 25 April 2016 20:25
To: traffic.engineering
Subject: Proposed closure of Racecourse Lane

As residents of Racecourse Lane, we object strongly to the full closure of the Lane which will deny us the right to choose which way we travel along it from our house. Our journeys (there are 4-6 drivers in our household) mostly involve exiting onto Mytton Oak Road and the closure would have a significant impact on local journey times, especially to the hospital where one of our daughters works. This proposed closure seems to be designed to solve a problem that isn't there – I travel up Racecourse Lane at all sorts of times of day and rarely do I see it being used as a "rat-run" or shortcut. People who don't live on the lane generally have quicker alternatives. A few vocal residents have decided undemocratically that it would be a good thing but surely a cash strapped council has better things to be spending our money on? I have spoken to a number of our neighbours and have yet to find one that is in agreement with the closure. Is the decision being made on basis of any evidence and if so what? Have volume and speed of traffic been monitored over a meaningful length of time? It seems that the proposal is based purely on speculation and distinct lack of facts.

We would support traffic calming measures, such as speed bumps, allowing residents and the emergency services access along the length of the lane.

We are also very unhappy at the size and quantity of the planning notices on the lamp post advertising the proposed changes (doesn't even mention "closure") and the short length of time (less than a week) allowed to raise objections. I only happened to see it because I had an email from Councillor Adams.

Please do not proceed without further investigation and consideration for the many residents who do not support this measure.

Yours sincerely

Bruce Lindop

[brucelindop@outlook.com]

[07778 435424]

[Kyllara]

[Racecourse Lane]



Shelley Davies

From: Pete Easton [REDACTED]
Sent: 28 April 2016 10:03
To: traffic.engineering
Subject: Proposed closure on Racecourse Lane

Dear Mr Brough

I wish to voice my opposition to this measure as a resident of Pump Lane off Racecourse Lane.

The measure proposed means a big increase of traffic at the Welshpool Road end due to the Primary School at this end. Granted this is only during term time and at two periods of the day but could become chaotic with people attempting to turn round. I use the Mytton Oak exit for a very good reason - I exit onto the major road via a roundabout which is quite safe. The alternative is across traffic on the Welshpool Road where people are still totally unaware the speed is restricted to 30 mph. Far better to ensure the speed on this is properly managed than restrict the flow of traffic along Racecourse Lane.

I have only lived here since last September but have never seen large volumes of vehicles along Racecourse Lane. I cannot see any logical reason to cut the road in two.

Pete Easton

Shelley Davies

From: Ian Kenney [REDACTED]
Sent: 28 April 2016 20:06
To: traffic.engineering
Subject: Pump Lane Bicton Heath

Dear Geoff

I've heard today with some concern that there is a plan to block Racecourse Lane to through traffic. This would be very disruptive to those of us living on Pump Lane with the continuing increase in General traffic having the ability to get out onto traffic routes at both end of Racecourse Lane is very useful. Obviously I'm not sure of the cost of this project, but I imagine the money could be well spend elsewhere.

Regards

Ian Kenney

Shelley Davies

From: Rebekah Lindop <rebekahlindop@gmail.com>
Sent: 26 April 2016 21:46
To: traffic.engineering
Subject: Racecourse Lane Bollard Objection

As a resident of Racecourse Lane, I strongly object to the full closure of the Lane. Living towards the Welshpool Road end of the lane, I will be on the wrong side of the bollards for easy access to my work in NHS sites- RSH, GP practices and easy access onto the A5 towards Telford and PRH. This sudden closure seems to be designed to solve a problem that isn't there, I often travel up Racecourse Lane and rarely do I see a buildup of traffic, other than the school run, which I believe the bollards will exacerbate, not improve.

What evidence is this decision being based on? Have volume and speed of traffic been monitored over a meaningful length of time?

