

## Wood Lane Section

### Technical explanation

The capacity of Wood Lane has been reduced in several key areas, resulting in some additional queues at certain locations. Southbound just after Du Cane Road, the carriageway is reduced to a single lane where the new Toucan crossing has been installed, creating a pinchpoint for southbound traffic, resulting in congestion and queues to the North of this location. The number of traffic lanes at the junction of the A40 has remained the same on all approaches, and therefore no additional delay is predicted to occur at this location. On the southbound approach to the junction of South Africa Road and Wood Lane, a short section of bus lane has been removed to make room for the two-way cycle route, as well as a general traffic flare at the stopline. However, due to the large amount of green time for this movement, this is not likely to cause significant changes to journey times. Similarly, on the northbound approach, a short section of bus lane has been removed – this is predicted to slightly increase bus journey times through this section of the network. At the junction of Ariel Way, the number of traffic lanes remains the same, however, the new pedestrian crossing will reduce the amount of green time available for general traffic, which is likely to increase traffic delay, but not significantly. At the junction of Wood Lane and Uxbridge Road, the junction has been redesigned with new cycle movements, however, the number of traffic lanes has been maintained the same, and the junction design has been simplified which is predicted to slightly reduce the delay to vehicles at this key pinch-point.

## Shepherds Bush Green

### Technical explanation

The eastbound approach to Holland Park Roundabout has been reduced to two lanes on the entry to the roundabout. In order to help to manage the traffic on the approach, a new bus lane has been incorporated into the design on the North side of Shepherds Bush Green. The number of general traffic lanes eastbound will remain two lanes throughout – whilst also providing journey time improvements for bus routes. The westbound exit of Holland Park roundabout has been reduced from three general traffic lanes to two. However, to the west, the number of traffic lanes on Shepherds Bush Green south-side has been maintained, which is likely to reduce the impact of the scheme on journey times. The number of traffic lanes at the junction of Goldhawk Road and Shepherds Bush Road and the junction of Uxbridge Road and Wood Lane has remained the same. Combined with the improved junction design at Uxbridge Road and Wood Lane this has resulted in predicted decreases in journey times across Shepherds Bush Green. This is also a result of a slight reduction in traffic through Holland Park Roundabout due to the reduction in the number of lanes.

## Holland Park Avenue

### Technical explanation

The number of traffic lanes on Holland Park Avenue eastbound has been maintained as two-lanes throughout – leading to similar capacity as the existing layout. Westbound, the number of traffic lanes has been reduced in certain locations, although two-lanes have been maintained on the westbound approach to Holland Park Roundabout. Since this is the main existing westbound bottleneck, retaining two lanes at this location has helped to minimise the disruption as a result of the scheme. The other main pinch-point is the junction of Ladbroke Grove and Holland Park Avenue which retains the same number of lanes on all approaches in order to minimise the impact of the scheme. The other main junctions in this section at Holland Park Avenue and Holland Park (East and West) have been carefully designed to incorporate additional facilities for pedestrians and cycles. This has necessitated restrictions to the direction of travel for motor vehicles at these junctions in order to simplify junctions to maintain similar operation as existing. In addition, Ladbroke Terrace is now

access-only for motor vehicles in order to facilitate a new crossing at this location across Holland Park Avenue and the left-turn from Royal Crescent into Holland Park Avenue has been banned in order to facilitate a new pedestrian crossing.

### **Notting Hill Gate**

#### **Technical explanation**

The number of traffic lanes on Notting Hill Gate has been reduced in both directions. This has had a minimal impact on traffic flows – except for the westbound journeys which do see a slight increase in journey times. The main pinch-point is on the westbound approach to Notting Hill Gate which has been reduced from two lanes to one. This has caused westbound queues in both peak periods. The rest of the section now has two lanes in both directions instead of three. New and more direct pedestrian crossings have been implemented at the junctions throughout this section using innovative junction designs in order to minimise their impact on general traffic and bus journey times.