



London Borough of Hounslow

Turnham Green traffic and transport scheme – description of and rationale for each proposal

Proposal number	Proposal	Description and rationale
1	New yellow box markings to reduce junction blocking at Chiswick High Road / Acton Lane junction.	The yellow boxes would reduce blocking of north-south traffic by east-west traffic when there are queues from the east or west of the junction.
2	Improved pedestrian crossings and advanced cycle stop lines on north, east and south arms of Chiswick High Road / Acton Lane junction.	The pedestrian crossings would be widened to 3.2m (London standard) and red surfacing would be applied. The crossing on the west arm was improved in 2006. Advanced cycle stop lines allow cyclists to move up through queues of stationary traffic and take a position at the front of the queue, where they can more easily be seen by motor vehicles, especially if they intend to turn right.
3	Proposed no waiting and no loading at any time, on west side of Acton Lane from Chiswick High Road to Essex Place roundabout.	The waiting and loading restrictions here would be strengthened to prevent vehicles parking or loading in a position where they would cause obstruction to through traffic.
4	Proposed no waiting at any time and no loading Monday-Sunday 7am-7pm, on east side of Acton Lane from Chiswick High Road to Essex Place roundabout.	The waiting and loading restrictions here would be strengthened to prevent vehicles parking or loading in a position where they would cause obstruction to through traffic. Loading for the businesses here is available from Essex Place, but loading would also be permitted overnight on Acton Lane (7pm-7am).
5	Proposed no right turn from Sutton Lane North into Chiswick High Road.	This would improve traffic flows at this critical junction. It would allow the central refuge to be repositioned to give more space for buses to turn left from Chiswick High Road into Sutton Lane North and would allow southbound traffic from Acton Lane to take a more direct path into Sutton Lane North with less chance of conflict with other vehicles. If the scheme goes ahead, buses would no longer be required to make the right turn from Sutton Lane North into Chiswick High Road, and relatively few other vehicles currently make this turn. While banning this turn would improve the junction's efficiency, the entire scheme is not dependent on this turn being banned.

6	Refuge and kerb line at top of Sutton Lane North adjusted to accommodate new left turning bus movements.	The proposed scheme would see three bus routes (272, 440 and E3) making this turn, and to ensure this can be accommodated, the refuge and kerb line need to be adjusted as shown in the plan.
7	New 10 metre loading bay on the north side of Chiswick High Road east of Acton lane, for heavy goods vehicles only - no loading 7-10am and 4-7pm Monday-Friday.	This bay is designed primarily to allow heavy goods vehicles to deliver to the Old Packhorse tavern, which does not have rear servicing facilities. Loading would be for a maximum of 40 minutes, with no return within 1 hour. The peak-hour loading prohibition is designed to reduce obstruction to through traffic and to extend the bus stop to accommodate the large numbers of buses (five routes) using this stop. The restriction on light vehicles loading here is designed to ensure the loading bay is available for heavy vehicles (light vehicle deliveries to the other businesses in the immediate area can be achieved via Essex Place) and to further reduce obstruction to through traffic and buses accessing the bus stop. CCTV and Community Enforcement Officers would monitor this bay and enforce against prohibited activities.
8	New bus stop for routes 27, 237, 267, 391, and H91 on north side of Chiswick High Road, east of Acton Lane.	This new 31m bus stop would accommodate all the buses (routes 27, 237, 267, 391 and H91) that would run along Chiswick High Road past the Chiswick Lane junction. The current eastbound stops each side of Essex Place need to be rearranged to accommodate the proposed signals-controlled pedestrian crossing (ref 18), so the stop for routes 27, 237, 267, 391, and H91 would be relocated west, as shown. The new location provides a closer stop for residents of Sutton Lane North and surrounding streets, to replace the eastbound stop to be removed from the top of Sutton Lane North.
9	Existing bus stop to be used by routes 27, 237, 267, 391 and H91 on south side of Chiswick High Road, east of Sutton Lane North.	This extended 33m bus stop would accommodate the three bus routes (237,267,391) that currently run via Chiswick High Road and the two additional routes (27 and H91) that currently run via Heathfield Terrace. The start of the stop would be moved 4m west of the existing location to provide space for the new pedestrian crossing.
10	Carriageway widened by up to 0.6 metres on south side of Chiswick High Road.	It is proposal to widen the carriageway by up to 0.6 metres between Sutton Lane North and a point opposite Belmont Road. East of Belmont Road, the proposed widening would taper to zero at the Heathfield Terrace junction. The proposed widening would bring the carriageway up to the recommended width for the proposed lane configuration, including 3.0m bus and traffic lanes, 1.5m cycle lanes and 1.3m pedestrian refuges. The southern footway on Chiswick High Road is 4.3-4.5m wide. The footway paving would be re-laid and/or replaced as necessary.
11	Three car parking spaces removed to provide left turn lane on Town Hall Avenue.	This proposal would allow a two lane "discharge" of traffic onto Chiswick High Road, and would provide space for left turning traffic to queue without obstructing right turning traffic, which would be released first on a green arrow.

