

APPENDIX E



HEADSTONE LANE/ PINNER VIEW / HEADSTONE GARDENS JUNCTION IMPROVEMENTS INFORMATION LEAFLET

INTRODUCTION

Harrow Council began working on safety proposals at the busy Headstone Gardens/Harrow View/Headstone Drive junction because we expect the thousands of people moving into the Kodak development to bring more traffic.

In May, the Council consulted more than 2,200 local people about plans to put the brakes on the chance of a serious road accident and change the way drivers and pedestrians navigate it.

The junction has four sets of traffic lights and proposals include restricting right turns. A green man crossing system would help the hundreds of pedestrians trying to get to nearby shops and businesses, bus stops and homes every day.

Over the years we have also received concerns from people living and working nearby, as well as MPs. The owner of the Kodak redevelopment had already agreed to contribute financially to safety proposals.

The Council received 479 responses and wants to thank each of you for your time and insight. In general, people acknowledged the priority of the scheme is pedestrian safety. Below, we respond to the 9 main points raised (in bold below) and try to alleviate any concerns:

1. The proposals will increase traffic flow on residential side streets that are unsuitable to take any additional flows and will increase congestion, pollution and journey time.

The Council commissioned an independent study to assess these impacts because we recognise it is a risk. Our expectation is that at least half of the traffic is not local and just passing through the junction and will divert on to alternative routes.

Our signing strategy will make sure this is done along the most suitable roads. There will still be a need to mitigate any impacts from localised traffic with a further review of traffic conditions in the neighbourhoods planned.

This will identify measures which may help to reduce traffic flows and improve safety in conjunction with the main scheme.

2 Can the Council implement other measures including a roundabout, zebra crossing, bridge, additional ban turns, 20mph speed limits, low traffic neighbourhood, new trees etc.

Yes, we are listening to the suggestions from the local people consulted and will consider introducing traffic management schemes in the residential streets surrounding the junction and potentially affected by the scheme.

This could be in the form of 20mph zones, one-way streets or low traffic neighbourhoods and would be subject to further engagement with the community and through public consultation exercises.

3 We support the introduction of the pedestrian crossing but we don't want banned turns

The addition of a controlled pedestrian phase into the signals in isolation would reduce the amount of time for vehicles and increase vehicular congestion and delay above existing levels. The additional traffic from the development over time will also add to the existing traffic levels and further increase congestion and delay. It is therefore necessary to consider ways of increasing capacity at the junction and this can be achieved by banning some turning movements. Several options were considered at the initial stage but this one helps both pedestrian and vehicular traffic flow and will reduce overall congestion and delay at the junction.

4 We support the cycle measures but this does not go far enough

This is the best we can do in this constrained location at the junction. Other projects such as our Liveable Neighbourhoods scheme - which is coming soon, see details on our website - could enhance the wider extent of cycle routes that also pass through the junction and improve the overall cycling experience.

5 Do nothing

Doing nothing is not an option because the development is under construction and there will be increased pedestrian and vehicle movements in the area. We acknowledge the changes coming to the area and have tried to make safety a priority. The proposals aim to improve traffic congestion at the junction and provide dedicated crossing facilities for pedestrians accessing the shopping area and local bus stops. These proposals are vital to improve safety for all road users.

6 The proposals will have a negative impact on local businesses.

Funding is available to introduce public realm improvements, such as repaving works outside the shopping parades, installing benches and trees. These changes will have a positive impact on the shopping parade and pedestrian experience and will make the area more attractive for shoppers. There are no parking facilities at the junction due to space constraints but we will introduce two loading bays, which would cut congestion and delay. Pay and display parking is located nearby in Headstone Drive and is sufficient for local shops.

7 It will take me longer for me to get home.

This is not necessarily true. Less queuing for right turns together with less congestion would mean that people driving through the junction may experience less delay. However those taking a diverted route may have to travel slightly further. On balance there may be little difference but it will depend on the route taken. The effect of dispersing traffic around the network generally results in improvements in journey time, as seen with other schemes in London. As always, our priority is safety.

8 Drivers will ignore the banned movement and some may do U-turns.

There are enforcement cameras at the junction and the Council will consider introducing U-turn bans if this is necessary.

