



11 JUNE 2019

Cycle Superhighway 10 Reassignment Analysis

Operational Modelling & Visualisation

Susie Kerry / Torsten Schneider



EVERY JOURNEY MATTERS

Modelling Notes

This briefing pack will outline the expected pattern of traffic flow and rerouting in the CSH10 impact area for 2021. The ONE (Operational Network Evaluator) model has been used to assess the following scenarios:

Base: Representing the current situation on the network, before any work is carried out.

Future Base: Represents the predicted 2021 network, including all strategically significant schemes planned for implementation, including a London-wide Active Traffic Management (ATM) mitigation strategy, but excluding CSH10 itself.

Do Something: Represents the predicted 2021 network, as in the Future Base, but also including the CSH10 scheme.

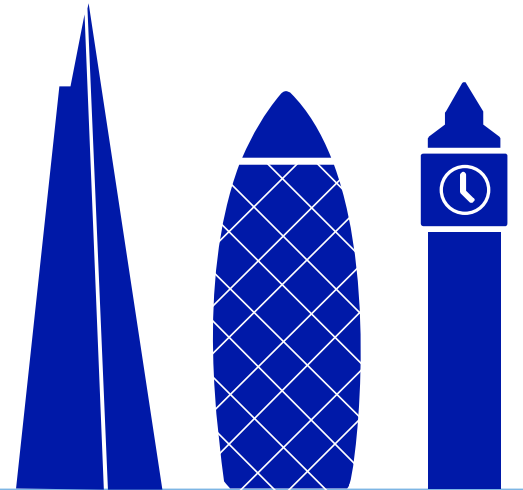
The CSH10 designs were coded into the ONE Model and iterated with junction models to obtain the most efficient network operation for 2021 model flows.

Following iteration between ONE and junction models, flow and routing information was extracted from ONE and input into VISSIM for a more detailed journey time assessment.

This pack compares the ONE Do Something and Future Base scenarios for the AM and PM peaks, to better understand where traffic is expected to reroute to as a result of the implementation of CSH10.



