



Transport for London
Local Communities and
Partnerships

tfl.gov.uk

streetspacelondon@tfl.gov.uk

9 September 2020

Dear Sir / Madam,

The London StreetSpace programme: New temporary cycle route along Chiswick High Road

I am writing to you about some changes we are making nearby, as part of our StreetSpace for London programme.

As London continues to emerge from the Coronavirus lockdown, we are working in partnership with the Mayor of London and Hounslow Council to support the reopening of the high street, create more space for people to walk and cycle safely, and help improve air quality. The scheme – which will run along Chiswick High Road, Heathfield Terrace and Wellesley Road – is part of this programme.

This new route, a temporary version of Cycleway 9, will enable people to cycle between Olympia and Kew Bridge on safer streets for the first time. Construction work on the route is planned to begin on 14 September 2020 and last for around two weeks.

What we're doing

Details of all the changes – including new cycling infrastructure, improvements to walking facilities, parking suspensions, and changes to bus stops – can be found on the last page of this letter.

How the works may affect you

During construction lane closures will be in place along the A315, which may result in some congestion and delays to journeys through the area.

Your views and feedback

While we have not formally consulted on this scheme your views about these temporary changes are important to us. We would like to know about your experiences using the scheme. Specifically, we would like to know:

- Has the scheme impacted you or your business positively or negatively?
- Has the scheme resulted in what you expected?
- Are there any unexpected outcomes which you think we should know about? (This could be things like access to deliveries or more people visiting on foot or by bicycle than usual.)

If you have any comments about the effects of our scheme now or in the future, or have suggestions for changes or improvements we might make, please let us know at [**streetspacelondon@tfl.gov.uk**](mailto:streetspacelondon@tfl.gov.uk).

You can report any immediate concerns or issues you have about safety to our Streetcare team at: [**streetcare.tfl.gov.uk**](https://streetcare.tfl.gov.uk).

Next Steps

We will closely monitor the effects of these temporary changes over the coming months. We hope some of the changes we've made across London could become permanent additions to London's walking and cycling network.

Further information

For further details of all of our plans and to find out the latest information on our Streetspace programme please visit [**tfl.gov.uk/streetspace**](https://tfl.gov.uk/streetspace)

Yours sincerely,

Fraser Macdonald
Strategic Consultations Lead
Local Communities & Partnerships
Transport for London

We have been working very closely with the London Borough of Hounslow to develop the following temporary changes. LB of Hounslow is in full agreement with the changes we will make:

Walking and cycling

- Cycle route with markings throughout Heathfield Terrace and Wellesley Road, linking Chiswick High Road in the east with A205 in the west. This scheme will help encourage people to cycle more as an alternative to public or private transport
- Give-way markings added to Horticultural Place's access to Heathfield Terrace to stop vehicles and increase safety for cyclists on Heathfield Terrace
- Changes to cycle facilities on the eastbound approach to the junction of Chiswick High Road with Heathfield Terrace, to reduce conflict for eastbound cyclists on Chiswick High Road accessing the two-way cycle track
- Right turn banned from Chiswick High Road into Heathfield Terrace for all traffic except cycles to maintain junction capacity and reduce conflict with vehicles. Vehicles on Chiswick High Road can access Heathfield Terrace via Town Hall Avenue or Sutton Lane North to the west
- Removal of eastbound cycle lane, and implementation of continual two-way segregated cycle way – separated from traffic by 'wands' on southern side of Chiswick High Road from Heathfield Terrace – to junction with Goldhawk Road, connecting to temporary scheme implemented by Hammersmith & Fulham Council. This will provide a direct east-west route separated from motorised traffic, to improve road safety for cyclists and encourage everyone who can to cycle
- Exit from Bleak House Lane closed off using traffic management barriers to allow for repositioning of traffic signals necessary for the new cycle track, and to reduce conflict for cyclists by removing traffic crossing the two-way segregated cycle lane. Access to Bleak House Lane via Sanderson's Lane is retained. Exit is retained via Barley Mow Passage
- Temporary island implemented on Linden Gardens (west) to reduce potential for conflict between eastbound right turners and bus stop bypass island
- Temporary reduction in lanes on Linden Gardens (east) at its junction with Chiswick High Road to reduce likelihood of exiting vehicles waiting in the cycle track to complete turns, and to improve visibility of oncoming cyclists