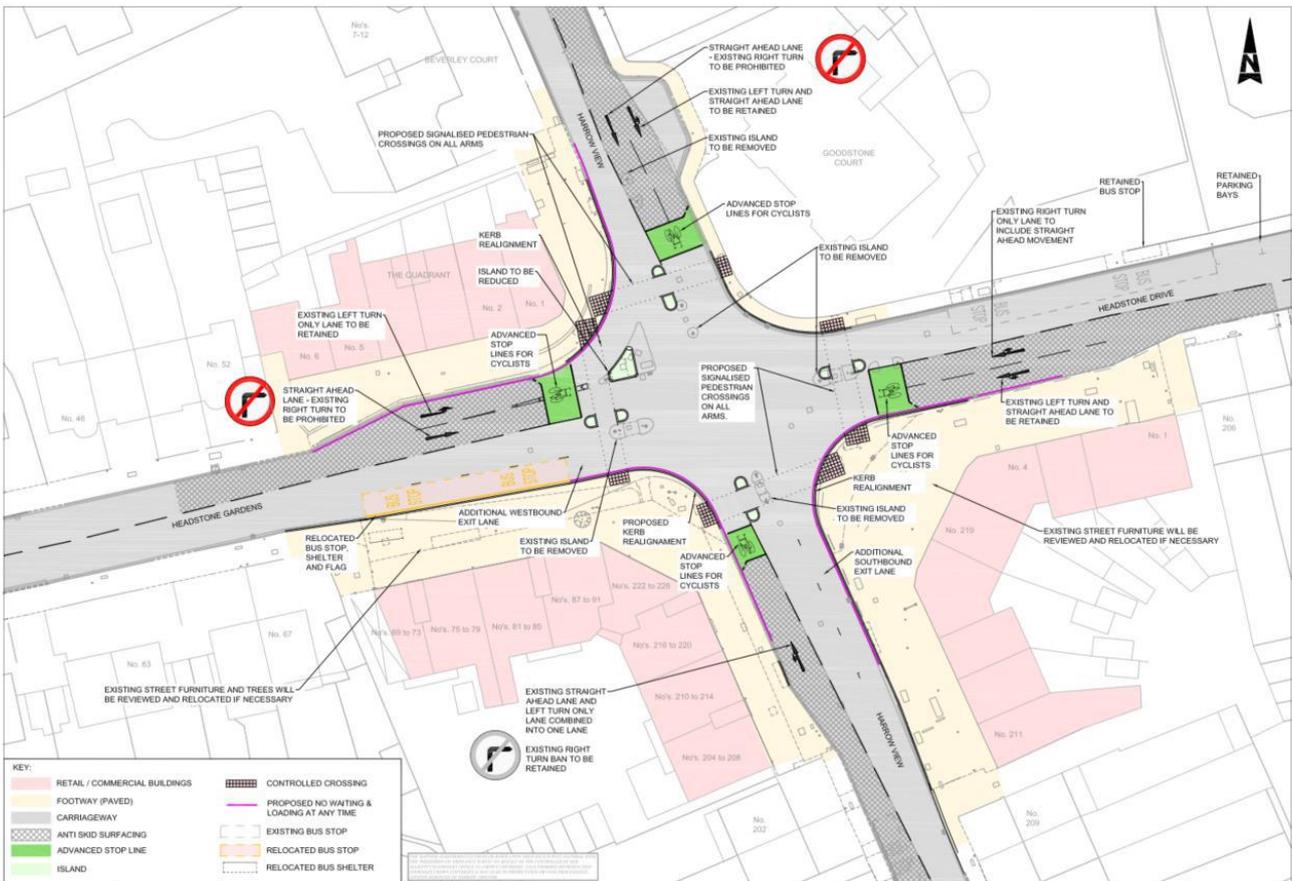
9 The proposals will affect buses.

Buses will be exempt from the right turn bans and the junction is designed to accommodate these movements by buses. This will be indicated by traffic signs on the signal heads at the junction.