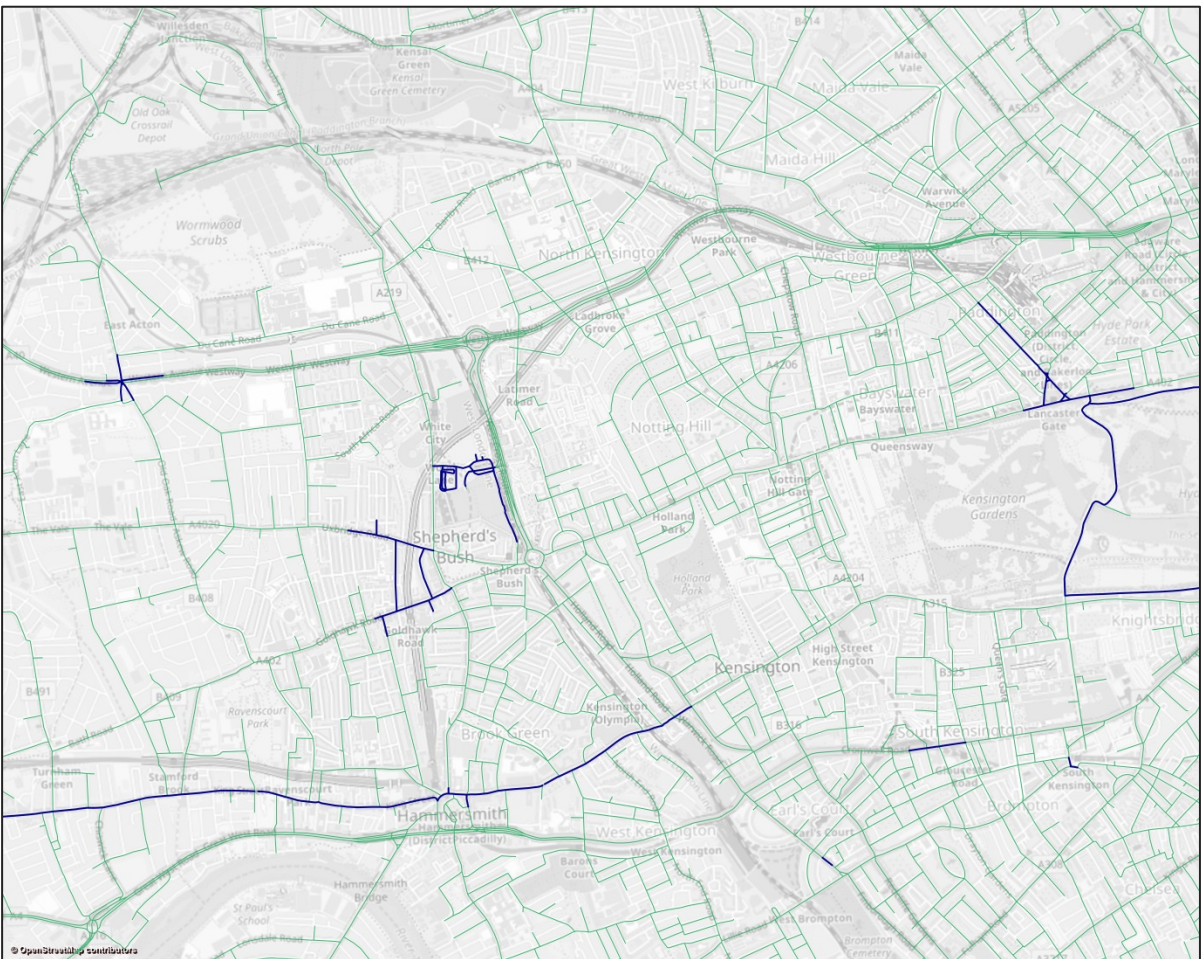
Traffic Reassignment Analysis for 2021



Schemes included in the Future Base 2021 ONE Model range from road closures and cycle superhighways to two-way conversions.

Schemes in the local vicinity:

- Shepherds Bush Town Centre West
- Savoy Circus
- Westfield White City
- Cycle Superhighway 9
- East – West Cycle Superhighway



AM Peak – Flow Difference between 2021 Do Something and Future Base

Predicted increases eastbound on Ladbroke Rd, southbound on Pembridge Rd and southbound on Clarendon Rd of up to 200veh/hr, with traffic rerouting following the southbound closure of Ladbroke Terrace.

