

FAQs - Elgin Road scheme

I'm expecting a delivery to my home during this experimental road closure / motor traffic restriction period – will the delivery get to me?

Although access to the area will change as a result of the measures, access will be maintained to properties by at least one route.

Will the closure result in rubbish and recycling vehicles reversing back or can they go through the closure?

Public service vehicles will be allowed through the traffic restriction / closure points as they will be exempt in the traffic order

Will residents be exempt from the closure / traffic restriction?

Residents will not be exempt from the traffic restrictions.

Will the scheme result in traffic diverting to surrounding roads that may be unsuitable to take an increase in traffic numbers?

The traffic restrictions should not result in a displacement of traffic into other residential side roads off the main roads of Stafford Road and Woodcote Road as they have been located to stop non local traffic from entering the areas either side of the restrictions

Will the scheme result in a longer journey for residents to access their road?

Depending on where you live and where you want to travel the restrictions may result in a longer journey.

What data will the Council collect to evaluate the trial?

We will have traffic counts in roads in the area and accident data before any measures are installed and these will be repeated once the measures have been installed. The feedback received during the informal engagement and the feedback received during the trial period will be documented and considered.

Will the scheme cause congestion and pollution on the main road?

The traffic restrictions will displace some drivers on to Stafford Road and Woodcote Road but may also encourage some people to reduce their car journeys.

Will the scheme impact access to local shops?

Although access to the area will change as a result of the measures, access will be maintained to residential properties and businesses by at least one route.

Will you be monitoring air pollution in and around the area and will the results be published?

We will not be arranging air pollution monitoring but will be using the traffic data to inform us if traffic levels have changed.

What will the measures look like?

It is proposed to use planters as they are a quick temporary way to create a physical barrier. They can be moved to change the road layout if necessary during the experiment period.

Will the planters be maintained and by who?

The planters will be maintained by the company that supplied them.

Won't people do U turns and cause gridlock?

We would expect in the first few weeks of introducing the restrictions that there will be some drivers not taking notice of the advanced warning signs of the closures ahead and causing some traffic disruption but over time this will occur less and less.

Will there be good advanced warning signs of the restrictions ahead?

There will be signs at the restriction points and all roads approaching the restriction points.

Will the enforcement cameras be in operation from the start of the scheme?

The aim would be to have the enforcement cameras in operation from the start of the trial to ensure the restrictions are effective. We expect there would be a period at the start of the trial however when warning notices instead of fines would be issued.

Who will make the decision to either keep or remove the restriction after the trial period?

The feedback being received, along with traffic data, will inform senior Council officers, ward councillors and the Chair of the Environment and Sustainable Transport Committee to decide.

Where is the funding coming from for this trial?

Funding for this scheme is coming from Transport for London via the Local Implementation Plan programme.