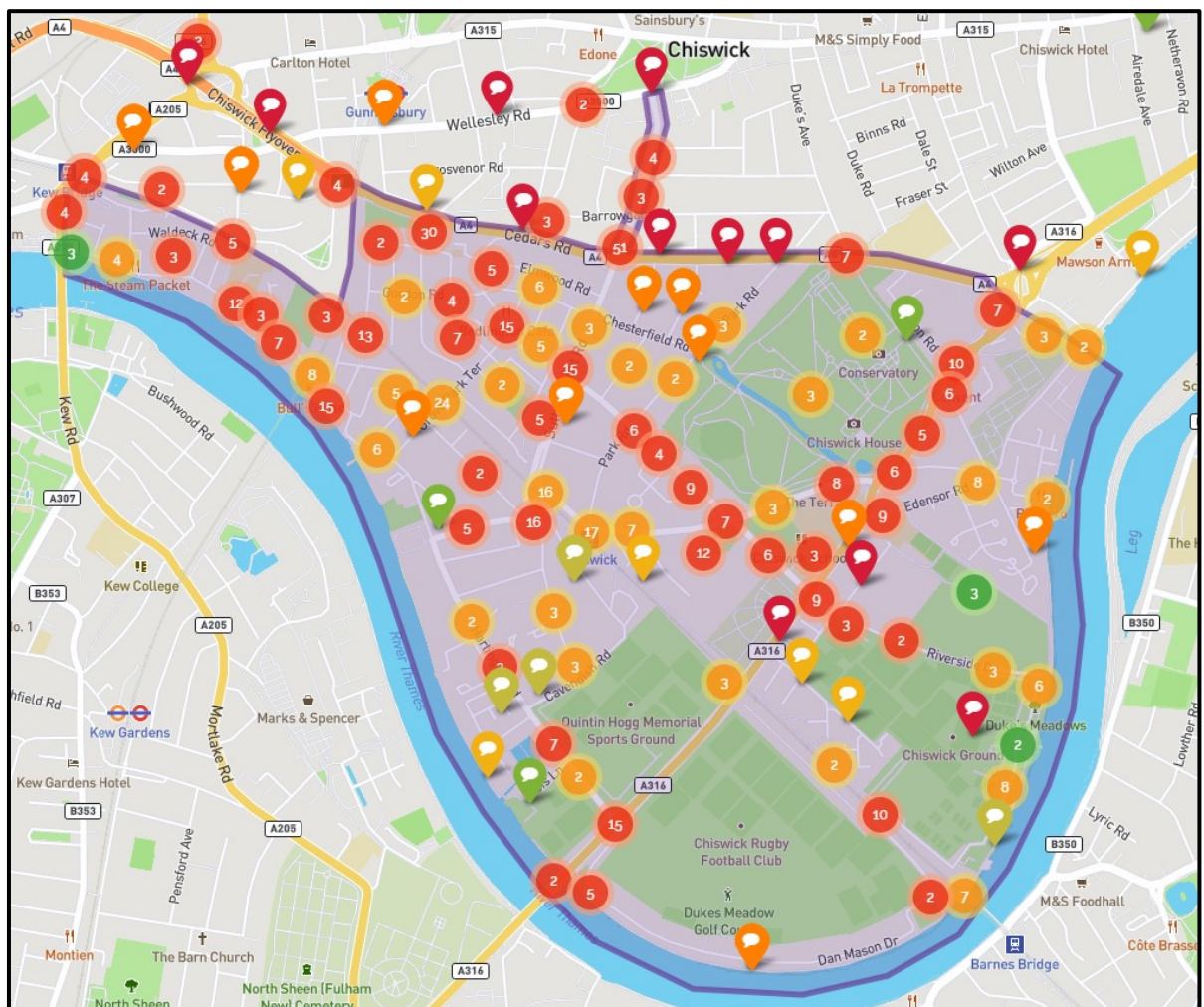


South Chiswick Liveable Neighbourhood

Commonplace Public Consultation Results & Traffic Data Analysis



29 May 2020

Commonplace data analysis undertaken by Sustrans



**London Borough
of Hounslow**

Contents

Executive Summary	3
Part 1: Overall Consultation Results	7
Responses	8
Hotspots	10
Issues Overview	12
Improvements Overview	13
Part 2: Consultation Results by Zone	14
Responses by Zone	15
Zone A: Strand on the Green	16
Zone B: Harvard Hill and Fauconberg Road	18
Zone C1: Chiswick Station and Grove Park	20
Zone C2: Sutton Court Road	22
Zone D: Hartington Road and Riverside	24
Zone E: Chiswick School and Staveley Road	26
Zone F: Dukes Meadows	28
Zone F1: Edensor Road	30
Zone F2: Barnes Bridge	32
Part 3: Traffic Data Analysis	34
Overview of Traffic Patterns	36
Part 4: Project Priorities	39
Summary of Priorities	46
Part 5: Next Steps	49

Executive Summary

This report summarises the findings from the South Chiswick Liveable Neighbourhood (SCLN) consultation conducted by the London Borough of Hounslow using the Commonplace community engagement platform, from 19 September to 17 November 2019. It then goes on to assess the traffic data collected, which informs the speed, volume and type of traffic across the project area. Both sets of data are then brought together to set out a list of future priorities, in line with the aims and objectives of the Liveable Neighbourhood project.

Visitors to the Commonplace website were able to create their own comments at a specific location or agree with an existing comment by clicking on the thumbs up button. For each comment, respondents were asked to choose which issue(s) and improvement(s) they were referring to at that location, from a multiple choice list. They could also add extra information about issues, improvements or suggestions in the 'other' section.

645 comments and 3,294 agreements were submitted to the Commonplace platform from 518 respondents. The vast majority of these respondents were residents of the South Chiswick Liveable Neighbourhood project area.

Key findings:

- People are concerned about safety due to high traffic volumes and high traffic speeds on narrow residential roads in South Chiswick.
- Often, responses were focused on junctions with main roads such as the A316, A4 and Sutton Court Road, where there are a lack of safe crossings.
- Accessibility was mentioned frequently, especially for older people and people with disabilities, due to a lack of step-free access over the river and railway lines, as well as poorly maintained pavements.
- Responses generally supported enforcing and introducing 20mph speed limits, as well as restricting traffic on some roads.
- People wanted protected space for cycling and wider pavements to provide a safe environment for people walking and cycling.

Top 10 hotspots:

The following locations had the greatest number of comments on one issue.

- **A4 and Sutton Court Road junction** – unsafe junction for people walking and cycling with too much traffic.
- **A4 and Harvard Hill junction** – too much traffic and differing views on closure of access to the A4.
- **A316 and Hartington Road junction** – unsafe junction for people walking and cycling with too much traffic.
- **Grove Park Road and Grove Park Bridge** – excessive traffic speed and volume and lack of crossings making the road unsafe for people walking and cycling.
- **Deans Lane Railway Footbridge** – poor maintenance and lighting making the footbridge unsafe and inaccessible for people walking.
- **Staveley Road near Chiswick Gardens** – speeding traffic, congestion and air pollution creating dangerous conditions for people cycling and walking.

- **Hazeldene Road/Fauconberg Road** – double parking, high traffic volumes and lack of designated crossings making the road difficult to cross.
- **Grove Park Primary School** – congestion as a result of rat-running traffic and school pickup/drop-off traffic making streets around the school unsafe.
- **Thames Road near Strand on the Green School** – high volumes of traffic and pavement parking causing poor accessibility for people walking and cycling.
- **Harvard Hill Recreation Ground** – high levels of pollution, poor maintenance and lack of facilities meaning the green space is underused.

Traffic Data:

This was collected over a two week period in late September, early October 2019. Data was collected using two methods, automatic traffic counters and video surveys, with over 60 monitoring points across the project area. The data is able to provide further detail on the speed and volume of traffic, but also collected origin / destination data to help understand how much traffic is local, and the proportion which is using the neighbourhood as a cut through to more major roads.

The busiest roads in the project area were Sutton Court Road and Grove Park Bridge, with over 8,000 vehicles on the average weekday. Hartington Road had over 7,000 vehicles, while several other streets also had volumes of over 4,000 vehicles per day including; Strand on the Green, Thames Road, Grove Park Road and Staveley Road. Traffic speeds varied across the project area, but in many locations were well above the local 20mph limit, often on the same roads where traffic volume was high.

The origin / destination survey picked up a number of key through traffic movements across south Chiswick, including between the Hartington Road / A316 junction to Grove Park Bridge, along Strand on the Green and Thames Road, and along Staveley Road. The predominant movements were in a northbound direction, between the A316 and A4.

Recommendations:

This section brings together the consultation feedback and traffic data, to consider a number of priorities for the project, bearing in mind the overarching objectives of the Liveable Neighbourhood project. This also considers the council's transport response to the Covid-19 crisis and the need to prioritise walking, cycling and the ability of residents to physically distance.

Already delivered as a priority response to Covid -19:

- 1) **Dan Mason Drive / The Promenade:** Road closed to prioritise walking and cycling, improve safety and ensure social distancing

Projects proposed to fast track to implementation via experimental traffic order:

- 2) **Strand on The Green / Thames Road:** 'Access only' zone, enforced by camera, that prevents through traffic movement but continues to provide access for residents and businesses
- 3) **Harvard Hill:** Closure of road northbound at access point to A4

- 4) **Grove Park Primary:** 'School Street', a timed closure of local roads around the school at drop off and collection times
- 5) **Hartington Road / Cavendish Road:** Northbound 'access only' restriction on Hartington Road (near junction with Cavendish Road), that prevents access for through traffic but continues to allow local residential access
- 6) **Chiswick School:** 'School Street', a timed closure of local roads around the school at the start and end of the school day
- 7) **Staveley Road:** Diagonal road closure, which prevents east/west traffic movements along Staveley Road, and north/south traffic movements on Park Road
- 8) **Cavendish Primary School:** 'School Street', a timed closure of local roads around the school at drop off and collection times

Temporary measures on TfL roads to be requested as part of the council's response to Covid-19:

- 9) **Sutton Court Road / A4 junction:** introduction of temporary measures that improve safety for pedestrians and cyclists
- 10) **A316 / Dan Mason Drive / Hartington Road junction:** introduction of temporary measures that improve safety for pedestrians and cyclists

Longer term priorities:

- 11) **Deans Lane Footbridge:** new lighting
- 12) **Sutton Court Road:** improved pedestrian and cycle facilities, including at the junction with the A4
- 13) **Grove Park Piazza:** new public square
- 14) **Barnes Bridge Walkway:** new pedestrian walkway underneath the railway bridge
- 15) **Fauconberg Road:** improved pedestrian crossing points
- 16) **Hartington Road:** upgrade of traffic calming and cycle facilities
- 17) **Burlington Lane:** review of parking, improved pedestrian crossing points and access
- 18) **Grove Park Bridge / Grove Park Terrace / Grove Park Road junction:** junction improved to slow vehicle speeds and improve pedestrian crossings
- 19) **Kew Bridge Walkway:** new pedestrian access underneath Kew Bridge

Next Steps:

A number of measures (1 – 10 above) are now proposed to be fast tracked as part of the council's response to the Covid-19 crisis. These measures look to continue to secure the benefits of the lower traffic volumes experienced during lockdown, increase levels of active travel and ensure that any impact from higher traffic levels is minimised as more Londoners return to work. Such measures are being prioritised at a national government level and support the aims of the Liveable Neighbourhood project; to ensure a safer, greener, quieter neighbourhood that prioritises the movement of people and reduces car dominance on local streets. A funding bid is being prepared to Transport for London, to access funding available in supporting boroughs to delivery temporary measures in response to Covid-19.

The traffic reduction measures proposed have been developed as a package of complimentary schemes across a wide residential area. While individual elements may be effective at addressing traffic volumes on a particular road, they often simply shift the problem to a parallel or nearby road if delivered in isolation. These measure work together to ensure that through traffic is removed from the entire neighbourhood, rather than simply displaced onto other residential streets within the project area. Measures 1 to 8 listed above should therefore be considered as integral parts of one project, rather than a list of independent schemes.

The longer term funding available through TfL's Liveable Neighbourhood programme is currently uncertain. The borough will continue to work with TfL, but also look to other funding opportunities, to progress the longer term recommendations listed above where there is a funding deficit (points 11 -19).

Part 1: Overall Consultation Results

Introduction:

Part 1 of the report includes three sections that explore the headline results of the Commonplace consultation for the whole of the South Chiswick Liveable Neighbourhood project area:

- **Responses**
This section presents the total number of comments and agreements posted on the Commonplace platform. It also analyses demographic data from respondents, including age, gender and postcode.
- **Hotspots**
This section summarises the issues at the top 10 most commented-on locations in the project area.
- **Issues and Improvements overviews**
These pages summarise the main issues and improvements from multiple choice and open-text responses across the whole project area.

Responses

Total Contributions: 3,939

Comments: 645

Agreements: 3,294

Each commentator
posted an average
of 2.4 comments.

Total Respondents: 518

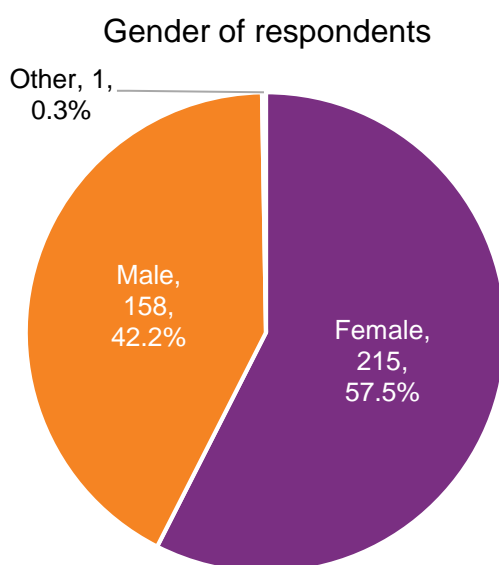
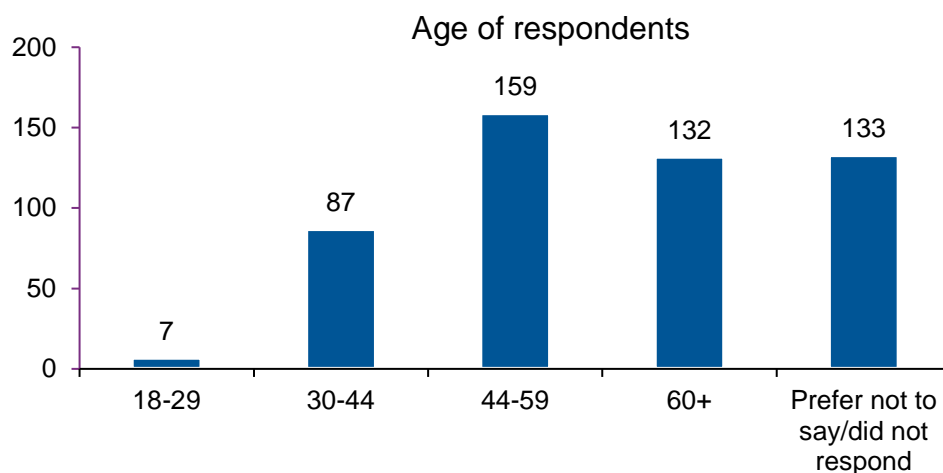
Commented only: 86

Agreed only: 254

Commented and agreed: 178

On average, each
visitor posted 7.6
agreements.

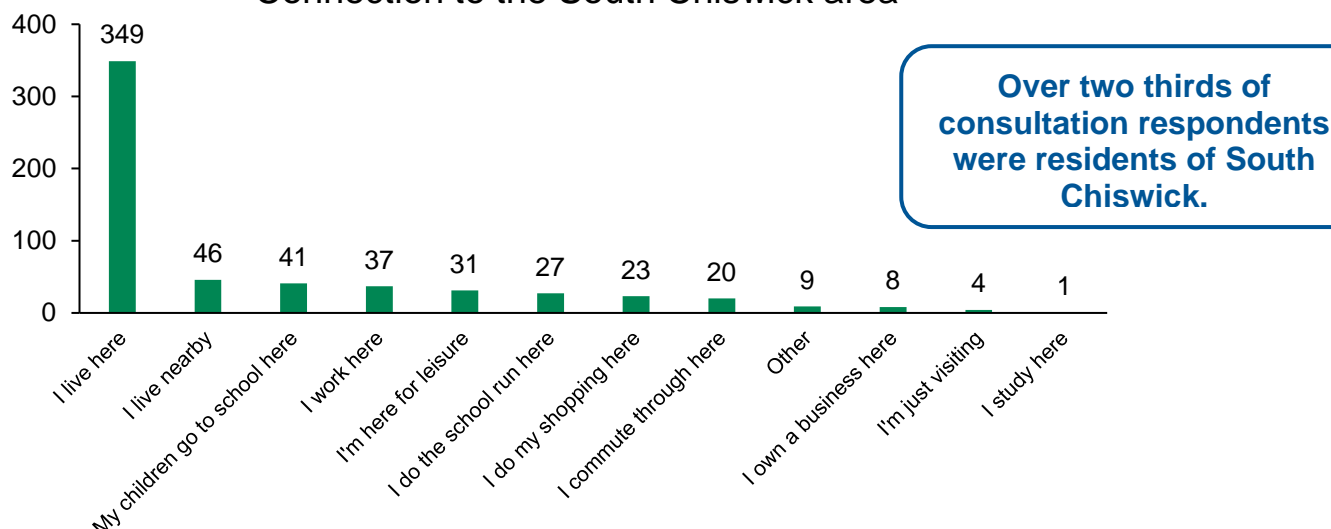
Respondent Demographics



Most respondents to the consultation were over 44 years old, with very few 18-29 year olds participating. Younger people, especially those under 29, are therefore underrepresented in these results. It is also important to note that a significant number of respondents did not report their age.

Slightly more respondents identified as female (57.5%) compared to male (42.4%). As with age, there were a significant number of respondents (144) that did not report their gender (not shown in chart). Further analysis exploring the impact of gender on the issues/improvements selected by respondents can be found in Appendix A.

