

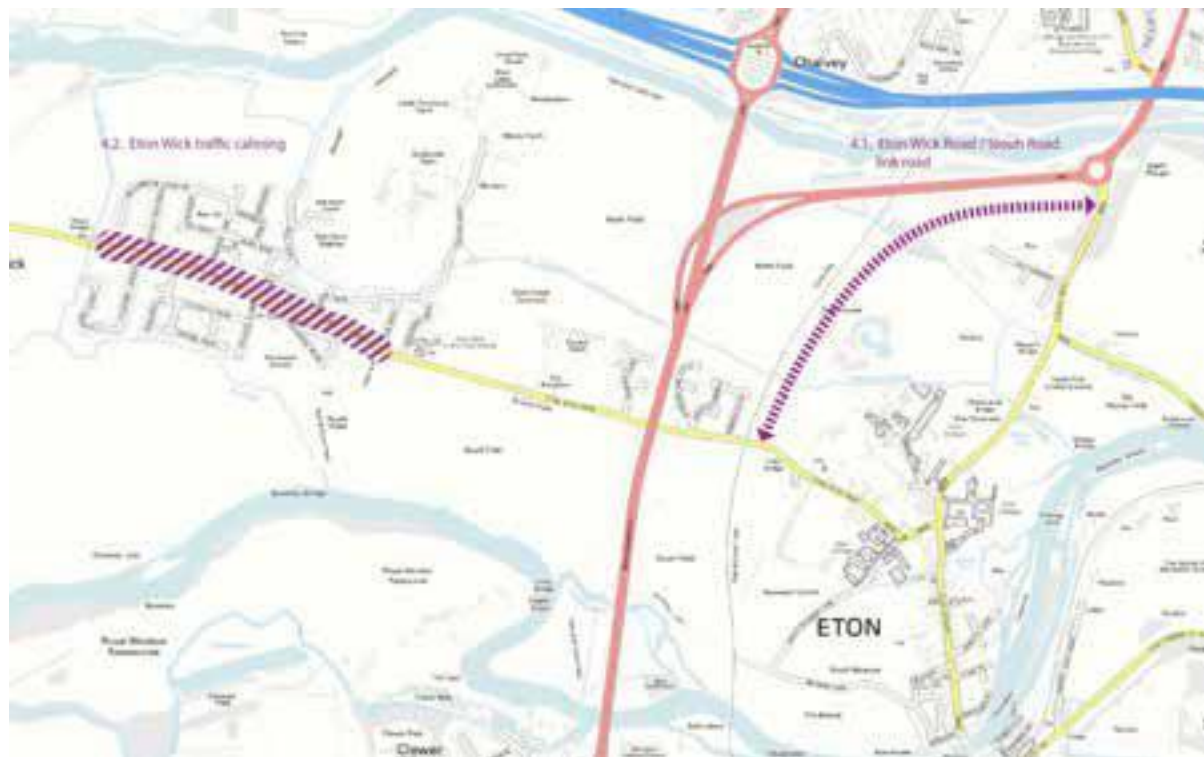
## Eton and Eton Wick Traffic Improvement

*Discussion Document*

### 1. Aim

To reduce the negative impacts of traffic in Eton and Eton Wick by introducing a bypass between Eton Wick Road and Slough Road, and introducing traffic calming measures with Eton Wick. It is intended that the proposed measures will reduce air pollution in Eton and Eton Wick, and improve pedestrian and cycling safety along Eton Wick Road, Keate's Lane and Slough Road.

*Figure 1.1. Link road strategy map*



This document is intended to serve as consultation device to be appended to the Eton and Eton Wick Draft Neighbourhood Plan. This document serves to explore draft project #6 outlined in the Neighbourhood Plan.

**This document, however, is not integral to the Neighbourhood Plan and should be evaluated independently.**

## 2. Justification

The Keate's Lane/Slough Road Junction at Eton College has become increasingly busy over many years and this has now led to considerable congestion from all directions at peak times. Coming with this increase in volume of traffic is an increase in air pollution and regularly pollutant levels are now near the maximum allowed. Although the pollution comes from the vehicles especially when waiting at the traffic lights it is enhanced by the 'canyon effect' of the narrowness of Keate's Lane and height of the buildings which restrict air movement to clear the pollution. As nothing can be done about the buildings or the width of the road a solution has to be found to reduce the volume of traffic in this area. With the increase in traffic comes an increase in pedestrian and cycling safety issues which need to be addressed. The main pedestrian safety issue is with Eton College students particularly at class changeover times when the volume of students on the move far exceeds the capacity of the pavements with students regularly spilling into the road and their need to cross all the roads in the vicinity puts them further at risk of this increase volume of traffic. The lack of a commuting cycle lane on the Eton Wick Road from the railway bridge south along with parked cars puts cyclists safety at risk from this increased volume of traffic.

