

# Linkfield Road Area, Isleworth – Traffic and Parking

Public Consultation



London Borough  
of Hounslow



## Consultation on Traffic and Parking proposals in the Linkfield Road area

The London Borough of Hounslow is consulting on ideas to better manage traffic and parking in your area. This consultation is split into two sections: Traffic and Parking.

We would welcome your comments on the ideas presented in both sections, either by visiting [www.surveymonkey.co.uk/r/Linkfieldarea](http://www.surveymonkey.co.uk/r/Linkfieldarea), or by returning the enclosed questionnaire using the FREEPOST envelope provided. If you need this information in an alternative format, please contact us. Please return all comments by **Monday, 9 January 2017**.

If you would like to view the proposals in more detail with council staff present, please come along to the public exhibition:

- Venue: St John's Centre, 80 St John's Road, Isleworth, TW7 6RU
- Date and time: Tuesday, 6 December 2016, 5pm – 8pm

Consultation feedback will be summarised and presented to Ward Councillors for consideration during 2017.

Should the consultation show support for a change to traffic management, a trial of up to 18 months may be approved to monitor its impact and gather further information and feedback.

Should the consultation show support for a resident only Controlled Parking Zone (CPZ), this would be progressed to detailed design and a further consultation prior to implementation.

# Section 1 - Traffic

## Background information

The council has supported the principle of all residential roads to be made into 20mph zones. Therefore, as part of the borough wide introduction of 20 mph zones, it is proposed that the area of Linkfield Road and St John's Road and other roads leading to/from these roads including part of Twickenham Road will become a new 20 mph zone in 2017. Signs and road markings will indicate the 20 mph zone; no new traffic calming is proposed at this time.

The council has also received many requests for something to be done about the volume of traffic using Linkfield Road and surrounding roads. The matter has been raised in a petition presented to Isleworth & Brentford Area Forum on 3 March 2016, and at a community meeting organised by the St John's Road Residents' Association on 13 May 2016.

We would therefore like your opinion on possible changes to the way that traffic can use Linkfield Road. These ideas have been suggested by local residents as a way of reducing the impact of through traffic in this area. The suggestions include providing 'no entry' to some roads or for making some roads one-way. The council does not have a firm opinion on the proposals presented here at this stage. We are keen to hear your views, and any ideas of your own as to how we can improve this area for local residents.

A high volume of through traffic can have a detrimental impact on road safety and quality of life for residents. In most cases, through traffic is more appropriately routed via the principal road network, which in this area would include St John's Road, London Road and Twickenham Road. Traffic surveys undertaken by the council have confirmed a high volume of through traffic in this area, as detailed below:

- Through traffic along Linkfield Road is largely occurring in an eastbound direction (from London Road to Twickenham Road). 74% (around 1100 vehicles) of traffic joining Linkfield Road at London Road and heading east is through traffic, meaning that drivers are not stopping for any reason in the study area but passing through to access St John's Road or Twickenham Road. During the morning and afternoon peaks the proportion of traffic that was through traffic increased to around 98%, with the actual numbers of cars making this trip significantly higher in the afternoon peak. Much of the through traffic entering the study area at the western end of Linkfield road at London Road exited onto Twickenham Road, however around a third (381 vehicles) exited onto St John's Road via Loring Road.
- Around 277 vehicles entered Loring Road from St John's Road across the 12 hours, with 62% of these trips classed as through traffic. Around three quarters of these drivers exited the study area onto London Road which suggests drivers use this route to avoid the lights at the St John's Road and London Road junction.
- In the westbound direction along Linkfield Road around 45% of traffic joining Linkfield at Twickenham Road can be classed as through traffic. The volume of through traffic (139 vehicles across the 12 hour period) was much less than that heading eastbound.
- 274 vehicles exited the study area via Kendall Road. Around 54% of this traffic was through traffic. Of this through traffic around half (equivalent to 82 vehicles across

the 12 hour period) entered the study area at Linkfield Road or Mill Plat. This would be traffic that was seeking to avoid the mini-roundabout at the St John's Road and Twickenham Road junction.

- 324 vehicles joined Linkfield Road from Grainger Road. Around 55% of this traffic was through traffic and just over half of that through traffic in the peak periods exited via Twickenham Road, with the other 45% exiting via London Road. This suggests that drivers use Grainger road to try and avoid congestion at the eastern and western ends of St John's Road.