12	New signalised junction (Town Hall Avenue / Chiswick High Road) with pedestrian crossings and advanced cycle stop lines on west and south arms.	<p>As Town Hall Avenue would become a northbound street, new traffic signals are necessary to allow traffic (especially buses) to turn into Chiswick High Road, safely and without undue delay. Each approach to this junction would have queue length and bus detection - bus detection retains the green signals for a few seconds to allow a nearby bus to pass through the junction, or brings up a green signal a few seconds earlier than would otherwise happen, if a bus is detected.</p> <p>The signal pattern would be: east-west traffic (long phase) and pedestrians (southern arm of junction), then right turning traffic from Town Hall Avenue (green arrow) and pedestrians across Chiswick High Road (western arm of junction), then left and right turning traffic from Town Hall Avenue (short phase).</p>
13	New 18 metre loading bay on Chiswick High Road opposite Town Hall Avenue, set 1 metre into footway.	<p>This bay is designed to allow any vehicle to load. This includes private vehicles picking up heavy items. Loading would be for a maximum of 40 minutes, no return within 1 hour. Currently, no stopping is permitted here at any time, on the zigzags associated with the zebra crossing, which would be removed. CCTV and Community Enforcement Officers would monitor this bay and enforce against prohibited activities.</p> <p>Insetting the bay 1m into the footway would reduce disruption to through traffic and provide adequate road space for cyclists. The footway here is 6.0-6.5m wide, with the area to be taken into the loading bay currently partly occupied by cycle stands and a belisha beacon. The cycle stands would be relocated further along.</p>
14	Existing zebra crossing and pedestrian refuge removed from Chiswick High Road, east of Town Hall Avenue.	<p>The existing zebra crossing would be replaced by the signal-controlled crossings on the west arm of the Town Hall Avenue junction and east of Essex Place Square. These lie on the pedestrian "desire lines". Removal of the zebra crossing would provide smoother traffic flows, as the signal-controlled crossings would allow traffic to flow in platoons between the adjacent main junctions (Acton Lane and Heathfield Terrace). Removal of the refuge would eliminate a 3.5m pinch-point, which is hazardous for cyclists.</p>
15	Bus lane extended west to Town Hall Avenue junction.	<p>As no traffic would turn left into Town Hall Avenue, the existing bus lane would be extended to the Town Hall Avenue junction and would operate at all times.</p>
16	Relocated bus stop on south side of Chiswick High Road, west of Essex Place Square, to be used by routes 272, 440 and E3.	<p>This extended 31m bus stop, relocated from 30m east to provide space for the new pedestrian crossing, would accommodate the three bus routes (272, 440, E3) that would run via Sutton Lane North. Routes 272 and E3, heading south from Chiswick High Road, are popular with Sainsbury's customers, so it is logical for this stop to be as close as possible to Essex Place Square.</p>
17	Existing bus stop on north side of Chiswick High Road, west of Essex Place Square, to be used by routes 272, 440 and E3.	<p>This extended 31m bus stop would allow Sainsbury's customers to board for destinations north of Chiswick High Road. This new configuration would remove the eastbound traffic delays that take place here when two or three buses arrive simultaneously.</p>