Connection to the South Chiswick area

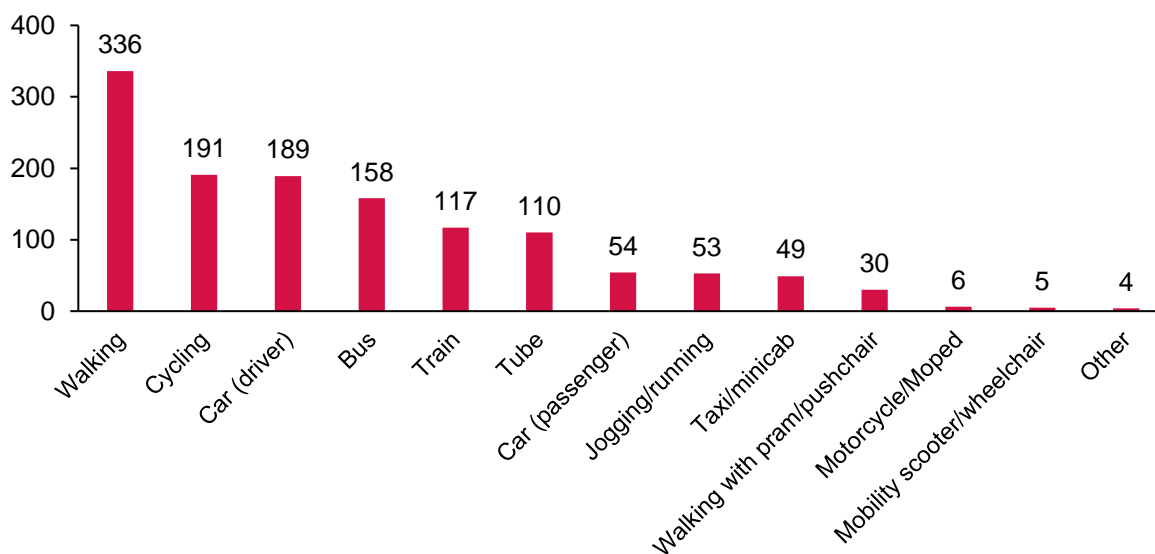


Respondents were asked to describe their connection to the South Chiswick area from a number of options. The vast majority of respondents were residents in South Chiswick, and of those remaining most lived or work nearby, or their children went to one of the schools in the area. Only 4 respondents were visitors with no other connection to South Chiswick. A more detailed analysis by respondents' postcodes can be found in Appendix B.

The main modes of travel in South Chiswick are walking, cycling and driving.

The most common mode of travel around South Chiswick was walking, with several respondents also cycling or driving in the area. Fewer respondents used public transport to travel around, and of the three different modes of public transport the bus was most commonly used. It is important to note that respondents could select multiple modes of travel and were not asked to estimate how frequently they used each mode.

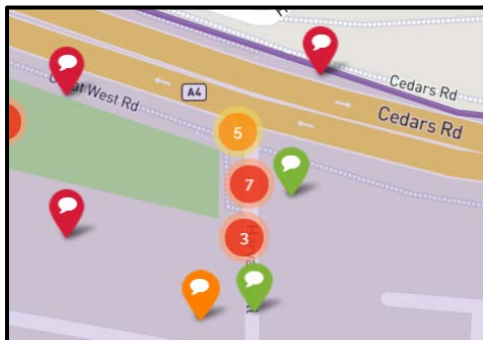
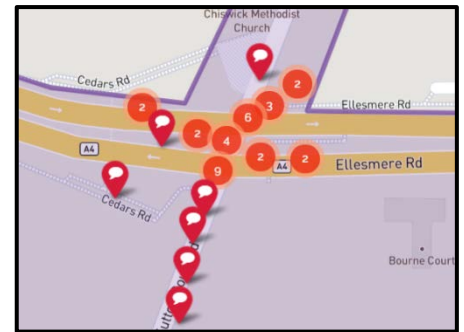
Mode of travel around South Chiswick



Hotspots

1. A4 and Sutton Court Road Junction (37 comments*)

Respondents stated that this was a dangerous junction for all road users – people walking, cycling and driving. Concerns for drivers revolved around the high traffic volume and lack of filter lanes for turning right onto the A4. People commented that the underpass was not accessible for all types of cycle (e.g. cargo bikes) and only serves one side of Sutton Court Road. Respondents were concerned that the staggered crossing for pedestrians was too long and the refuge island too small to cross safely.

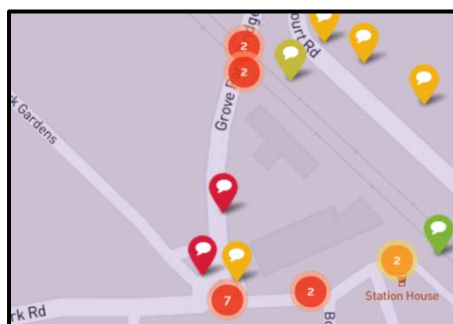
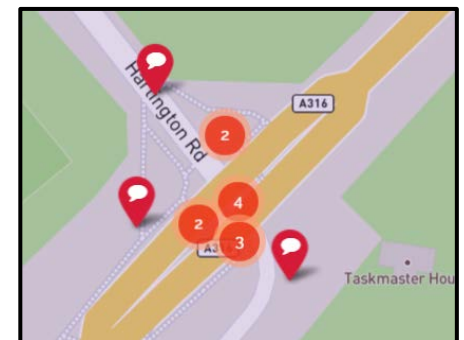


2. A4 and Harvard Hill Junction (14 comments)

Responses focused on the use of this road as a cut-through to/from the A4, resulting in high volumes of traffic and pollution in residential areas. Some respondents were supportive of proposals to close this access to the A4, whereas others argued it would prevent residents from easily accessing the A4 and displace traffic to other areas of Grove Park.

3. Hartington Road and A316 Junction (14 comments)

Respondents commented that this junction is particularly unsafe for people walking and cycling, with no pedestrian/cycle signals or priorities on the traffic lights. This is highlighted as a particular problem as large numbers of children use this junction to get to/from sports facilities and the bus stop. Some responses also noted the high volume of traffic frequently causing congestion at this junction.



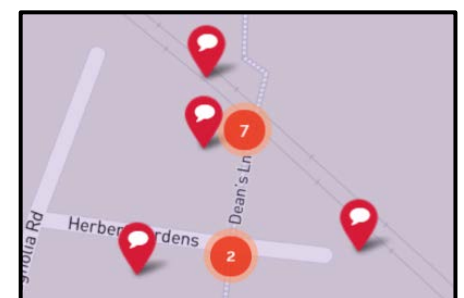
4. Grove Park Road/Grove Park Bridge (13 comments)

Respondents stated that there was a lack of pedestrian crossings along Grove Park Road and Grove Park Bridge, with high traffic speeds and volumes making it unsafe for people walking. Responses also focused on a lack of dedicated space for cycling, especially given the steep gradient and blind summit of the bridge.

5. Deans Lane Railway Footbridge (13 comments)

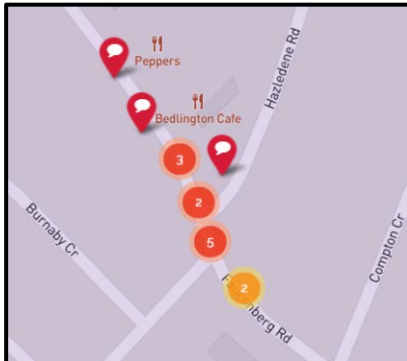
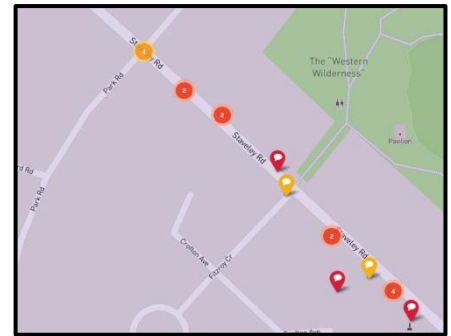
Respondents were concerned about the safety of using this bridge to commute to school and work, as there is no lighting, poor drainage and overgrown vegetation. Several respondents said they felt vulnerable or uncomfortable using this route in the dark and wanted greater enforcement of antisocial behaviour.

* Note that the number of comments stated in the text and the number of comments showing on the map may vary slightly, as some comments on the map may relate to a separate issue at a hotspot, or be misplaced and relate to another location.



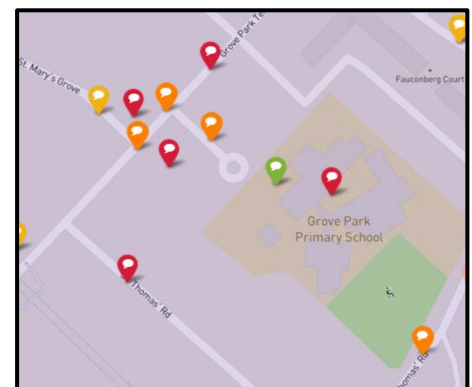
6. Staveley Road near Chiswick Gardens (12 comments)

Respondents commented that speeding is a big problem on Staveley Road, with traffic frequently exceeding the 20mph speed limit despite existing traffic calming measures. This makes conditions difficult for cycling and walking, especially due to a lack of designated crossings near the entrance of Chiswick House and Gardens. There were also concerns about congestion, noise and air pollution at peak times.



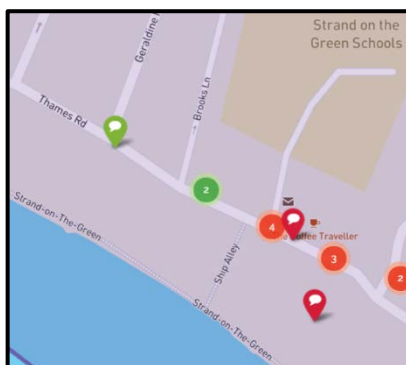
7. Hazeldene Road/Fauconberg Road (10 comments)

Responses focused on the dangerous crossing from Hazeldene Road to Grove Park Terrace, a route that is used for the school run, as a result of poor visibility, the lack of designated crossing and high traffic speed and volume on Fauconberg Road. Other respondents mentioned that parking on both sides of the road reduces visibility, makes cycling dangerous and causing blockages with HGVs and coaches. There were also comments concerned about high volumes of rat-running traffic on this narrow road.



8. Grove Park Primary School (10 comments)

Respondents commented that the area around Grove Park Primary School is dangerous for children walking or cycling to school as a result of high traffic speeds, and congestion as a result of rat-running traffic and school drop-off/pick-up traffic. Respondents also commented that parked cars and lack of crossings make it difficult to cross the road to get to the school from the nearby residential streets.



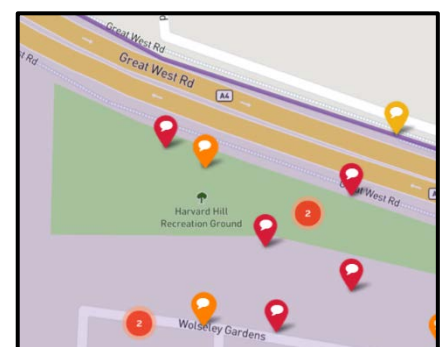
9. Thames Road near Strand on the Green School (9 comments)

Respondents stated that traffic volume is too high on this road. This is made worse by high levels of parking on pavements outside the shops, especially around school pick up and drop off times. Some responses also mentioned that the road is frequently blocked by HGVs. These problems deter parents and children from walking and cycling to school and cause people who cycle to use pavements, thus reducing accessibility for people walking.

10. Harvard Hill Recreation Ground (9 comments)

Respondents were especially concerned about levels of air and noise pollution in this park as a result of its close proximity to the A4. They also felt that the area around the park was poorly lit, and that the park overall could benefit from improved maintenance, more trees and new facilities, such as outdoor gym equipment.

* Note that the number of comments stated in the text and the number of comments showing on the map may vary slightly, as some comments on the map may relate to a separate issue at a hotspot, or be misplaced and relate to another location.

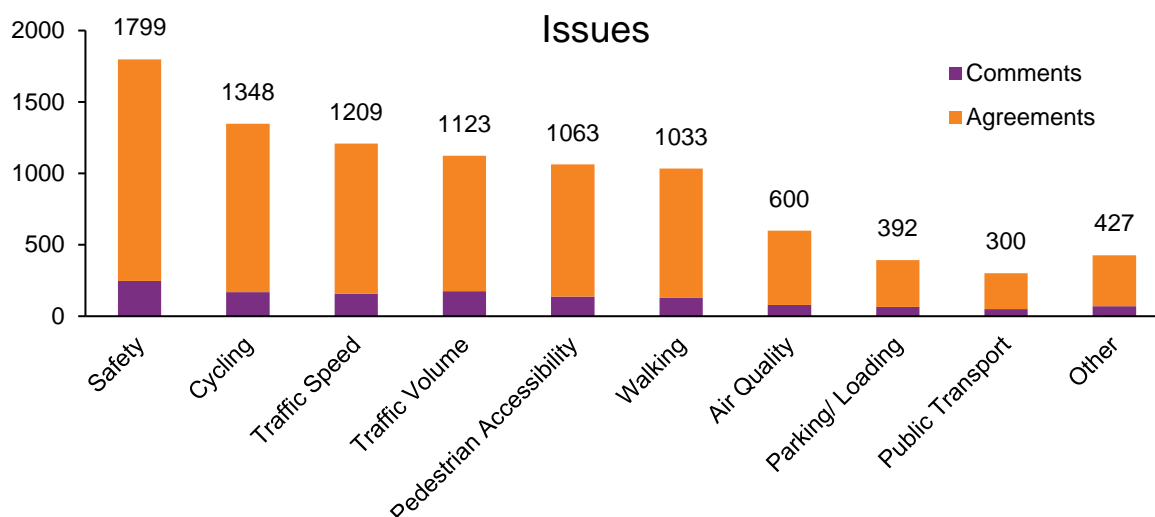


Issues Overview

Key Issues:

- **Safety** 247 comments (+ 1,552 agreements)
- **Cycling** 168 comments (+ 1,180 agreements)
- **Traffic Speed** 157 comments (+ 1,052 agreements)
- **Traffic Volume** 176 comments (+ 947 agreements)
- **Pedestrian Accessibility** 138 comments (+ 925 agreements)

Safety was the most commented on and agreed with issue throughout the project



Open text responses:

The main issues reflected in open text responses throughout the South Chiswick Liveable Neighbourhood area were **safety** (37%), **cycling** (21%) and **traffic speed and volume** (18% and 22%). In the majority of cases these four issues were linked, with concerns about safety being as a result of high traffic speeds/volumes creating a dangerous environment for people walking and cycling. Often, these responses were focused around **junctions with main roads**, such as the A4, A316 and Sutton Court Road, where respondents commented on a **lack of safe crossings** (20%).

Another issue highlighted in the open text responses was **rat-running through residential areas** (13%) of Grove Park, with traffic attempting to cut through to the A4/M4. Many respondents argued these high volumes of traffic on narrow, turning residential roads was inconvenient, dangerous and caused **high levels of air and noise pollution** (5%).

Furthermore, several responses stated that too many children were being driven to the schools in the project area, causing issues with **parking, accessibility for people walking or cycling, and idling**. Some people commented that they did not feel the cycling provision was safe enough to allow their children to cycle to school.

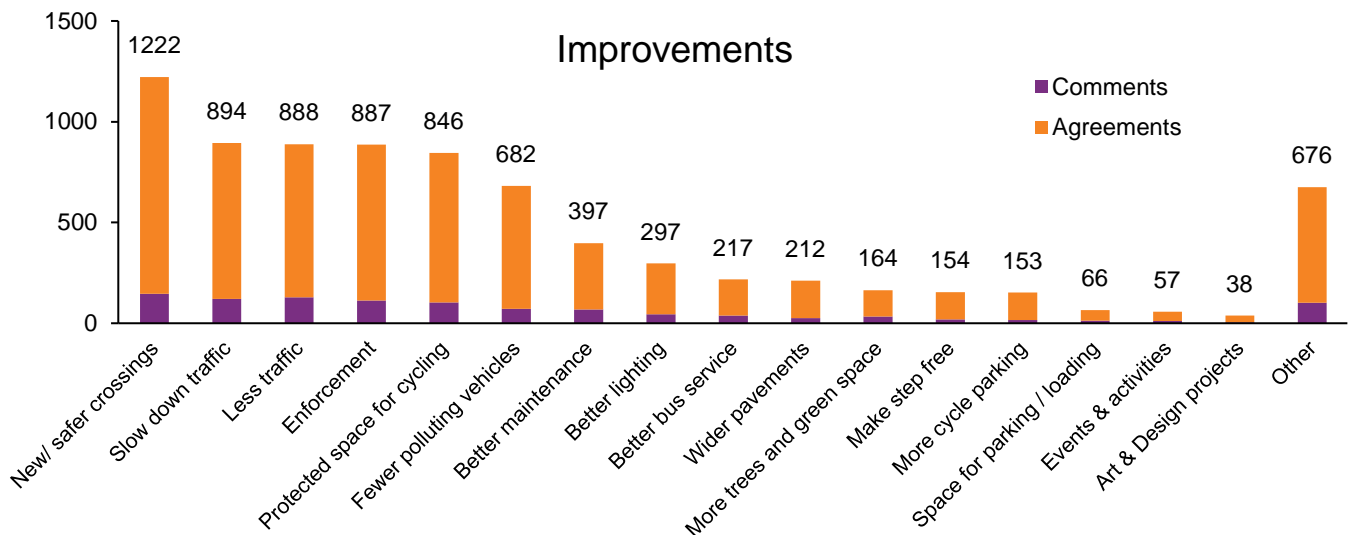
Connectivity was also cited as an issue in the neighbourhood, particularly across the north/south of the railway line. All of the railway crossings received a high number of negative responses regarding a **lack of step-free access, poor maintenance and lighting and lack of safety** for the older people, people with disabilities, children and people travelling alone. Connectivity was also a problem in terms of public transport, with respondents commenting on a **lack of direct public transport links** to the tube or larger public transport hubs such as Heathrow or Hammersmith.

Improvements Overview

Key Improvements:

- **New/safer crossings** 147 comments (+ 1,075 agreements)
- **Slow down traffic** 121 comments (+ 773 agreements)
- **Less traffic** 128 comments (+ 760 agreements)
- **Enforcement** 113 comments (+ 774 agreements)
- **Protected space for cycling** 104 comments (+ 742 agreements)

Respondents wanted to make roads safer to cross and reduce traffic speed and volume.



Open text responses:

The main improvements suggested in open text responses were **new/safer crossings** (20%), **less traffic** (17%), **slower traffic** (15%) and **enforcement** (14%). These suggested improvements link closely with respondents' reporting of safety issues in the area due to high traffic speeds, high volumes of traffic and rat-running. Responses referring to these improvements were often focused around **existing junctions, schools and narrow roads with heavy parking**, such as Fauconberg Road, Staveley Road, Thames Road, the A316, junctions with the A4 and both Grove Park and Chiswick Schools.

Around 10% of responses suggested **improvements around schools**, such as restricting parking or vehicular traffic to improve safety and reduce congestion and pollution. Suggested measures to **reduce traffic** included closing access to streets or making them one-way, adding modal filters, allowing access only for residents and trialling closures using temporary barriers. There was also wide support for **implementing 20mph limits** across the neighbourhood and enforcing these limits with speed cameras. 13% of respondents wanted **restricted parking** to improve safety for people walking and cycling.

17% of responses wanted **improved provision for people cycling** in the neighbourhood, by increasing the amount of segregated cycle lanes, creating new cycle routes, making crossings safe for people cycling and providing safe cycle parking. 8% of responses wanted to maintain or **increase the number of trees and green space** in the neighbourhood, to provide safe spaces for children to play and to help improve air quality.

Finally, over 10% of responses suggested **improving connectivity** both within and outside the neighbourhood. The most common suggestion was to make bridges over the river and railway step-free and improve maintenance and lighting, to make them safe and accessible for all users. There were also calls for **improved access to public transport**, by increasing the frequency of bus services and improving links to transport hubs such as Hammersmith.