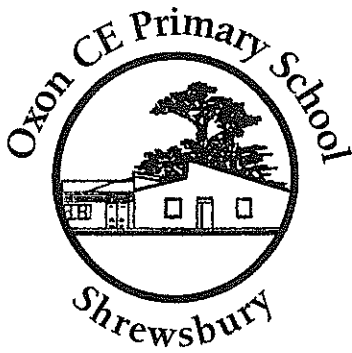
Please consider that by preventing 'through' traffic for non-residents, the proposal also prevents 'through' traffic for residents many of whom have bought houses on the lane for that very purpose. Please consider other options to keep all residents happy, those wanting to prevent through traffic and those wanting dual access like myself and my family. Surely traffic calming/speed bumps would be a more appropriate, safer and suitable proposal and solution.

I am also very unhappy at the size and quantity of the planning notices on the lamp post. This does not even mention "closure, and will be displayed for only a very short length of time for objections to be made. I was only aware of the notices because of other residents and I am sure many residents are unaware of these proposed changes.

Please do not proceed without further investigation and consideration for the many residents who do not support this measure.

Yours sincerely

Rebekah Lindop



Oxon Church of England Primary School

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HEADTEACHER Mr Mark Rogers B.Ed (Hons), NPQH

Monday, 25 April 2016

Dear Sir,

We continue to object to this proposal.

Previously we submitted these comments which we still believe are valid.

'Following a survey of the opinions of school governors and staff the outcome was overwhelmingly opposing this proposal to close the lane. The concerns about the proposed scheme are in relation to the safety of children and adults. In 2015, coaches entered Racecourse Lane to collect or deliver children to the school on 126 occasions. The usual time for this would be prior to departure (8.45am-9.15am) or following return (2.40pm-3.05pm). Under the proposed scheme, coaches are required to complete a 'three point turn' in the entrance to Lambourn Drive. This would involve coaches reversing at a time when the road is very busy. The situation could be helped by retractable bollards that dropped into the road when a member of school staff activated a fob or similar. Any retractable bollards would need to be accompanied by additional line markings of the correct standard.'

In response to the Mouchel report 1069370 we wish to make the following comments:

1. The results summary appears distorted. We understood the 'exhibition' was an exhibition not a voting exercise where a vote would be considered equal to an online submission. (A verbal comment could then be repeated in the online submission and count twice.)

School staff are overwhelmingly against the plan although significant numbers did not complete the online survey. A major reason for this was the very short time window available to respond to the consultation.

The report makes clear that the individual views of parents and governors who do not live or work on the lane are treated with little importance. It is very concerning that this distinction was not made clear as part of the survey. The only question used to identify residents/workers was postcode. School staff would naturally put a home postcode. The only way to identify school staff was through the comments they made additional to the main question. It would appear the survey was poorly constructed and disadvantaged those who work rather than live in Racecourse Lane.

2. The report states: 'Additional inconvenience would be incurred by parents dropping off their children to the school from Racecourse Lane as a result of the closure, so we consider this will encourage parents to use more appropriate and safer locations to drop off their children or possibly even walk to the school.'
 - This comment clearly demonstrates the lack of understanding officers have of the problems we face.



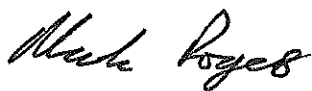
- **Where are these 'more appropriate and safer locations'?** Historically we had two 'park and stride' car parks. The first at Pensfold has now had a significant proportion used for building houses as agreed by Shropshire Council. The second was The Grapes pub which is recently been sold to Toby Carvery. This change of ownership means that parent use is very vulnerable to the economic demands of the new business (including breakfast opening). Additionally, the area opposite the school (the old Shelton hospital) is being developed into new housing. We repeatedly requested part of this land be granted to the school to improve parking and access at the front of school but were turned down. In every respect, things have become more complex, challenging and difficult.
3. The section of the report about the school ends 'Overall we consider that the potential safety benefits brought about by the scheme far outweigh the potential risks cited by the school in their consultation response.' We disagree about the overall safety benefits of the scheme, our concerns include:
- i. The general level of traffic congestion, in what will essentially be a large cul de sac, at the start and end of the school day. This situation will inevitably be exacerbated by factors such as delivery lorries, inconsiderate parking, volume of traffic and emergency vehicles.
 - ii. The difficulties in relation to coaches, school visits play a key part in our curriculum and we remain concerned about this. The idea that coaches can simply pick up from another location has many logistical and safety concerns. The idea that we can schedule coaches to arrive at times that avoid the start and end of the day is very problematic. The logistics of full day visits combined with the operational constraints of the coach companies mean that this suggestion is impractical on the majority of occasions.
 - iii. The exit onto Welshpool Road is also of concern with staff and residents (including Lambourn Drive) using a difficult entry and exit to Racecourse Lane.

