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OFFICER'S DECISIONS

Subject Permanent Closure to motor vehicles (except buses) – Fishers Lane, Southfields.

Decision by Lucy Taylor, Executive Director of Place (in the absence of a Director of Place Delivery)

Non-key decision

Portfolio Cllr Deidre Costigan, Cabinet Member for Climate Action

Authority

Cabinet decision: 22 September 2021 - Item 9

Report title: London Streetspace Plan (COVID Emergency Transport Measures) Update

Recommendation 1.6

Authorises the Director of Place Delivery to take the necessary steps to make the Fishers Lane scheme permanent following statutory consultation and following consultation with the Portfolio Holder for Climate Action; noting that Fishers Lane is a joint scheme with Hounslow Council and their decision to proceed with the scheme will also be required.

<https://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/6879/Committee/3/Default.aspx>

Purpose

To seek approval to make a permanent order closing Fisher's Lane, Southfields ward, to all motor traffic except buses. The restrictions implemented will be identical to those in the experimental order that is now in force.

Background

In line with the Mayor of London's Transport Strategy and the Healthy Streets guidelines, Ealing Council are committed to encouraging walking, cycling and the use of public transport.

It was agreed by TfL in 2019 that they would fund development of a north-south cycle route through Fisher's Lane, linking East Acton and Chiswick, if a design could be produced that met TfL's criteria for a cycle route suitable for all cyclists. The route would form a useful part of their network, linking several existing routes, such as the Uxbridge Road corridor between Hayes and Shepherd Bush and Cycle Superhighway 9, between Kensington and Brentford.

Following the first lockdown (which began in March 2020), development of the route was accelerated, and an experimental traffic order to close Fisher's Lane to motor traffic, except buses, came into force on 29 July 2020. This has a maximum duration of 18 months, and therefore expires on 28 January 2022. Throughout the time it has been in force, comments have been invited, and traffic surveys carried out, to assess the effect of the closure generally but including on the impact on cyclists and other traffic in the area.

Enforcement of the restriction started in December 2020. Initially contraventions were high, but the number has gradually declined to about 200 a week southbound. (It is Hounslow's responsibility to enforce the restriction northbound). In the experience of officers such schemes generally have an initial settling in period of this sort.

In September 2021 Cabinet made the decision to delegate authority to the Director of Place Delivery to take the necessary steps to make a new permanent order (to replace the experimental traffic order and on the same terms as the ETO) subject to statutory consultation. The traffic notice was advertised 24 November 2021 providing the standard 21-day statutory consultation period. However, following publication of traffic data relating to the scheme on the Council's website, the statutory consultation period was extended to allow further representations to be made in response to this new information being made available.

The statutory consultation period concluded on 17 January 2020; spanning a total of 54 days. Over 350 emails/representations were received in response to the traffic notice. A summary of the most common concerns have been collated and these are detailed in **Appendix 1**, along with the officers' response to each of them.

When taking the objections in to account (and officers' analysis of the objections) it is not considered that the objections outweigh the benefits of the scheme as set out in earlier reports to Cabinet

Legal Implications

The Fisher's Lane scheme was initially implemented by way of an experimental traffic order (ETO) under section 9 of the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the 1996 Regulations)

An ETO does not statutorily require public consultation prior to being made. However, once an order has been made it is then monitored and the public have a period of 6 months in which to make representations objecting to the order which are then taken into account before a decision is made as to whether the ETO should be made permanent or not.

In this case Cabinet agreed in September 2021 that instead of the ETO being made permanent a new permanent traffic order be made instead by way of an order pursuant to section 6 of the 1984 Act. The 1996 Regulations require the Council to give notice of the making of orders to be made pursuant to section 6 giving objectors a minimum of 21 days in which to make objections to the making of the order.

Any objections received must be taken into account before any decision is made to make the order.

It is proposed that the permanent order should come into force as the existing ETO expires.

By virtue of section 122 of the 1984 Act the Council must exercise functions under 1984 Act '(so far as practicable...) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway...' and having regards to matters including the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected and any other matter appearing to the Council to be relevant.

By virtue of section 16 of the Traffic Management Act 2004 the Council has a duty to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

- (a) securing the expeditious movement of traffic on the authority's road network; and 25
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The action which the Council may take in performing its duty under section 16 includes, in particular, any action which they consider will contribute to securing—

- (a) the more efficient use of their road network; or
- (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority; and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).

Human Rights

The United Kingdom is a signatory to the European Convention on Human Rights (ECHR) which came into force as an international treaty in 1953. The Convention comprises a

statement of rights, which signatory states guarantee, and incorporates machinery and procedures for their enforcement through the European Commission of Human Rights and the European Court of Human Rights in Strasbourg.

The provisions of the ECHR which are of most relevance to the making of ETOs and exercise of powers under the Road traffic regulation Act 1984 this context are as follows.

