

Crowmeole Lane Proposed Point Closure

Frequently Asked Questions (FAQ's)

Q. What is a point closure?

- R. A point closure or a 'modal filter' closes a street or a section of a street to motor traffic to prevent cars from driving through. This provides for a quieter and safer route for pedestrians, cyclists, scooters, wheelchair users etc (known as active modes or sustainable travel choices) to use. The provision of quiet routes will help encourage people to choose sustainable travel choices over private cars for short trips. This supports the commitment made by the Prime Minister in launching the Government's broader policy ([Gear Change](#)) to further promote Active Travel choices.

Q. Why was the trial point closure introduced on Crowmeole Lane?

- R. A trial point closure was introduced on Crowmeole Lane on 18 March 2021 via an Experimental Traffic Order (ETO) using funding granted from the Department for Transport's (DFT) Emergency Active Travel Fund (EATF). The trial point closure closed off a section of Crowmeole Lane, between its junction with Rad Valley Rd to its junction with Sandiway.

In line with the EATF's objectives to deliver quick emergency interventions to make walking and cycling safer in urban areas, the aim both was to create a safe corridor for walking and cycling to/from residential areas to access employment (including the Royal Shrewsbury Hospital (a major employer) as well as schools and key services in the area. The trial is set to end on the 18 September 2022.

Q. What has influenced the proposed changes to the Crowmeole Lane point closure?

- R. The trial point closure scheme is currently formed of signage only with no physical barriers to prevent access by through traffic. The lack of physical barriers have compromised the effectiveness of this scheme evidenced by the number of drivers who ignore the point closure and drive through it. Moderate numbers of pedestrians and cyclists have been recorded as using this route and the results of the public consultation exercise (undertaken between 18 March – 18 September 2021) indicate that there is support in the community for a follow-up scheme with enforcement measures in place to prevent drivers from contravening the road closure.

In total, 83 responses were received during the public consultation period of which 37% (n=31) supported, 24% (n=20) objected to the scheme and 39% (n=32) did not specify whether they supported the scheme or not. Although the results from the Public Consultation exercise were inconclusive with the highest proportion of respondents not specifying whether they supported the scheme or not, a higher proportion of respondents (37%) supported the trial scheme than opposed it (24%). These results provide the level of confidence needed to recommend a permanent ETRO. Note that a decision on the permanent Point closure is subject to further consultation as required as part of the application to the Secretary of State for an Order to designate a road closure for this section of Crowmeole Lane.

The proposed permanent point closure would close off the same section of Crowmeole Lane, between its junction with Rad Valley Road to its junction with Sandiway Road (in both directions) as the current trial point closure.

Q. What measures will be put in place to stop motor traffic from driving through the point closure?

- R. Council is proposing to introduce camera enforcement technology in the form of Closed-Circuit Television (CCTV) or Automated Number Plate Recognition (ANPR). This will mean that cameras will be installed at both ends of the point closure i.e. one on the Crowmeole Lane/Sandiway junction and one near the Crowmeole Lane/Rad Valley Rd junction to capture footage of unauthorised vehicles travelling through the point

closure. This footage will then be used to issue a Penalty Charge Notice (PCN) to the registered owner of the vehicle.

Q. What legal powers will Shropshire Council have to enforce the point closure?

R. Council has to apply to the Secretary of State for powers under [the Civil Enforcement of Road Traffic Contraventions \(Approved Devices, Charging Guidelines and General Provisions\) \(England\) Regulations 2022](#) (hyperlink) to be able to legally enforce the Crowmeole Lane point closure using the measures described above. To do this, Council is required to undertake a six-week consultation exercise which will inform us as to whether the public support this proposal or not. If there is insufficient support for the proposal, the application will not be made to the Secretary of State on this occasion.