The initial consultation stated that the school was, in some way, wanting the lane to be closed to support its travel objectives. We have never stated this. We note that all references to that have now been removed.

It speaks volumes that despite our very real concerns we were not even alerted about the formal notice to close the lane. It was only following my requests that the consultation report was made available to us and then the public.

This decision is being made in isolation to the complex and changing travel issues we are currently facing as a school. We have real concerns that it will make the front of our school more dangerous for children, parents, staff and members of the public.

We strongly object to this proposal.



Mark Rogers
Headteacher
Oxon CE Primary School

Shelley Davies

From: Ian Peterson [redacted]
Sent: 28 April 2016 23:22
To: traffic.engineering
Subject: Racecourse Lane Closure

Sir

I wish to register my objection to the proposed closure of Racecourse Lane in its current format. I visited the consultation and understand why the closure is situated to the south of Lambourn Drive but this fails to address some fundamental safety concerns:

1. Alternative drop of area of Pensfold - this has recently been halved in size due to a new housing development resulting in increased use of Lambourn Drive by parents.
2. Safety concerns regarding coaches - the timings of the coaches having to turn around in Lambourn coincide with school start and finish times. There are greater numbers of pedestrians with little or no road safety knowledge at these times (council sponsored road safety isn't taught until junior age). This is an increased risk.
3. Opinion weighting - while I understand the importance of residents views, to discount all non-residents as 'part of the problem' is wrong and does nothing to alleviate the concerns that the decision has already been made and the consultation is simply another box to tick rather than meaningful engagement. The only people directly approached were residents; all other opinions were from people with an interest in making the area as safe as possible for whatever they use Racecourse Lane for. In my case I have two children who attend the school and walk or cycle to and from there each day. The scheme is considered to make the area 'safer overall' - where is the evidence for this? When I asked about traffic levels, the team at the consultation had no time break down, nor did they have details for traffic that turns in and out of Lambourn. No evidence has been forthcoming as to how the scheme will make the area 'safer overall' - a phrase which raises concerns as if the scheme made it very safe for the majority of the time but near lethal for short periods it could still be safer overall.

The scheme could be improved if the crossing from the new Leaton Park development in the grounds of Shelton were made to coincide with the closure, reducing the need to walk along the stretches of the lane that do not have pavements. Alternatively, the whole area around the front of the school made a mixed use area, raised and with no lines, removing the need for pavements and forcing drivers to look for pedestrians rather than think that they're safely out of the way.

If the closure scheme is to go ahead I hope that there will be evidence gathered to support the consultants current hypothesis, including accurate traffic data not just for the lane but also for Pensfold and Lambourn Drive.

Yours aye,

Ian Peterson
[redacted]

Shelley Davies

From: nick rawlings [REDACTED]
Sent: 12 April 2016 18:01
To: traffic.engineering
Cc: nick rawlings
Subject: Racecourse Lane, Shrewsbury - closure to motor vehicles

I wish to lodge an objection to the proposed closure

I wish to object to the traffic barrier being sited on the South side of Racecourse lane:

1) On the morning of the 12th of April 2016 between the hours of 8.15 and 9.15;

31 Cars used Lambourn drive

1 Hotpoint delivery lorry (7 ½ ton) used Lambourn Drive

1 Recycling lorry (over 7 ½ ton) used Lambourn drive

(Local Councillor Peter Adams is more than aware of the traffic flow into Lambourn drive as he has been involved in a number of initiatives to encourage a reduction of traffic due to access problems for emergency services.)

