

Wood Lane Section

Consultation narrative

TfL has produced journey time outputs using its traffic modelling tools to review the impact of the scheme on the bus network and on general traffic journey times. Junctions have been designed to operate as efficiently as possible whilst accommodating new pedestrian and cycle facilities along Wood Lane. Southbound bus and general traffic journey times are forecast to remain broadly the same in both morning and evening peaks. Northbound journey times are, however, forecast to rise as we predict that there will be a slight increase in vehicles using Wood Lane. Wait times for all of the pedestrian crossings throughout this section will operate similarly to the existing situation

As published:

How would the proposals affect journey times?

We have produced journey time estimates using our traffic modelling tools to review the likely impact of the scheme on the bus network and on general traffic journey times. To do this we assessed how London's roads would operate in 2021, considering population growth, committed developments and other road improvements. We then tested how London's roads would operate in 2021 with the changes proposed as part of this scheme. This allows us to isolate the predicted impacts of this proposed scheme from other changes which are not part of this consultation.

Junctions have been designed to operate as efficiently as possible while accommodating new pedestrian and cycle facilities along Wood Lane. As a result of the scheme southbound bus and general traffic journey times are forecast to remain broadly the same as existing journey times in both morning and evening peaks. Northbound journey times are, however, forecast to rise as we predict that there would be a slight increase in vehicles using Wood Lane (see table below). Wait times for all of the pedestrian crossings throughout this section would operate similarly to the existing situation.

Shepherds Bush Green

Consultation narrative

TfL has produced journey time outputs using its traffic modelling tools to review the impact of the scheme on the bus network and on general traffic journey times. Bus and general traffic journey times around Shepherds Bush Green are forecast to improve during both morning and evening peak periods as result of the proposed improvements. This is due to a number of factors including a predicted reduction in traffic around Shepherd Bush Green and on the approach roads as a result of there being fewer traffic lanes between Shepherds Bush Green and Holland Park Roundabout. In addition, the new efficient junction design at Uxbridge Road and Wood Lane as well as the retention of traffic lanes on the South, West and North sides of the Green results in improvements to journey times for those circulating Shepherd Bush Green.

Finally, the new east bound bus lane on the north-side of the Green also improves bus journey times. Wait times for all of the pedestrian crossings throughout this section will operate similarly to the

existing situation with pedestrian movements to and from Shepherds Bush tube station linked to aid progression.

As published:

How would the proposals affect journey times?

We have produced journey time estimates using our traffic modelling tools to review the likely impact of the scheme on the bus network and on general traffic journey times. To do this we assessed how London's roads would operate in 2021, considering population growth, committed developments and other road improvements. We then tested how London's roads would operate in 2021 with the changes proposed as part of this scheme. This allows us to isolate the predicted impacts of this proposed scheme from other changes which are not part of this consultation.

Junctions have been designed to operate as efficiently as possible while accommodating new pedestrian and cycle facilities at Shepherd Bush. As a result of the scheme bus and general traffic journey times around Shepherds Bush Green are forecast to improve during both morning and evening peak periods as result of the proposed road changes.

This is due to a number of factors including a predicted reduction in traffic around Shepherd Bush Green and on the approaching roads. This is predicted as a result of there being fewer traffic lanes between Shepherds Bush Green and Holland Park Roundabout, therefore drivers are forecast to choose alternative routes. In addition, there would be an improved new junction design at Uxbridge Road and Wood Lane.

Finally, the new east bound bus lane on the north side of the Green also improves bus journey times. Wait times for all of the pedestrian crossings throughout this section would operate similarly to the existing situation with pedestrian movements to and from Shepherds Bush Tube station linked.

Holland Park Avenue

Consultation narrative

TfL has produced journey time outputs using its traffic modelling tools to review the impact of the scheme on the bus network and on general traffic journey times. Junctions have been designed to operate as efficiently as possible whilst accommodating new pedestrian and cycle facilities along Holland Park Avenue. In the morning peak eastbound bus and general traffic journey times are forecast to be lower as a result of the scheme; however in the opposite direction journey times are expected to increase as the scheme proposes to reduce the number of westbound traffic lanes. In the evening peak eastbound journeys are forecast to increase as a result of the scheme with westbound journey times remaining broadly similar. Wait times for all of the pedestrian crossings throughout this section will operate similarly to the existing situation

As Published:

How would the proposals affect journey times?

