

Fisher's Lane | Detailed monitoring report

Fisher's Lane closure to motor traffic except buses – before and after data

The closure came into force on 31 July 2020, a few days after Turnham Green Terrace was closed to through traffic. Enforcement of the restriction started in December 2020, some weeks after Turnham Green Terrace had been reopened. Initially offences were high, but the number has gradually declined to about 200 a week southbound. (It is Hounslow's responsibility to enforce the restriction northbound).

[A large amount of evidence \(All downloads\)](#) on the effect of the closure on general traffic, cyclists, and buses has been gathered. The continuing effects of the pandemic mean that it is hard to isolate the impacts of the closure. Therefore, surveys and analysis will continue. In any event, it can take more than a year for traffic patterns to settle down after closure of a busy road.

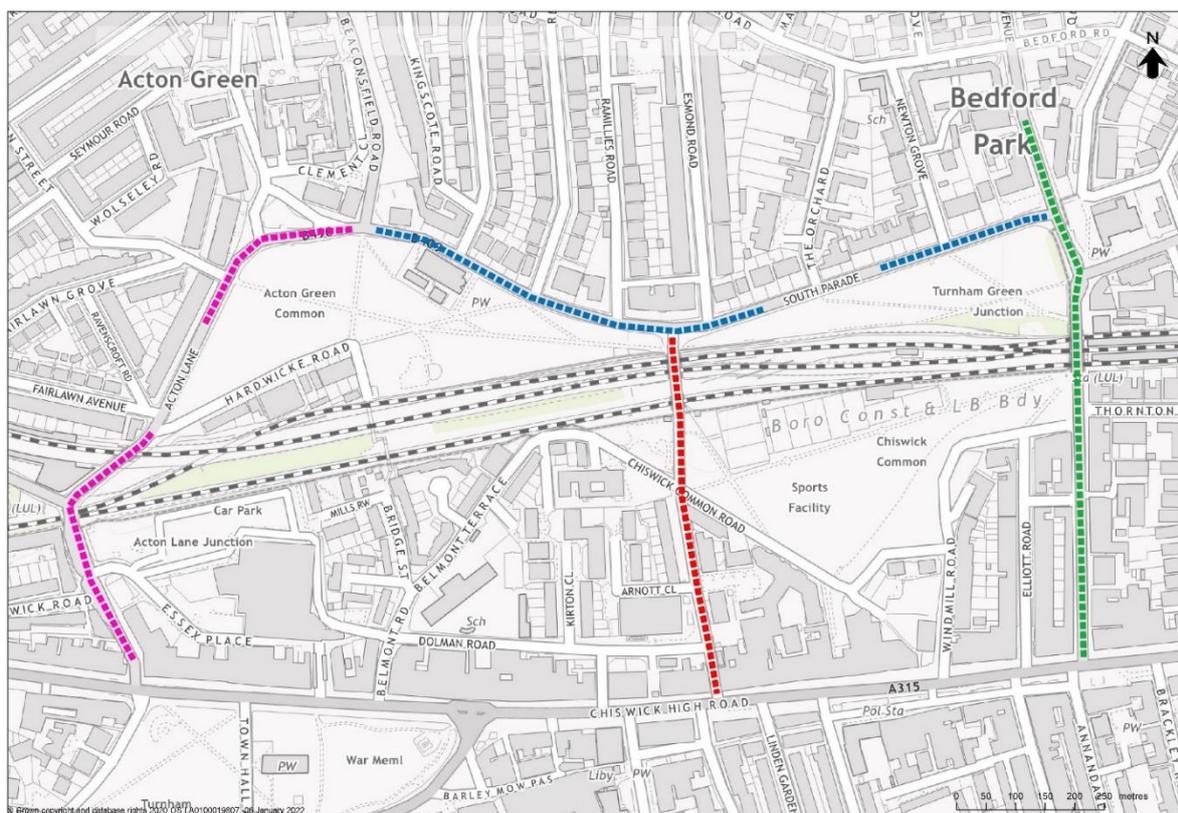


Figure 1: Acton Lane (Pink), South Parade (Blue), Fisher's Lane (Red), Turnham Green Terrace (Green)

Details

1. Effect of closure of Turnham Green Terrace

Ealing did not object to Hounslow's proposal to close Turnham Green Terrace because it was in line with Government directives regarding cycling and space for social distancing.