- Access to car park by 'George IV' pub, west of Devonshire Road, closed off using traffic management barriers to create temporary increase in footway space
- Inclusion of Advanced Stop Lines for cyclists to reduce conflict with other traffic on Annandale Road, Turnham Green Terrace, Chiswick Lane, Upham Park Road, British Grove and Goldhawk Road
- Cycle lane with buff surfacing across junction with Linden Gardens (west) Brackley Road, Homefield Road. Airedale Road and Netheravon Road to alert turning vehicles to presence of cyclists
- Access to uncontrolled pedestrian crossing between Prebend Gardens and Goldhawk Road closed off using temporary barriers in order to accommodate two-way cycle lane
- New bus stop islands, to provide space for passengers to wait, board and alight buses away from the main footway
- Raised zebra crossings where cycle track meets a bus stop island to provide priority for bus passengers

Buses

- Westbound bus lanes removed between Heathfield Terrace and British Grove to create space for cycle track. A number of mitigations are proposed to maintain bus journey times
- Eastbound bus gate implemented on the approach to Acton Lane on Chiswick High Road to help buses to run more reliably (no changes proposed to main junction)
- Westbound bus stop opposite Stamford Brook Bus Garage relocated to outside 33-40 Prebend Mansions in order to accommodate two-way cycle lane
- Eastbound bus stop at 124 – 134 Chiswick High Road relocated to outside 150 – 158 Chiswick High Road, to avoid having stops directly opposite each other
- Eastbound bus lane retained between Ravensmede Way and Prebend Gardens
- Implementation of a right turn pocket at Chiswick High Road junction with Goldhawk Road/King Street for westbound traffic that will ease congestion, allow the flow of traffic and protect westbound bus performance
- Changes to traffic signals operation at the junction with Turnham Green Terrace/Annandale Road, to improve operation of the junction

Parking

- New loading facilities between Heathfield Terrace and Clifton Gardens, between Mayfield Avenue and Thornton Avenue and between Thornton Avenue and Upham Park Road to support delivery and servicing of business in the vicinity. Off peak loading on single yellow lines will also be retained at a number of locations throughout the road
- Evening and Sunday parking retained on sections of single yellow line where width allows
- Pay and display bays between Windmill Road and Turnham Green Terrace retained (8 spaces).
- Parking suspended, outside 150 Chiswick High Road (5 spaces) on eastbound carriageway to accommodate bus stop relocated from east of Mayfield Avenue (c. 80m)
- Parking suspended (3 spaces) outside 107 Chiswick High Road to provide bus stop bypass and a new loading bay (c. 7m)
- Bus stop cage at 64-70 Chiswick High Road reduced in width to allow sufficient space to enable eastbound vehicles to overtake stationary buses and keep the traffic moving
- Parking suspended outside 1-8 Prebend Mansions, Chiswick High Road (2 bays), 2 to 20 Chiswick High Road (3 spaces and motorcycle parking c.6.5m) and 21 Chiswick High Road (8 spaces) in order to accommodate two-way cycle lane

These changes are in addition to those temporarily implemented by Hounslow Council:

- Temporary Barriers across Wellesley Road junction with Chiswick High Road to remove through traffic except cyclists
- Temporary change to Duke Road junction with Chiswick High Road which has been converted to left turn exit only except for cycles
- Motor traffic except buses and cycles removed from Fisher's Lane at the rail bridge marking the borough boundary (implemented in partnership with London Borough of Ealing)
- Traffic removed from Turnham Green Terrace and Devonshire Road except for buses, cycles, loading and access