Part 2: Results by Zone

Introduction:

The second part of the report explores the consultation results further by presenting detailed results from zones A-F of the project area.

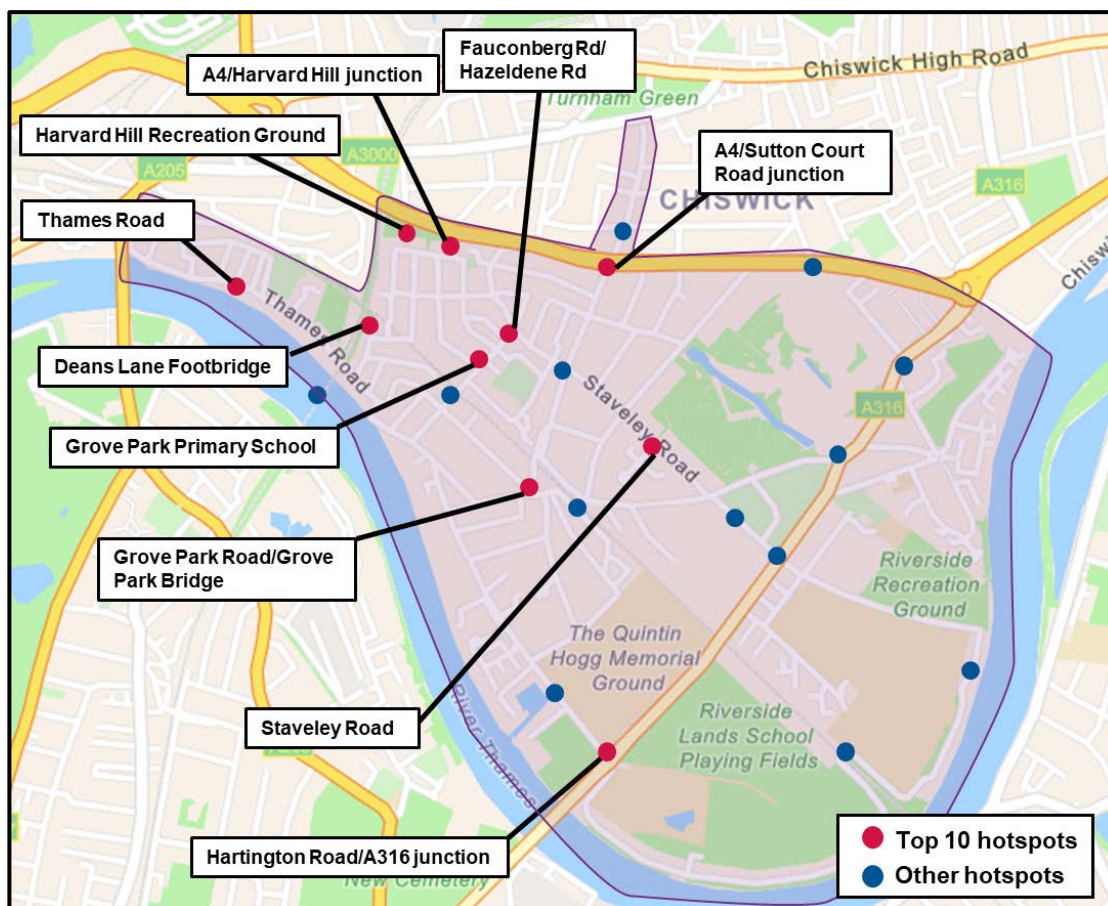
Zones were defined based on boundaries such as the railway lines and main roads, or areas relating to sites of local interest and pre-existing projects such as Grove Park Piazza or Barnes Bridge.

A summary page detailing the location, size and respondents in each zone is presented on the following page. This is followed by an individual section for each zone that examines issues and improvements in turn, with graphs highlighting the results from the multiple-choice questions and text explaining information from open text responses.

Responses by Zone

Liveable Neighbourhood Zones A-F:

In order to examine multiple choice and open text responses in more detail, the South Chiswick Liveable Neighbourhood project area was broken down into nine zones as shown in the map below. The red points labelled on the map represent hotspots; a single location where five or more comments were made on a specific issue. The top ten hotspots, shown previously on p.9-10, are labelled.



Contains Ordnance Survey data © Crown copyright and database right (2020). Also contains OpenStreetMap contributors. | Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

Liveable Neighbourhood Zone Overview:

The table below summarises the size of each zone, as well as the number of respondents, comments and agreements.

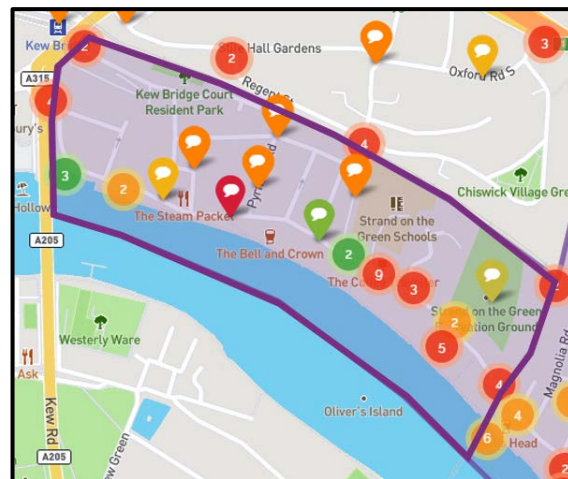
Zone	A	B	C1	C2	D	E	F	F1	F2
Size (km ²)	0.18	0.28	0.03	0.04	0.67	0.75	1.14	0.02	0.11
Comments ¹	49	104	48	80	100	113	101	15	10
Agreements	346	656	256	455	537	554	668	67	57
Respondents	33	64	30	48	69	78	66	13	10

¹ Due to the nature of the Commonplace platform there are some instances where comments on one specific place/issue occur in two zones (e.g. railway footbridges, major road junctions). To avoid duplication, where this occurs all comments on the issue are examined together and mentioned only in one of the two zones. Comments placed outside of the Liveable Neighbourhood project area are presented in Appendix A.

Zone A: Strand on the Green

Zone information:

Area size:	0.18 km ²
Comments:	49 (346 agreements)
Respondents:	33
Sentiment:	Positive (7) Neutral (7) Negative (35)
Hotspots:	Thames Road



Zone A includes the Strand-on-the-Green area, bound by Kew Bridge to the west, the District railway line to the east and the mainline railway to the north. The area is predominantly residential, with some local shops and amenities on Thames Road. The area also includes Strand-on-the-Green School and recreation ground.

Key Issues:

Comments (+ agreements)

- Safety** – 17 comments (+ 140)
- Traffic volume** – 15 comments (+ 128)
- Traffic speed** – 8 comments (+ 108)
- Walking** – 9 comments (+ 79)
- Cycling** – 12 comments (+ 72)

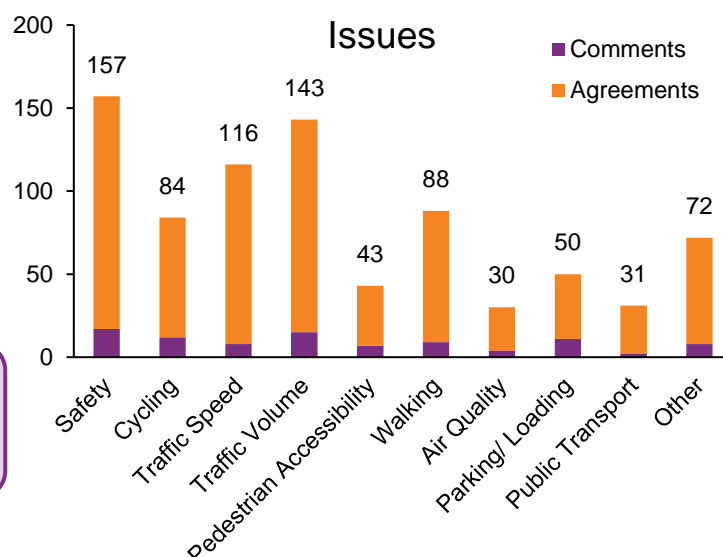
“Speed and volume of traffic deters Strand on the Green parents from walking or cycling children to school.”

Open text responses:

Traffic volume and **rat-running** were mentioned most in open text responses, with 30% highlighting the high volumes of traffic, including HGVs, using the narrow Thames Road and causing congestion and blockages. As a result of this, a further 15% of open text responses cited concerns about **safety when walking or cycling** in this zone, including at the junction with the A205.

Poor pavement maintenance and **parking on pavements** were raised in eight responses (16%), with this issue specifically causing concern for older people, people with disabilities who are at greater risk from trips or falls, or residents with pushchairs or wheelchairs. Responses also referred to the **lack of space for safe cycling** on the road causing conflict between people cycling and people walking, as people cycling use the pavement instead.

Three responses (6%) mentioned that the lack of safe space for people walking and cycling, combined with **high traffic speeds**, discourages active travel to school. As a result, four responses (8%) raised issues of **engine idling and traffic build up** around school pick-up and drop-off times.



Key improvements:

Comments (+ agreements)

Less traffic – 13 comments (+ 135)

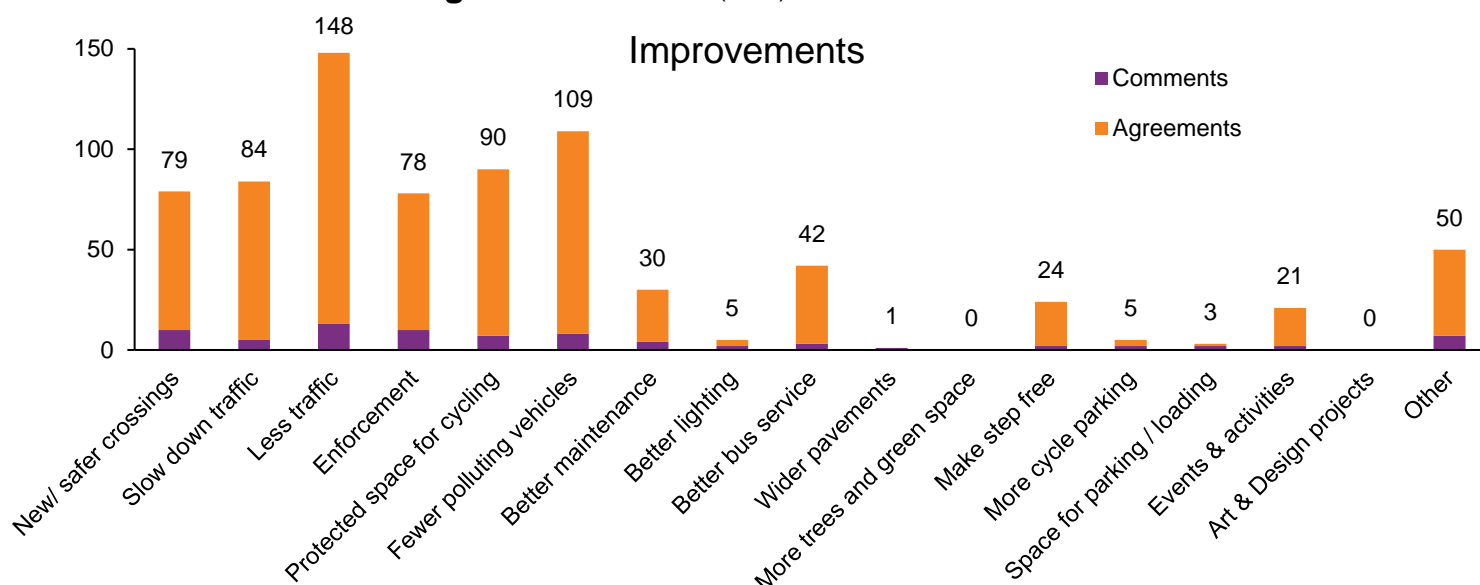
Fewer polluting vehicles – 8 comments (+ 101)

Space for cycling - 7 comments (+ 83)

Slow down traffic - 5 comments (+ 79)

New/safer crossings – 10 comments (+ 69)

“What is desperately needed here, as mentioned by others, are radical traffic reduction measures and safe space for people on bikes



Open text responses:

Many respondents were supportive of stringent measures to **reduce traffic volume**, with 24% suggesting **parking restrictions** and 18% suggesting **restricting traffic flow** to improve the neighbourhood. Specifically, there were suggestions to make Thames Road one-way, ban HGV access, remove parking spaces near pinch points or make the road residents' access only by using number plate recognition cameras. However, some responses did raise concerns about traffic restrictions causing inconvenience for residents and displacing traffic elsewhere.

Respondents were generally supportive of the impact the recently implemented CPZ has had on restricting parking, and two responses called for **improved enforcement** to ensure the CPZ is adhered to. Two responses also suggested measures such as a '**school streets**' **approach** or restricting traffic access at school times, to improve safety and **air quality** for children.

Alongside measures to reduce traffic speed and volume, 27% of respondents requested **protected space for people cycling** that is separate to **more pavement space for people walking**. 22% of responses also raised the need for **wider and better maintained** pavements to ensure streets are accessible for all residents, specifically older people, people with disabilities and people with pushchairs or wheelchairs.

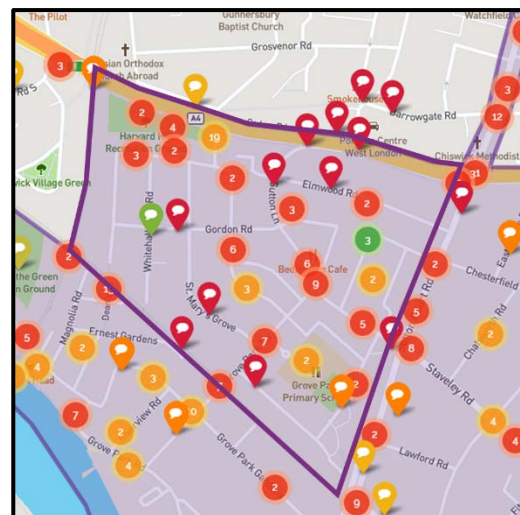
Three responses suggested that with traffic calming measures there could be the **reinstatement of a bus service** along Thames Road that would not be inhibited by parked cars, improving **public transport provision**.

Finally, five responses called for improvements to the A205 junction for all road users; either by **introducing traffic lights and new crossing points** or a yellow box junction.

Zone B: Harvard Hill and Fauconberg Road

Zone information:

Area size:	0.28 km ²
Comments:	104 (656 agreements)
Respondents:	64
Sentiment:	Positive (11) Neutral (16) Negative (77)
Hotspots:	Harvard Hill Hazeldene Road/Fauconberg Road Grove Park Primary School Harvard Hill Recreation Ground



Zone B is mainly residential, but also includes Grove Park Primary School, green space at Harvard Hill recreation ground and the parade of shops and amenities on Fauconberg Road.

Key Issues:

Comments (+ agreements)

- Safety** – 48 comments (+ 283)
- Traffic volume** – 38 comments (+ 216)
- Traffic speed** – 30 comments (+ 173)
- Walking** – 21 comments (+ 179)
- Air quality** – 23 comments (+ 136)

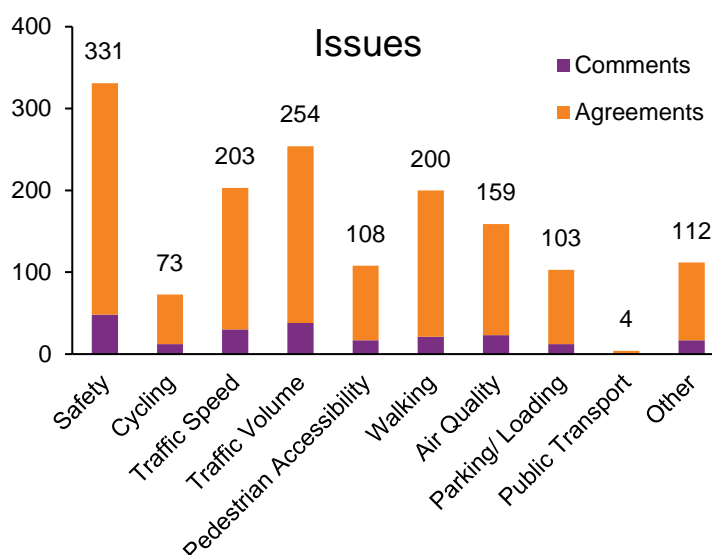
“Currently there are so many cars using Grove Park as a cut through, that particularly in rush hour the walk to school is so dangerous.”

Open text responses:

Rat-running, traffic volume and **safety** were the main issues for around 40% of respondents in this zone, with rat-running primarily affecting Harvard Hill, Fauconberg Road, Burnaby Gardens and Grove Park Terrace, which are the main routes linking the A4 to the A316. Over 25% of open text responses also stated **traffic speed** as a safety issue, with people driving not adhering to the 20mph speed limit along roads that are narrow, winding and parked on both sides.

25% of responses cited issues with the **condition of pavements and road surfaces** due to uneven paving, tree roots, parking and **high traffic volumes** causing damage. This made **accessibility** challenging for people with pushchairs, older people, and people with disabilities.

Respondents also reported issues with **safety on the school run** in 11 responses, due to difficulty seeing past parked cars, **lack of safe crossings** and **pollution from idling vehicles** around Grove Park School. **Poor air quality** and a **lack of trees or well-maintained green space** was also commented on in Harvard Hill recreation ground and Wolseley Gardens.



Key improvements:

Comments (+ agreements)

Less traffic – 31 comments (+ 215)

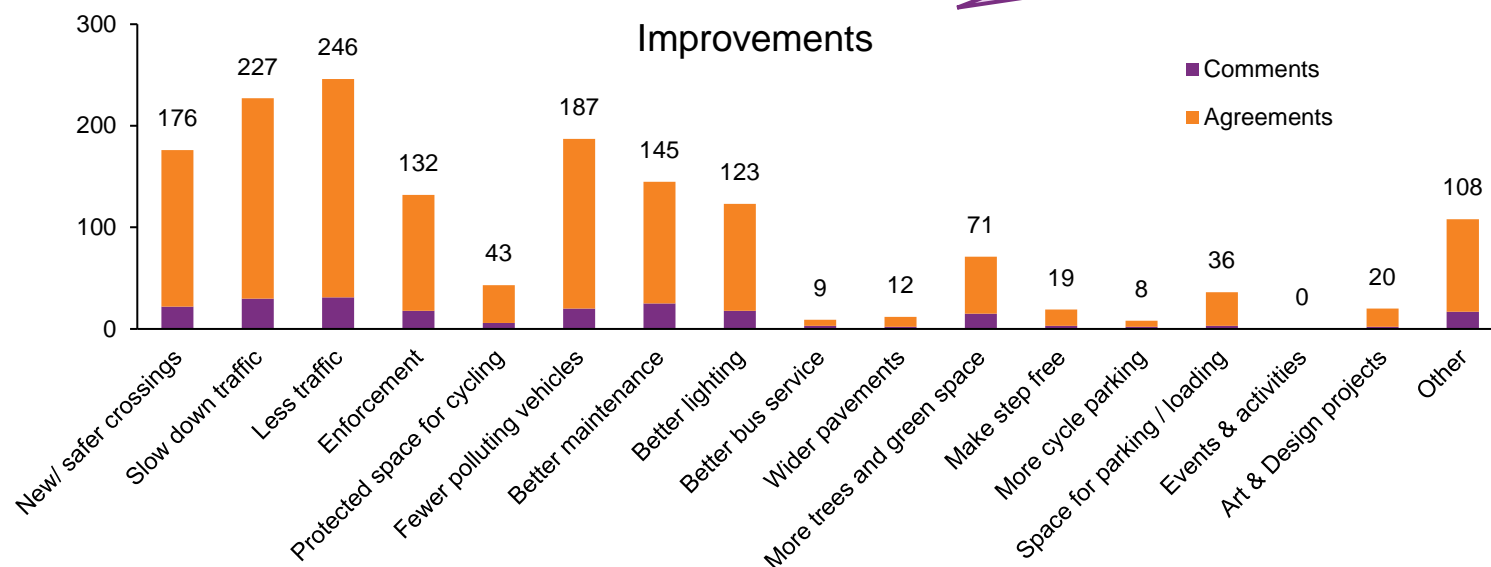
Slow down traffic – 30 comments (+ 197)

Fewer polluting vehicles – 20 comments (+ 167)

New/safer crossings – 22 comments (+ 154)

Better maintenance – 25 comments (+ 120)

“Cars are racing down the roads, parked cars are hard for the children to see around, the 20 mph limit is ignored. I'd like to see better safety, traffic calming and crossings in place.”