Other than a general increase in car users there may be three further contributing factors to the increase in volume of traffic, poor bus service, cycling safety and the congestion of local primary routes making the B3026, of which this is part, a favourable 'rat run' from South Bucks villages and Maidenhead to Datchet and beyond although this factor has yet to be confirmed by survey.

## 3. Community Consultation

The results from a recent community consultation for the Neighbourhood Plan supported a new bypass to help resolve the congestion issues around the Keate's Lane / Slough Road Junction in Eton.

Discussions regarding these proposals have been held with key stakeholders including the Royal Borough of Windsor and Maidenhead (RBWM) and Eton College, who both gave positive feedback for the proposed bypass.

From the consultation results, however, we have identified there are more residents in favour of the bypass scheme in Eton as opposed to Eton Wick. The comments from Eton Wick residents identify there is real concern that any improvements will bring further traffic using Eton Wick as a 'rat run'. It has therefore been concluded as imperative that any bypass intervention between Eton Wick Road and Slough Road must be accompanied by traffic calming measures in Eton Wick, which are detailed in the following chapters.

Relevant consultation responses from the Eton and Eton Wick 2015 consultation work are as follows:

- 1) In favour of a Keate's Lane relief scheme: Eton Wick – 56%; Eton – 71%; Overall - 60%
- 2) Would you use an improved bus service to:

- a. work – 27%;
  - b. Eton/Windsor /Slough – 94%;
  - c. doctors (in Eton) – 68%
- 3) Would you start to cycle if safer route (Eton Wick responses): Eton Wick - 47%

## 4. Proposal Fundamentals

This section will outline the essential framework for how Eton and Eton Wick traffic improvement could be realised.

### 4.1. A link road between Eton Wick Road and Slough Road

This is suggested as the only most credible route both financially and practically by the Neighbourhood Plan Transport & Infrastructure Group.

**Summary:** Build a new two-way road from Eton Wick Road just east of the Railway viaduct to join Slough Road just south of the Relief Road spur roundabout. The junction with Eton Wick Road will be either a roundabout or the new road will link with Eton Wick road to make the main carriageway with the road from Eton being a T-junction.

*Figure 4.1. Proposed Eton Wick Road – Slough Road link road*



Arguments for and against this option are:

Table 4.1- Summary table for a link road between Eton Wick Road and Slough Road

For	Against
Should remove up to 80% of traffic going through Keate's Lane/Slough Rd. junction in both directions (survey required)	High Costs
Improve safety for College students	College land, possibly Lammas land, required
Considerably reduces pollution in Keate's Lane and around nearby road fronting areas of Eton College	Loss of one house and alterations to College golf course
Make cycling safer to/from Eton due to less traffic in southern section of Eton Wick Road and Keate's Lane.	Potential to increase 'rat run' traffic in Eton Wick (needs to be implemented along with an Eton Wick traffic calming scheme)
	Eton bound traffic will still use Keate's Lane junction
	Environmental impact

## 4.2 Traffic Calming In Eton Wick

Any consideration given to a Keate's Lane/Slough Road by-pass must go hand in hand with a traffic calming scheme for Eton Wick village centre.

**Summary:** To deter the B3026 becoming a 'rat run' Eton Wick village centre must have a traffic calming scheme. The minimum it will require is a 20mph zone with planters at points in the ghost central reservation with build-outs at the beginning and end of the scheme giving priority to out-going traffic.