- Article 8 - "Everyone has the right to respect for his private and family life, his home and his correspondence. There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country. For the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.
- Article 1 of the First Protocol - "Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and the general principles of international law. The preceding provisions shall not, however, in any way impair the right of the state to enforce such laws as it deems necessary to control the use of property in accordance with the general interest...."

The Human Rights Act 1998 came fully into force on 2 October 2000, incorporating the provisions of the ECHR into domestic law. Although the ECHR guarantees the right to peaceful enjoyment of property, it is clear from Article 1 of the First Protocol that the making of ETOs which restrict traffic movement on the highway and their enforcement does not involve an infringement of the ECHR so long as it is done in the public interest and subject to the law laid down by statute. Similar considerations apply to Article 8.

Consultation

Hounslow Council have confirmed that they support making the closure permanent.

The Portfolio Holder for Climate Action has been consulted and supports the scheme and the decision to make it permanent.

Equalities Analysis Assessment (EAA)

As confirmed in the Cabinet report and Streetspace Guidance, the public sector equality duty applies to the making of traffic orders. The needs of those with protected characteristics including in particular the needs of disabled people are an integral part of the design and assessment process when designing schemes such as this. The scheme proposal does not involve any changes to any disabled parking bays or footways, and officers have not yet identified any specific additional accessibility issues for the disabled over and above the restrictions on motor vehicular access which affect motorised traffic generally.

A full EAA has been carried out and can be found in **Appendix 2**.

Decision

To make a permanent traffic order closing the length of Fisher's Lane to all motor traffic except buses.

Reasons

In deciding to make a permanent traffic order, the Executive Director of Place has had regard to the Secretary of State's statutory guidance (including Guidance published in July 2021), the officer reports to Cabinet, the Cabinet resolutions, the original ETO and s6 notice responses, human rights (including Article 8 and Article 1 of the First Protocol) and the attached Equality Analysis Assessment.

The Executive Director of Place notes that the needs of those with protected characteristics, including in particular the needs of disabled people, are an integral part of the design and assessment process when making traffic orders, that the proposed traffic order does not make changes to any disabled parking bays and that the original design assessment did not identify any specific additional accessibility issues for disabled persons over and above the restrictions on vehicular access which affect vehicle traffic generally.

In considering the options and making a decision to propose the making of a new traffic order the Executive Director of Place has in mind the duty in section 122(1) of the 1984 Act, the factors in section 122(2) and has balanced the various considerations. In making this decision the Executive Director of Place also had regard to the outcome of the s6 notice objection period.

The Executive Director of Place considers that this scheme offers clear benefits and shows a strong commitment to implementing the Mayor of London's Transport Strategy, which is focused on encouraging walking, cycling and using public transport. The proposal also helps deliver Ealing's contribution to the Mayor's Walking and Cycling Action Plans. These complementary plans set out how all London boroughs will collaborate to increase the number of people walking and cycling, helping to address poor air quality and congestion. One way to do this is a reallocation of roadspace from motor traffic to active travel, as demonstrated by this scheme - the result of which has at least doubled the cycling levels in Fisher's Lane, and on that basis it is considered that the benefits in terms of active travel outweigh the traffic impacts identified in Appendix 1. Through these collective measures, we will be improving infrastructure to make active modes of travel easier, safer and more accessible for everyone. In view of the wider considerations above, we recommend making the order permanent.

Signature

A handwritten signature in grey ink that reads "Lucy Taylor". The signature is written in a cursive style with a horizontal line above the first name and a horizontal line above the last name.

Lucy Taylor, Executive Director of Place

Date of decision 25 January 2022

NB: Scanned copy of signed decision to be sent to cabinetreports@ealing.gov.uk

Please refer to the Decision Making Toolkit for further guidance

http://www.ealing.gov.uk/downloads/download/100/decision_making_toolkit

Appendix 1

Categories of objections to making permanent the closure of Fisher's Lane to all motor traffic except buses.

- Between 29 July 2020 and 28 January 2022 an Experimental Traffic Order (ETO) was put in place closing Fishers Lane between South Parade and Chiswick Common Lane to all motor vehicles except local buses and emergency service vehicles.
- The **main area** referred to below, is bounded by Chiswick High Rd (not included), Acton Lane, Southfield Rd, The Avenue and Turnham Green Terrace (all included).
- On 24 November 2021 a permanent order for the closure was advertised, providing a standard 21-day statutory consultation (until 15 December) for representations to be made. This was subsequently extended until 17 January 2022. A total of 54 days.
- The percentages below, are from an analysis of all 346 objections (about 370 were received in total) and 32 emails in support of the scheme, received during the initial 21 days. These supporting emails are noteworthy, as a statutory consultation is not generally an invitation to declare support but provided as an opportunity to object.
- The analysis below (including the percentages) is derived from the data received.
- Objections received between 16 December 2021 and 17 January 2022, were also analysed. The final point below (32) was mentioned in two of these objections.
- All the Fisher's Lane documents referred to below can be downloaded from [Document downloads - Road closure to motor vehicles | Ealing Council](#)