Open text responses:

More than a third of suggested improvements in this zone related to **restricting access for cars** or other methods of **reducing traffic**. Nearly 20% of open text responses focused on the Harvard Hill access to the westbound A4, with half these responses strongly supportive of closing this access and the other half strongly opposing closure, because it would cause inconvenience to residents or displace traffic elsewhere. Of those supporting closure, half of comments wanted the road to be closed fully and the other half suggested either making Harvard Hill one-way or restricting access to residents using number plate recognition cameras. Responses supporting closure received 54 agreements, whereas responses opposing closure received 22 agreements.

15% of responses supported **measures to reduce traffic speed**, such as introducing **speed bumps** or improving **enforcement of 20mph limits**. 13% also requested **new or safer crossings**, particularly near the parade of shops on Fauconberg Road and near Grove Park School. One response also suggested a **'School Streets' approach** to prevent idling and high traffic volumes near the school.

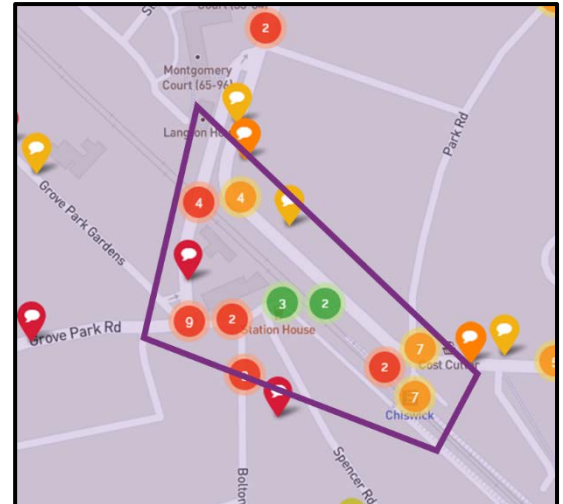
A further 25% of respondents wanted **better maintenance** in this zone, particularly in terms of levelling road and pavement surfaces to make them **step-free**. Improvement of Harvard Hill Recreation Ground was also mentioned in several responses, with requests for **improved equipment, maintenance and a pollution barrier** to improve air quality and provide a safe space for children to play. 11% of responses supported **more tree planting**, especially on Wolseley Gardens and the recreation ground.

Finally, six responses (6%) requested **improved lighting and maintenance** of the A4 underpass on Sutton Road South, to **improve safety** and **deter crime and anti-social behaviour**. Some of these responses also supported the **installation of CCTV** at the underpass and on Fauconberg Road.

Zone C1: Chiswick Station and Grove Park

Zone information:

Area size:	0.18 km ²
Comments:	48 (256 agreements)
Respondents:	30
Sentiment:	Positive (6) Neutral (20) Negative (22)
Hotspots:	Grove Park Road/Bridge Chiswick Station



Zone C1 is the area immediately surrounding Chiswick Station, the main public transport link in the project area. The neighbouring area consists of residential streets, shopping areas around Grove Park Road and the southern end of Sutton Court Road, a main through route. It is also the location of the proposed Grove Park Piazza scheme.

Key Issues:

Comments (+ agreements)

Safety – 16 comments (+ 125)

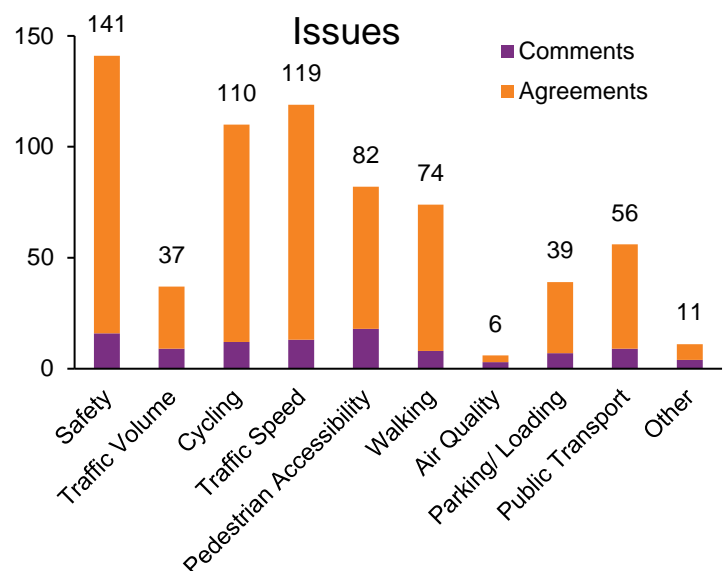
Traffic speed – 13 comments (+ 106)

Cycling – 12 comments (+ 98)

Pedestrian Accessibility – 18 comments (+ 64)

Walking – 8 comments (+ 66)

“The road junction at the eastern end of Grove Park Gardens is crazy. It’s incredibly dangerous for all road users - cars, pedestrians and cyclists.”



Open text responses:

The main issues reflected in over 40% of responses in Zone C1 were **poor pedestrian accessibility and lack of safety**, particularly in terms of crossing the railway line either at the station or Grove Park Bridge. The **lack of step-free access** at the station was a problem particularly for people with disabilities, older people, and people walking with pushchairs, cycling or carrying luggage, especially given that the alternative of Grove Park Bridge is steep and a long detour.

30% of responses mentioned the **speed of traffic** over Grove Park Bridge, and the **lack of safe crossing points** on and at either end of the bridge, at junctions with Grove Park Road and Sutton Court Road. These junctions were seen as particularly dangerous for people walking and cycling, with large numbers of families on the school run and commuters walking to access the station.

Key improvements:

Comments (+ agreements)

Slow down traffic – 9 comments (+ 95)

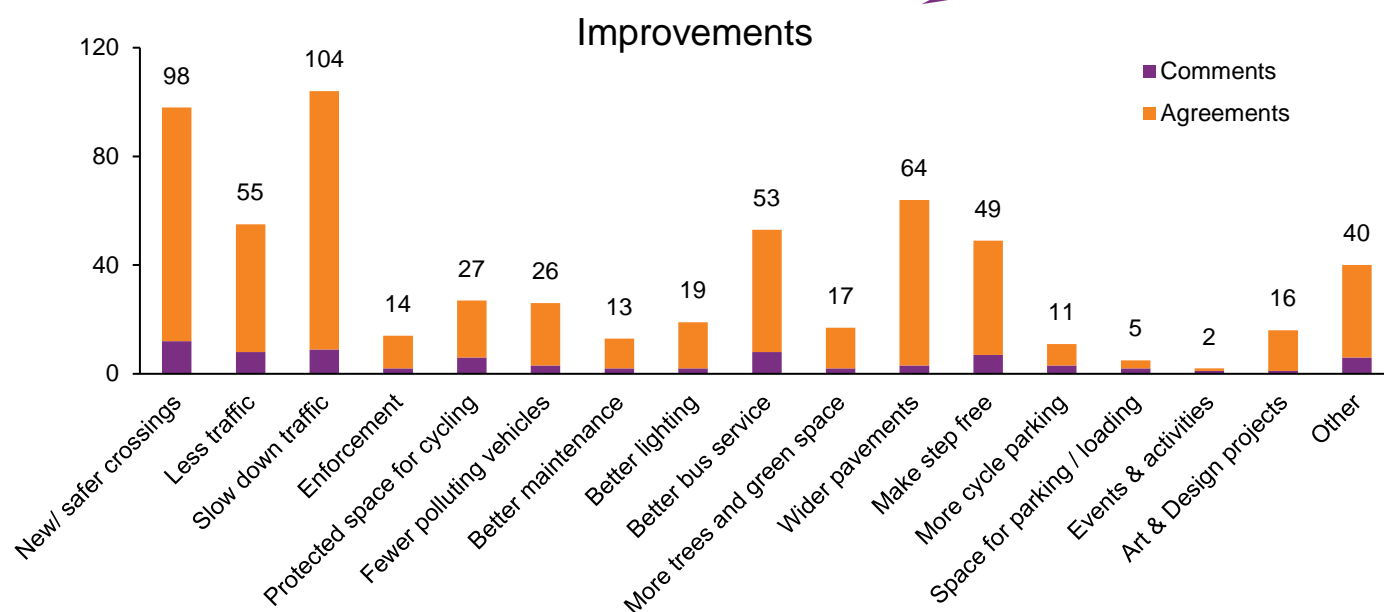
New or safer crossings – 12 comments (+ 86)

Wider pavements – 3 comments (+ 61)

Less traffic – 8 comments (+ 47)

Better bus service – 8 comments (+ 45)

“The Piazza development will massively improve the area; reduce speeds at the junctions, make Bolton Road less attractive as a rat run, boost the trade at the pub and café etc.”



Open text responses:

The most frequently suggested improvement (35% of responses) was to implement **new and safer crossings** for people walking and cycling, especially given the proximity to a major public transport link and the route being used by families for the school run. Suggestions for new crossings mainly centred around both ends of Grove Park Bridge, the junction of Grove Park Road/Grove Park Gardens and near the bus stop on Bolton Road.

25% of responses were supportive of measures to **reduce traffic speeds**. Suggestions included mandatory 20mph speed limits, improved signage, signalised crossings with pedestrian/cycle priority and installation of speed bumps or other traffic calming infrastructure. Five responses (10%) suggested that these measures should be accompanied by **stronger enforcement or penalties** for people exceeding the speed limit or disregarding road markings.

Improved **public transport accessibility and connectivity** was mentioned in six responses. Primarily, respondents wanted step-free access to Chiswick Station and across the railway line to connect areas north and south of the Hounslow Loop line. There were also suggestions for **improved bus or train services** to bigger transport hubs such as Hammersmith Station.

Finally, seven responses referred to the proposed **Grove Park Piazza**, most of which were supportive of the plans. Some responses proposed additional measures such as **increased cycle parking and a covered bus shelter**. The main concerns about the Piazza development were the loss of parking and vehicular access affecting accessibility for people with disabilities and trade for local businesses.

Zone C2: Sutton Court Road

Zone information:

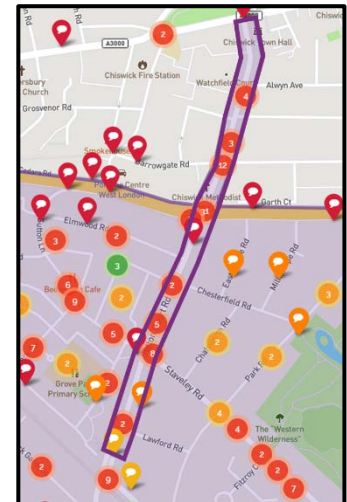
Area size: 0.04 km²

Comments: 80 (455 agreements)

Respondents: 48

Sentiment: Positive (2)
Neutral (6)
Negative (72)

Hotspots: Sutton Court Road/A4 junction
Barrowgate Road/Sutton Court Road
Fauconberg Road/Staveley Road junction



Sutton Court Road is one of the main access roads to the Liveable Neighbourhood project area, and includes a major junction with the A4, key links with bus routes and the train station and residential properties.

Key Issues:

Comments (+ agreements)

Traffic volume – 39 comments (+ 218)

Cycling – 26 comments (+ 187)

Safety – 31 comments (+ 174)

Traffic speed – 22 comments (+ 117)

Pedestrian accessibility – 16 comments (+ 112)

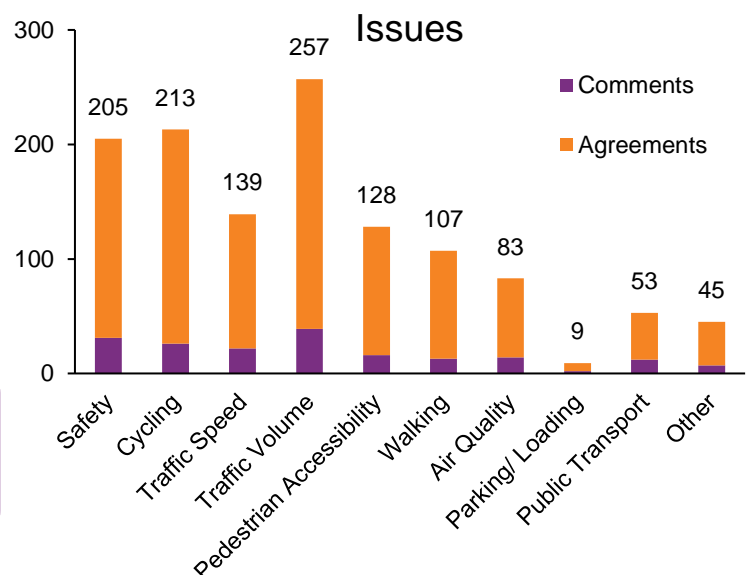
“I do not feel safe crossing this junction [Sutton Court Road/A4] when I cycle to the high road. It is a terrifying experience. The pedestrian crossing is also rubbish.”

Open text responses:

Over 50% of responses in this zone were related to **congestion and safety at junctions**. Respondents stated that all three junction hotspots (above) along Sutton Court Road were **dangerous for people walking, cycling and driving**.

25% of responses mentioned the **lack of safe cycling** provision along Sutton Court Road, highlighting the disjointed infrastructure, lack of dedicated cycle space and **barriers** on underpasses preventing use by cargo bikes. A further 20% of responses referred to **poor pedestrian accessibility**, especially at the A4 junction. Here, respondents highlighted that the staggered crossing exposes people walking to **high levels of pollution** whilst they wait to cross, and is inconveniently placed meaning some people cross unsafely using alternative routes.

Nine responses (11%) also raised the issue of **slow bus services** as a result of traffic congestion, meaning services are not convenient or well used.



Key improvements:

Comments (+ agreements)

New/safer crossings – 30 comments (+ 237)

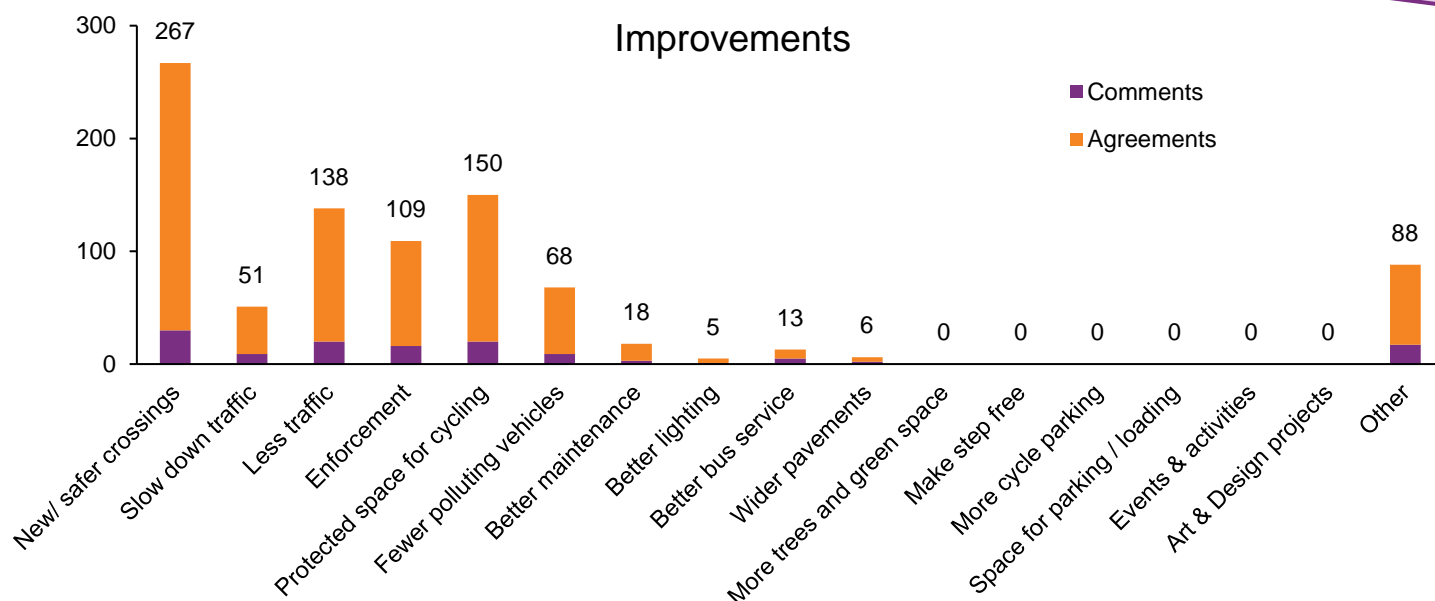
Space for cycling – 20 comments (+ 130)

Less traffic – 20 comments (+ 118)

Enforcement – 16 comments (+ 93)

Fewer polluting vehicles – 9 comments (+ 59)

“Improve the crossing for pedestrians to make it faster to cross the A4. Many people walk straight along Sutton Court Road without walking to the traffic lights or underpass. It would be great if the pedestrian crossing was more direct.”



Open text responses:

Over a third of responses in this zone suggested **improving junctions** through either **restricting traffic**, **changing traffic flow** or **changing signalling/priorities** at crossings. The majority of these responses referred to the A4/Sutton Court Road junction, where there were calls for adding **filter lanes** for right-turning traffic, adding turn-only **traffic lights** with duration adjusted according to traffic volume and **improving road markings** to reduce dangerous undertaking and queuing at the junction. The ten responses at Barrowgate Road/Sutton Court Road junction suggested multiple different improvements, such as adding traffic lights, a mini roundabout or restricting traffic and making streets one-way.

Responses at the A4 junction also requested **safer crossings for people walking and cycling**; replacing the current staggered crossing with a **direct route across the junction** and adding **dedicated lanes and advanced stop lines for people cycling**. Five responses (6%) also suggested new crossings for people walking and cycling at the Fauconberg/Staveley Road junction on Sutton Court Road, and the Chesterfield Road junction.