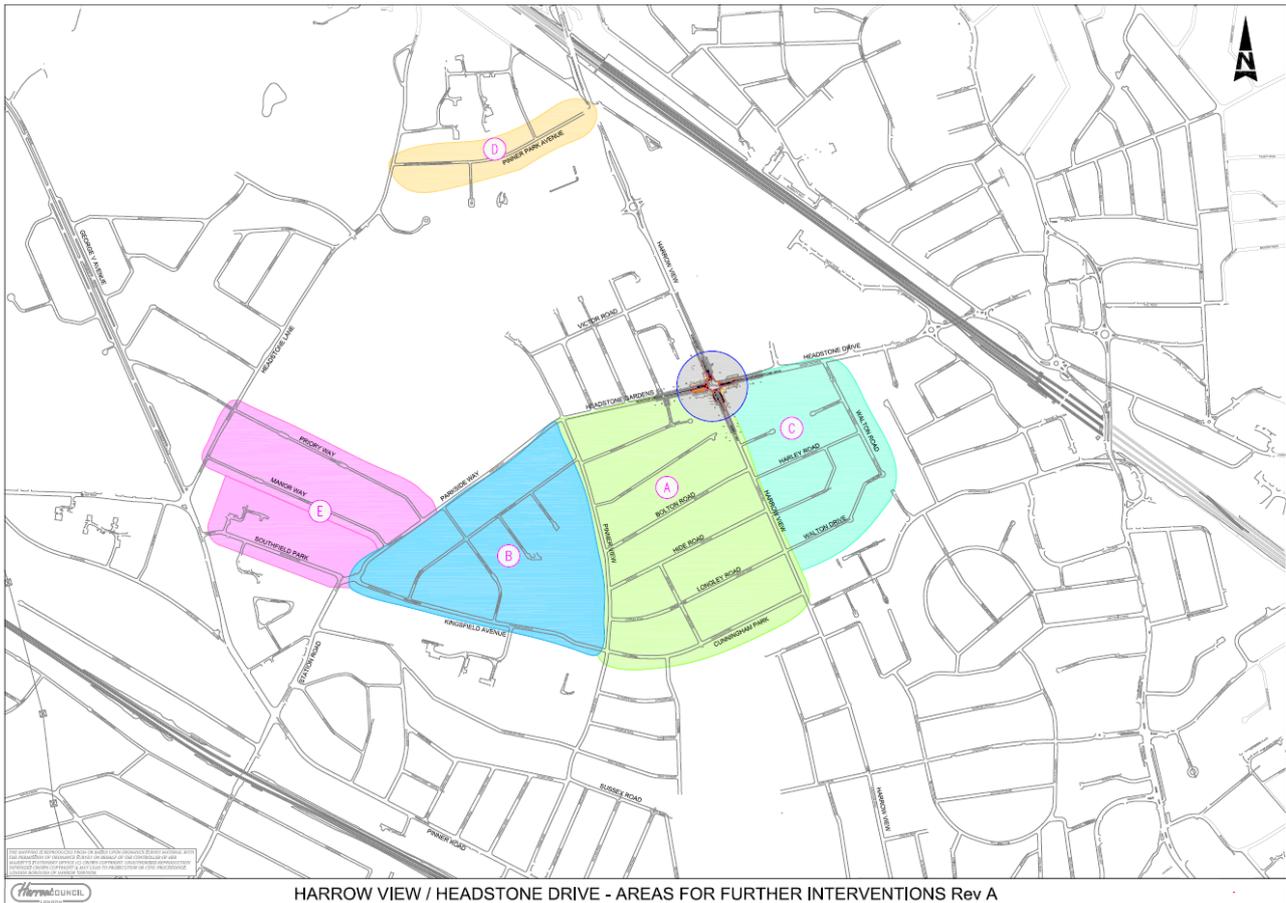
NEXT STEPS

The comments received during the consultation will be reported to the next Traffic and Road Safety Advisory Panel meeting which is due to meet on 23rd October 2019 at the Civic Centre.

THE PROPOSED SCHEME



REVIEW OF RESIDENTIAL NEIGHBOURHOODS AFFECTED BY THE SCHEME



The areas shown in the plan above will be considered for improvements to mitigate any impacts from the proposed scheme. These areas are as follows:

- A. Southwest of the junction including Pinner View, Brook Drive, Bolton Road, Hide Road, Longley Road and Cunningham Park
- B. Area south of Parkside Way between Kingsfield Avenue and Pinner View
- C. Southeast of the junction between Walton Drive and Walton Road including Harley Road and Harley Crescent
- D. Pinner Park Avenue between Harrow View and Headstone Lane and
- E. Priors Way, Manor Way and Southfield Park