1. **What are the benefits of changing Church Avenue to left turn in only?**

   The aim is to improve road safety at this junction. The right turn out of Church Avenue is very difficult and is a significant road safety concern due to the need to cross two lanes of moving traffic, joining Church Road from Target Roundabout.

2. **Will parking spaces be affected in the Church Avenue and Eskdale Avenue shopping parades?**

   Currently parking spaces are unmarked and unlimited in terms of how long motorists can park. The proposal is to provide ‘stop and shop’ parking bays with time limits to increase turnover and make it easier for shoppers/customers to find a space.

   To make it easier for a fire engine or large vehicle to access the Church Avenue shopping parade, there will be a loss of one parking space, however the Council will look to re-provide this space on Church Avenue.

   To enable trees to be planted in front of shops within Eskdale Avenue shopping parade, there will be a loss of one parking space, however the council will look to re-provide this space on Eskdale Avenue.

3. **Will parking spaces be affected in Alderney Gardens shopping parade?**

   No, however parking spaces will need to be rearranged to enable the bus shelter and new raised pedestrian crossing to be introduced.

4. **What are the benefits of closing access to Church Road (E) at the junction with Mandeville Road?**

   Because of the lack of a convenient pedestrian crossing, it is currently difficult for pedestrians and cyclists to cross Church Road and access the shopping parade, Islip Manor Park and the bus stop (TJ).

   Closing Church Road at its junction with Mandeville Road means we can provide a signal controlled crossing in this location and fully accessible bus stop facilities opposite the Alderney Gardens shopping parade.

   This closure and proposed new layout will also help address rat-running through the Alderney Gardens shopping parade and through Northolt village, smooth traffic flow on Church Road and reduce collisions as a result of removing the turning movements into and out of Church Road (E).

   Closing the road also provides an opportunity to create a Pocket Park with new trees and planting which will enhance the local village feel and reduce vehicle dominance and noise for residents in Church Road.

5. **What happens if there is an emergency and access to Church Road is required by the fire brigade, police or ambulance service?**

   The road closure has been designed to enable emergency vehicles to access Church Road (E) during an emergency. This access will be protected with a removable bollard or similar measure to prevent other vehicles from using this route.

(Continue Overleaf)
6. How will I be able to access my property if Church Avenue and Church Road (E) is closed?

Addressing the major issue of traffic collisions, delivering a new crossing, bus stop accessibility improvements and implementing the Pocket Park, requires the closure of these two junctions. Local residents in Church Avenue, Church Road (E) and surrounding streets will be able to drive to other junctions to access Church Road / Mandeville Road.

In the case of Church Avenue, residents can drive to Alderney Gardens to access Church Road. Residents on Church Road (E) will be able to reach Church Road / Mandeville Road via Ealing Road to the north or Eskdale Avenue to the south.

7. Will there be more traffic on Alderney Gardens, Ealing Road and Eskdale Avenue as a result of the Church Road (E) road closure?

Inevitably, there will be a small amount of additional traffic using these roads, however our traffic analysis suggests that this amounts to one additional vehicle per minute on these roads during the morning and evening peak periods.

8. What is the rationale for removing Bus Stop TH?

Removing Bus Stop TH will help improve bus journey times and reduce congestion. Because the bus stop TJ is being relocated from outside Islip Manor Park entrance to the Alderney Gardens shopping parade, the distance between Bus Stop TH and TJ will be less than 150m. Bus stop TH is lightly used and following discussions with London Buses it was agreed that there was no justification in retaining bus stop TH.