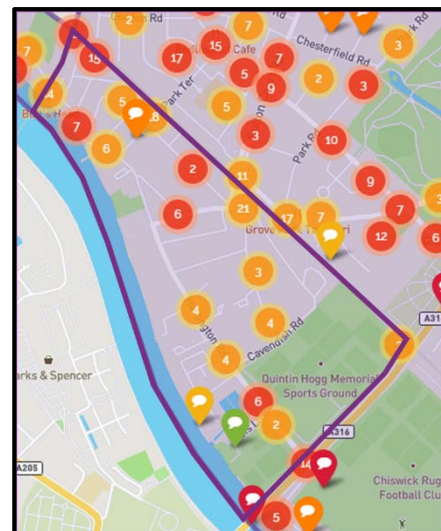
Along the entire length of Sutton Court Road, almost 25% of respondents supported **protected space for cycling** to allow easier access to amenities and north to Chiswick High Road. There were also seven responses (9%) supporting **enforcement** or **traffic calming measures** to ensure drivers adhere to the **20mph speed limit**.

Finally, nine responses (11%) suggested an **improvement to bus services** in this zone, by reducing congestion to make bus services more efficient and **installing a bus lane** along Sutton Court Road.

Zone D: Hartington Road and Riverside

Zone information:

Area size:	0.67 km ²
Comments:	100 (537 agreements)
Respondents:	69
Sentiment:	Positive (25) Neutral (11) Negative (64)
Hotspots:	Deans Lane Railway Bridge Hartington Road Grove Park Level Crossing Kew Railway Bridge



Zone D contains the area south of Chiswick station and west of the A316. The area is largely residential and also includes the large sports facilities at Quintin Hogg Memorial Ground.

Key Issues:

Comments (+ agreements)

Pedestrian accessibility – 21 comments (+ 191)

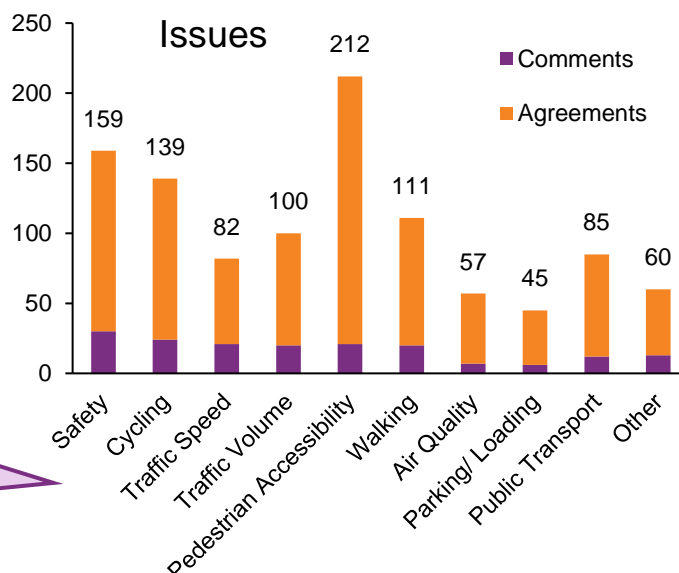
Safety – 20 comments (+ 119)

Cycling – 24 comments (+ 115)

Walking – 20 comments (+ 91)

Traffic volume – 20 comments (+ 80)

"It is for most people at least a 15 minute walk to bus stop and longer to tube station. Ok for the reasonably fit but not for those who are older or those with disabilities."



Open text responses:

25% of responses related to **pedestrian accessibility**, with the main issues being **poor connectivity over the railway lines and the river**; a **lack of safe crossing points on roads** and **people cycling on pavements/footpaths** making walking feel unsafe. Specifically, 13 responses (13%) criticised the **lack of lighting**, **poor maintenance** and **cumbersome steps** on Deans Lane Railway Bridge. Seven responses (7%) highlighted **safety issues** for people walking, cycling and driving at Grove Park Terrace level crossing.

Nearly 20% of respondents mentioned **poor cycling provision** in this zone, with painted lanes being **obstructed by parked cars**, segregated lanes at junctions not accommodating cargo bikes and cycle paths being used by mopeds and endangering cycle users. 8% of responses also mentioned a **lack of access to public transport**.

Finally, **traffic speed** was mentioned in sixteen responses (16%), with respondents concerned that the introduction of CPZs has allowed more space for traffic to speed around tight corners on Thames Road/Hartington Road. A further 11 respondents complained of **dangerous volumes of traffic** due to traffic cutting through from the A316 to the A4.

Key improvements:

Comments (+ agreements)

New/safer crossings – 20 comments (+ 121)

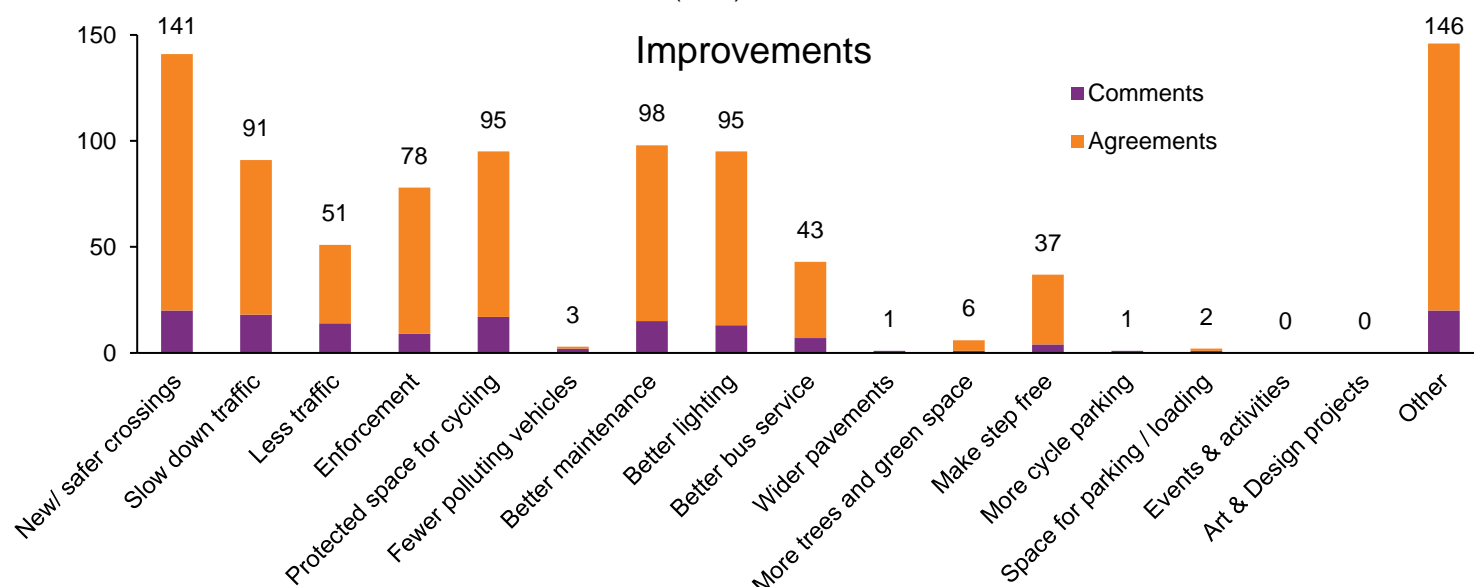
Better maintenance – 15 comments (+ 83)

Space for cycling – 17 comments (+ 78)

Better lighting – 13 comments (+ 82)

Slow down traffic – 18 comments (+ 73)

“The whole of Grove Park should be 20 miles an hour. There is space for wide cycle lanes. Cycling and walking should be given priority in our neighbourhood.”



Open text responses:

It was widely suggested that there needed to be **improvements to railway and river crossings** in this zone, to **enhance connectivity** with Kew, Barnes and Chiswick. 13 respondents wanted **improved lighting, better maintenance** and **step-free access** across the railway at Deans Lane footbridge, to make the bridge **accessible and safer for all users**, but especially children, people walking alone, older people and people with disabilities. Five responses also requested pedestrian access alongside Kew Railway Bridge, to provide a more **direct and less polluted route** across the river.

Seven responses (7%) also mentioned **improvements to the level crossing** on Grove Park Terrace. All of these responses supported some form of **traffic restriction** on this crossing, either making it one-way or closing it completely, to **reduce rat-running and increase safety** on the narrow road. However, two responses emphasised that this is currently the only **step-free access** across the railway for people walking and cycling in South Chiswick other than the steep Grove Park Bridge and highlighted the importance of preserving this for non-motorists.

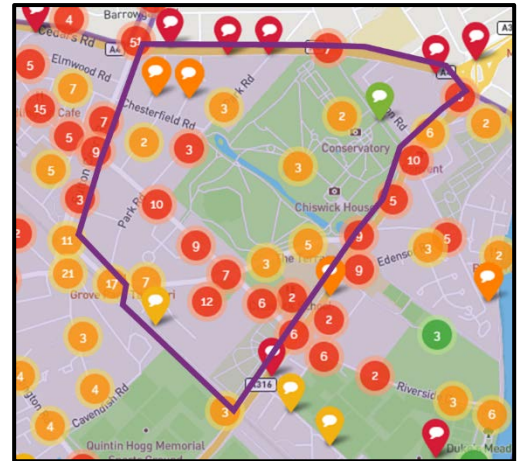
Over 20% of responses suggested implementing schemes to **reduce traffic speed and volume** on Hartington Road and Thames Road, with suggestions including **filtered permeability, traffic calming** and **20mph speed limits**. Eight responses (8%) wanted **parking restrictions** to increase visibility on corners and ensure cycle lanes are not obstructed. There was also support for **new pedestrian crossings**.

19% of responses requested **protected space for cycling**, and a further 8% of responses wanted enforcement to **prevent cycling on the pavement** allowing space for people walking. Finally, 10% of respondents suggested **improved public transport** in the zone, either by extending current bus services or adding a tube or rail station.

Zone E: Chiswick School and Staveley Road

Zone information:

Area size:	0.75 km ²
Comments:	113 (554 agreements)
Respondents:	78
Sentiment:	Positive (16) Neutral (22) Negative (75)
Hotspots:	Staveley Road Dukes Avenue Subway Chiswick School (Staveley Road)



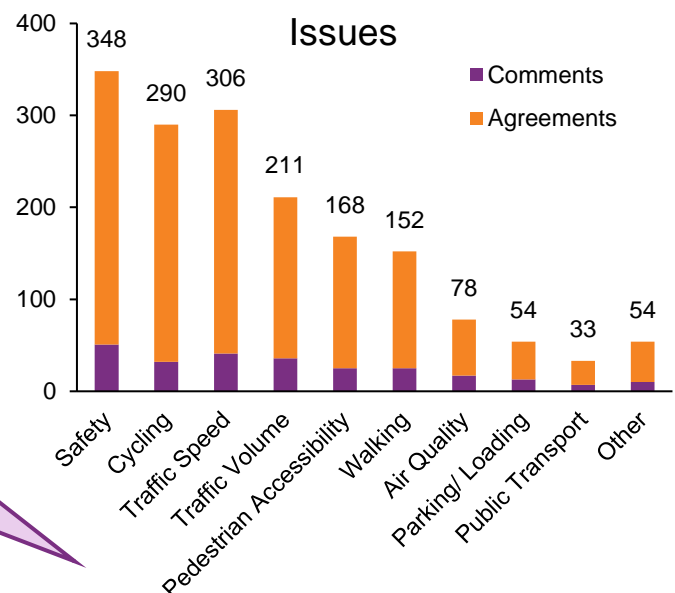
Zone E contains Chiswick House and Gardens and surrounding residential streets, many of which have access to the westbound A4. Also in this zone is Chiswick School.

Key Issues:

Comments (+ agreements)

- Safety – 51 comments** (+ 297)
- Traffic speed – 41 comments** (+ 265)
- Cycling – 32 comments** (+ 258)
- Traffic volume – 36 comments** (+ 175)
- Pedestrian Accessibility – 25 comments** (+ 143)

“Staveley Road experiences traffic speeds faster than on the A4, it is not acceptable with school children and elderly people consistently using the road to get to school, Chiswick House or just move around their local area.”



Open text responses:

One third of responses complained of **high traffic speeds**, especially on Staveley Road, Burlington Lane, Eastbourne Road and Park Road. **Rat-running** between the A316 and A4 was also a problem on these roads, with 34 responses mentioning **high volumes of traffic**.

The high speed and volume of traffic results in **safety concerns for people walking and cycling** which were mentioned in half of all responses. 30 responses (27%) highlighted concerns with **lack of safe space for cycling**, due to **vehicles parked either side of narrow roads**; existing traffic calming measures creating pinch points; **lack of cycle lanes** and a **lack of direct crossings**. Nearly 20% of responses also raised issues around **pedestrian accessibility**, for example a **lack of direct and safe crossings**, **poor pavement maintenance inhibiting wheelchair accessibility** and **intimidation from people cycling quickly** on pavements or shared-use paths.

Other issues included concerns around **children's safety** due to high traffic volumes near Chiswick School (12%), **high volumes of traffic and parking** causing inconvenience to residents during events at Chiswick House (5%), and a **lack of access to public transport** due to **infrequent bus services** (6%).

Key improvements:

Comments (+ agreements)

Enforcement – 33 comments (+ 184)

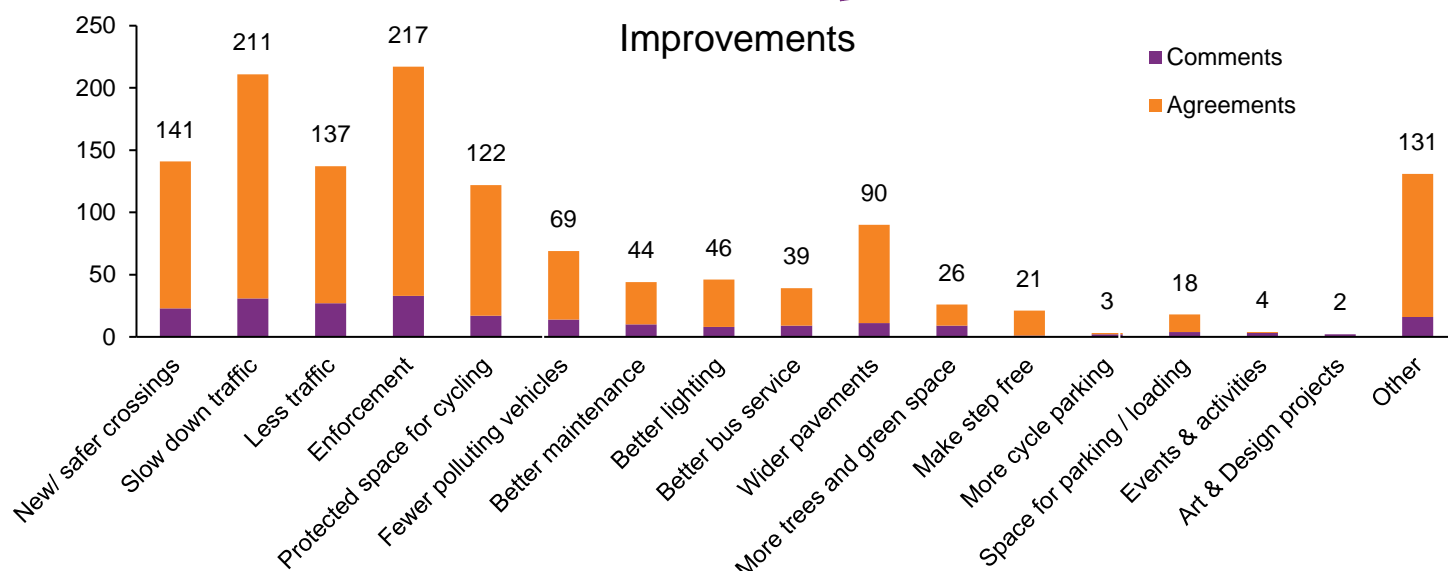
Slow down traffic – 31 comments (+ 180)

New/safer crossings – 23 comments (+ 118)

Less traffic – 27 comments (+ 110)

Space for cycling – 17 comments (+ 105)

“There are needs for crossings, traffic slowing, more protected spaces for the children to safely cycle to school, wider pavements and to discourage cars that are using the area as a short cut onto the A4 and M4.”



Open text responses:

The main improvements suggested for this zone were measures to **reduce and slow down traffic**, mentioned in 40% of responses. Almost half of these responses supported measures to **restrict traffic**, for example **restricting access to and from the A4** on Eastbourne Road and Park Road; making the **area around Chiswick School traffic free**; making Staveley Road **accessible for residents only** or making certain streets **one-way to prevent rat-running**.

Approximately one-third of responses wanted measures to **reduce traffic speed** by **introducing 20mph limits** and increasing **enforcement using speed cameras**. Some of these responses also suggested traffic-calming measures such as **speed bumps** and **modal filters**. 10% of responses also supported **restricted parking** in the zone to increase visibility and safety for people walking and cycling, as well as **discouraging parking and car travel to events** at Chiswick School and Chiswick House.

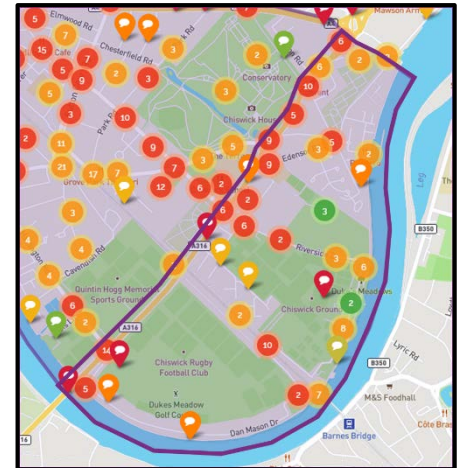
21 responses (19%) wanted the implementation of either **new zebra crossings** along Staveley Road or **improvement of existing crossings** to prioritise people walking and cycling. A further 19 responses (17%) suggested adding **protected space for cycling** on Staveley Road and **removal of barriers** on the A4 underpass to **allow space for cargo bikes**.

8% of responses requested **improved access for people with disabilities** in the zone, by **levelling pavements**, making **crossings step-free** and **demarcating shared-use paths to separate people walking and cycling**. Finally, seven responses (6%) wanted **increased frequency** and **improved access to bus services** to make public transport a viable option for travel outside of South Chiswick.

Zone F: Dukes Meadows

Zone information:

Area size:	1.14 km ²
Comments:	101 (668 agreements)
Respondents:	66
Sentiment:	Positive (20) Neutral (14) Negative (67)
Hotspots:	Hartington Road/A316 junction Grantham Road/Burlington Lane junction Corney Road/Burlington Lane junction The Promenade Staveley Road/Riverside Drive junction



Zone F consists mainly of Dukes Meadows, a large green space which hosts a variety of sports clubs, facilities and allotments. Beyond Dukes Meadows, the north of the zone is mainly residential streets, with access to the A316 and A4.