18	New signal-controlled pedestrian crossing immediately east of Essex Place Square - operates in conjunction with traffic signals at adjacent junctions.	This new crossing is on the pedestrian "desire line" between Essex Place Square and the bus stop on the south side of Chiswick High Road. This new configuration would make crossing the road safer for the many people who cross here with heavy shopping, and reduce the walking distance to the bus stop by about 50m for those who currently walk west to the zebra crossing then back to the bus stop.
19	New yellow box markings at the Belmont Road junction to reduce junction blocking.	The yellow box would reduce blocking of traffic turning into and out of Belmont Road by eastbound traffic queuing at or through the Heathfield Terrace junction.
20	First 50 metres of westbound bus lane on Chiswick High Road west of Heathfield Terrace removed and replaced by new 1.5 metre wide cycle lane.	Removal of this section of bus lane would provide sufficient carriageway width to accommodate improved right turn lanes for traffic turning into Belmont Road and Heathfield Terrace. The new cycle lane would retain separate road space for cyclists.
21	New 18 metre loading bay on Chiswick High Road west of Belmont Road, set 1 metre into footway.	This bay is designed to allow any vehicle to load. This includes private vehicles picking up heavy items. Loading would be for a maximum of 40 minutes, no return within 1 hour. There is currently a bus stop at this location. CCTV and Community Enforcement Officers would monitor this bay and enforce against prohibited activities. Insetting the bay 1m into the footway would reduce disruption to through traffic and provide adequate road space for cyclists. The footway here is 6.0m wide, with the area to be taken into the loading bay currently occupied by a bus shelter. Removal of the bus stop here would improve sightlines for traffic turning from Belmont Road.
22	New 21 metre loading bay on Chiswick High Road east of Belmont Road, set 1 metre into footway.	This bay is designed to allow any vehicle to load. This includes private vehicles picking up heavy items. Loading would be for a maximum of 40 minutes, no return within 1 hour. Currently, no loading is permitted here Monday-Saturday 7-10am and 4-7pm and no waiting is allowed Monday-Saturday 7am-7pm. CCTV and Community Enforcement Officers would monitor this bay and enforce against prohibited activities. Insetting the bay 1m into the footway would reduce disruption to through traffic and provide adequate road space for cyclists. The footway here is 5.5-6.0m wide, partly occupied by cycle stands, which would be relocated further along.
23	Advanced cycle stop line on west arm of Heathfield Terrace junction.	This advanced cycle stop line, across both eastbound lanes, would improve safety for cyclists, particularly those wishing to turn right into Heathfield Terrace
24	Improved right turn bays for traffic turning into Belmont Road and Heathfield Terrace.	These longer and/or wider turning bays would be made possible by removal of the first 50m of the westbound bus lane (ref 20).

25	Six pay & display car parking spaces on Heathfield Terrace to replace route 27 bus terminus, conditional on London Buses extending this route to Chiswick Business Park.	The Council has, for some time, been lobbying TfL to extend route 27 to Chiswick Business Park via Chiswick High Road. There is a good likelihood of this extension taking place later in 2008 or in 2009. If this happens, the existing route 27 terminus on Heathfield Terrace will become available for car parking. Pay and display parking, maximum 2 hours with pro-rata payment from a few minutes minimum, would provide flexibility for drivers' varying needs.
26	New raised entry treatment across Town Hall Avenue.	This proposal would assist pedestrians to cross Town Hall Avenue at this point and would slow turning traffic, improving road safety.
27	Kerb at the south end of Town Hall Avenue cut back to facilitate new left turning bus movements from Heathfield Terrace into Town Hall Avenue	Cutting back the kerb here, including removal of part of the kerb build-out installed many years ago, is necessary to accommodate route 272, 440 and E3 buses turning from Heathfield Terrace into Town Hall Avenue.
28	Town Hall Avenue to be northbound only for all traffic.	This is one of the key proposals in this scheme. By making Town Hall Avenue one way, northbound bus routes 272, 440 and E3 can be removed from Sutton Lane North. An alternative proposal, to operate Town Hall Avenue as a two-way street, either for buses only or for all traffic, was rejected as the Town Hall Avenue / Chiswick High Road junction would need to be extensively widened to accommodate buses running in each direction turning to and from Chiswick High Road. A sub-option to set back the traffic signals to allow buses in each direction to run via a short single lane section was also rejected due to delays to buses and other traffic. Another alternative proposal, to retain Town Hall Avenue for southbound traffic but to run the northbound buses via Heathfield Terrace, past the Post Office, was also rejected as the northbound services currently pick up large numbers of people at the stop near Sainsbury's.
29	New kerb build-out and raised treatment to connect walking paths on each side of Town Hall Avenue - two car parking spaces removed.	This proposal would "rejoin" the diagonal pedestrian path across the Green and would ensure that traffic on Town Hall Avenue did not speed. The raised section would be carefully designed to avoid discomfort to bus passengers.
30	One new car parking space on Town Hall Avenue.	One new car parking space can be constructed here. The net change in car parking on Town Hall Avenue would be a reduction of four spaces, from the current 16. The parking spaces would stay on the west side of Town Hall Avenue, where they would be more easily accessible, being on the left side of the carriageway.

