



Clewer & Dedworth Low Traffic Neighbourhood Consultation

The RBWM are committed to creating people-friendly streets and neighbourhoods that actively encourage walking, cycling and using public transport. Traffic on residential roads has increased by 44% in the last decade in the UK meaning residents are being exposed to far more noise, pollution and road danger. The proposed Low Traffic Neighbourhoods (LTNs) seek to address this.

LTNs are comprised of modal filters (where roads are closed to motor through-traffic) using fixed bollards, large planters or even small pocket parks at various locations within a designated area. Modal filters maintain through-access for those walking or cycling but prevent motorised traffic from using the certain roads as cut-throughs (or 'rat runs') to avoid main roads. Residents of any street with a modal filter will still be able to access their homes via car.

Reduced through-traffic on residential roads and near schools helps to provide safer spaces for active travel and social distancing, as well as lowering noise and air pollution. LTNs aim to make areas more pleasant to use and evidence indicates that they enable more walking and cycling and improve health.

When it comes to change councils tend to hear from those who do not support the proposals. Yet recent English Polling shows widespread support for these types of schemes with 78% wanting less traffic on local roads. The Department for Transport has urged us to try and draw out the views of everyone. We therefore welcome comments from everyone - including those who are supportive.

These closures/filters are proposed for the following locations:

- Manor Road/Dedworth Road
- Stuart Way/Dedworth Road
- Vale Road/Dedworth Road
- Parsonage Lane between Haslemere Road & Rectory Close
- A bus gate on Tudor Way/Dedworth Drive
- Kentons Lane/Dedworth Road
- St Andrew's Crescent/Bell View
- Hatch Lane/Bailey Close
- Gallys Road/Smiths Lane

Current restrictions prevent us from engaging with residents on-site and in person.

Final plans will be developed in February and March and aim to be installed as quickly as possible thereafter using an experimental traffic order. Ongoing monitoring will help us to ensure the locations chosen are as effective as required.

Please respond by 9th February 2021

The best way to respond is via the Survey on the consultation website:

<https://consultprojectcentre.co.uk/rbwmltn>

If you have no access to a computer then please write to the address below with your comments. Clewer & Dedworth LTN Consultation, c/o Infrastructure, RBWM, Town Hall, Maidenhead. SL6 1RF



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What is a Low Traffic Neighbourhood?

A Low Traffic Neighbourhood (LTN) aims to improve street environments and local neighbourhoods for walking and cycling, and to create more opportunities for people to meet on the street. An LTN introduces access restrictions, known as 'modal filters', to prevent motor vehicles from using local streets as a cut through to avoid main roads. Often, vehicles will use local streets to shorten their journey times, but at the same time increasing local traffic, road danger and pollution levels, and therefore making it harder for residents to consider more sustainable modes of transport such as walking or cycling for local journeys.

What is a 'modal filter'?

'Modal filters' are either physical barriers on the road, such as planters or bollards, or can be signposted and monitored with enforcement cameras. Modal filters created with physical barriers will restrict access for motorised vehicles but will still allow enough space for pedestrians and cyclists to travel through.

Will I be able to access the road I live on by car?

Local residents, businesses, visitors, emergency services and other service providers such as waste collection, utilities and deliveries will still have vehicular access to every address within an LTN scheme, although they may need to take a slightly different route than before. We have consulted emergency services to ensure that the scheme meets their requirements.

What about the impact on the wider area from displaced traffic?

Restrictions will initially be put in place using an Experimental Traffic Order (ETO) which allows us to trial things in a 'live' situation, and then make changes to the order if required. The impact on the surrounding area will be monitored and if there is an adverse effect on the wider area due to this scheme the ETO can be adjusted.

What is an Experimental Traffic Order?

An Experimental Traffic Order (ETO) is like a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, controlled parking and other parking regulations indicated by double or single yellow line etc. The ETO can also be used to change the way existing restrictions function. An ETO is made under Sections 9 and 10 of the Road Traffic Regulation Act 1984. ETOs can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Changes can be made during the first six months of the experimental period to any of the restrictions (except charges) if necessary, before the council decides whether or not to make the scheme permanent.