

## 7 Summary and Recommendations

- 7.1 The review of the traffic signals at Green Lane, Northwood has shown the following:
- The signals were installed primarily to improve pedestrian safety at the junction and reduce delays for buses;
  - The site visit and observations have revealed a number of issues regarding the operation of the junction and the nearby mini-roundabout;
  - Consultation shown that there are a number of concerns from residents (and Northwood Residents Association) with regard to the operation of the junction;
  - Consultation has also shown that there is support for the signals from the local schools and they are of the view that the signals improve safety for students and staff crossing at the junction. Furthermore, a small user survey at the junction showed the majority in favour due to safety benefits;
  - In the three years prior to the implementation of the signals, two accidents were recorded at the junction. In the 19 months since the signals have been installed, no accidents have been recorded and this therefore suggests that safety has improved;
  - A relatively high number of pedestrian crossing movements are made at the junction in the peak hours with the majority made on the Green Man, supporting provision of pedestrian crossing facilities;
  - The number of vehicles passing through the signalised junction in the peak hours has remained similar compared with the number of vehicles prior to the signals being in place.
  - Longer queues were recorded at the junction on the day of the surveys on Green Lane West compared to queues prior to the signals being in place. However, this change is not significant, and queues on all other approaches have remained similar or reduced;
  - The junction operation and layout has been reviewed and there are a number of possible alterations which could be made to the junction to improve operation and capacity.
- 7.2 As a result of the above conclusions, it is recommended that the signals remain in place to maintain pedestrian safety.
- 7.3 However, there are a number of improvements which could be made to help smooth traffic flow. These are detailed below.

### **Recommended Improvement Measures**

- 7.4 The following combination of measures are recommended for consideration by LB Hillingdon to improve operation at the junctions of Green Lane / Station Approach / Eastbury Road and Green Lane / Maxwell Road Roundabout.

**TABLE 7.1 RECOMMENDED IMPROVEMENT MEASURES**

Type Of Measure	Details
Traffic Signal Timings	Running the right turn indicative arrow on Eastbury Road every cycle (standard 9 seconds in the AM Peak and 4 seconds in the PM peak) to help eliminate driver confusion/hesitancy and improve operation of this approach.
	Reduction in intergreen from traffic Phases (A to F) to the pedestrian Phase (E) from 10 seconds to 9 seconds. The extra second should be given to Green Lane (Stage 1) to improve traffic operation on the East and West Approach to the junction.
Junction Layout - Green Ln / Station Approach / Eastbury Rd	Relocation of centre carriageway line on Green Lane East and West approaches at the stopline to 5.4m and 5.8m respectively, and provision of 2.5m wide right turn boxes to help prevent blocking of ahead traffic by right turners.  Vehicle tracking has been carried out for buses turning from Station Approach and coaches turning from Eastbury Road. The proposed feasibility design for the junction is included in Appendix E.
Junction Layout - Green Ln / Maxwell Rd Roundabout	Provision of 'keep clear' marking on western side of the roundabout to prevent right turning vehicles blocking westbound traffic.  The proposed feasibility design for the junction is included in Appendix F.
Parking Operation	Amend the operational times of the parking and loading bays to 'off peak' only on Green Lane West. This would improve flow of traffic on this approach in the peak hours.
	Continue discussions with LUL seeking to enforce formal parking restrictions on Station Approach.

**Future Measures for Consideration**

7.5 The following measures are recommended for consideration by LB Hillingdon to following the results of the PcaTs (pedestrian countdown trials) from early 2012. These measures would improve pedestrian crossing facilities at the junction allowing pedestrians to cross diagonally and be more informed.

**TABLE 7.2 FUTURE MEASURES FOR CONSIDERATION**

Type Of Measure	Details
Pedestrian Improvement	Consider implementation of Pedestrian Countdown technology (PcaTs) if it is rolled out across London as currently forecast from early 2012.
	Provide a diagonal pedestrian crossing between the northeast and southwest corners of the junction. The diagonal distance is such that the provision of this crossing would be likely have little or no effect on the operation of traffic, and would better meet pedestrian desire lines. However, this should be reviewed with any updates to guidance published by TfL in the coming months.