We have produced journey time estimates using our traffic modelling tools to review the likely impact of the scheme on the bus network and on general traffic journey times. To do this we assessed how London's roads would operate in 2021, considering population growth, committed developments and other road improvements. We then tested how London's roads would operate in 2021 with the changes proposed as part of this scheme. This allows us to isolate the predicted impacts of this proposed scheme from other changes which are not part of this consultation.

Junctions have been designed to operate as efficiently as possible while accommodating new pedestrian and cycle facilities along Holland Park Avenue. As a result of the scheme, in the morning peak eastbound bus and general traffic journey times are forecast to be lower as a result of the scheme; however in the westbound direction journey times are expected to increase as the scheme would reduce the number of westbound traffic lanes (see table below). In the evening peak eastbound journeys are forecast to increase as a result of the scheme with westbound journey times remaining broadly similar. Wait times for all of the pedestrian crossings throughout this section would operate similarly to the existing situation.

Notting Hill Gate

Consultation narrative

TfL has produced journey time outputs using its traffic modelling tools to review the impact of the scheme on the bus network and on general traffic journey times. Junctions have been designed to operate as efficiently as possible whilst accommodating new pedestrian and cycle facilities along Notting Hill Gate. In both peak periods, eastbound bus and general traffic journey times are expected to remain broadly similar. Westbound bus and general traffic journey times are expected to increase slightly in all periods, this is mainly due to the removal of a traffic lane on the approach to Notting Hill Gate. The scheme delivers a number of new pedestrian facilities, which have been setup to operate with similar wait times to the existing situation.

As published:

How would the proposals affect journey times?

We have produced journey time estimates using our traffic modelling tools to review the likely impact of the scheme on the bus network and on general traffic journey times. To do this we assessed how London's roads would operate in 2021, considering population growth, committed developments and other road improvements. We then tested how London's roads would operate in 2021 with the changes proposed as part of this scheme. This

allows us to isolate the predicted impacts of this proposed scheme from other changes which are not part of this consultation.

Junctions have been designed to operate as efficiently as possible while accommodating new pedestrian and cycle facilities along Notting Hill Gate. As a result of the scheme, in both peak periods, eastbound bus and general traffic journey times are expected to remain broadly similar to existing times. Westbound bus and general traffic journey times are expected to increase slightly in all periods, this is mainly due to the removal of a traffic lane on the approach to Notting Hill Gate (see table below). The scheme proposes a number of new pedestrian crossings, which have been designed to operate with similar wait times to other existing crossings in the area.

The scope of the proposed improvements is limited to within the Royal Borough of Kensington and Chelsea. We do acknowledge that the impacts of the scheme will extend into the neighbouring borough of the City of Westminster. Therefore, our assessment of the journey time impacts of the proposals between Notting Hill Gate and Lancaster Gate has been included in the results table.

Reassignment Text (as published for consultation):

Traffic reassignment in London Borough of Hammersmith and Fulham – Wood Lane and Shepherd Bush Green Neighbourhoods

Due to road capacity reductions at the junction of Uxbridge Road with Holland Park roundabout, less traffic is predicted to travel around Shepherd Bush Green and Holland Park Roundabout under our proposals. This is expected to result in some vehicles taking alternative routes including some additional traffic travelling northbound on Wood Lane and eastbound on Ariel Way.

Traffic reassignment in Royal Borough of Kensington and Chelsea – Holland Park Avenue and Notting Hill Gate Neighbourhoods.

The proposed change to road layout along Holland Park Avenue and Notting Hill Gate as well as Ladbroke Terrace becoming northbound only is predicted to lead to some traffic taking alternative routes. Some roads are predicted to see an increase in traffic because of our proposals, while other roads are predicted to see a reduction in traffic volumes. Traffic from the Paddington area and further east is also predicted to take alternative routes such as the A40 (westbound).

Due to the proposed changes at Holland Park West (entry only) and Holland Park East (exit only) north and southbound traffic would switch between these two approaches, but it is expected that overall number of vehicles using these roads would remain broadly the same.