

Appendix 1

Summary of correspondence received in relation to the schemes

LTN 05 Dennis Lane

4 submissions from residents of Dennis Lane in support of the scheme:

- Traffic using the road as a cut through, increased high speeds, pollution, rubbish and other environmental damage.
- Previous request to make top end of road one way out of the lane with no entry in.
- Support for either a full closure at one end or changing the top end to be no entry will improve life substantially
- Proposed change would assist residents despite some inconvenience
- Support on the basis the proposal is for a trial period with the aim of reducing traffic and increasing use of bikes

Officer response: A full closure will remove all through traffic from Dennis Lane and significantly reduce the overall volume of traffic which will be beneficial to pedestrians and cyclists by reducing their exposure to collisions. Local traffic would be restricted to access via the southern end of the road by Stanmore Broadway. A partial closure (from Wood Lane) will only remove southbound through traffic. As Dennis Lane has a tidal range of movement with higher flows in one direction in the morning and in the other direction due to a commuting pattern of travel the northbound through traffic will still pose some risk to pedestrians and cyclists. This risk would be reduced relative to normal traffic conditions.

LTN 08 Green Lane

1 resident not in support:

- Children will still be brought in cars to the school, concern that road will become blocked leading to serious risk to safety of pedestrians, including school children and cyclists
- Delivery trucks and refuse vehicles also need to use the road
- Concern that ambulance will be unable to turn around easily
- On previous consideration by the Council to close one end of Green Lane, council officers stated that a turning area would be required, as insufficient room for larger vehicles to turn around and no consultation with emergency services, who may object to the scheme

Officer response: Consultation has been undertaken with the emergency services on the proposed closure and no objections have been raised. Currently the emergency services gain access to Green Lane from the southern end (Uxbridge Road) and that would continue unchanged with the proposed road closure. Larger vehicles would be

required to turn around in order to leave the road by the southern end and there are side roads in Green Lane where these manoeuvres can be undertaken. The removal of thorough traffic would reduce any conflicts and allow such manoeuvres to occur safely. Where children are being dropped off / picked up for school the same would apply although the Council would continue to work with the school on its travel plan to try to encourage a reduction in the use of private cars. In respect of refuse services these would be adjusted to accommodate route changes caused by the closure and would also need to avoid school opening and closing times.

LTN 05 Dennis Lane and LTN 08 Green Lane

2 residents not supporting either scheme:

- Policy to increase cycling is unlikely to lead to cyclists choosing to struggle uphill or lose control downhill
- Higher level of older and retired residents will affect level of residents taking up cycling
- Support principle of encouraging walking and cycling, but road alterations should be made on new housing estates and in town centres where there are present dangers
- Cyclists rarely seen in Green Lane or Dennis Lane except at weekends
- Proposals will lead to congestion on Uxbridge Road and London Road, increasing pollution
- Additional congestion at Green Lane / Uxbridge Road junction
- Access to school will be more difficult and increase parking on Stanmore Hill
- Proposal would be a waste of resources and would not benefit the environment and would cause inconvenience.

Officer response: The narrow width of Green Lane / Dennis Lane in conjunction with the use of roads as short cuts by vehicles acts as a deterrent to cyclists. The exposure of risk to a collision with a vehicle is one of the main barriers to people taking up cycling. Reducing the amount of through traffic will remove this barrier. Cyclists have to negotiate hills in the same way as any other road user but these routes can act as convenient short cuts for cyclists in the same way that they currently do for cars. Currently the level of traffic on the roads is still below the levels seen prior to the coronavirus pandemic and so there is still capacity in the road network to accommodate changes due to the closure. This situation would be monitored very carefully during any trial because traffic conditions are currently hard to forecast due to the variability of the health and economic impacts of the crisis on travel.