## **Traffic management suggestions**

Three suggestions, summarised on the enclosed plans, to reduce the amount of through traffic in this area are as follows:

1. Linkfield Road to become one-way westbound from Twickenham Road along its entire length, a contraflow cycle facility would be provided. Traffic would need to use Kendall Road or Loring Road to gain access to St John's Road. This would reduce eastbound through traffic on Linkfield Road however would not reduce all through traffic via Loring Road.
2. No entry into Linkfield Road from London Road (except cycles). This junction would become exit only onto London Road, however Linkfield Road would remain two way. This would reduce most of the eastbound traffic using Linkfield Road. Westbound traffic and through traffic using Loring Road to access London Road would be unaffected.
3. Closure of Linkfield Road around Grainger Road (except cycles). This would remove virtually all eastbound and westbound through-traffic on Linkfield Road. In order to reduce the dominant eastbound flow of through traffic this closure would need to be sited to the west of the junction with Grainger and Linkfield Road.

## **How would these suggestions impact on journeys on local roads?**

The impact of the proposals on traffic flow in the local area will vary depending on which suggestion from the above list is assessed.

All suggestions seek to reduce the flow of through traffic eastbound from London Road towards Twickenham Road. This will mean more people needing to turn onto St John's Road from London Road at the existing traffic signal controlled junction. In the afternoon peak, which has the most significant flows impacted, this may increase the amount of traffic using this junction by up to a third. Whilst the junction would still broadly operate within capacity, it is likely to mean longer journey times for people making this trip by car.

Suggestion 3 (closure at Grainger Road) would also remove some westbound through traffic from Linkfield Road. This could put more pressure on the mini-roundabout at the St John's Road and Twickenham Road junction.

Conversely removing a significant proportion of traffic heading eastbound is likely to improve journey times for those heading westbound on Linkfield Road. This would particularly be the case in suggestion 2 (Road one way).

Reducing through traffic on Linkfield Road may lead to some displacement to other local residential roads, for example Amhurst Gardens. If a decision is taken to progress a proposal in this location then the impact would be monitored during the trial and reported ahead of any permanent decisions being made.

There is some evidence to suggest that if a journey previously made by car is made less attractive by way of increasing the journey time people can reconsider whether they make these trips, what time they make the trip and what mode of transport they use. This can mean less trips being made on the network, trips being made earlier or later outside of the peak or trips made by public transport, walking and cycling. This can reduce the impact of traffic management schemes on other drivers.

### **Would vehicular access be maintained to my property?**

For all of the initial suggestions presented, access would be maintained to all properties that currently have off-street parking. For properties without off-street parking, access for deliveries would be maintained within a few metres of the property.

### **Would making roads one-way have any impact on the speed of traffic?**

The introduction of one-way working on a road has the potential to increase vehicle speeds, as drivers know that they will not face any oncoming traffic. In some cases it can then be necessary to introduce further physical traffic calming measure to reduce instances of speeding.

### **What would be the benefits of making roads one-way in this area?**

Traffic surveys show that a significant proportion of the traffic in the Linkfield Road area is through traffic having neither an origin nor a destination within the local area. The introduction of one-way working would therefore reduce the overall volume, although clearly not to the same extent as a permanent closure. Given this may also make westbound traffic quicker there may be an increase in this flow as a consequence, however an overall reduction in traffic volume on the residential roads would be anticipated.

### **Would the proposals make things better for those who walk or cycle?**

The reduction of through traffic on these residential roads is likely to make it a more pleasant and safer environment to walk and cycle. Reduction in parking levels may also improve options for pedestrians to cross the road safely, particularly at junctions. In all of the above suggestions we would attempt to maintain unrestricted access in both directions along the length of Linkfield Road for those on bicycles.

### **How would this impact on access for emergency services?**

As well as consulting with local residents, the Council is carrying out consultation with other key stakeholders including the emergency services, and feedback from all stakeholders will be included in the report to Ward Councillors.

## Section 2 - Parking

### Background information

There are a number of 'trip attractors' in this area, including a railway station, hospital, local shops and businesses. This can make it hard for residents to find a parking space near their home. The introduction of parking controls could reduce the amount of non-resident parking and improve the look and feel of the road by reducing the nose-to-tail parking that currently occurs. It could also reduce the number of non-residents travelling to the area, helping to reduce traffic congestion on the local road network.

### Parking management options

The proposal is to introduce a residents only Controlled Parking Zone(s) (CPZ) on Linkfield Road and all connecting roads, from London Road to Twickenham Road. We are also asking residents their opinion on controls for St John's Road, London Road (on the section between Nos. 420 and 450), and on Mandeville Road.