31	New signalised Heathfield Terrace / Sutton Court Road junction, with pedestrian crossings on east and south arms and advanced cycle stop lines on all arms.	<p>This is one of the key proposals in this scheme. Signalisation of this junction is necessary to allow the 272 and E3 buses to turn right into Sutton Court Road. The current location of the give-way line on Sutton Court Road does not allow sufficient space for this turning manoeuvre. The give-way line cannot be set back as traffic waiting to give way needs a clear view along Heathfield Terrace. Signalisation allows the give-way line to become a stop line, which can be set further back.</p> <p>The proposal includes signal-controlled crossings across the eastern and southern arms of the junction. The original proposal was for a crossing across all arms, but the crossing on the western arm was removed to reduce visual clutter and the need to have a pedestrian path inside the Green. Most pedestrian movements are currently across Heathfield Terrace at the existing pelican crossing. This pelican would be replaced by one of the signal-controlled crossings in the new junction. This is a safer configuration, as the existing pelican is too close to the junction and would not be permitted under current specifications. The new signal-controlled crossing across the mouth of Sutton Court Road would assist pedestrians walking from Heathfield Gardens and the south side of Heathfield Terrace (west of Sutton Court Road) to the Post Office and Chiswick High Road east of that point. The signal pattern would be: east-west traffic with right turning traffic gap-accepting into Sutton Court Road, then an “early cut-off” of westbound traffic and a right turn arrow for eastbound traffic turning into Sutton Court Road, then left and right turn from Sutton Court Road, then an “all red” traffic phase to allow pedestrians to cross.</p> <p>Each approach to this junction would have queue length and bus detection - bus detection retains the green signals for a few seconds to allow a nearby bus to pass through the junction, or brings up a green signal a few seconds earlier than would otherwise happen, if a bus is detected.</p>
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32	Kerb line on the north side of Heathfield Terrace opposite Sutton Court Road taken back to existing fence line and fence reconstructed north of existing trees - minor road widening enables most eastbound traffic to pass to the left of right-turning vehicles.	<p>The proposed signalisation of the Heathfield Terrace / Sutton Court Road junction includes a proposal to widen the carriageway by up to 1.5 metres on the north side of Heathfield Terrace, over a distance of approximately 70 metres. This widening, to the existing fence line that separates the Green from public highway land, would allow most eastbound traffic to “under-take” traffic (including buses) waiting to turn right into Sutton Court Road. This localised widening would mean that the perimeter fence would need to be relocated approximately 1.2 metres into the Green (to the north of the mature trees here, as it is further west along on Heathfield Terrace), and one or two traffic signals would also be placed about 1 metre into the Green, between the trees. The Council is currently seeking to establish whether this is legally possible. If not, the carriageway would not be changed, or would be widened by a smaller amount, so that the fence remains in its current position and the traffic signals would be installed on public highway land. (In this case, traffic would not flow as well at this location, and a queue may build along Heathfield Terrace, although the traffic signal timings would be responsive to queue lengths, and a right turn arrow would be utilised to reduce this queue.)</p> <p>The Chiswick Area Committee is particularly interested in your views on whether the relocation of the fence line and the placement of signal pole/s 1 metre into the Green, as described above, are acceptable. Please note that there is no proposal to widen the carriageway into the Green.</p>
33	Two small trees on the north side of Heathfield Terrace relocated 1 metres north.	If the minor widening described above goes ahead, two small trees would need to be relocated as shown, to give them room to grow.
34	Existing pedestrian refuge on Sutton Court Road removed.	This substandard refuge would no longer be necessary, as pedestrians would use the signal-controlled crossing a few metres further north.
35	Existing bus stops on Sutton Court Road for routes 272 and E3.	These bus stops would not change.
36	Proposed no waiting at any time and no loading Monday-Sunday 7am-7pm on the south side of Heathfield Terrace, from the party wall of 20/21 Heathfield Terrace to a point 7.2 metres west of the western boundary wall of 26 Heathfield Terrace.	To improve traffic flows and safety for cyclists, single yellow lines would be upgraded to double yellow lines with daytime loading restrictions. Loading for up to 40 minutes would be permitted between 7pm and 7am each night at this location.

