

# 1. What do we know?

## Racecourse Lane

- The lane is narrow and rural in nature, but provides an access for around 300 properties plus the doctors surgery and Oxon School
- Off-carriageway footway facilities are limited, people have to walk in the road
- Other more suitable routes for 'through' traffic are available along Gains Park Way, Shelton Road and A5
- Safety concerns around Oxon School
- Local large developments will increase traffic on the lane by 10-20% if no action is taken (Bowbrook Meadows, Shrewsbury West SUE, Shelton Hospital etc.)



Concern has been expressed by local residents for a number of years over the level of traffic using Racecourse lane and the safety of people around the Oxon School access. Due to ongoing housing developments in the area which will increase local traffic, the problem is likely to get worse unless action is taken to redirect 'rat-running' traffic to more appropriate roads.

### Public Meeting, December 2014

A public meeting was held at Bickton Heath Community Hall in December 2014 to discuss the traffic problems at Racecourse Lane. All residents who use the lane for access (including the side roads) were invited to the meeting, which was attended by around 45 local residents.

A Shropshire Council engineer gave a short presentation to outline the problems and any possible solutions and residents were given the opportunity to ask questions and discuss their views with Cllr Adams and the engineer. A preference towards a closure was expressed at the meeting and residents were asked to vote to keep the lane open or to close it: just 5 people voted to keep the lane open, but **36 people voted for the closure.**

Following the public meeting Shropshire Council's highways team have been investigating the options for a closure to through traffic and the scheme presented today is considered to be the best workable option and provides good value for money.



## 2. What is proposed?



### Closure.

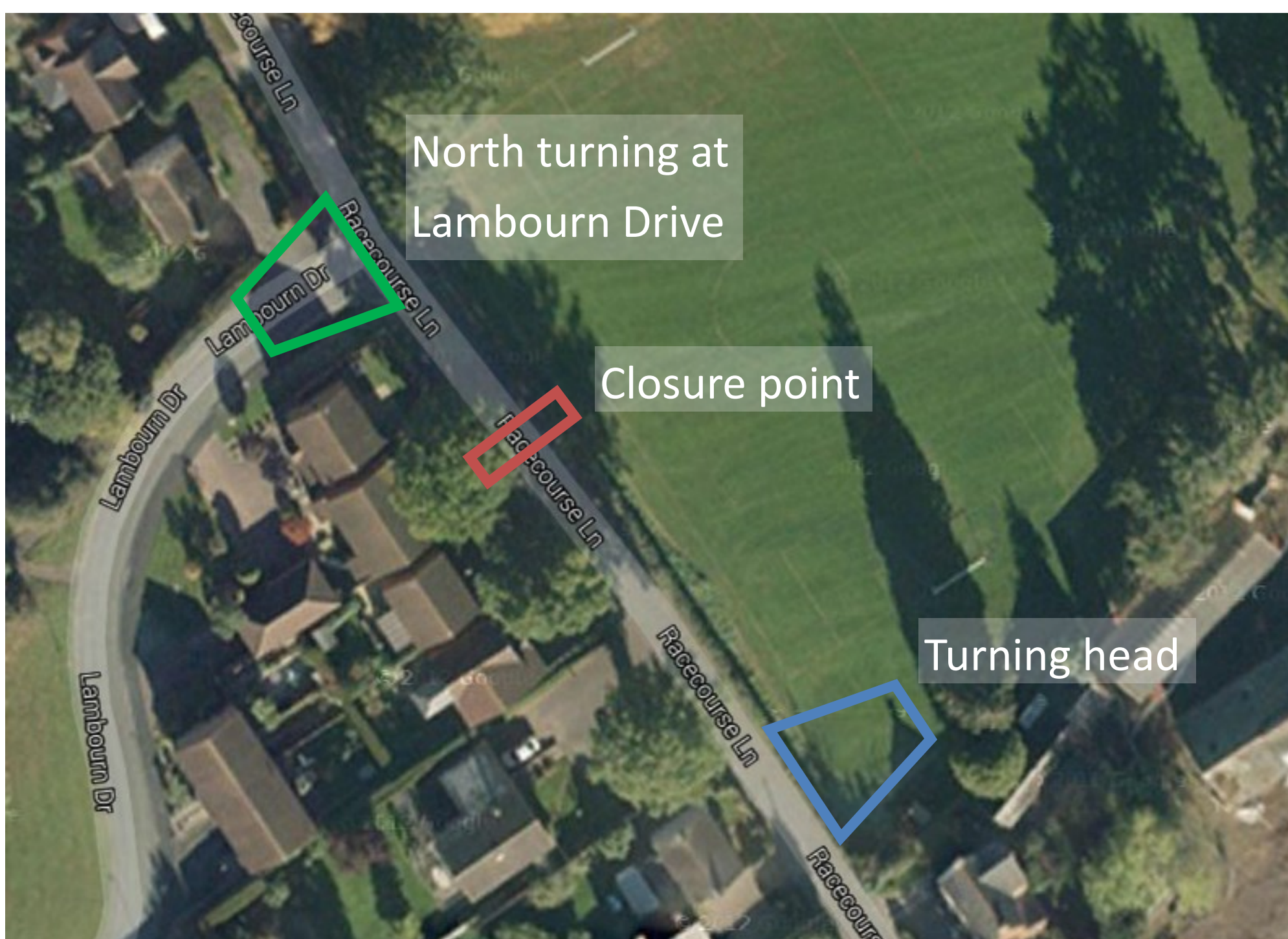
The lane is proposed to be ‘severed’ to through traffic movements to the south of Lambourn Drive, a line of kerbs and bollards would be placed in the road like those placed between Carlton Close and Lambourn Drive (shown right). Pedestrians, cyclists and mobility vehicles would still be allowed to pass along the full length of Racecourse Lane. ‘No through-road’ signs would be erected at either end of Racecourse Lane at the junctions with Welshpool Road and Mytton Oak Road.