Key Issues:

Comments (+ agreements)

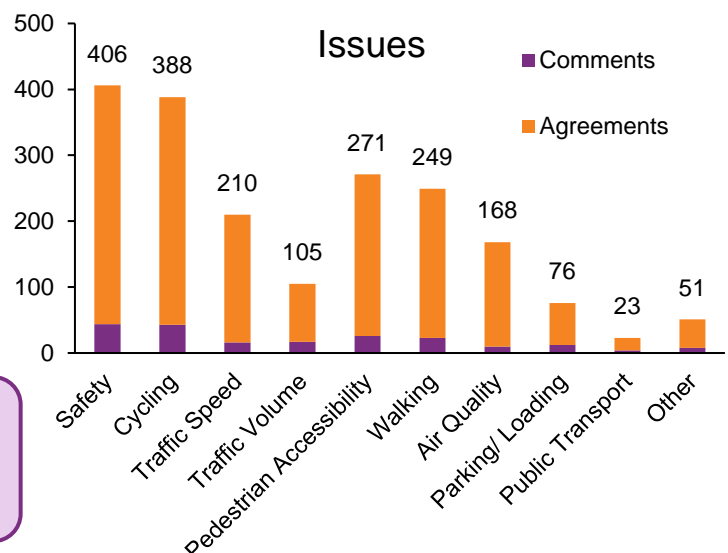
Safety – 44 comments (+ 362)

Cycling – 43 comments (+ 345)

Pedestrian Accessibility – 26 comments (+ 245)

Walking – 23 comments (+ 226)

Traffic speed – 16 comments (+ 194)



“All of Dan Mason Drive is hostile for cycling. High volume of fast-moving traffic and no space for safe cycling. But the corner is the worst part. It is blind and narrow with no walkway.”

Open text responses:

Existing proposals around the Dukes Meadows area were mentioned in 10 responses, with concern that parking and coach turning circles would **increase vehicle traffic** to the park. One of these responses had 95 agreements, the most of any comment in the project area.

44 responses mentioned **poor provision for people cycling**, including the **dangerous and narrow cycling lane** on the A316, a **lack of safe cycle parking**, a **lack of safe cycle crossing points** on the A316 and poor visibility on blind bends along Dan Mason Drive.

There were also nine responses (9%) referring to **unsafe conditions for people walking**, especially older people or people with disabilities, as a result of **sharing pavement space with people cycling** on the A316 or people cycling using Powell’s Walk as opposed to the designated cycle route. A further 30% of responses stated issues with **walking** in the zone, specifically due to the **unsafe crossings or lack of crossings** at the A316/Hartington Road, A316/Staveley Road, A316/Grantham Road and A316 Corney Road. **Traffic speed** was also mentioned as an issue in 10% of responses, particularly on the A316.

Key improvements:

Comments (+ agreements)

Space for cycling – 26 comments (+ 266)

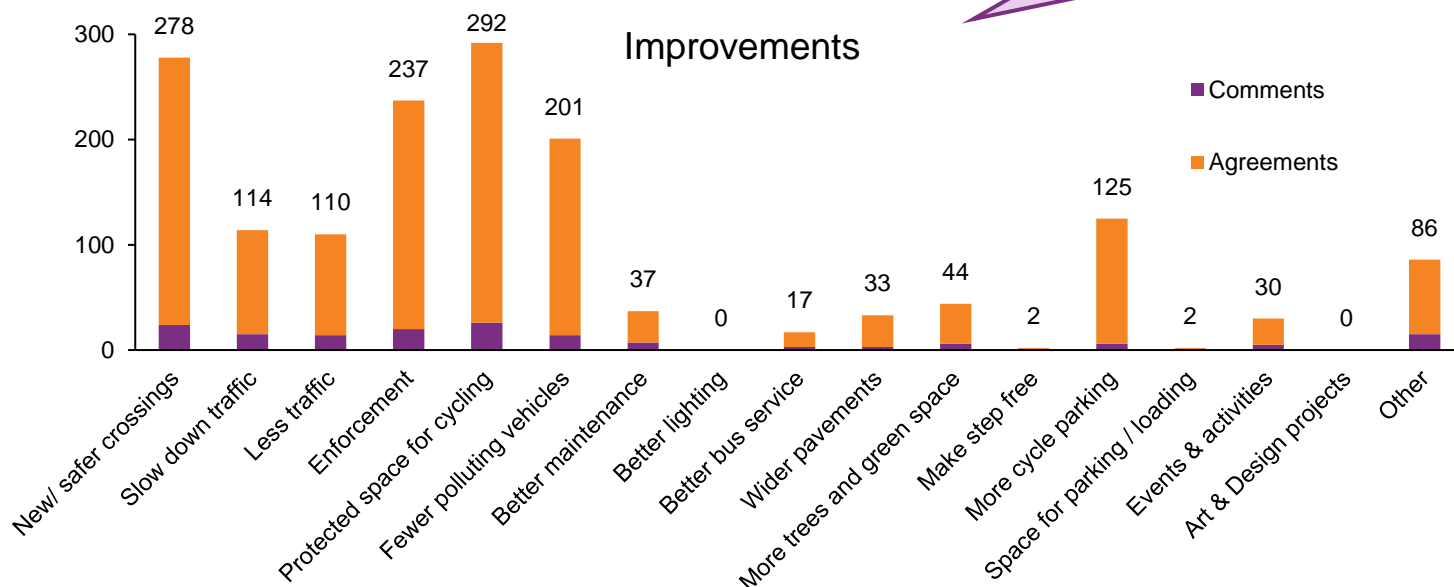
New/safer crossings – 24 comments (+ 254)

Enforcement – 20 comments (+ 217)

Fewer polluting vehicles – 14 comments (+ 187)

More cycle parking – 6 comments (+ 119)

“Pedestrian crossing needed at junction of A316 and Hartington Road. Children (and adults) attending activities - rowing, golf, rugby etc do not have a safe place to cross the A316 to catch the buses going North.”



Open text responses:

Almost 30% of responses in this zone wanted **protected space for cycling**. Suggestions included **segregated cycle lanes** along the length of the A316, **cycle and pedestrian priority at junctions**, more **clearly demarcating cycle routes** to avoid conflict with people walking and **better maintenance** on Dan Mason Drive to **improve sight lines for people cycling**. Three responses (3%) also wanted to **restrict vehicle traffic** on Dan Mason Drive and Staveley Road to **make cycling safer** around Chiswick School and sports facilities.

Improved pedestrian accessibility was requested in over 20% of responses, especially on Dan Mason Drive, Powell's Walk and the A316. Suggested improvements included **wider pavements**, **preventing cycling on pavements** and **better maintenance** or **restricted parking** to prevent obstruction of pedestrian rights of way.

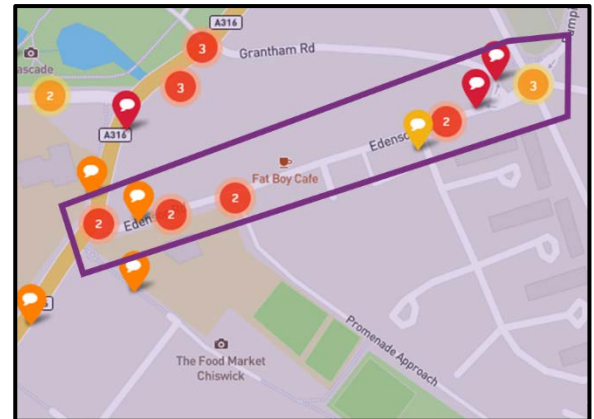
20 responses requested **new or safer crossings** in this zone. Several of these responses referred to the Hartington Road/Dan Mason Drive/A316 junction and suggested **installing traffic lights** to make the crossing **less hazardous for people walking and cycling** across the A316. Requests also included **adding a box junction** to **prevent pedestrian crossings being blocked** at Staveley Road/Riverside Drive/A316 junction; improving the Staveley Gardens/Riverside Drive junction to provide a **safe space to cross for people walking**; **adding a pedestrian/cycle crossing** at A316/Grantham Road and **reducing wait times for people crossing** at the Corney Road/A316 junction.

Finally, 10 respondents wanted to **scrap proposals to install parking and turning circles** in Dukes Meadows, in order to **reduce vehicle traffic** to the park.

Zone F1: Edensor Road

Zone information:

Area size:	0.02 km ²
Comments:	15 (67 agreements)
Respondents:	13
Sentiment:	Positive (1) Neutral (2) Negative (12)



Zone F1 consists of Edensor Road, a predominantly residential street that has access to the A316 and also includes Cavendish Primary School.

Key Issues:

Comments (+ agreements)

Traffic speed – 6 comments (+ 28)

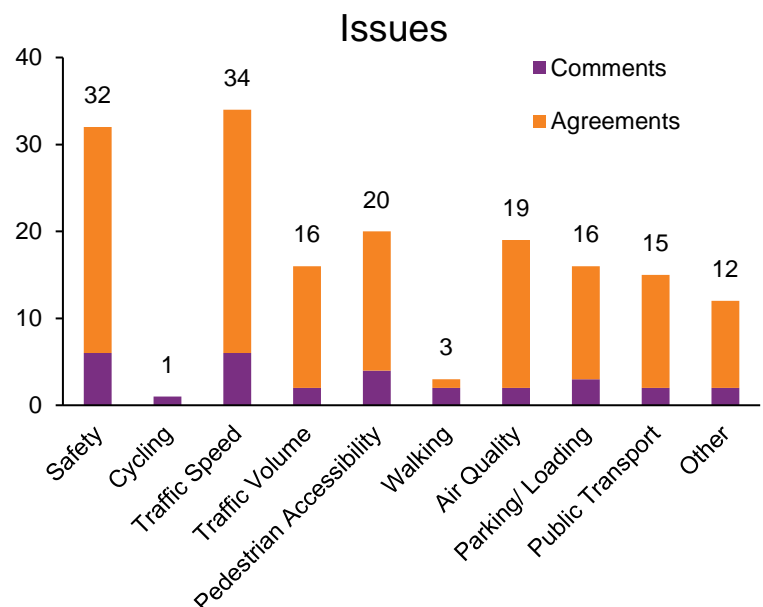
Safety – 6 comments (+ 26)

Pedestrian accessibility – 4 comments (+ 16)

Air quality – 2 comments (+ 17)

Parking/loading – 3 comments (+ 13)

“Illegal and dangerous parking outside the school is endemic, especially at the gates to Promenade Approach, as the signage and road markings are unclear.”



Open text responses:

Given the small area of this zone, there were significantly fewer responses than in other zones of the project area. The main issue mentioned was **illegal and dangerous parking** immediately outside the **school entrance** during drop-off and pick-up times. Responses highlighted that this parking made it **dangerous for families to access the school on foot or cycle**, and also caused **high levels of air pollution** around the school entrance.

Three respondents also mentioned on the Edensor Road/A316 junction, stating that **queuing traffic often blocks the exit** from Edensor Road and causes further **traffic build up** and **pollution** outside the school.

Three responses also raised the issue of **traffic speed** on Edensor Road, with regular occurrences of traffic **exceeding the 20mph speed limit**. Finally, two responses mentioned **issues with the bus service**, including the **low frequency of services** and **idling of buses** whilst waiting to start service.

Key improvements:

Comments (+ agreements)

Enforcement – 5 comments (+ 17)

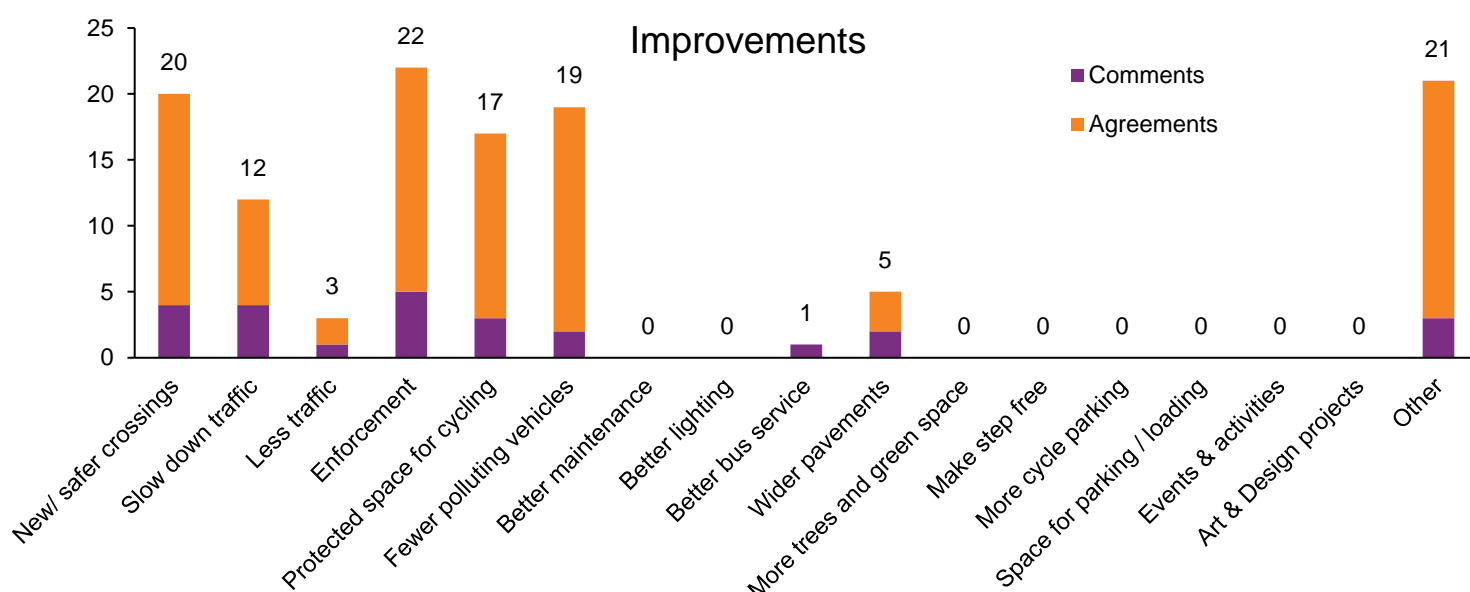
New/safer crossings – 4 comments (+ 16)

Fewer polluting vehicles – 2 comments (+ 17)

Space for cycling – 3 comments (+ 14)

Slow down traffic – 4 comments (+ 8)

“The speed humps on this road are utterly useless in the face of modern SUVs. The signage needs to clearly indicate that the whole area is a 20mph zone, and traffic calming needs to be added to the road design to reinforce that.”



Open text responses:

Five responses supported **restricting parking** on Edensor Road, and ensuring these **restrictions are clearly demarcated and enforced**, in order to **discourage car travel** to school and provide a **safe space for people walking and cycling**.

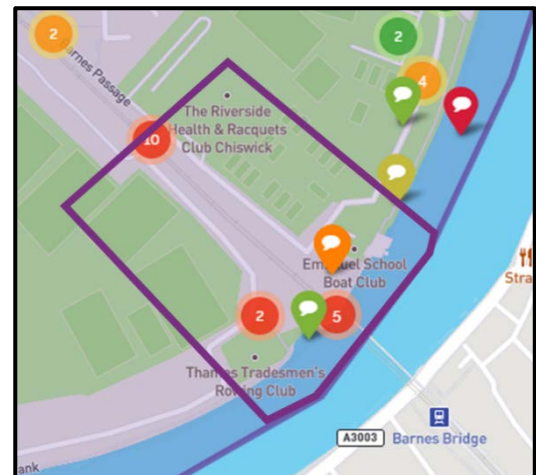
Three respondents suggested changes to the junction of Edensor Road and the A316 to **reduce the build up of traffic and pollution**. These suggestions included **marking a box junction** to prevent queueing traffic blocking the junction, **changing the phasing of traffic signals**, and **providing dedicated left and right turn lanes** on Edensor Road.

Reducing traffic speed through greater **enforcement of existing 20mph speed limits** or **introduction of traffic calming measures** was also supported by three respondents.

Zone F2: Barnes Bridge

Zone information:

Area size:	0.11 km ²
Comments:	10 (57 agreements)
Respondents:	10
Sentiment:	Positive (2) Neutral (1) Negative (7)
Hotspots:	Railway tunnel



Zone F2 includes Barnes Bridge, which has railway and pedestrian access across the River Thames to Barnes. This section also includes the railway underpass that links Dan Mason Drive and The Promenade.

Key Issues:

Comments (+ agreements)

Cycling – 6 comments (+ 44)

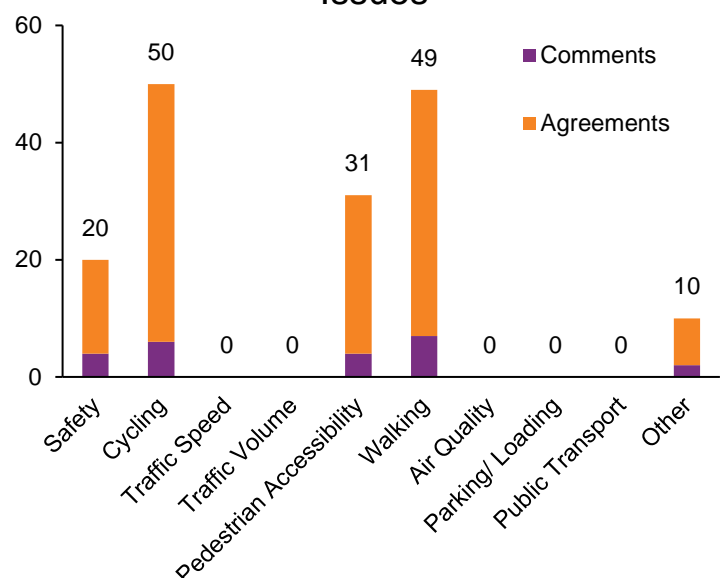
Walking – 7 comments (+ 42)

Pedestrian accessibility – 4 comments (+ 27)

Safety – 4 comments (+ 16)

“Access to the footbridge over the railway line is extremely arduous for the less able, the less mobile, children and cyclists generally.”

Issues



Open text responses:

As with Zone F1, there are significantly fewer responses in this zone than in the rest of the project area due to its small size. The main issue was **poor accessibility for people walking and cycling** over Barnes Railway Bridge. In particular, the current footbridge is not suitable for older people, people with disabilities, children or people cycling due to a **lack of step-free access** to the riverside at either end. Respondents states that this restricts movement and connectivity between neighbourhoods at either side of the river.

Two responses also highlighted **unsafe running and walking conditions** on the Thames Path and Dan Mason Drive due to **poor lighting** and **overgrown vegetation**.

Secondly, several responses referred to **dangerous conditions for people walking and cycling** under the railway tunnel on Dan Mason Drive, due to **blind bends, high traffic speeds, the narrow road** and a **lack of appropriate road markings and signage**.

