

## Waggoner's and Henly's roundabouts

Location	Measure	Timeframe	Notes
Henly's	Investigate BP's private access arrangements (alongside the borough)	Informal discussions to take place in <b>new year</b>	TfL will engage with BP service station land agent, and LB Hounslow. Linked to borough's consultation at Burns Way. Decision on way forward to be taken jointly with LB Hounslow.
A4 Bath Road	Trim and tidy grass verges between the two roundabouts	<b>Feb 2019</b>	Confirm locations with local councillor/resident.  (NB: LB Hounslow is responsible for cleaning the litter under the Environment Protection Act)
Henly's	Trim and tidy overgrown vegetation in centre of roundabout	<b>Feb 2019</b>	
Waggoner's	Extend footway on north arm of roundabout (northbound along A312)	By end of financial year – <b>April 2019.</b>	We will make the footway shared used for cyclists prior to the crossing being formalised.
Henly's	Review roundabout's lane markings	If an operational underspend can be identified: <b>by April 19.</b> If scheme-dependent: <b>TBC</b>	Losing our central Government operating grant has severely impacted our budget for asset maintenance such as this. The lane markings are not mandatory and therefore drivers are using all lanes / cutting through lanes.
Cranford village	Reduce speed limit to 20mph	Linked to Vision Zero work (Action Plan assumes schemes implemented <b>by spring 2022</b> ).	Our objective – through the Vision Zero action plan – is to completely eliminate death and serious injury from London's roads by 2041.
Henly's	Relocate the three-lane zebra crossing on eastbound carriageway of A4 Great West Road	Vision Zero scheme. Vision Zero Action Plan assumes schemes to be implemented <b>by spring 2022</b>	While our data does not show collisions occurring at this location (noting the recent fatality did not occur at the crossing), we note that residents do not feel safe using it. We cannot install a zebra crossing where the speed limit is 40mph. The crossing is currently located within a 30mph section of roundabout. Speed reduction programme will need to be extended to encompass this location prior to any relocation of the crossing.
Henly's	Install a speed bump at entry to Burns Way	Dependent on LB Hounslow's Burns Way consultation: <b>TBC.</b>	Could be a borough or TfL measure (through a Section 8 agreement). Would be linked to the proposed Vision Zero scheme.

		Or, if linked to Vision Zero scheme: <b>by spring 2022</b>	
Waggoner's	Signalise northern arm of roundabout	Dependent on Rectory Farm development*	When the Rectory Farm development goes ahead (they have a maximum of three years to begin works from the time of the planning application consent) we will receive a parcel of land. This will enable us to extend the shared-use footway northbound, and install a new signalised staggered toucan (can be used by both pedestrians and cyclists) crossing. Timeframe for this is therefore totally reliant upon the start of the private development.
Waggoner's	Install informal crossing point at northern arm of roundabout- before the formal crossing dependent on Rectory Farm land take	Dependent on Rectory Farm development*	Visibility for pedestrians and cyclists is extremely limited, hence land take is needed (enabling us to cut back the vegetation) to formalise the crossing. Informal crossing already exists for pedestrians, but is not recommended due to poor visibility, especially when travelling east to west. This is also why cycling is currently not permitted on the footway here.
Waggoner's	Upgrade the informal crossing point at east arm of roundabout	Dependent on Rectory Farm development*	If there is no planned vehicular access point to the development near the Rectory Farm bus stops, our preference would be to signalise the east arm of the roundabout. We could not signalise both.
Waggoner's	Reinstate banned right turn from A312 (Causeway) onto the A30 (Great South West Road)	Awaiting modelling data from Bulls Bridge to assess viability of proposal.	We are awaiting traffic reassignment data from Bulls Bridge modelling (due imminently). Junction needs to be able to support turning movements within existing land constraints. If viable, signals works would be required to accommodate. (12 – 18 months lead time)
A4 Bath Road – between McDonald's and bus stop: <i>Henly's Roundabout 'CP'</i>	Install informal crossing point	Dependent on Rectory Farm development*	We need to first see what plans the developers have for Rectory Farm, including what road access plans they have before implementing changes to the road.
A4 Bath Road – Bus stops: <i>Rectory Road Cranford 'CF' &amp; 'CQ'</i>	Upgrading informal crossing point near Rectory Road bus stops.	Dependent on Rectory Farm development*	We need to see if there is a planned vehicular access point into the development. If there is, we will look into upgrading this crossing point as part of a junction treatment.
N/A	Signalising both roundabouts	N/A	Signalising the junctions would not bring a guarantee of improved road safety. We aren't currently considering a scheme to signalise the roundabouts. Signalising the

			whole of the roundabouts would severely reduce their capacity and would see a lot of backed-up traffic and the potential for displacement onto residential roads.
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*(\*LB Hounslow planning officers to provide TfL officers with an update on the Rectory Farm development)*