Figure 4.2. Indicative plan of Eton Wick traffic calming interventions



## 5. Additional Options To Enhance Traffic Calming

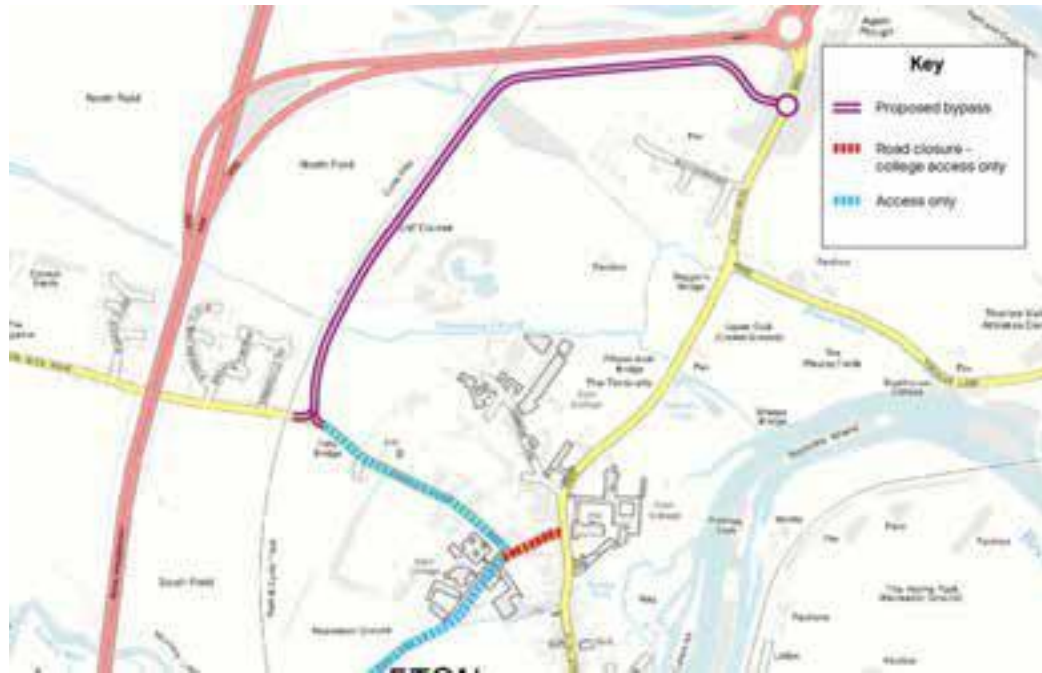
The provision of by-pass for the Keate's Lane/Slough Road junction opens up the possibility of the partial closure of Keate's Lane with many benefits to the area including fostering a safer environment for pedestrians and cyclists as well as decreasing local pollution levels. There are several options that use the existing local roads or extending the proposed bypass to allow this to happen:

- 5.1 Using the new Link Road (by-pass) as only route between Eton and Eton Wick
- 5.2 Widening South Meadow Lane/Meadow Lane to take traffic between Eton and Eton Wick
- 5.3 A link road between Eton Wick Road and South Meadow Lane along the east side of the railway.
- 5.4 Similar road layout to option 4 but with a one-way system operating.

These options are appraised in the following sections.

### 5.1. Closing Keate’s Lane and making the new link road the only route between Eton and Eton wick

**Summary:** To make the proposed Link Road the sole route between Eton and Eton Wick with the south end of Eton Wick Road for access only including increasing parking. Close Keate’s Lane to traffic except College’s own vehicles and cycles and gate for exit only. Gate Meadow Lane allowing pedestrians and cycles only at the junction of South Meadow Lane and west of parking area (making a turning circle).



**Arguments for and against this option are:**

*Table 5.1- Summary table for a closing Keate’s Lane and making the new link road the only route between Eton and Eton wick*

For	Against
<b>Reduction of air pollution throughout College</b>	Longer route to between Eton and Eton Wick but possibly taking only little longer
<b>No traffic in Keate’s Lane excepting College vehicles</b>	
<b>Remove traffic light and partially gate Keate’s Lane with give-ways to exit</b>	
<b>West College becomes relatively traffic free providing extra safety for boys</b>	
<b>Considerably safer routes for cyclists.</b>	
<b>Very little additional cost over Link Road</b>	

<b>Possible increase in roadside parking in Eton Wick Road</b>
<b>South Meadow Lane access only traffic</b>
<b>Meadow Lane partially closed and possible increase in resident parking</b>
<b>No harm to ancient hedgerows</b>
<b>Slough Road at College will only have traffic to and from Eton making it safer for boys</b>
<b>Possibility of semi-shared space (road still clearly marked) on Slough Road at College</b>