A CPZ is an area where all kerbside space is marked out with parking spaces where it is safe to park. Waiting restrictions (yellow lines – either single or double) would be placed everywhere else, where parking would not be permitted during the times when the CPZ is operational, or for longer periods if considered necessary for safety and access reasons.

CPZs work by ensuring that only vehicles with valid permits are allowed to park in designated bays during the hours the CPZ operates. At other times, parking is unrestricted except where yellow lines operate for longer periods. Any vehicle parked illegally during the controlled times are liable to receive a Penalty Charge Notice (parking ticket).

There are a number of options available as to how zones can operate. As parking pressures vary across the area, it may that two zones operating slightly different hours are the best way to reduce parking pressure whilst minimising inconvenience to residents.

Options include:

- **Full day** - For example 8am - 8pm (or other times).
- **One part of the day only** – For example 10am – 12 noon (or other times).
- **Two parts of the day** - For example 10am – 12 noon & 3pm - 5pm (or other times).

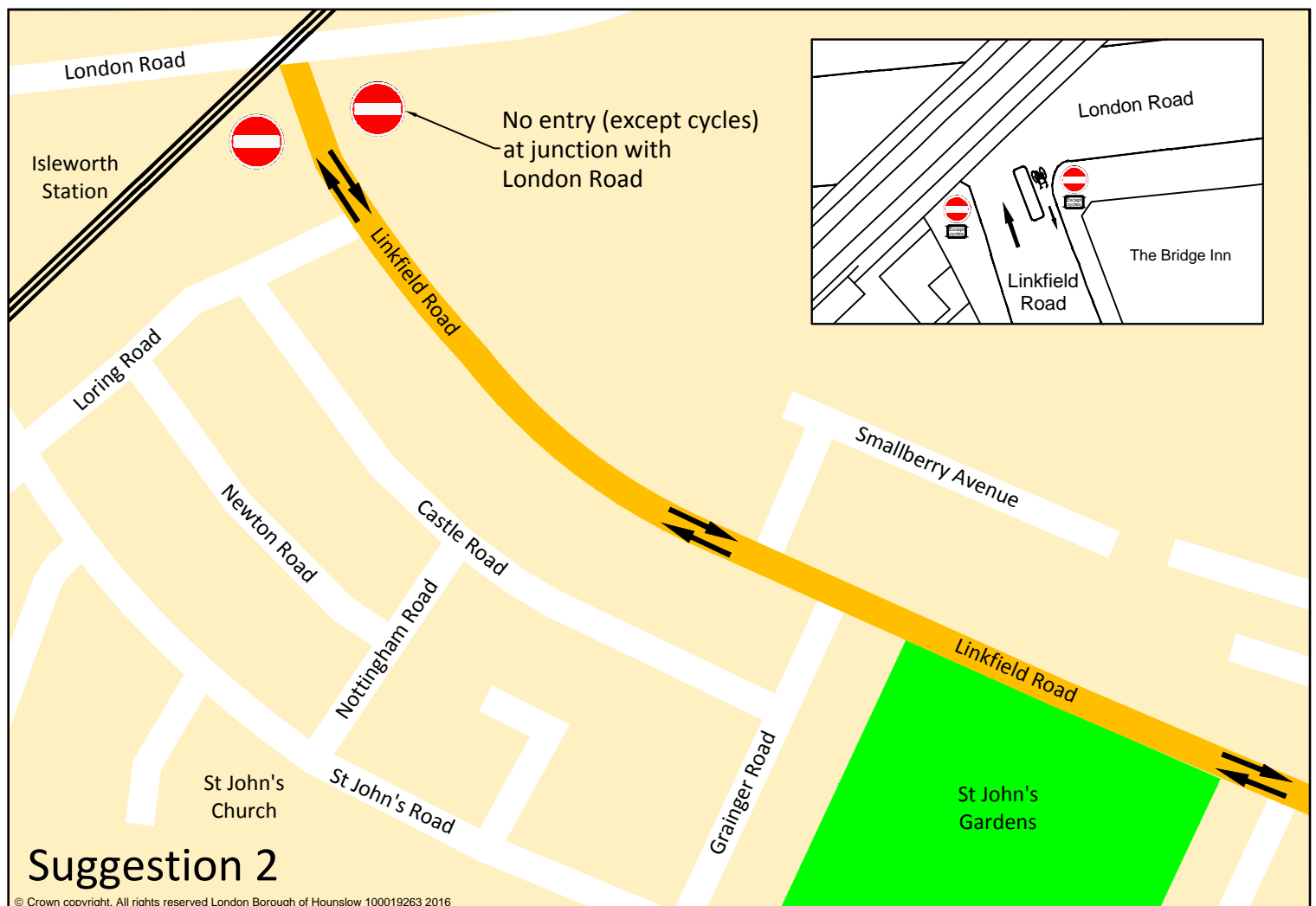
The restrictions can be in force Mondays to Fridays only, or could be extended to include Saturdays and/or Sundays (the existing Twickenham Road CPZ is in force every day).