1) All the traffic flow on Racecourse lane to service Lambourn Drive, Findon Way and Frinton Close will have to pass the entrance to Oxon school. At school start and finish times, when there is a school event or parents evening congestion is heavy and the road is reduced to single file traffic. Large vehicles will have difficulty in passing the school. This will cause back up of traffic towards Welshpool Road causing a safety issue for children travelling to and from school by foot. This particular part of racecourse lane from the school towards Welshpool Road has very little access by footpath. I realise that there is access by foot via Pump lane to the school, however this is a longer route and most parents tend to walk on the road.

2) All the traffic will have to pass through a specially designated 20mph school speed zone. The fact that there is a 20mph speed limit in place acknowledges that safety is an issue in the area. It does not make sense therefore to have a large proportion of traffic still using this area when it could be using the other end of the road where safety of children is not such a problem.

3) Citing the barrier on the South side will increase the traffic travelling towards Welshpool Road and subsequently past the exit from a playing field directly on to the road. Placing the barrier on the North side would mean a safer exit on to the road especially for children walking to and from school from the houses alongside the RSH, through the hospital grounds etc..

4) There is no designated footpath to the school on parts of the North side of Racecourse lane meaning that school children will be subject to the effects of this main traffic flow.

5) The smallest road width in Racecourse lane is 4.51 metres (Actual road width) outside Alma Cottage on the North side of Racecourse lane; this causes single lane traffic and would cause serious delays to emergency vehicles if met with an obstruction. It also coincides with an area with no footpath, reducing even more the room for vehicles and safety for pedestrians.

6) All the traffic leaving racecourse lane on the Northern exit will have to manoeuvre out on to the busy Welshpool road with no traffic management in place. Traffic waiting to exit on to Welshpool road will back up, again to the narrow part of the road outside Alma Cottage. This poses an additional safety problem for children travelling to and from Oxon School by foot. In addition at peak times emergency service access will be affected.

If the barrier is placed on the South side of Racecourse lane this will mean all this traffic would have access Lambourn drive, the school, houses on Racecourse Lane, Findon Way, Frinton Close and Oak Lane through the narrowest part of racecourse lane, 4.51 metres, (already a bottleneck) pass through a 20mph speed zone, pass the school entrance, pass pedestrians walking on the road to access the school and pedestrians using the playing field for access to work places, school places and leisure activities. Any emergency vehicle will have to enter and exit off the busy Welshpool road.

However placing the traffic barrier on the North side of Racecourse lane will mean;

1) Pedestrians will have almost unhindered access to the school with pedestrian access serving up to the traffic barrier and slightly beyond, encouraging walking to school rather than driving. Vehicles to the side of the barrier should only be access to a minimal amount of properties on Racecourse lane (between the school and the barrier) and the school traffic.

2) Pedestrians will have unhindered access to the playing fields.

3) A footpath would serve from just past the North side traffic barrier on Racecourse lane to Lambourn drive.

4) A footpath serves Racecourse lane from Lambourn drive to an alleyway that leads to Carlton close, once past the North side barrier on Racecourse lane pedestrians are served by a well-lit good quality pedestrian footpath that links up with the main pedestrian system in Bicton Heath and beyond. Therefore pedestrians walking from Carlton Close can walk safely to and from School.

5) The road leading to the South side exit has no bottle necks of or deviations in width

6) The access into Lambourn drive from Myton oak Road is served by a new traffic management island that allows safe entry and exit into Racecourse lane.

7) Access into Racecourse lane via the Island on Mytton oak road allows rapid access and exit for emergency vehicles.