37	Seven pay and display parking spaces on the south side of Heathfield Terrace east of Heathfield Gardens, including four spaces relocated from opposite side of Heathfield Terrace.	Four car parking spaces would be relocated from the north side of Heathfield Terrace to accommodate the new bus stop. A pay & display machine would be provided.
38	New bus stop on the north side of Heathfield Terrace east of Fromow's corner, for southbound routes 272 and E3 and eastbound route 440.	This new 33m bus stop would accommodate southbound 272 and E3 buses from Sutton Lane North. This would provide a convenient stop for residents of Heathfield Gardens, Wellesley Road and Walpole Gardens returning home (for example from Turnham Green tube station) or boarding to travel to Chiswick mainline station. A 2005 proposal, to site a stop on Sutton Lane North opposite Arlington Gardens was not favoured by local residents and has been dropped. The stop would also accommodate eastbound route 440 buses travelling from Heathfield Terrace to Chiswick High Road via Town Hall Avenue.
39	Proposed no waiting at any time and no loading Monday-Sunday 7am-7pm on Sutton Lane North, from the party wall of Lane House & Kendal to the party wall of Michaelmas House & Athgarvan.	To improve traffic flows and safety for cyclists, single yellow lines would be upgraded to double yellow lines with daytime loading restrictions. Loading for up to 40 minutes would be permitted between 7pm and 7am each night at this location.
40	New pedestrian refuge to assist pedestrians crossing Sutton Lane North.	This proposed 1.5m wide refuge would provide an opportunity for pedestrians to cross each lane of Sutton Lane North separately. The carriageway would be 4.0m wide on each side of the refuge, which is sufficient space for a motor vehicle and bicycle to pass through simultaneously. There is insufficient pedestrian demand for a zebra crossing at this location, and the proposed informal crossing minimises the need for infrastructure including flashing lights.
41	New fence-line and pedestrian path on Turnham Green.	A short section of asphalt path would be installed to link the new crossing facility to the current path within the Green, and the existing fence-line would be extended to encourage pedestrians to cross at the safest point
42	New kerb build-outs and raised entry treatment across Arlington Gardens.	The proposed build-out would provide space to accommodate the north-western end of the proposed informal crossing across Sutton Lane North and would reduce the width of Arlington Gardens by about 40 percent, which would slow turning traffic and provide a safe crossing point across this road. A right turn lane on Sutton Lane North is included. A tree is proposed on the new build out, but this might also be a good location for a piece of sculpture.

43	Two car parking spaces on the south side of Arlington Gardens, relocated from north side. Six spaces here to be residents' parking and pay & display.	The new junction design requires the relocation of the two metered car parking spaces on the north side of Arlington Gardens. There is room to accommodate these spaces on the south side. Although it has not been possible to create more car parking in this area, particularly for visitors to the doctor's surgery, it is proposed to make the six spaces at the eastern end of Arlington Gardens available for pay & display parking in addition to the existing residents' parking designation. It is also proposed to remove the motorcycle parking bay on the north side of Arlington Gardens, as there is sufficient space for motorcycles on the south side.
44	Proposed no waiting at any time and no loading Monday-Sunday 7am-7pm on Sutton Lane North, from the party wall of Arlington Park House & Arlington Park Mansions, to a point 40 metres northeast of the party wall of Arlington Park House & Arlington Park Mansions.	To improve traffic flows and safety for cyclists, single yellow lines would be upgraded to double yellow lines with daytime loading restrictions. Loading for up to 40 minutes would be permitted between 7pm and 7am each night at this location.
45	Bus stop on Sutton Lane North removed and double yellow lines installed.	The current bus stop would be removed as no northbound buses would run on Sutton Lane North. No waiting or loading would be permitted here at any time.

-	Proposed Waiting and Loading Restrictions around the perimeter of Turnham Green.	<p>Double yellow lines (“at any time” waiting restrictions) are proposed to be installed on each side of the carriageway around the entire perimeter of Turnham Green (both sides of each road), except in marked parking spaces, bus stops and the taxi stand. Double yellow lines would also be installed along Sutton Court Road from the Heathfield Terrace junction to the first bus stops south of this junction.</p> <p>There are currently single yellow lines along most of these sections of carriageway, with double yellow lines at some of the junctions. In general, the single yellow lines prohibit parking Monday-Saturday, 7am-7pm and loading restrictions operate Monday-Saturday 7-10am and 4-7pm along much of Chiswick High Road.</p> <p>Traffic volumes have increased in recent years, particularly on Sundays, and the numbers of cyclists have also increased significantly. The double yellow lines would improve traffic flows and road safety.</p> <p>Loading would be prohibited at any time on the double yellow lines except where separately identified (references 36, 39 and 44). Standard signs would show the restrictions in place at each location.</p> <p>Please note that even where and when there are loading restrictions in force, it is permissible to stop for up to two minutes to pick up or set down a passenger, provided this does not take place where other road users would be obstructed or significantly inconvenienced.</p> <p>Please also note that Blue Badge holders can park for up to three hours on single or double yellow lines, but not where or when there is a loading restriction in force. Blue Badge holders can park free of charge in pay & display spaces.</p>
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