The current costs of residents' permits, which are valid for 12 months, are as follows:

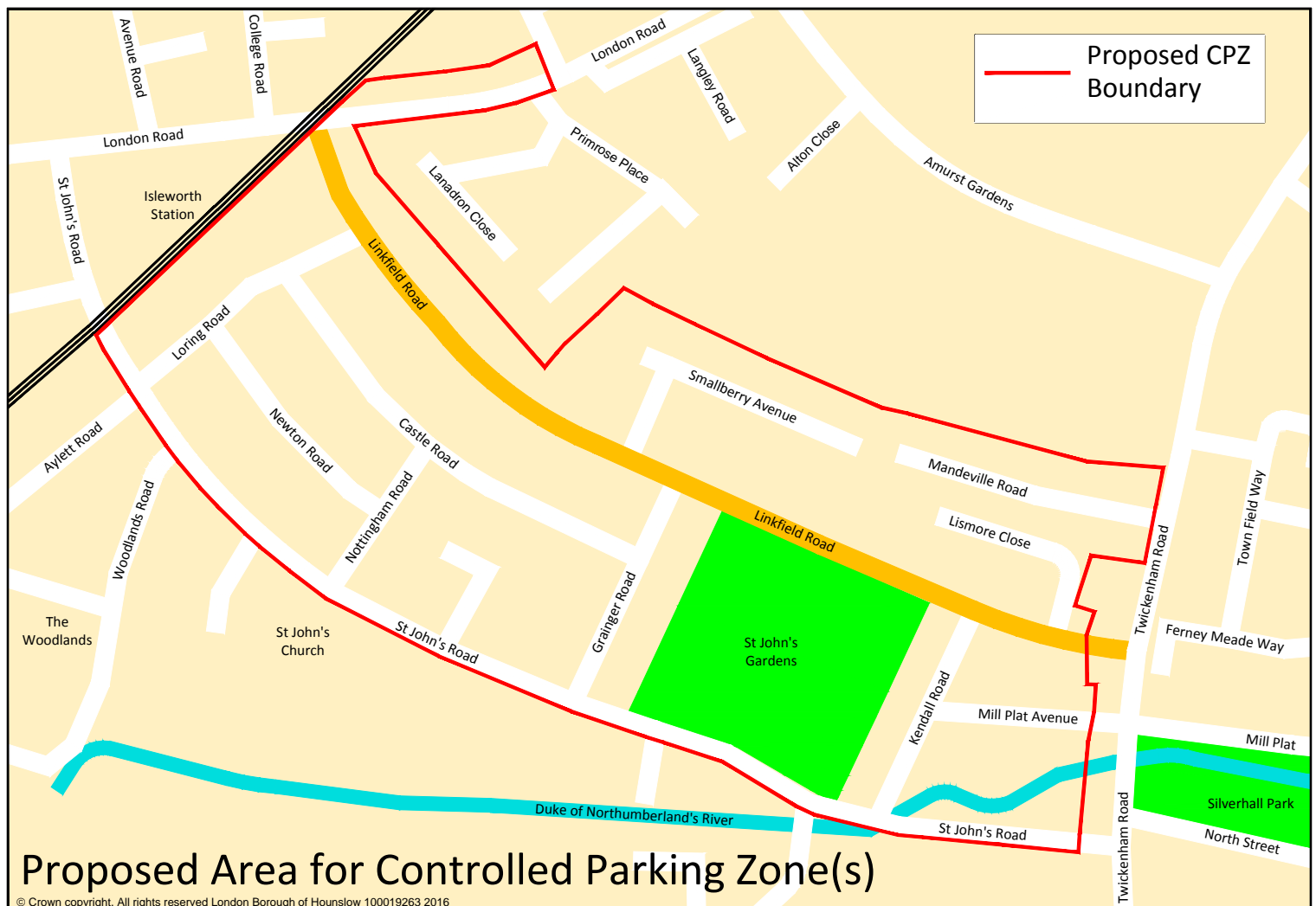
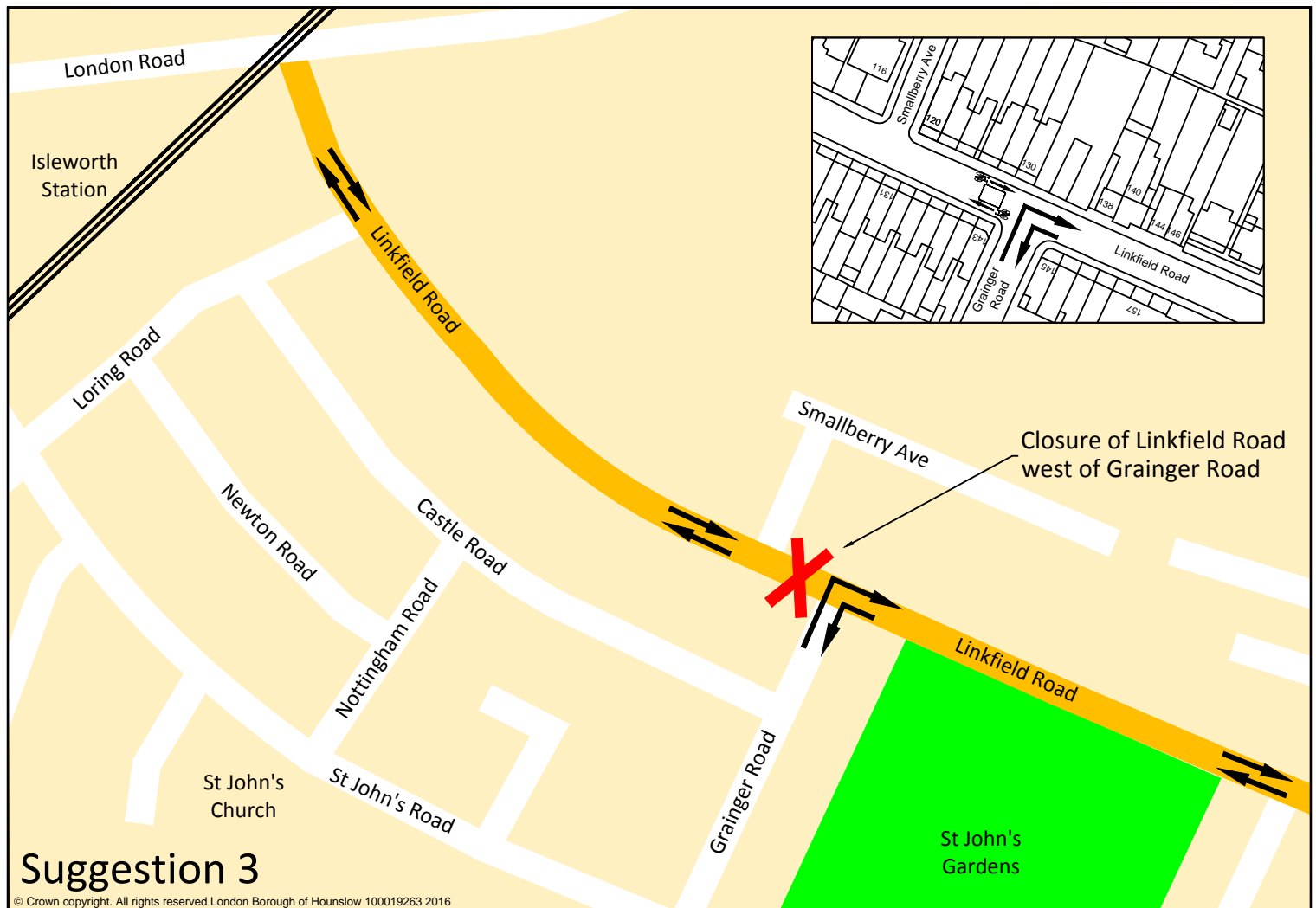
First vehicle - £80              Second vehicle - £133              Third and subsequent vehicles - £220

Visitor permits are in the form of a lined booklet. There are 30 lines in one booklet. Each line is valid for one hour from the start time. A booklet of permits costs £22.50.

Further information on resident parking permits can be found on the Council's website:  
[http://www.hounslow.gov.uk/index/transport\\_and\\_streets/parking/parking\\_permits.htm](http://www.hounslow.gov.uk/index/transport_and_streets/parking/parking_permits.htm)









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