**5.2. Close Keate’s Lane and Widen South Meadow Lane / Meadow Lane**

**Summary:** In addition to providing a new Link Road between Eton Wick Road and Slough Road, it is proposed that Keate’s Lane could be closed to motorised traffic except for access, and South Meadow Lane/Meadow Lane is widened for two-way traffic to take all traffic both ways between Eton and Eton Wick. This proposal is aimed at reducing traffic to and from Eton except access to College and Brocas. It is proposed that Keate’s Lane would be closed through partial gating with give-ways to exiting vehicles. It may be necessary for buses to use the link road route or Keate’s Lane between Eton and Eton Wick as Meadow Lane/South Meadow Lane may not be suitable for buses



### Arguments for and against this option are:

Table 5.2- Summary table for a link road between Eton Wick Road and Slough Road

For	Against
<b>Keeps a more direct route between Eton and Eton Wick for light vehicles</b>	Increase in traffic and pollution in South Meadow Lane section of College affecting boys' safety
<b>Air pollution improved throughout College except South Meadow Lane section</b>	Cost of widening, upgrading and kerbing
<b>Removal of traffic lights at Keate's Lane</b>	Loss of ancient hedgerows if full statutory width carriageway built
<b>No traffic in Keate's Lane excepting College / access vehicles</b>	Loss of 13 residents parking spaces and probable loss of long-term roadside parking
	Meadow Lane/Eton Court junction very acute angle with vehicles cutting the corner
	Increase in traffic and pollution in South Meadow Lane section of College affecting boys' safety

Some of the negative impacts of this option may be mitigated by only widening South Meadow Lane / Meadow Lane at specific pinch points. This would potentially help reduce costs, reduce damage to the environment, and require the loss of fewer parking spaces. However, the feasibility of exploring this option further would require further analysis.

### 5.3. Extend the Proposed link road to Meadow Lane, close Keate's Lane and widen Meadow Lane

**Summary:** To introduce a new two-way road running east of the railway viaduct to link Eton Wick Road with Meadow Lane, in addition to the proposed Eton Wick Road / Slough Road Link Road. Meadow Lane will require widening to handle new 2-way traffic. This will make a complete Eton bypass and will facilitate the closure of Keate's Lane to motorised traffic, except for access.





Arguments for and against this option are:

Table 5.3- Summary table for a link road between Eton Wick Road and Slough Road

For	Against
Possible to close Keate's Lane except for College access and cycles and remove traffic lights	Very costly
South end of Eton Wick Road restricted vehicular access plus cycling	Loss of ancient hedgerows in Meadow Lane
Reduction of traffic using Slough Road at College	College land, possibly Lamas land required
Increased safety for cycling	Loss of residents parking in Meadow Lane
Increased safety for College students on all roads through College	Environmental costs
Possible increase in parking in south end of Eton Wick Road	
Most of pollution at junction will be removed	
Will make a complete alternative route in and out of Eton in event of a road closure	
Meadow Lane/Eton Court junction very acute angle with vehicles cutting the corner	

5.4. Introduce a one-way system into additional option 5.3

**Summary:** The same as Additional Option 5.3 but with a single-way road running east of the railway viaduct between Eton Wick Road with Meadow Lane instead of a two-way road. This results alleviating the need to widen Meadow Lane. Keate’s Lane would also be opened to one- way traffic from East to West.



Arguments for and against this option are:

Table 5.4- Summary table for a link road between Eton Wick Road and Slough Road

For	Against
<b>One-way system would make cycling safer</b>	High cost
<b>Possible increase in parking spaces on Eton Wick Road</b>	College land and possibly Lammas land required
<b>Some reduction in pollution in Keate’s Lane</b>	Loss of residents parking in Meadow Lane
<b>Some increased safety of College students</b>	Environmental costs
<b>Possible to remove traffic lights at College</b>	One-way system may make management operations within Eton College difficult

## 6. Next Steps

**Neighbourhood Planning Group Suggestion:** The Neighbourhood Plan Steering Group propose that constructing the bypass (Option 4.1) is the essential requirement. However if the subsequent decision

is made to close Keate's Lane for vehicular traffic (Option 5.2) this is considered as the optimum outcome.