However, closing only Turnham Green Terrace would have resulted in traffic diverting to Fishers Lane, which has lower capacity and cannot accommodate larger vehicles. The outcome would have been increased traffic on residential roads in Hounslow, bus delays, impatient drivers, and increased risk to cyclists, who were the focus of the initial measures on Turnham Green Terrace. [Traffic levels on Turnham Green Terrace \(Download 7\)](#), measured in March 2020 before lockdown, were similar to Fisher's Lane, despite the road having greater capacity.

2. Cycle traffic on Fisher's Lane

The closure of Fisher's Lane resulted in an immediate and substantial increase in cycle traffic, which has been maintained and continues to grow.

Bus traffic through Fisher's Lane is around 50 journeys per day each way, so cyclists now comfortably outnumber all other traffic on the road.

[Traffic counts \(Download 2\)](#) were done on Fisher's Lane in November 2019 as a baseline for three further counts since implementation: [October 2020 \(Download 11\)](#), [May 2021 \(Download 23\)](#), and [September 2021 \(Download 29\)](#). All these counts were done with automatic (rubber tube) traffic counters recording continuously for 7 days. Cycle figures are summarised below:

Table 1: Seven-day cyclist totals

Northbound				Southbound				Combined			
Nov 2019	Oct 2020	May 2021	Sep 2021	Nov 2019	Oct 2020	May 2021	Sep 2021	Nov 2019	Oct 2020	May 2021	Sep 2021
637	1670	1520	1927	765	1711	1793	2184	1402	3381	3313	4111
Nov 2019 - Sep 2021 Increase =			203%	Nov 2019 - Sep 2021 Increase =			185%	Nov 2019 - Sep 2021 Increase =			193%