Key improvements:

Comments (+ agreements)

New/safer crossings – 2 comments (+ 20)

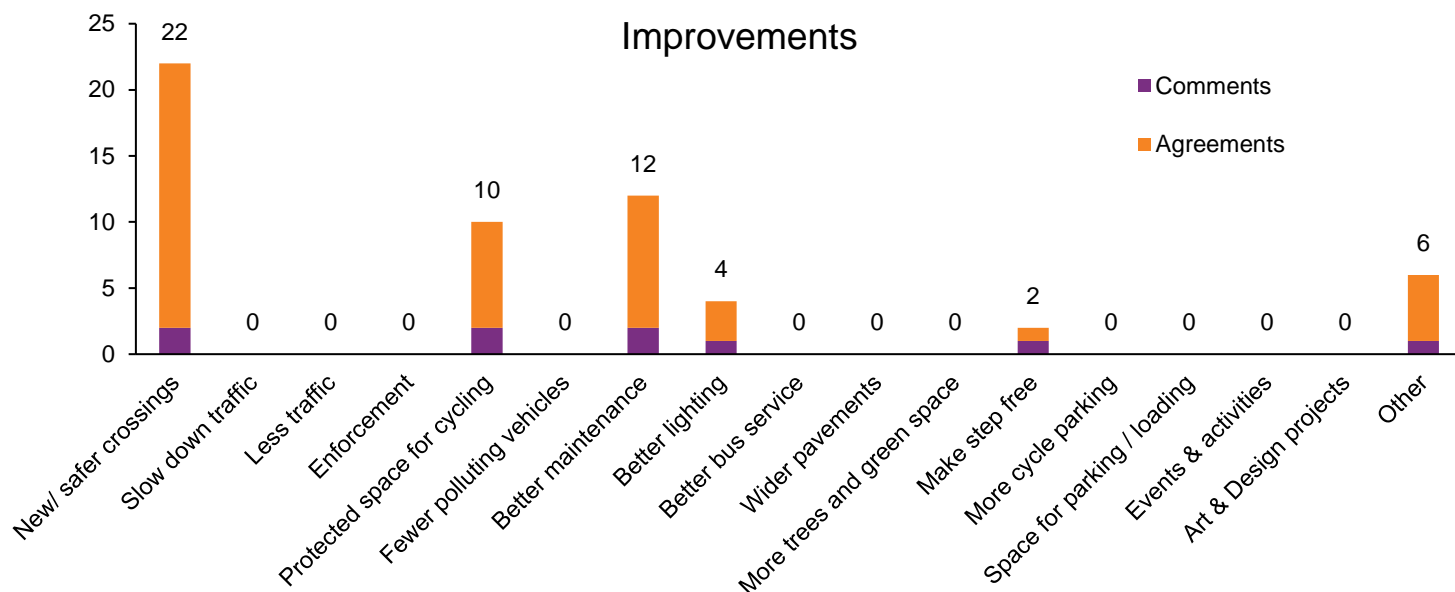
Better maintenance – 2 comments (+ 10)

Space for cycling – 2 comments (+ 8)

Better lighting – 1 comment (+ 3)

Make step free – 1 comment (+ 1)

“A walkway under Barnes Bridge that allows both cyclists and walkers to remain next the Thames & avoid the detour through the railway tunnel.”



Open text responses:

For Barnes Bridge, most responses requested **step-free access** from the bridge to the riverside so that it is **accessible for all users**. To add to this, three responses mentioned that the footbridge should provide access for **people walking and cycling**, rather than people walking only. Two responses suggested a **walkway for people walking and cycling** under Barnes Bridge that remains next to the Thames, to avoid the detour under the existing railway tunnel where there is a **lack of protected space for walking and cycling**.

Secondly, there were a number of suggested improvements for the existing railway tunnel on Dan Mason Drive. Two responses suggested **restricting traffic access entirely** under the bridge, to **reduce the use of motorised vehicles** to access Dukes Meadow's facilities and **provide safe space for walking and cycling**. Four responses wanted **clearer signage and road markings** to **encourage vehicles to slow down** and **provide dedicated space for people walking and cycling**.

Part 3: Traffic Data Analysis

Introduction:

At the same time as collecting resident feedback via the Commonplace website, the council collected a range of traffic data across the project area. This was to provide comprehensive information on the speed and volume of traffic, along with the number of larger vehicles using the local road network and the proportion of through traffic. This section of the report sets out some of the key traffic trends for south Chiswick.

The data was collected via two methods, automatic traffic counters (ATC's) and video cameras. The ATC's are tubes attached to the road surface, which collect data on the number, speed and size of vehicles. The tubes collect data at the specific location they are installed, and it was therefore imperative to ensure the coverage of ATC's was extensive across the project area. In total 40 locations were selected, to ensure that a full picture of traffic movements was gathered.

This data was collected over a period of two weeks in late September and early October 2019. The tubes collected data for a continuous period once installed. A small number of technical issues with the tubes occurred, either through general damage or by being parked on by vehicles, which impacted the collection of data. This happened in a small number of locations, at which point the tubes were fixed at the earliest opportunity and the data collection re-commenced.

Video cameras were used to collect origin and destination data. This involved using partial automatic number plate recognition (ANPR) software at all entry and exit points to the residential neighbourhood. In total, over 20 cameras were installed. Data was collected for four of the zones previously mentioned; A, B, D and E. The entry point into each zone is either where a major road (e.g. the A316 or A4) joins a residential street (e.g. Hartington Road or Harvard Hill) or where two zones meet (e.g. the level crossing at Grove Park Terrace). Due to the complexity and amount of data, only one date was studied; Tuesday 1 October 2019, between 7am and 7pm.

An additional, smaller origin and destination survey was conducted for the area between Hartington Road / Cavendish Road and Grove Park Bridge on Wednesday 8 January 2020, to inform the through traffic levels impacting the site of the proposed Grove Park Piazza. This data can be used to identify specific traffic movements through each zone, and how long these journeys take. This in turn can determine whether vehicle journeys are local; starting or ending at properties within south Chiswick, or through traffic which is passing through a respective zone. Understanding this data is critical to the success of the project, as it provides the opportunity to explore options for reducing through traffic, which will create a neighbourhood which is quieter, less polluted, safer and more attractive to sustainable modes of travel such as walking and cycling.

An overview map of the traffic volume data is provided below and shown in more detail in Appendix E. This shows the primary traffic movements through south Chiswick. Appendix F shows an overview map of the through traffic levels for each zone where this was measured. More detail on the key trends around traffic volume speeds and through traffic are provided in the sections below. All data collected is provided in Appendix G.



Overview of Traffic Patterns

Zone A: Strand on the Green

There are over 4,000 vehicles using Thames Road on an average weekday. This measurement was taken near to the junction with Brooks Lane. In the busiest hour, this equates to over 350 vehicles in both directions combined. A high proportion is through traffic, which passes through the zone from one end to the other. In an eastbound direction, 60% of the traffic entering Strand on the Green from Kew Bridge leaves the area via Thames Road in less than 4 minutes. In a westbound direction, 58% of all traffic passing under the railway line at Thames Road / Strand on the Green exits the Kew Bridge junction as through traffic.

Traffic speeds were less of an issue than the volume of traffic. Average speeds were collected alongside the 85th percentile; this is a measurement frequently used to inform highway design as it represents the figure that 85% of traffic will be travelling at, or below. This figure is therefore a reflection of how the majority of vehicles travel and whether the design of the road is appropriate in lowering vehicle speeds towards to local limit of 20mph. The 85th percentile on Thames Road was measured at 21.5mph, with the average speed just over 17mph.

Zone B: Harvard Hill & Fauconberg Road

There were a number of traffic data collection points across this residential area. On the whole traffic speeds were not high, with average speeds below 20mph at all sites and the 85th percentile below 24mph. When considering traffic volumes, the busiest road in the area was Fauconberg Road, with just under 3,000 vehicles on the average weekday. The busiest traffic movement in the area is Fauconberg Road to Harvard Hill in a westbound direction, which provides access to the A4. Of all traffic entering Fauconberg Road from Sutton Court Road, a quarter uses this route to access the A4.

The other primary entry and exit point into the zone is the level crossing on Grove Park Terrace. Over twice as much traffic is heading in a northbound direction on an average day, with just over 1,000 vehicles in a 12-hour period. 40% of traffic entering the zone over the level crossing exits the zone via Harvard Hill to the A4.

Zone C1: Chiswick Station & Grove Park

This zone includes the proposed location of the Grove Park Piazza and a small network of adjoining streets. Grove Park Bridge is the busiest street in the neighbourhood apart from Sutton Court Road, with over 8,000 vehicles on the average weekday. 65% of these vehicles travel in a northbound direction. The road is also busier in the morning peak than the afternoon, with 757 vehicles in the busiest hour in the morning, compared to 613 in the afternoon. This is equivalent to one vehicle every 5-6 seconds at the busiest times.

Traffic speeds on Grove Park Bridge are also comparatively high when compared to the broader neighbourhood, with an average speed of 22.4mph and an 85th percentile of 26.4mph. Speeds are very similar in both directions over the bridge.

Zone C2: Sutton Court Road

Sutton Court Road is the busiest road within the project area, with over 8,300 vehicles on the average weekday, similarly to Grove Park Bridge the majority of traffic is heading in a northbound direction (63%). The total traffic volumes are similar in busiest morning and evening hours, 686 and 620 respectively. On average, 71% of traffic is heading northbound in the morning, and 65% in the evening.



Traffic speeds however are higher in a southbound direction, with an average speed of 24.6mph and an 85th percentile of 29.1mph, compared with 22.1mph and 26.6mph respectively in a northbound direction.

Zone D: Hartington Road and Riverside

This zone includes Hartington Road, Grove Park Road, a section of Thames Road and an extensive network of adjoining residential streets. Hartington Road is the busiest road in the zone, with just under 8,000 vehicles on an average weekday. 65% traffic on a daily basis is heading in a northbound direction, which is the main movement in both the morning and afternoon peak. The predominant movement in this zone is between the A316 / Hartington Road junction to Grove Park Bridge. Two thirds of this traffic uses Hartington Road and Grove Park Road, with just under 30% also using Cavendish Road, Bolton Road and Grove Park Road.

Of all the traffic entering Hartington Road from the A316, over 7 in 10 vehicles are through traffic, which passes through the zone without stopping. Nearly 60% of this traffic exits the zone via Grove Park Bridge, 7% via Grove Park Terrace and 6% via Thames Road.

When considering the entry into the zone from Thames Road, the proportion of through traffic is also over half (58%). Again, the most significant movement is to Grove Park Bridge (25%), with slightly less traffic travelling east to west and leaving Hartington Road to join the A316 (23%). A smaller proportion of traffic, 10%, exits the zone via Grove Park Terrace.

Daily through traffic levels are also significant for vehicles entering the zone in a southbound direction. 4 in 10 vehicles entering the zone at both Grove Park Terrace and Grove Park Bridge exit the area as through traffic.

Traffic speeds in this zone are also comparatively high for the project area, particularly along the alignments of the predominant through traffic movements; Hartington Road, Grove Park Road and Bolton Road. Bolton Road in particular experiences a high level of speeding traffic, with average speeds of over 24mph and an 85th percentile speed of just under 30mph. 85th percentile speeds on Hartington Road vary at the different data collection points but are all above 27mph.

Zone E: Chiswick School & Staveley Road

This zone sits between the A4, A316 and Sutton Court Road, with numerous entry and exit points onto these busier roads. The busiest residential street in this zone by far is Staveley Road. The sections of Staveley Road either side of Burlington Lane have traffic volumes of over 5,500 vehicles per average weekday. In the busiest hour during the week there are just under 500 vehicles, this increases to over 700 on a Sunday, on the section of road adjacent to Chiswick School, due to the local car boot sale. Traffic speeds are also high on the residential section of Staveley Road west of the Burlington Lane junction, where the average speed is 22.8mph, with the 85th percentile being 27.5mph.

The levels of through traffic on Staveley Road are also high. In a westbound direction, for traffic joining from the A316, 65% of traffic leaves the zone in less than 4 minutes. The major movement is westwards along the length of Staveley Road. In an eastbound direction; over 3 in 10 vehicles entering Staveley Road from Sutton Court Road are through traffic which exits the zone primarily via the eastern end of Staveley Road or Burlington Lane, to access the A316. On roads in this zone adjoining the A4; Park Road, Milnthorpe Road and Eastbourne Road, around half of all traffic movements are through traffic. Appendix F illustrates this information in full.

Burlington Lane is the only other road in this zone with traffic volumes over 2,000 vehicles per day. The residential road network around Staveley Road experiences significantly lower volumes of traffic, with Park Road the only street over 1,000 vehicles. Traffic speeds are also comparatively high, when compared to other zones, with the 85th percentile on many local streets over 26mph.

Zones F, F1 & F2: Dukes Meadows, Edensor Road and Barnes Bridge

Given the extensive green space within this area, less traffic data was collected as the road network is less dense than in other zones. Both traffic speed and volume are comparatively low when compared to other zones. All average traffic speeds across the area were below 20mph, with the 85th percentile speeds no higher than 24mph, and in many cases significantly lower.

Excluding the major A316, part of the Transport for London Road Network, the busiest residential street in this locality was Edensor Road, which is detailed below. Second to that was Dan Mason Drive, the road connecting the A316 to Dukes Meadows. At the ATC site near to Dukes Meadows Golf, Tennis and Ski there were over 2,000 vehicles on an average weekday. However, a video count undertaken at the railway bridge at the eastern end of Dan Mason Drive, counted just over 500 vehicles in the same timeframe. Traffic counts on The Promenade side of the railway bridge were just over 1,000 per average day, which demonstrates that the level of through traffic utilising the road under the railway is low, with most journeys being to and from the various leisure facilities on offer.

The section of Edensor Road adjacent to Cavendish Primary School carries over 3,200 vehicles on an average weekday, with 60% of vehicles travelling in a westbound direction. Other residential streets adjoining Edensor Road are significantly quieter.

Part 4: Project Priorities

Introduction:

This section considers the resident feedback obtained via the Commonplace website, the traffic data collected and the aims and objectives of the project, to set out a number of priorities for the project going forward for each zone. It is important to note that the current Covid-19 situation has not only changed the funding landscape of the project, but also the issues that the council now wishes to prioritise.

The funding available via TfL's Liveable Neighbourhood programme is currently less certain, which impacts on the council's ability to progress some of the high value infrastructure parts of the project as quickly as hoped, for example the Grove Park Piazza. However, there are funding opportunities to progress the low traffic neighbourhood elements of the project, initially on a trial basis, which prioritise the movement of people, primarily by foot and bike. There is a greater focus at a national and local government level of ensuring that the benefits of quieter streets and cleaner air experienced during the lockdown period are realised in the longer term. This is particularly as people begin to return to work and with public transport capacity significantly reduced. The Department for Transport has published statutory guidance that requests local council prioritise active travel but also ensure there is adequate space for social distancing. The guidance is very much in line with the ultimate objectives of the Liveable Neighbourhood project, and requests fast-tracking of measures such as temporary footway widening, introduction of school streets, introducing new cycle lanes and removing through traffic from residential areas.

A large number of suggestions were made during the consultation phase, many of which are relevant to all zones, including increasing cycle parking, new electric vehicle charging points, traffic speed enforcement and general maintenance of roads and pavements. Responses to general themes from the consultation are provided in Appendix H.

Zone A: Strand on the Green

Through traffic was a primary concern of respondents to the consultation, which is reflected in the traffic data collected, with total volumes of traffic high for the project area and a significant proportion of through traffic cutting through the area east/west. Traffic speeds are less of an issue, due to the layout of local roads, their width, traffic calming measures and on street parking. While there were a low number of reported collisions on Thames Road and Strand on The Green between 2014 and 2019, with five in total, it is concerning that four of these were serious in nature, two of which included cyclists.

The primary focus in this area is therefore **measures that will reduce through traffic**. A number of options have been considered, including sections of one-way road, banned turns and closing roads to through traffic. However, the council recognises the need to maintain vehicular access for residents from both the east and west direction, due to the length of detour if one of these accesses was closed to traffic.

The proposal is therefore an **access only arrangement**. The zone is proposed to stretch from the Kew Bridge / Strand on The Green junction, to the junction of Grove Park Terrace / Grove Park Road. Vehicles would be allowed to enter the zone to access residential properties and businesses in the area unchanged, but not to pass through both points as part of a longer journey. This would be monitored by ANPR cameras at both entry and exit points to the zone, to enforce against any traffic trying to make a through movement. Full details of the operation of such a zone will be provided to residents prior to the trial commencing.

One of the many benefits of reducing traffic, alongside improved air quality and safety, will be that the road is significantly more attractive to cycle on. This will help to address the issue of cycling along the riverside path, which was raised in the consultation, by creating a lower traffic environment for cyclists on Strand on the Green / Thames Road.

The council will continue to work with the Strand on the Green schools on the promotional of sustainable and active travel. There is already an existing 'school street' on Brooks Lane, where the road is closed to motor traffic at drop off and collection times. Both the Junior and Infants school have been proactive in promoting walking, scooting and cycling to students and by working collaboratively with the council, this work will continue.

A number of comments focused on the A205 / Kew Bridge junction at the western end of the zone. Work is currently underway at part of Cycleway 9 to significantly upgrade this junction. This includes keep clear markings to help facilitate turning movements out of Strand on the Green. Work is also underway to create a new pedestrian walkway, using one of the arches, under Kew Bridge. This will provide step free access along the riverside, greatly improving local pedestrian connectivity.

Zone B: Harvard Hill & Fauconberg Road

Four of the top 10 hotspots were within this area, three of which related to traffic volumes on residential streets. This is reflected in the wider comments provided across the area through the Commonplace consultation, which were focused primarily on rat running, traffic volume and safety. The presence of Grove Park Primary School in the area heightens the need to improve safety, air quality and the ability for children and parents to travel to school in an active manner.

The second most popular issue in the consultation related to vehicle access onto the A4 at Harvard Hill, and the traffic this bringing to local residential streets. This is the only access point to the A4 westbound within this zone and therefore has an impact on the speed and volume of traffic using the local area. The feedback from comments were split in their support and objection to the principle, and the type of measure that could be introduced; from a full closure, to one-way operation or ANPR camera enforcement. Council officers have considered the options available, and the need to progress this element of the project as a priority as part of the council's transport response to the Covid-19 crisis. It is therefore proposed to progress with **a trial closure of Harvard Hill at the northbound access point to the A4**. Turning off the A4 into Harvard Hill would remain. In the busiest morning hour, 84% of traffic on the road is in a northbound direction. This forms part of the package of measures that the council is now looking to bring forward.

To further support a local environment that prioritises people, **a school street is proposed at Grove Park Primary**, to lower traffic volumes at school drop off and collection times. Localised measures in the proximity of the school will also be considered to improve walking connections to the school, for example the crossing of Fauconberg Road.

Zone C1: Chiswick Station & Grove Park

This zone includes the site of the propose Grove Park Piazza. This is a longstanding, community led scheme which has been in development for a number of years and looks to transform the space on Grove Park Road adjacent to the local shops and Station House pub. The proposal would see the largely car-dominated space changed into one that prioritises people, through widened pavements, improved crossings, new seating and planting. Improved cycle parking, electric vehicle charging and lighting are also key parts of the scheme. The aim is to enhance the attractiveness of the area and create a focal point for the community, which in turn will positively impact local businesses. Due to the advanced nature of this project, a design was consulted on separately in March 2020.