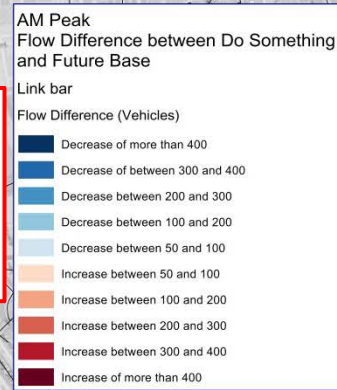
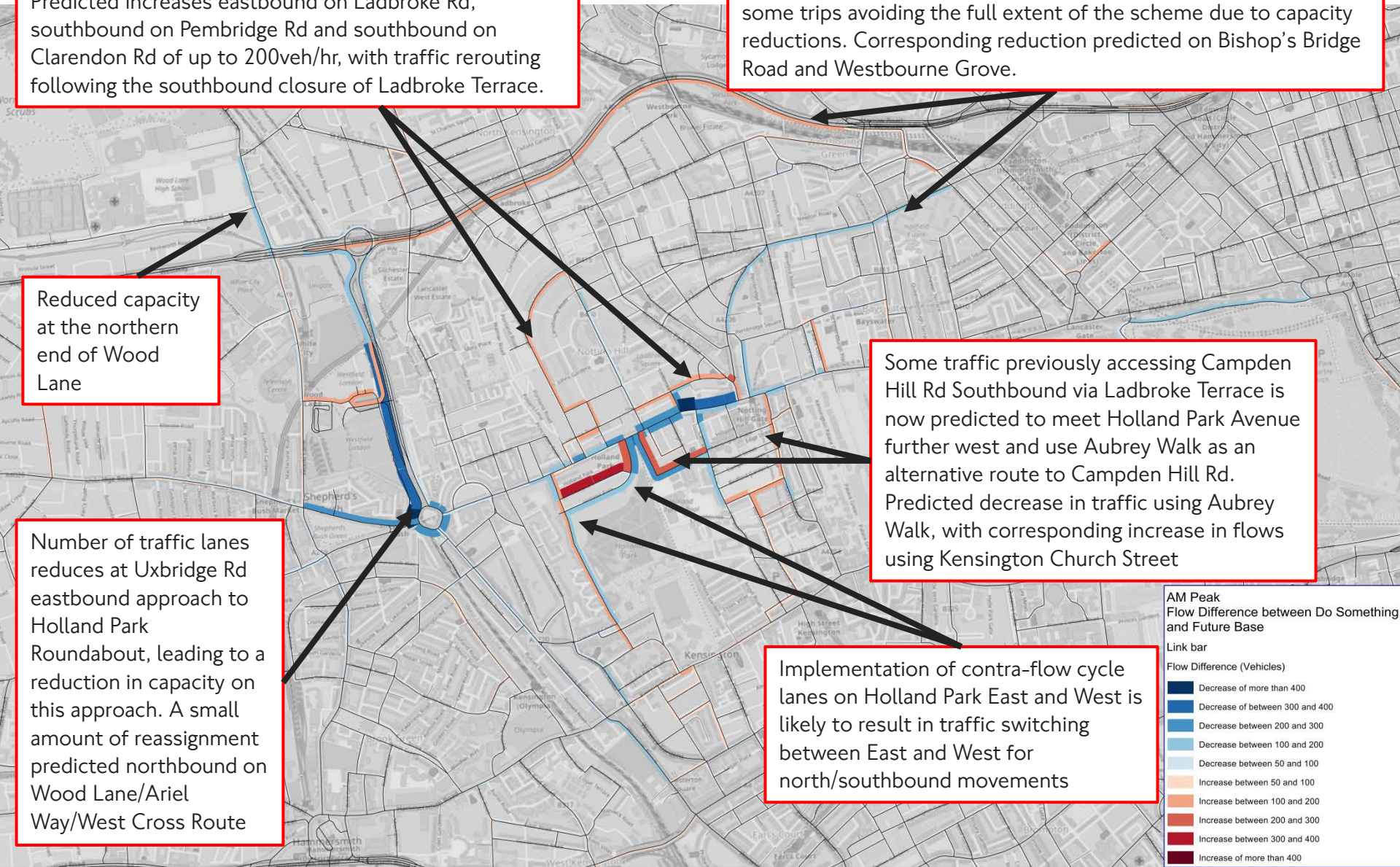
Predicted increase of up to 200 veh/hr on A40 Westbound, with some trips avoiding the full extent of the scheme due to capacity reductions. Corresponding reduction predicted on Bishop's Bridge Road and Westbourne Grove.

Reduced capacity at the northern end of Wood Lane

Some traffic previously accessing Campden Hill Rd Southbound via Ladbroke Terrace is now predicted to meet Holland Park Avenue further west and use Aubrey Walk as an alternative route to Campden Hill Rd. Predicted decrease in traffic using Aubrey Walk, with corresponding increase in flows using Kensington Church Street

Number of traffic lanes reduces at Uxbridge Rd eastbound approach to Holland Park Roundabout, leading to a reduction in capacity on this approach. A small amount of reassignment predicted northbound on Wood Lane/Ariel Way/West Cross Route

Implementation of contra-flow cycle lanes on Holland Park East and West is likely to result in traffic switching between East and West for north/southbound movements



PM Peak – Flow Difference between 2021 Do Something and Future Base

Predicted increases eastbound on Ladbroke Rd and southbound on Clarendon Rd of up to 200veh/hr, with traffic rerouting following the southbound closure of Ladbroke Terrace.

Predicted increase of up to 100 veh/hr in both directions on A40

Reduced capacity at the northern end of Wood Lane

Number of traffic lanes reduces at Uxbridge Rd eastbound approach to Holland Park Roundabout, leading to a reduction in capacity on this approach. A small amount of reassignment predicted northbound on Wood Lane/Ariel Way/West Cross Route

Implementation of contra-flow cycle lanes on Holland Park East and West is likely to result in traffic switching between East and West for north/southbound movements. The additional flow on the southernmost section of Holland Park is predicted to proceed north via Ladbroke Grove.

