



Turnham Green traffic and transport scheme

Frequently asked questions

Here are some questions that have already been asked. The list will be added to as the consultation proceeds.

1 Why are you proposing these changes?

The rationale for the scheme is set out in the consultation brochure. A separate document on the web describes the individual proposals and provides the rationale for them.

2. What are the main benefits?

- A net improvement in bus journey times across all routes, with the greatest benefit accruing to routes 272 and E3 (and 27 if the route is not extended).
- Improvements in bus service reliability and reduction in journey time variability.
- Elimination of the serious queuing problem and its associated local dis-benefits on Sutton Lane North.
- Safety improvements at the Heathfield Terrace / Sutton Court Road / Town Hall Avenue junctions through signalisation and removal of the deficient pelican crossing.
- Safety improvements at the Chiswick High Road / Acton Lane / Sutton Lane North junctions through elimination of the right turn from Sutton Lane North and its consequent effect on the “all red” pedestrian crossing phase.
- Pedestrian safety and accessibility improvements at all the signalised junctions, especially Heathfield Terrace / Sutton Court Road.
- Additional pedestrian safety and accessibility improvements through the provision of a signal-controlled crossing across Chiswick High Road at Essex Place near Sainsbury's.
- Improvements for cyclists through the elimination of a pinch point and provision of advanced stop-lines.
- Local environmental benefits including provision of new footway paving.

3. What are the main drawbacks?

- Street clutter due to junction signalisation, although arrangements are being made to incorporate traffic signals and streetlamps into one pole wherever possible.
- A reduction in pedestrian priority across Chiswick High Road due to the removal of the zebra crossing, although this is arguably more than outweighed by the provision of two signal-controlled pedestrian crossings in this vicinity, providing more direct routes and greater security for vulnerable pedestrians.
- Minor loss of footway width in several locations.

4. How can you be confident the scheme will work?

Traffic counts have been taken at all relevant points, including counts of vehicles turning in each direction. The data has been analysed using industry-leading software, which predicts junction capacity, queue lengths and journey times under existing proposed road layouts and traffic management arrangements. The model has been calibrated by comparing predicted traffic behaviour under the existing road and traffic layout with actual observed behaviour.

The modelling shows overall benefits including significant journey time savings and queue length reductions for buses.

5. Financial justification and funding

Scheme benefits have been calculated at £89,000 per annum utilising Transport for London's bus priority costing model, which assesses benefits to bus operators and passengers through time savings and bus utilisation benefits.

At a projected cost of £500,000 the scheme shows a first year rate of return of 18 percent, which means that the investment is recouped in 5.5 years.

Full funding would be provided by Transport for London. No borough capital, revenue funds or s106 funds will be required to complete this scheme.

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