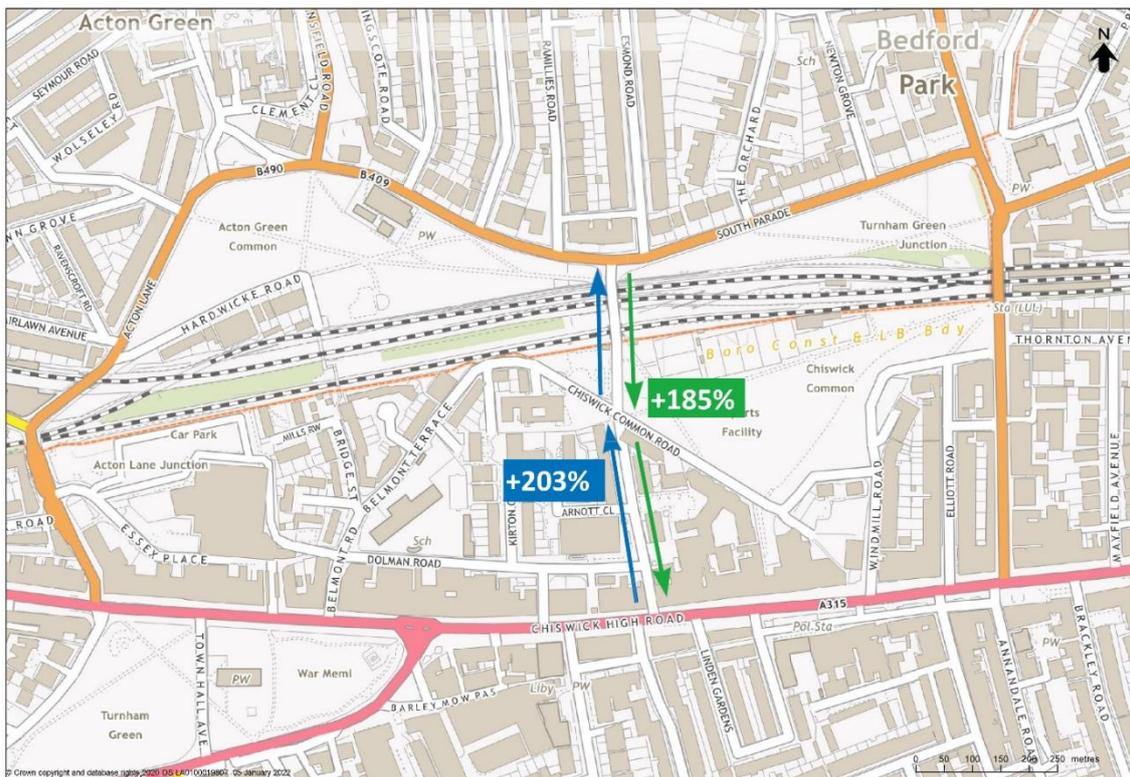


Figure 2: Nov '19 to Sept '21 % change in cycle counts

Between Nov 2019 and Oct 2020, cycle traffic on Fisher's Lane increased by 140%. If the Wednesday is excluded (due to all day rain), this figure rises to 150%.

Cycle traffic in May 2021 was comparable to October 2020, or slightly higher when excluding the Monday (bank holiday).

Cycle traffic in September 2021 showed a further increase from May, reaching 190% above the November 2019 figure.

Cycling is more popular in warmer months, which is an important consideration for data analysis. Hence, while cycling has at least doubled since the scheme was implemented, exact figures are uncertain. Further counts in 2022 would therefore be useful.

3. Effect on bus journey times.

[iBus bus journey time data \(Download 27\)](#) for routes 94 (South Parade), 272 (South Parade and Fisher's Lane) and E3 (control route) are available from October 2019 to August 2021. These data are collected by TfL by tracking buses, and measure time between stops.

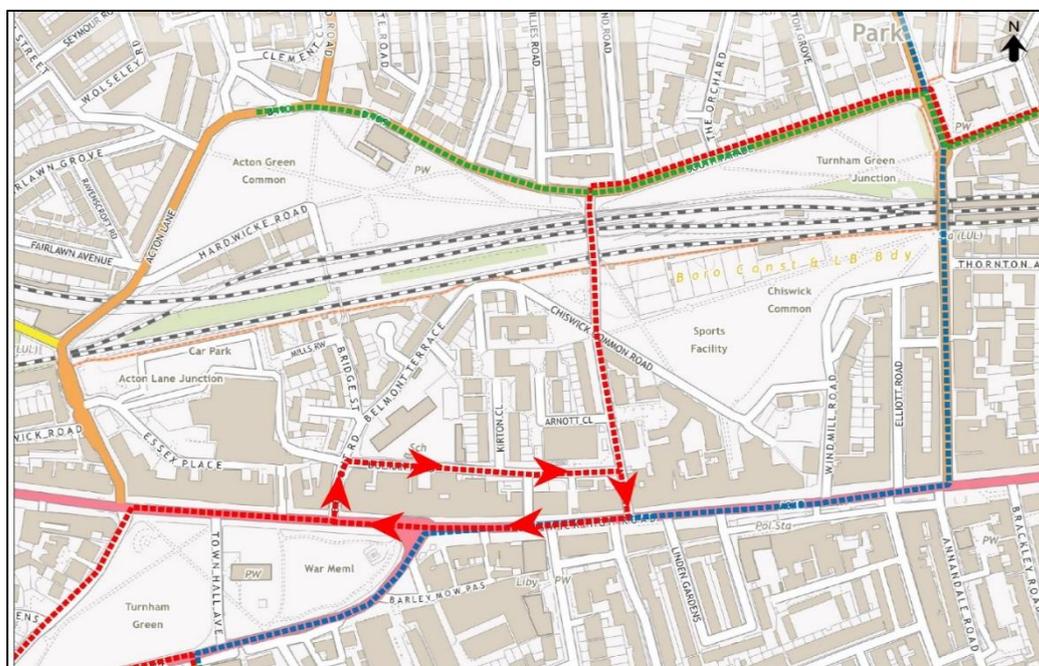


Figure 3: Bus route 94 (green), 272 (red), E3 (blue)

Route 94 journey times (Acton Green to Abinger Road and vice-versa) reduced significantly during the first lockdown, increased slightly as restrictions eased in August 2020, and remained constant during the 2021 lockdown. All journey times remain faster than the baseline figures. Reductions are typically 5-10%, but in the pm peak, westbound, the reduction is much better at around 13% or 36 seconds. Comparison with the E3 doesn't suggest significant delays on South Parade.

