



Racecourse Lane, Shrewsbury
Proposed Road Closure Consultation Results Summary
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Introduction

A public consultation was held from Friday 26th February 2016 – Friday 11th March 2016 for the proposed permanent road closure of Racecourse Lane.

A public exhibition was held at Bicton Heath Community Centre on Friday 26th February 2016 between 15:00 and 19:00, which approximately 90 people attended. Fliers were delivered to all addressed off Racecourse Lane and its side roads to invite them to the event, where they could view the proposals and discuss the scheme with Shropshire Council officers and Mouchel engineers. People attending were asked to fill in feedback forms which asked for their postcodes, whether they supported, don't support or were indifferent and asked for any comments on the proposals.

A consultation was also carried out via the Shropshire Council 'Get Involved' website, where people could share their views on the scheme by completing an online survey. Also, a number of emails from local residents offering feedback were received during the consultation, so these have been collated for review.

Results Summary

The consultation responses have been collated and the postcodes provided have been used to split the results by those who live on or are connected to Racecourse lane and have to use it for access for their home or work, and those who do not live on or are connected to Racecourse Lane and are potentially using it as a cut through. A total of 206 responses were received to the consultation, of which 117 were from people who live/work off Racecourse Lane and 89 were from people that do not live/work off the lane.

Of the 117 responses from people that live on or connected to Racecourse Lane, 76 people (65%) support the closure, with 36 people (31%) not in support and 5 people (4%) were indifferent to the scheme. A breakdown of these responses is shown in Table A below:

Response Format	In Support	Do not Support	Indifferent	Total
Exhibition	45	18	2	65
Online Survey	28	18	1	47
E-Mail	3	0	2	5
Total	76	36	5	117

Table A: *summary of responses from people who live or work from addresses on or connected to Racecourse Lane*

Of the 89 responses from people that do not live on or connected to Racecourse Lane, 26 people (29%) support the closure, with 57 people (64%) not in support and 6 people

(7%) of people indifferent on the scheme. A breakdown of these responses is shown in Table B below:

Response Format	In Support	Do not Support	Indifferent	Total
Consultation	7	6	1	14
Online Survey	18	51	3	72
E-Mail	1	0	2	3
Total	26	57	6	89

Table B: *summary of responses from people who do not live or work on or connected to Racecourse Lane (I.E. those that are potentially using the lane as a short-cut).*

Summarised below are frequent comments made by those people who support the scheme:

- Cars are currently travelling down the lane at a high speed.
- Non-residents often use the lane as a shortcut.
- Noticeable increase in traffic with the new developments, only going to increase further when the constructions has been completed.
- The size of vehicles that are using the lane are not suitable for such a small lane.
- Closure will be safer for the children traveling to and from the school.
- There have been several near misses and needs closing before a collision occurs.
- Pedestrians and cyclists currently find the lane dangerous and unsafe.
- A closure will promote more people to walk and cycle.

Summarised below are frequent comments of those who do not support the scheme:

- Traffic calming measures would be preferred.
- Implement a one way system down Racecourse Lane.
- Concerns regarding emergency services access.
- Previous temporary road closures were problematic.
- Concerns with having to turn onto busy Welshpool Road.
- Currently hard to park near the school, a closure will make it even harder.

- Closure will lead to increased journey time and distances, thus increased fuel costs.
- Safety concerns when buses are using Lambourn Drive to 3 point turn.
- Location of the road closure would be better suited north of Lambourn Drive.

Oxon Primary School responded to the consultation stating that the school is unsupportive of the proposals and provided the following comments:

“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”.

A discussion was had with the head of the school at the public exhibition prior to them providing the above response, where the option of providing rising or locking bollards was discussed. It was explained that this would be unfeasible due to installation and maintenance costs, plus there are questions over the legality of allowing coaches to by-pass a closure supported by a legal order that are not carrying out a public transport service.

The proposed scheme provides adequate turning facilities for coaches from the school at Lambourn Drive. Given that the coaches travelling to the school are not transporting children along prescribed school travel routes, but are travelling to off-site facilities and activities, we consider that the school do have the option of scheduling the coaches to arrive and leave at times outside of school opening and closing times to enhance safety. We are aware that the school already uses cones to block off the adjacent layby when coaches are due to arrive near to opening and closing times, this would deter parents from dropping their children off via Racecourse Lane (alternatives are available via Pensfold) so, in theory, there should be less school traffic using the lane whilst the layby is closed off. Therefore if the school continue to cone off the layby when a coach (or coaches) is due, there should be less traffic on the lane during these times.

Given that the closure scheme is proposed with the aims of reducing traffic volumes using Racecourse Lane, we consider that there should be overall safety benefits as a result of the closure. 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. Whilst coaches will need to make turning movements at the Lambourn Drive junction, under normal circumstances these

can be made wholly within the carriageway. As footways are provided around this junction, we consider there are minimal safety risks associated with these turning movements. 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.

Conclusions

We consider that the consultation achieved a good level of response and provides a representative view of the surrounding residents and organisations. A greater weighting has to be given to the views of those who live or work off the lane as these people would be affected most by the proposal, and those people responding who live away from Racecourse Lane could be considered to be part of the problem that the scheme is proposed to address. Given that a significant majority of people (65%) who live or work off Racecourse Lane are supportive of the closure, we recommend that the scheme be implemented as planned.