Q. How much will I be fined if I travel through the point closure in my car?

R. Schedule 3 of the [Civil Enforcement of Road Traffic Contraventions \(Approved Devices, Charging Guidelines and General Provisions\) \(England\) Regulations 2022](#) set out the procedures for a uniform regime of differential penalty charges and certain discount and surcharge periods, which applies to ignoring the no entry signs on point closures. The Higher-Level Penalty Charge is £60.00 and the Lower-Level Penalty Charge is £40.00. The New Regulations allow for a 50 per cent discount if the PCN is paid early.

In accordance with Department for Transport's recommendations, if the decision is made to implement the point closure, Shropshire Council will have a 'grace period' for the first six months following the implementation of the point closure. This means that Council will issue warning notices for first time offences. The warning notice should advise that any further contravention will result in the issue of a PCN. Council is introducing this 'grace period' in recognition of the need to promote compliance and help motorists understand the consequences of contravening the point closure.

Q. What will the revenue collected from PCNs be used for?

R. Council has agreed to ring-fence all revenue received from PCNS to be used for investment in Council active travel projects, including travel behaviour change, educational and promotional activities as well as for cycle and pedestrian infrastructure.

Q. Will we see an increase in traffic on surrounding roads as a result of the Crowmeole Lane point closure?

R. There is likely to be an increase in vehicular traffic on surrounding roads as a result of the point closure as evidenced by the traffic surveys undertaken as part of the trial which saw a 32% increase in daily traffic flows on Oakfield Road and a 10% increase in daily traffic flows on Red Deer Lane. Despite these increases, traffic volumes on these roads remain moderate and traffic speeds have not increased.

If the proposed point closure goes ahead, traffic surveys will be undertaken every six months to monitor changes in traffic volumes on surrounding roads. If monitoring shows a continual increase in traffic volumes on surrounding roads, funding is available through the DfT administered Capability Fund to implement targeted travel behaviour change activities in the community, including School Travel Planning and community cycle skills activities.

Q. Will an increase in the traffic volumes on surrounding roads, including Oakfield Road and Red Deer Lane (as the parallel alternative through routes) increase the chances of road traffic accidents occurring on those roads?

A. As part of Shropshire Council's statutory duty under the Road Traffic Act 1988, it is required, in conjunction with West Mercia Police, to identify and assess accident cluster sites as well as develop and prioritise appropriate measures to prevent road accidents from occurring. To date, neither Oakfield Rd nor Red Deer Lane have been identified as accident cluster sites with known highway risks. Although it is likely that the proposed Crowmeole Lane trial will result in increased traffic on these roads, the daily vehicle flows will remain moderate and it is

unlikely that there will be an increase in the number of injury crashes in the area. However, traffic flows on surrounding roads will be monitored on a six-monthly basis and if continual increases in traffic flows are observed, travel behaviour change interventions (as outlined above) will be implemented.

Q. Why are buses exempt from using the point closure and will this present a risk to pedestrians and cyclists using the route?

A. There is currently a bus route along Crowmeole Road with hourly services in each direction (Monday – Saturday). The contractual arrangement in place between Council and Arriva, the bus service provider, means that Council need to create an exemption for buses along this corridor. This contract is being reviewed in....

Comparative research of other local authorities' point closures show that conflict between the modes is rare. The current service frequency of buses along Crowmeole Lane is currently low with one bus service in each direction hourly between the hours of 9.34am and 4.41am (Monday – Saturday) - which is outside of morning peak hours and outside of commuter peak hours (note: this is not outside the school afternoon peak hours). Additionally, bus driver education will be put in place if the proposed point closure is implemented, the aim of which will be to encourage bus drivers to travel at low speeds along this corridor (< 20mph) and be vigilant of pedestrians and cyclists at all times.

Q. Who is eligible to apply for an exemption?

A. The physical location of the point closure allows for residents in surrounding streets to access their properties from the sections of Crowmeole Lane that are not closed off to motor traffic (between the Mytton Oak Rd and Rad Valley Rd junctions and the Radbrook Rd and Sandiway junctions). It prevents through access for vehicles allowing for a lightly trafficked and therefore, safer route for pedestrians and cyclists

along the entire length of Crowmeole Lane. The only exemption that will apply will be for the Number 12 Bus service.

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