Route 272 journey times (Dolman Rd to Turnham Green Stn and vice-versa) reduced significantly during the first lockdown, increased slightly as restrictions eased in August 2020, and reduced again during the 2021 lockdown. This improvement may be due to enforcement of the ban on other motor vehicles in Fisher's Lane, since route 94 journey times did not reduce in the same manner during this period. All journey times remain faster than the baseline figures. Reductions are typically 5-10%, but in the pm peak, both ways, the reduction is much better at around 15% or 30 seconds. This improvement is likely to be largely because buses no longer wait for oncoming traffic at the Fisher's Lane pinch-point.

Route E3 can be seen as a control, as it doesn't use South Parade. For this route, journey times (Rugby Road to Turnham Green station and vice-versa) reduced significantly during 1st lockdown, increased slightly as restrictions eased in August 2020, and remained constant or decreased slightly during the 2021 lockdown. All journey times remain faster than the baseline figures. Reductions compared to pre-pandemic are typically around 10%, but slightly more in the pm peak. Westbound, in the pm peak, the reduction is much better at around 12.5% or 30 seconds.

These iBus data suggest that congestion on South Parade has got no worse.

4. Effect on motor traffic routes and congestion – South Parade

There is currently no evidence that closing Fisher’s Lane results in increased traffic congestion on South Parade. However, traffic changes due to lockdown restrictions make it difficult to analyse the wider impacts. Further analysis will be undertaken in future.

Traffic volumes and speeds were measured on South Parade both east and west of Fisher’s Lane in [March 2020 \(Downloads 4 & 5\)](#), and in [April \(Downloads 17 & 18\)](#) and [September \(Downloads 33 & 34\)](#) 2021. Neither these surveys nor iBus data suggest an increase in congestion since the Fisher’s Lane closure.

Table 2: South Parade Weekday Avg. Traffic Volumes

		Before Closure	After Closure	Later repeat
		March 2020	April 2021	September 2021
South Parade west of Fisher’s Lane	Going East	5141	4519	4768
	Going West	5184	5393	5616
	Combined	10325	9912	10384
South Parade east end	Going East	4568	4334	4461
	Going West	6737	5518	5320
	Combined	11305	9852	9782