### Turning Traffic.

Traffic using the northern (Welshpool Road) side of the lane will be able to turn around in the Lambourn Drive junction. We have modelled turning movements of HGV's and buses/coaches here and these vehicles are able to turn around by doing a ‘three-point’ turn.

For the southern (Mytton Oak Road) end of the lane we're proposing to construct a ‘turning head’ in the south-eastern corner of the recreation ground. The existing football pitch and other existing sports facilities would be unaffected by this proposal.



### Why not Traffic Calming or just Widen the Lane?

Traffic calming has been considered and was discussed at the public meeting, however this would not solve the problem as it would only deter a small number of drivers from using the lane and would have some negative impacts. Traffic calming is expensive, unsightly and can create noise pollution.

Widening works to the lane would not be feasible as sufficient public land is not available to do this and the work would be very expensive. Plus widening the lane is likely to encourage more and faster moving traffic which would be environmentally harmful to the local character of Racecourse Lane. Other more appropriate routes are already available for these traffic movements.



# 3. What this means for you

## Advantages

- The scheme will remove the traffic currently using the lane as a local shortcut, we consider that a reduction in traffic volume should be safer for everyone using the lane.
- People should feel safer to walk and cycle along the lane, particularly to Oxon School; this should result in some people using their cars less when making local trips.
- The scheme is cost-effective.
- Less traffic will enhance the rural character of the lane.
- Enhances safety around the Oxon School layby by reducing the risk of conflict be-

## Disadvantages

- Small increase in journey time for residents making some local trips by car.
- Possible minor increase to carbon emissions due to longer routes (although many through vehicles are currently delayed on the lane meaning their emissions are high).

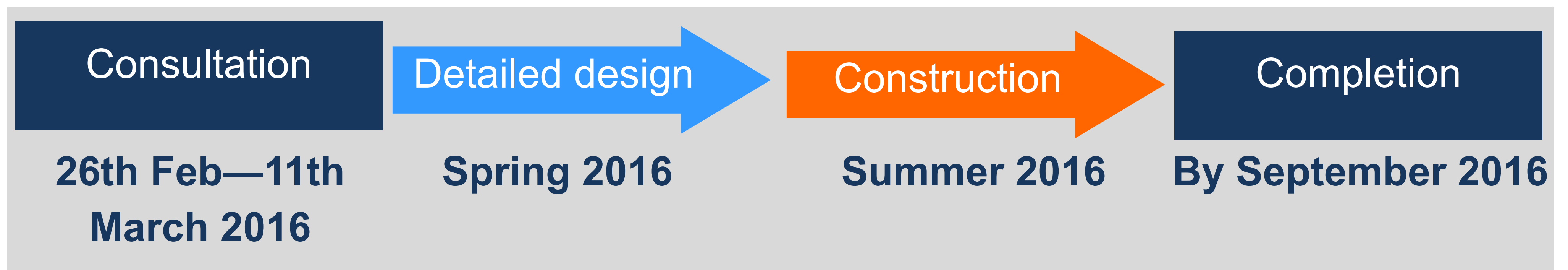




## 4. What next?

### Funding and timeline

Shropshire Council has identified funding to deliver this scheme before March 2017. The scheme is likely to cost around £30k to design and build.



**Before a final decision is made we would like to hear your views on this proposal.**

### Giving feedback

Please complete the response form provided to give us your feedback.

An electronic copy of the response form together with all the information on display today will be available on Shropshire Council's website from Friday 26th February until Friday 11th March 2016.

Please leave your completed response form at the exhibition or submit online to Shropshire Council before Friday 11th March 2016.

**[www.shropshire.gov.uk/get-involved](http://www.shropshire.gov.uk/get-involved)**