I have also asked my MP Mr Daniel Kawczynski to enquire of how the proposal to site the barrier on the North side of racecourse lane could have even been considered as the correct option, it is clear from the evidence I have offered it is not, the option has not taken into account;

The access and exit into Racecourse lane.

Access and exit for emergency vehicles into Racecourse lane

The amount of traffic using Racecourse lane, (even from my snapshot in Lambourn drive this is a worry)

The traffic passing through the 20 mph school zone,

The traffic passing the school entrance

No footpath leading directly to the school

The traffic passing through access to the main playing area

However it is clear this proposal has been given careful consideration as meetings and posters have been held and produced but I do wonder how this ill-conceived idea got this far.

Nicholas Rawlings BSc (Hons) FdA. CSCT.RSA

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Shelley Davies

From: Jude James [REDACTED]
Sent: 28 April 2016 10:00
To: traffic.engineering
Subject: Racecourse Lane

FAO Geoff Brough

Re road closure at Lambourne Drive,i would like to ask for this not to happen,when this happened previously as a trial,their were major issues at the Pump lane end,at busy times ie Oxon School at start and finish of school day,also at commuting time for work. It all currently runs smoothly,and their have been no major accidents to my knowlage,so why change ?

Please register my displeasure at this project,and would ask for it to be shelved.

Regards Mark James

Shelley Davies

From: Katy [REDACTED]
Sent: 20 April 2016 22:33
To: traffic.engineering
Subject: Re racecourse lane closure
Attachments: Racecourse Lane Apr 2016.pdf; ATT00001.txt

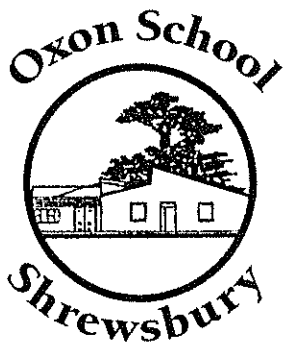
To who it may concern

Suggestion - please visit racecourse lane during the times of 8.30-9am and 2.30-3.15pm - visual inspection speaks for itself !!!

Closing this road is dangerous and WILL lead to accidents be it by cars, lorries, recycling vehicles etc - provide the school with alternative parking - this is essential, not a recommendation !!!!!

Kind regards

K cubbin



Oxon Church of England Primary School

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HEADTEACHER Mr Mark Rogers B.Ed (Hons), NPQH

Friday, 15 April 2016

Proposed Closure of Racecourse Lane

Dear Parents and Carers,

The outcome from the consultation for the proposed closure of the lane has now been published. This document can be found at <http://new.shropshire.gov.uk/get-involved/racecourse-lane-shrewsbury-closure-to-motor-vehicles> in a pdf document named '[Racecourse lane.pdf](#)'. The concerns raised by the school are acknowledged but the judgement has been made that 'Overall we consider that the potential safety benefits brought about by the scheme far outweigh the potential risks cited by the school in their consultation response.'

The above link relates to the formal proposal to close the lane which ends on 28th April 2016.

As a school, we continue to have strong concerns regarding the safety and risk this proposal will create for our pupils, parents and staff.

Submissions can still be made via e-mail to traffic.engineering@shropshire.gov.uk.

Yours sincerely,

Mark Rogers



Shelley Davies

From: Darren Griffin [REDACTED]
Sent: 25 April 2016 13:06
To: Transport
Subject: RE: Racecourse lane, Shrewsbury

Thank you.

Our concerns are that most of the traffic using Racecourse lane is heading from properties on Racecourse lane towards town or Copthorne schools etc. By blocking the lane half way up you will hugely increase traffic up towards the top end of the lane where it is actually at its very narrowest and this will without doubt cause safety issues. We oppose the idea as we feel that, as much as we agree with everyone else that the road needs some sort of pavement for the safety of walkers and cyclists this will only increase traffic levels at the top end where it needs less.

Thank you

Darren Griffin

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]