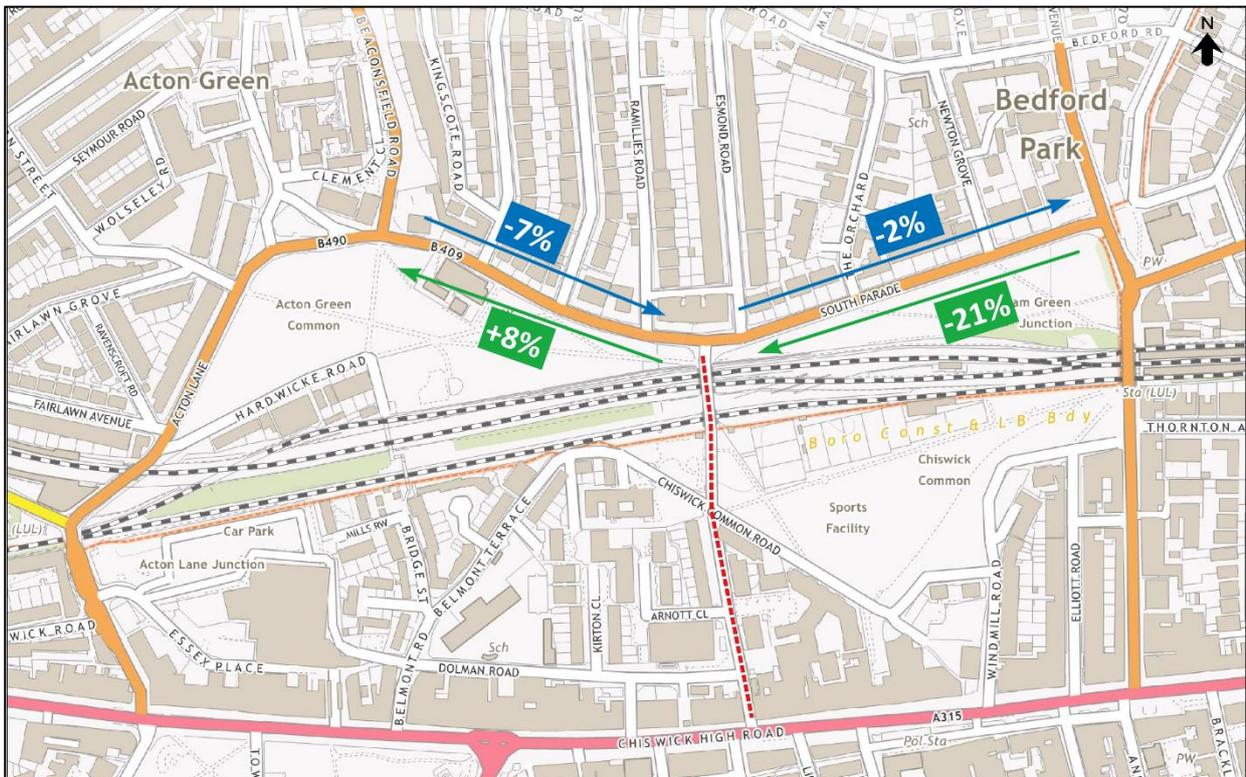


Figure 4: Mar '20 to Sept '21 % change in traffic counts on South Parade

The data suggest that overall traffic volume on South Parade west of Fisher’s Lane is little changed, except for a drop in eastbound traffic – likely to be vehicles that would have turned right into Fisher’s Lane. East of Fisher’s Lane the westbound volume has declined significantly, with eastbound little changed – some vehicles that would have used Fisher’s Lane now appear to stay on Turnham Green Terrace.

Traffic speeds have decreased slightly since the closure at both locations – especially westbound west of Fisher’s Lane, and eastbound east of Fisher’s Lane, where reductions are around 10% and 15% respectively.

5. Effect on motor traffic routes and congestion – Acton Lane.

There are no baseline figures for [Acton Lane queue lengths \(Downloads 26 & 37\)](#), but anecdotally these were always bad at peak times. Drivers who previously used Fisher’s Lane may not have known how bad, and just assume they are now worse.

[Traffic counts done by Hounslow in 2017 \(Download 1\)](#) provide a baseline for Acton Lane traffic volumes.

Table 3: Acton Lane Traffic Volumes (2017 vs 2021)

		Daily Volume	Average Increase between dates shown 2017-2021	12 Hour (7am-7pm) Volume	Average Increase between dates shown 2017-2021
2017	Tues 19 September	7452		5825	
	Wed 20 September	7518		5918	
	Thur 21 September	7843		6084	
2021	Tues 18 May	8961	21%	7279	26%
	Wed 19 May	9166		7583	
	Thur 20 May	9387		7654	

While it is apparent that there was an increase in traffic volume before and after the closure at Fishers Lane, note that:

- a. It is normal for any traffic changes that reduce motor vehicle capacity, to cause congestion initially. A period of transition is required for drivers to adapt their behaviour. Some may seek alternative routes, whilst others may car-pool, switch to walking, cycling or public transport, cancel unnecessary trips, or change the location of home or work to reduce travelling.
- b. When viewing the increase in traffic on Acton Lane alongside the decrease on Fisher’s Lane, the effect on traffic volumes is more positive overall. The table below shows a reduction of almost 4000 vehicles entering Fishers Lane from South Parade (5 March 2020 – 29 April 2021). However, the figures for Acton Lane above indicate a daily increase southbound of between 1000-2000. This means that while approximately 1 in 3 vehicles that formerly used Fishers Lane southbound now use Acton Lane, 2 in 3 have diverted elsewhere or adopted alternatives.

Table 4: South Parade / Fisher's Lane junction turn counts

		Before Closure	After Closure	After Enforcement commenced	Later repeat
		5 Mar-20	20 Oct-20	29 Apr-21	23 Sep 2021
Entering	From East	2767	259	247	211
	From West	1592	324	234	182
	Combined	4359	583	481	393
Exiting	Going East	1007	297	207	196
	Going West	960	245	231	183
	Combined	1967	542	438	379

