

FREQUENTLY ASKED QUESTIONS (FAQ's)

Is leaving things as they are an option?

Yes. The options presented have been carefully considered by the Council and are practicable and deliverable (subject to TfL approvals). The public consultation will help better understand the views of residents.

If there is support for traffic measures what are the timescales?

The consultation will take place in August/September 2026. The results will be analysed and considered by way of Delegated Decision Report, and if supported traffic reduction measures would be introduced later in 2026 (subject to LBRuT & TfL approvals).

What are the benefits of introducing traffic measures on an experimental basis

Subject to consultation and approval, traffic management restrictions will be introduced under an experimental traffic management order. This allows for prompt introduction of measures, with the first 6 months of operation forming the statutory public consultation period. Residents would be encouraged to submit representations during this period.

An experimental scheme can be easily modified in response to 'real-life' conditions. A formal decision would then be made to either make the measures permanent or removed within 18 months of their introduction.

How will the success or otherwise of any experimental scheme be measured?

Subject to consultation and Committee approval and prior to any changes being introduced, a comprehensive set of before speed and volume traffic surveys will be undertaken. The surveys would then be repeated following scheme implementation to assess effectiveness, and whether amendments or additional measures need to be considered. Feedback from residents will also be used to inform the success of the scheme and what, if any, modification(s) may be required.

Is this another Council revenue raising scheme?

No. If an ANPR camera enforcement scheme is introduced, virtual residents' permits (allowing access through the camera enforced traffic restrictions) will be issued free of charge. If other road users ignore traffic restrictions they may be subject to a Penalty Charge Notice (PCN).

Will visitors and deliveries be able to access the wider Ailsa Road area without the need for a permit?

Yes. Access to all properties will be maintained for non-permit holders at all times. It is possible that non-permit holders may need to take alternative route(s) to reach their destination. Adequate advanced warning signage will be provided so non-permit holders

are advised of any traffic restrictions in good time and will be able to take alternative route(s).

Won't these proposals lead to increased traffic on local roads?

NO. It is expected that volumes of through traffic will be reduced in the wider Ailsa Road area. It is possible there may be some displacement of traffic to St Margarets Road, but as this is a classified A main road this is where through traffic should be.

These proposals only appear to address north to south through movements

Officers have developed traffic management options they believe are practicable, deliverable and can address the specific issues identified. Traffic surveys have confirmed that the higher, non-residential through traffic movements are north to south bound and these proposals are expected to significantly reduce this predominant through traffic movement.

Why have NO MOTOR VEHICLE restrictions (except permit holders) been proposed to operate Monday to Sunday?

Restrictions operating 7am – 7pm, Monday to Sunday, will discourage through traffic at the busiest times of day and support driver understanding of the restrictions in the area.