

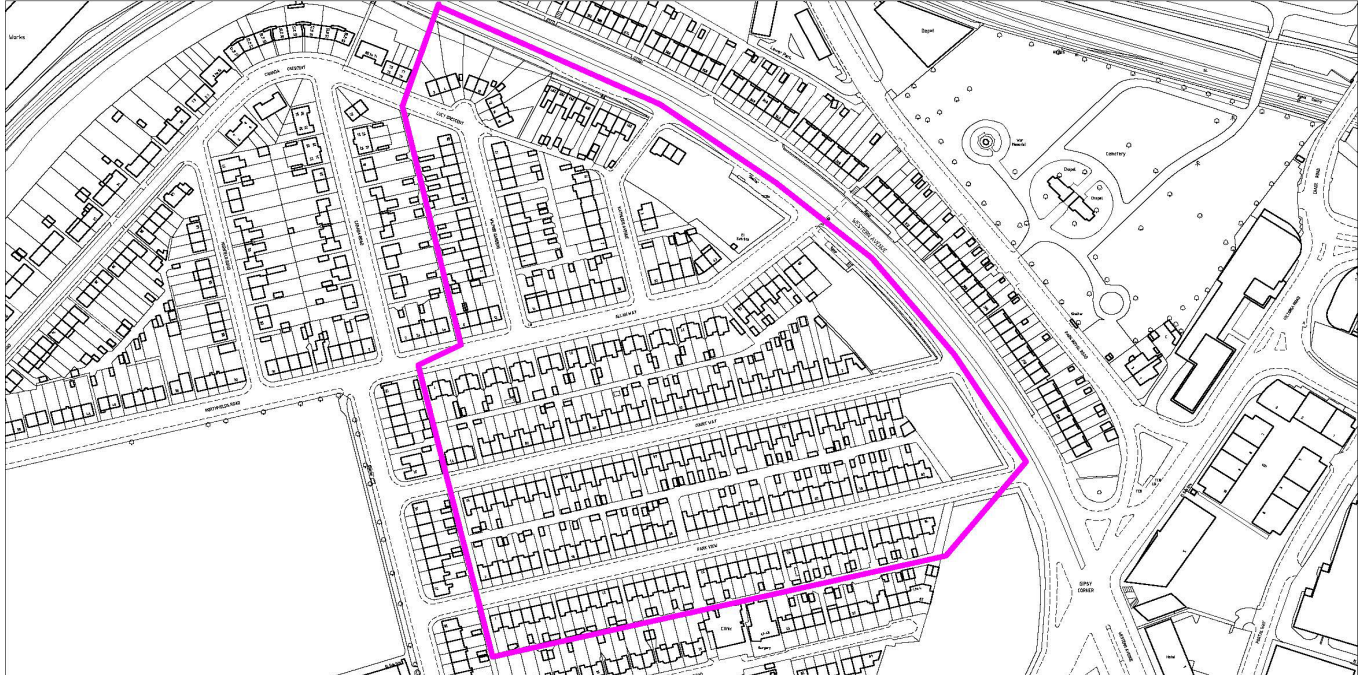
A40 four side road closures in Acton – Consultation Report

Proposal: full closure of Kathleen Avenue, Allan Way, Court Way and Park View at their junctions with the A40 in North Acton.

Consultation Period: 28 July 2019 to 2 September 2019

Number of addresses sent consultation details: 219, including the 4 roads proposed to be closed, plus Wilfrid Gardens and Lucy Crescent, which could also expect less traffic if the roads are closed.

Map showing area consulted



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| | | |
|-----------------------|----------------------------------|--|
| Response Rate: | From addresses consulted: | 62 (28% of the 219 distributed) |
| | From other local streets: | 43 |
| | From further away: | 76 |
| | Total | 181 |

Responses, colour coded by who sent them as above, number and percentage:

| | | | | |
|---|-----------------|-----------------|-----------------|-----------------|
| Strongly agree with closures: | 30 (48%) | 5 (12%) | 51 (67%) | 86 (48%) |
| Strongly disagree with closures: | 26 (42%) | 32 (74%) | 14 (18%) | 72 (40%) |
| Neutral or slight preference: | 6 (10%) | 6 (13%) | 11 (14%) | 23 (13%) |

[Percentages may not add up to 100 due to rounding.]

Additional responses:

- (1) Petition in favour of the closures, from Park View residents only.
66 names recorded, without signatures. This reduces to 39 if respondents with identical addresses and surnames are combined.
- (2) Petition against the closures, from both consulted and unconsulted roads.
 - (a) From the consulted roads:
Total 150 names
93 unique responses if those from the same surname and address are combined.

(b) From other roads in the area bounded by Noel Rd., the A40, and the Central Line:

Total 82 names

59 unique responses if those from the same surname and address are combined.

(3) 11 individual responses by post, telephone or email. Note that most of these also signed a petition. 2 were from Park View and in favour; 5 were from a consulted address and against, and 4 were from another address in the area and against.

Implementation recommended:

Yes, with additional measures to mitigate the issues highlighted in comments received.