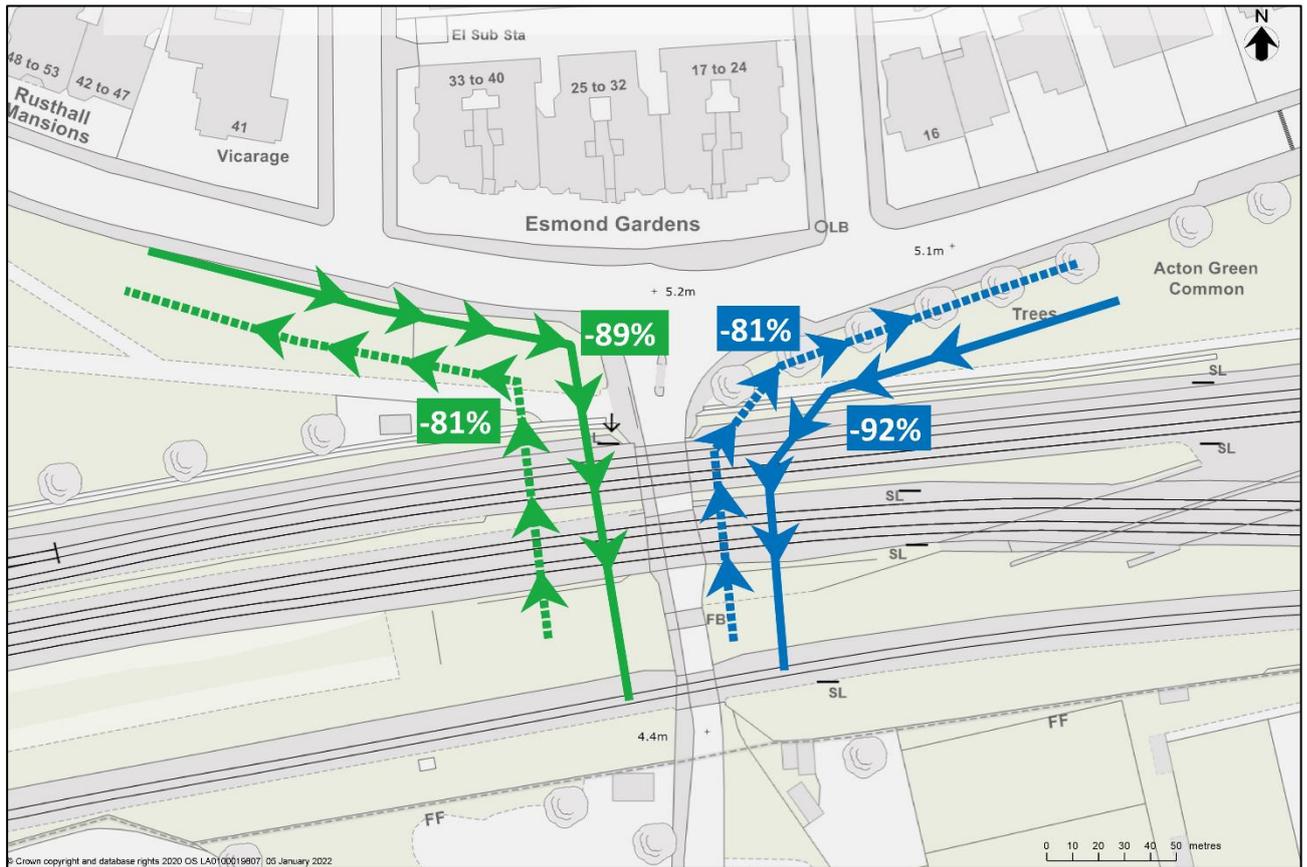


Figure 5: Mar '20 to Sept '21 % change in junction turn counts

Note that these counts include buses and cycles, so reductions in general motor traffic are larger.

[\[Link to full data for the traffic counts on which this section is based – Downloads 3,9,38 & 39.\]](#)

6. Air Quality

The council has an air quality monitor on Acton Lane at the junction with Cunnington St. This measures Nitrogen oxides, but is not designed to respond to short-term changes. Data for 2018 to 2020 are tabulated below. 2021 figures are not available yet.

Year	2016	2017	2018	2019	2020
NO2 Ann. Mean Conc. Level ($\mu\text{g}/\text{m}^3$) at nearest monitor (ID: EA54)	37.8	37.6	44.3	39.3	28.2
% Reduction in NO2 Ann. Mean Conc. Level (%)	-	-0.5	17.8	-11.3	-28.2

These data do not prove that the closure has improved air quality on Acton Lane, but strongly suggest that it has at least got no worse.

7. Noise

No data available.