The volumes of traffic through the piazza, particularly on Bolton Road and Grove Park Road are currently too high to deliver a complete piazza design which truly transforms the space. The low traffic neighbourhood measures proposed as part of zone D will have a significant traffic reduction benefit to the piazza location. This would improve pedestrian crossings and accessibility to the local shops, which was one theme of the Commonplace consultation responses. It should be noted however, that due to the Covid-19 crisis and anticipated impact on funding levels for the Liveable Neighbourhood programme at TfL, it is unlikely that the funding anticipated to deliver the piazza project will be available in the near future.

Poor pedestrian accessibility in this area was a key theme of the consultation responses and focused around two key locations; Grove Park Bridge and Chiswick Railway Station, the first of which was one of the top 10 hotspots. The Grove Park Bridge / Grove Park Road / Grove Park Terrace junction is wide, with limited pedestrian crossing points and an unusual arrangement where Grove Park Terrace exits into oncoming traffic joining Grove Park Bridge. Its current design, with wide traffic lanes, encourages high vehicle speeds and makes the pedestrian environment less welcoming. As an extension of the piazza design, and subject to available funding, the council will look to redesign this junction to better accommodate pedestrians. The traffic reduction measures proposed as part of zone D will have an additional positive impact on this location.

Following the consultation feedback on the lack of step free access between platforms at Chiswick Station, council officers discussed this matter further with South Western Railway. At the current time there are no plans to introduce the lifts and new bridge structure required to achieve step free access. While there are currently similar upgrades happening further west on the line, delivering a project of this scale would cost several million pounds, and



currently there is no budget for such work. The council recognises that step free access between the platforms, via local roads, is long and can be challenging for the less mobile, in particular the gradient changes on Grove Park Bridge. We will continue to liaise with South Western Railway and explore opportunities for future, additional funding.

C2: Sutton Court Road

This zone contained the highest commented location during the consultation, the junction of the A4 and Sutton Court Road. This location is a critical point of accessibility for several modes of transport. It is the only road that connects Chiswick High Road to Grove Park, across the A4. It is a bus route, provides general vehicle access and is also the only point where pedestrians and cyclists can cross the A4 at surface level within the project area, as opposed to using an underpass. A number of modes are therefore competing for space and priority, with the traffic signals prioritising the main traffic movement along the A4 at the expense of north/south connectivity. The limited green signal time given to Sutton Court Road increases queue lengths, and delays bus services, while the width of the junction, speed of traffic and heavy turning movements make the junction intimidating for cyclists. Pedestrians also have limited and indirect crossing points, with many choosing to ignore the crossings available and cross at the most desired location. This was reflected in the strength of feeling from feedback to the consultation, with 90% of all comments negative in this location.

There is also a high level of accidents at the junction, and on Sutton Court Road more widely. In the five-year period between 2014 and 2018, there were 43 reported collisions on Sutton Court Road, between Chiswick Station to the south and Heathfield Terrace to the north, six of which were serious. In total, 30 of these occurred at the Sutton Court Road / A4 junction.

Due to the strategic importance of Sutton Court Road, it formed a key part of the council's bid to TfL for Liveable Neighbourhood funding and is therefore part of the project the council has commenced work on. A feasibility study is underway for the full length of Sutton Court Road, which is considering options to introduce new cycle facilities, improve the environment for pedestrians while also looking into bus stop enhancements and improving journey times. This is a 'whole-street' approach which will consider on street parking, loading requirements and traffic signal changes. This work commenced earlier in 2020, with any proposals to be consulted on as part of future work on the project.

In the interim council officers will **explore opportunities with TfL for temporary changes to A4 / Sutton Court Road junction** as part of our transport response to Covid-19, that may improve the road for pedestrians and cyclists, while encouraging social distancing.

Zone D: Hartington Road and Riverside

One of the main focuses in response to the consultation for this zone was improved pedestrian connectivity, both over the railway line to the north and river to the south. The Deans Lane footbridge was one of the hotspot locations, with a high level of shared concern over poor personal safety due to lack of lighting and poor maintenance. The council has been working on a new lighting scheme at the bridge which is due to be installed this summer. Further consideration will be given to improving the access to the bridge once this scheme is completed. In a southbound direction, over the river to Kew, there are currently no proposals to explore utilising the railway bridge to provide a new pedestrian crossing point. The cost of any such project would far exceed the available budget for this Liveable Neighbourhood project.

The level crossing location on Grove Park Terrace, was another location that generated feedback over pedestrian and cycle safety. The project does not currently propose to change the operation of this level crossing. Any closure of the crossing to traffic would need to retain step free access for pedestrians and cyclists, which would require a new bridge structure and is beyond the financial constraints of the project. However, the extensive traffic reduction measures proposed as part of the project will go a long way to reducing traffic volumes at this location and improving the area significantly for pedestrians and cyclists. The area has high levels of through traffic, along with significant traffic volumes and speeds on a number of roads in the zone. Hartington Road was a focal point for consultation responses, and while a variety of traffic calming measures have been introduced over the years, they have not been effective at reducing the speed and volume of traffic, nor have they improved the road for cyclists.

In order to address this problem comprehensively, and not simply shift traffic between residential streets, an area wide traffic management solution is required. Council officers have considering an array of options that could address this issue, from one-way streets, to banned turns and closing roads to traffic, while at all points considering the disruption and benefits to residents of new measures. There are significant benefits to be realised around safety, air quality, noise and pollution through a low traffic neighbourhood approach, but at the same time it is recognised that some residents, particularly the less mobile, will remain reliant on their car for some local journeys.

The most significant traffic movement through the neighbourhood is Hartington Road to Grove Park Bridge. Both roads have approximately 8,000 vehicles on an average weekday, with two thirds of this traffic in a northbound direction. Of all northbound traffic, seven in every ten vehicles are through traffic which is cutting through the neighbourhood. The council's proposal is therefore to introduce a **northbound 'access only' restriction on Hartington Road at the junction with Cavendish Road**, which will be open to residents only via a permitting system. Pre-registered licence plates would be able to continue to travel in a northbound direction. It is proposed that this will be open to residential properties in the 'CS' and 'RV' controlled parking zones. Non-registered vehicles from outside the zone would therefore have to find an alternative route for northbound journeys via the A316. Southbound travel along Hartington Road, and through the zone, would remain unchanged. The details of this proposal will now be worked up in full and shared with residents prior to any trial commencing.

Subject to a subsequent trial and assessment of effectiveness, further changes locally will be considered. This will include changes to the traffic calming measures on Hartington Road, subject to funding becoming available.

Zone E: Chiswick School & Staveley Road

Traffic speed, rat-running and traffic volumes were the primary issues raised by respondents to the consultation, which is backed up by the traffic data collected, as detailed above. These issues have an impact on the perception of safety in the zone, with concerns over walking and cycling, particularly around Chiswick School, of paramount concern. Staveley Road is a focus, with high traffic speeds and volume and many vehicles using the street as a cut through to access more major roads. This is not only impacting the safety of students at Chiswick School, but also on the quality of life for residents on the road.

Two measures are therefore recommended to deal with this. Firstly a **'diagonal traffic filter' at the junction of Staveley Road and Park Road**. This measure will prevent traffic heading east/west along Staveley Road and north/south along Park Road. It will still be possible for vehicles to turn left from Staveley Road into Park Road, when travelling in both directions, however any vehicle wishing to continue straight ahead will need to find an alternative route.

Cyclists will still be permitted to travel in all directions. The second measure is a **school street on the section of Staveley Road adjacent to Chiswick School**, between the A316 and Burlington Lane. As with other school street schemes, this will operate as a timed closure of the road to traffic in the morning and afternoon periods when students are travelling to and from school. The bus route will be retained at all times. Both measures are to be progressed as part of the borough's transport response to the Covid-19 crisis.

Further consideration will be given in the future to Burlington Lane; for example, improving pedestrian connectivity to Chiswick House and Gardens and providing designated coach parking. This will need to consider how space on Burlington Lane is allocated to different modes of travel and is subject to funding becoming available.

Across many of the zones, enforcement of the 20mph limit was mentioned by residents as something they would like to see more of. Speed limit enforcement is undertaken by the Police, rather than the council, however council officers work closely with the Police on a range of measures. This includes Junior Roadwatch, where schools partner with the Police to undertake traffic speed monitoring and enforcement, which was being planned with Chiswick School prior to the current closure. Through measures to reduce the ability of drivers to cut through residential areas, it is anticipated that traffic speeds will be reduced substantially, as the majority of car journeys will be to and from residential properties.

Zones F, F1 & F2: Dukes Meadows, Edensor Road and Barnes Bridge

There were a number of hotspots across this area, with four relating to crossings of the A316, and the challenges this presents for pedestrians and cyclists. The A316 is part of the Transport for London Road Network, with TfL therefore responsible for any changes. However, the council works closely with TfL to explore opportunities to improve facilities for residents and initially the council intends to **prioritise improvements for pedestrians and cyclists at the junction of the A316 with Hartington Road and Dan Mason Drive**. This is a key entry point into the wider Dukes Meadows area from the west. However, the junction currently operates without a green signal phase for pedestrians, which creates an intimidating environment for people on foot, who are often forced to cross the road avoiding fast moving, turning traffic. While this junction is currently not scheduled for any upgrade to traffic signals, the council will explore options for changes as part of our response to the Covid-19 crisis.

The council has progressed a **trial closure at the railway line, where Dan Mason Drive meets The Promenade** as part of a borough wide approach to ensuring public space is safe and that social distancing rules can be adhered to. Access is still permitted for pedestrians and cyclists. While this removes the ability to drive through Dukes Meadows from east to west, all leisure and sporting venues are still fully accessible by car from their respective side of the railway bridge. As mentioned in the report above, the levels of traffic under the railway bridge are significantly lower than those on the roads to either side.

There was a large amount of consultation feedback from residents on the council's parking scheme within Dukes Meadows, which is currently on site and is introducing a range of measures including yellow line parking restrictions and formalised parking bays. This parking scheme is not being delivered through the Liveable Neighbourhood project, having been consulted upon and approved separately. The principle of reducing car parking capacity, alongside a new charging regime, is in line with the aims of the Liveable Neighbourhood project to encourage more local journeys by foot and bike. Improved cycle parking within Dukes Meadows was another comment made during the consultation, and the Liveable Neighbourhood project will look to deliver this work as a priority.

As noted above, Edensor Road was the one residential street in the zone, which over 3,000 vehicles in the average weekday. Feedback from the consultation also focused on traffic associated with the school run, and how the road layout in the vicinity of the school creates challenges with pedestrian accessibility at the school gate and adds to air quality issues in the area around the school. As with other schools in the project area, **a school street is therefore proposed to deal with traffic at school collection and drop off times.**

Alongside the Grove Park Piazza, the Barnes Bridge project, is a longstanding project which the Liveable Neighbourhood project is helping to deliver. Given that the bridge has already been through a consultation and planning approval process, it is unsurprising that a limited number of comments were received. It should be noted however, that due to the Covid-19 crisis and anticipated impact on funding levels for the Liveable Neighbourhood programme at TfL, it is unlikely that the funding anticipated to contribute to the bridge from this programme will be available in the near future.

Summary of Priorities

The package of measures proposed to be taken forward are summarised below. These include one urgent scheme already completed as part of the council's transport response to Covid-19, a priority list of measures that the council is now fast tracking to implementation and longer-term measures that remain objectives of the SCLN project.

Delivered as a priority response to Covid -19:

- 1) Dan Mason Drive / The Promenade: closure of road to traffic underneath railway line, to ensure a safe route for pedestrians and cyclists is maintained while allowing for social distancing.

Projects proposed to fast track to implementation, via experimental traffic order, as part of the council's response to Covid-19. These measures are proposed to be installed from July onwards:

- 2) Strand on The Green / Thames Road: An 'access only' zone to prevent through traffic. The zone is proposed to stretch from the Kew Bridge / Strand on The Green junction, to the junction of Grove Park Terrace / Grove Park Road. Vehicles would be allowed to enter the zone to access residential properties and businesses in the area unchanged, but not to pass through both points as part of a longer journey. This would be monitored by automatic number plate recognition (ANPR) cameras at both entry and exit points to the zone, to enforce against any traffic trying to make a through movement. The feasibility and design work for this scheme is ongoing, details of which will be provided to residents prior to the trial commencing.
- 3) Harvard Hill: The closure of road northbound, to prevent access onto the A4 westbound. Turning off the A4 into Harvard Hill would remain in place.
- 4) Grove Park Primary: A 'school street' scheme, designed to restrict vehicle access at school drop off and collection times. These schemes introduce timed closure of roads around schools, to reduce access to school by car, encouraging walking, scooting and cycling, while bringing additional benefits of improved road safety and air quality. This scheme would include Nightingale Close and a section of Grove Park Terrace. The exact extents of the closure are being considered and will be communicated to residents as part of the experimental traffic order process.
- 5) Hartington Road / Cavendish Road: The introduction of a northbound 'access only' restriction, to remove non-residential through traffic. Northbound access to drivers will be open to residents only, via a permitting system. Pre-registered licence plates would be able to continue to travel in a northbound direction. It is proposed that this will be open to residential properties in the 'CS' and 'RV' controlled parking zones. Non-registered vehicles from outside the zone would therefore have to find an alternative route via the A316. Southbound travel along Hartington Road, and through the zone, would remain unchanged. The details of this proposal will now be worked up in full and shared with residents prior to any trial commencing.
- 6) Chiswick School: A 'school street' scheme, designed to restrict vehicle access at school drop off and collection times. These schemes introduce timed closure of roads around schools, to reduce access to school by car, encouraging walking, cycling and public transport use, while bringing additional benefits of improved road safety and air quality. This scheme would include a section of Staveley Road between the A316 and Burlington Lane. The exact extents of the closure are being considered and will be

communicated to residents as part of the experimental traffic order process. Existing bus access is proposed to remain unchanged.

- 7) Staveley Road: A new diagonal road closure at the Staveley Road junction with Park Road. This measure will prevent traffic heading east/west along Staveley Road and north/south along Park Road. It will still be possible for vehicles to turn left from Staveley Road into Park Road, when travelling in both directions, however any vehicle wishing to continue straight ahead will need to find an alternative route. The junction will remain open for cyclists in all directions.
- 8) Cavendish Primary School: A 'school street' scheme, designed to restrict vehicle access at school drop off and collection times. These schemes introduce timed closure of roads around schools, to reduce access to school by car, encouraging walking, scooting and cycling, while bringing additional benefits of improved road safety and air quality. This scheme focuses on a section of Edensor Road, between the A316 and Edensor Gardens. The exact extents of the closure are being considered and will be communicated to residents as part of the experimental traffic order process. Existing bus access is proposed to remain unchanged.

Temporary measures on the Transport for London Road Network, to be requested as part of the council's response to Covid-19:

- 9) Sutton Court Road / A4 junction: explore opportunities for temporary measures that benefit pedestrians and cyclists, including possible temporary traffic signals, changes to existing signal timings, temporary cycle lanes and improved pedestrian crossing points. In order to successfully deliver change at this location, it will be necessary to agree changes to traffic signals managed by Transport for London.
- 10) A316 / Dan Mason Drive / Hartington Road junction: explore opportunities for temporary measures that benefit pedestrians and cyclists, including possible signal timing changes that allow for a dedicated pedestrian crossing phase. At present there is no green/red signal for pedestrians, which can require crossing between fast moving, turning traffic.

Longer term measures, to be progressed subject to confirmation of available funding:

- 11) Deans Lane Railway Footbridge: Funding has been secured for new lighting of the footbridge, design work for which is currently ongoing. This lighting is due to be installed this summer.
- 12) Sutton Court Road: Feasibility work to continue on measures that look to improve pedestrian, cycle and bus facilities along Sutton Court Road, including upgrades at the junction with the A4.
- 13) Grove Park Piazza: Comments from recent consultation process to be fed into the latest design. Further detailed design work is required prior to any construction.
- 14) Barnes Bridge Walkway: Design and feasibility work to continue into the new pedestrian bridge structure independently from the Liveable Neighbourhood programme for the time being.

- 15) Fauconberg Road: Improve the area for pedestrians including looking into the feasibility of new crossings that improve access to Grove Park Primary school.
- 16) Hartington Road: Update of existing cycle facilities to ensure they are in line with current design guidance. This will follow an assessment of expected traffic reduction on the road, and the level of segregation therefore required for cyclists.
- 17) Burlington Lane: Improved pedestrian facilities and crossing points, for Chiswick School and Chiswick House and Gardens, including environmental enhancements and a review of parking facilities.
- 18) Grove Park Bridge / Grove Park Terrace / Grove Park Road junction: redesign of the junction to improve pedestrian crossing facilities and slow vehicle speeds.
- 19) Kew Bridge Walkway: A new, step free access route under Kew Bridge is also being progressed independently from the Liveable Neighbourhood project. Consultation on design options has recently been completed and work continues to progress.

Part 5: Next Steps

The Covid-19 crisis has created unprecedented change in travel patterns across London. The lockdown period has seen a significant reduction in car use across Chiswick and Hounslow more widely, with more residents walking and cycling as part of everyday exercise and for local journeys. Car use has been down overall during this period, with wider benefits for air quality alongside the health benefits of increased active travel. As more of the population returns to work, with social distancing requirements and a significant reduction to public transport capacity, there is a major concern that car use will increase rapidly across the borough. Not only could this significantly worsen air quality but would create an environment on our roads that discourages walking and cycling, making it less safe and making social distancing on our streets much more difficult.

The council is therefore now proposing to take forward the aforementioned list of priority measures, all of which will locally reduce the volume of traffic on residential streets, straight to implementation. All schemes will be installed via an experimental traffic order and will be in place for a minimum trial period of 6 months. During the period of the experimental traffic order, feedback is welcomed from the local community, which will be considered prior to any decision on making these measures permanent. Council officers will continue to engage with councillors, schools, resident groups, businesses and individual residents throughout this period. Traffic levels will also be monitored locally, in order to understand the impact of the proposals across the area.

The approach the council is taking is supported by both TfL and national government. The government has recently issued updated statutory guidance on the Traffic Management Act, in response to the Covid-19 crisis. The government guidance requires councils to reallocate road space where possible to encourage walking and cycling and ensure social distancing can be maintained. This guidance includes measures such as pop up cycle lanes, closing roads to through traffic and widening footways on a temporary basis.

The priority traffic reduction measures proposed have been developed as a package of complimentary schemes across a wide residential area. While individual elements may be effective at addressing traffic volumes on a particular road, they often simply shift the problem to a parallel or nearby road. It is imperative to consider the wider residential area

when developing measures, rather than approach the issue on a street by street basis. The result is a package of measures that work together to ensure that through traffic is removed from the entire neighbourhood, rather than simply displaced onto other residential streets within the area. Measures 1 to 8 listed above should therefore be considered as integral parts of one project, rather than a list of independent schemes.

Funding for the priority schemes will be requested from TfL, under a new funding stream available to London boroughs to install temporary measures that prioritise walking, cycling and social distancing as a response to Covid-19. This is one of many projects across Hounslow, where new funding will be requested. As detailed above, there is some uncertainty around funding for the larger, more expensive elements of the project through the Liveable Neighbourhood programme. The council will continue to work with TfL to explore opportunities to fund these elements of the project going forward.