Mitigation measures proposed:

- Alter Alliance Rd width restriction to give drivers more confidence going through
- Alter Alliance Rd waiting restrictions to reduce gridlock at width restriction
- Alter waiting and loading rules at east end of Noel Rd to ease congestion
- Improved signposting of Leamington Park turn-off from eastbound A40.

Possible additional measures:

- Lane adjustments on Wales Farm Road to improve access to Leamington Park
- Persuade owners of Alliance Road to resurface it
- Separate lanes for each direction at Alliance Rd width restriction.

Consideration of results & Recommendations

There is plenty of research showing that almost all the danger on cycle tracks alongside roads is at junctions. Usually little can be done about this, though bending the cycletrack away from the junction is recommended, so that drivers can cross the cycletrack at a point where they are not concentrating on traffic on the main road carriageway.

At these four roads, there is no space to bend the cycletrack away from the main carriageway, but closure is an option, as all are residential roads which should not be used as short cuts to/from the trunk road. Full closure maximises the safety and convenience of the cycle route – it is better than with crossings away from the main carriageway, because there is no detour, slowing down, or giving way. An additional benefit is reduction of collisions on the main carriageway. Drivers on the A40 can be taken by surprise by drivers turning onto or off the road in front of them.

For residents, the inconvenience of having to take a longer route to/from the A40 (if going west or coming from the east) is justified by the reduced levels of through traffic they will experience on their roads. Comparison of current traffic levels and consultation results shows that the residents most in favour of closure live in Park View, the road which suffers most from rat-running.

The first consultation in March showed that residents were not in favour of closing some of the roads but not others, as traffic would simply relocate. Making all of them exit (onto the A40) only was suggested by some, but would not solve the problem of cyclists having to give way up to 4 times within a few hundred metres, at points where drivers on the main carriageway have priority, and would only have a limited effect on on-carriageway collisions.

The issues most commonly mentioned in comments were:

1. Alliance Road width restriction causes problems

Response: it is recognised that many drivers go through this very slowly to avoid damaging their vehicles, and there is debris to show that this concern is justified. Also gridlock sometimes occurs when too many waiting vehicles build up in the priority direction while something is going through slowly the other way. These problems will be reduced by increasing waiting restrictions south of the width restriction, and redesigning the narrow point with a low kerb to help guide drivers through.

2. Condition of Alliance Road makes it an unsuitable alternative route

Response: about 160 metres of Alliance Road is unadopted, split between two owners. One has resurfaced their section, and we will ask the other to do so. It is a public right of way, so landowner's duty of care applies. It is not suitable for adoption, as it lacks lighting and a footway. Kendal Avenue parallels Alliance Road and joins it near the width restriction. About 430 metres of it is unadopted, split between up to 4 owners. This road is in good condition, and has lighting and a footway, making it an acceptable route, and a possible candidate for adoption.

3. Expected increased congestion around Noel Rd / Horn Lane

Response: There may be a slight increase in eastbound traffic on Noel Rd here, but a larger increase in westbound traffic is expected. This will mean there are more gaps for eastbound traffic to enter the Horn Lane roundabout. In addition, we will review waiting and loading restrictions near the junction, to ensure that an eastbound queue does not block westbound buses.

4. Expected increased congestion on other roads in area

Response: this is not expected to be significant. Some drivers will have to take different routes, increasing traffic on some roads, but this will be offset by reduced rat-running traffic in the area, with the road closures reducing options for drivers trying to avoid A40 queues.

5. Speeding issues

Response: Drivers most likely to speed when rat-running. Closing the four roads will reduce rat-running and should therefore reduce average speeds in the area.

6. Access problems for emergency vehicles

Response: as long as emergency drivers know that the 4 roads are closed, response times should be unaffected, on average.

7. Not enough cyclists to justify inconvenience to drivers

Response: the TfL A40 cycleway project will greatly improve cycling conditions along the A40, encouraging more people to cycle. The majority of side roads further east have already been closed. While alongside the A40 is not the most pleasant place to cycle, it is often necessary, as the road crosses several railways. A significant detour is necessary to reach alternative crossing points.

8. Saxon Rd / Alliance Rd is dangerous and this will increase traffic there

Response: this junction will be checked to see what improvements can be made. However, there have been no recorded collisions there in the latest 5 years for which information is available. Over the same time, there was one recorded collision at the Northfields/Eastfields Rd roundabout.

9. Access and turning arrangements for lorries serving residents

Response: the entrances to the service roads for the new developments near the A40 can be used for turning round. There is at least one on each of the roads to be closed.

10. The 4 junctions to be closed are dangerous as they are

Response: It is encouraging that some residents understand the problem the scheme is intended to solve.

11. Requests to make the 4 roads exit only instead of closing them completely

Response: as stated above, while this would improve cycling conditions, it would still require cyclists to give way four times in around 320 metres, making this section of route much slower than the rest. Each road crossing carries some risk and delay, so the fewer the better.

Colin McKenzie

19 September 2019