No.	Heading	% of objections ALL responses	Rank	% of objections MAIN AREA only	Rank	Response
1	Congestion on main / boundary roads	85%	1	90%	1	<p>For more information on traffic monitoring before and after the closure, see Fisher's Lane - Detailed monitoring report.docx. This can be found in the link above.</p> <p>Repeated traffic surveys since the closure have shown reductions of 7-20% in traffic on South Parade heading towards Fisher's Lane. Traffic heading westbound away from Fisher's Lane increased by around 8%, with eastbound traffic volume going away from Fisher's Lane unchanged. iBus figures for route 94 suggest that any additional traffic is not causing measurable congestion or bus delays. There is also no evidence that route 94 buses turn short of the Acton Green terminus more often in December 2021 than they did in December 2019: in both years virtually every westbound bus that reaches Bath Road gets all the way to the terminus.</p> <p>Between 2017 and 2021, southbound traffic volume on Acton Lane increased by 21% (24-hours) or 26% (7am-7pm). This additional traffic could be due to traffic diverting from Fisher's Lane, signal timing changes at the High Road junctions, or both.</p> <p>Experience from similar schemes elsewhere suggests that traffic delays can occur for up to a year after new restrictions are placed on motor traffic. This is sometimes called a 'bedding in' phase. After that, traffic levels often settle down at a similar level to before. This is because people who find the delays too long seek alternative routes or means of transport, or travel at</p>

						<p>quieter times, until the level of delay reduces to a point that those who remain find acceptable. The worse/slower the alternatives are, the more congestion will be tolerated. In the even longer term, people rearrange their lives to take advantage of road building, or to reduce their need to drive if roads are closed.</p> <p>Assessing the impacts of this scheme on boundary road traffic is particularly difficult because travel patterns keep changing during the pandemic.</p> <p>Looking at evidence from other London boroughs, the evidence on the congestion impacts on boundary roads is mixed, but several schemes aimed at reducing congestion and pollution have resulted in less traffic on boundary roads. In Hackney low traffic neighbourhoods have led to traffic reducing on the boundary roads¹, In Hammersmith and Fulham a Traffic, Congestion and Pollution Reduction (TCPR) scheme has led to a 12% reduction on Wandsworth Bridge Road² (the main boundary road) and a 75% reduction in traffic on the streets directly affected. A bus gate installed in Wapping also resulted in less traffic³.</p> <p>One of the reasons boundary road traffic may reduce is that traffic on the roads affected by the restriction has been reduced, which results in lower car use overall,⁴ and higher levels of walking and cycling in the area.</p> <p>Ealing Council will seek to ensure decision-making is rooted in the most up to date local, regional, and national evidence available.</p>	
2	Poor air quality / air pollution is worse (PM / NOx etc excluding CO2)	71%	2		75%	2	<p>There is an air quality monitor on Acton Lane, but this is only set up to measure long-term trends. Annual mean NO₂ concentrations for 2017 to 2020 were 37.6, 44.3, 39.3 and 28.2. The decline between 2019 and 2020 may be largely due to the changing travel patterns and reduced overall domestic motor vehicle use⁵ during the pandemic but includes 3 months when Turnham Green Terrace and Fisher's Lane were both closed to through motor traffic, and 2 when only Fisher's Lane was. These figures give no indication that air quality has worsened due to the closure. We will review the air quality data once the 2021 figures become available.</p>
3	Longer journeys	46%	3		46%	3	<p>Most car trips in London are short; approximately a third are less than 1 mile and two thirds are less than 3 miles⁶. Similarly, most car trips in the borough are very short, and in many cases, could be cycled or walked⁷.</p> <p>Transport for London's 2041 target for car mode share is 20% across London. In the Government Net Zero Strategy the aim is for half of all journeys in towns and cities are to be cycled or walked by 2030⁸.</p> <p>One of the most effective ways to reduce short car trips and enable walking and cycling is by</p>

¹ <https://news.hackney.gov.uk/new-data-shows-traffic-down-in-and-around-homerton-low-traffic-neighbourhood/>

<https://news.hackney.gov.uk/traffic-down-in-london-fields-after-low-traffic-neighbourhood/>

² <https://www.lbhf.gov.uk/transport-and-roads/sw6-traffic-reduction-scheme/south-fulham-tcpr-frequently-asked-questions>

³ https://www.towerhamlets.gov.uk/News_events/2020/August-20/Wapping_bus_gate_reduces_rush_hour_traffic.aspx

⁴ Aldred, R. and Goodman, A., 2020. Low traffic Neighbourhoods, car use, and active travel: evidence from the people and places survey of outer London active travel interventions.

Transport Findings. Available at: <https://osf.io/preprints/socarxiv/ej89/>

⁵ Data on the use of transport modes: Great Britain, since 1 March 2020 is available here: <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

⁶ <https://content.tfl.gov.uk/technical-note-14-who-travels-by-car-in-london.pdf>

⁷ Ealing Council Transport Strategy 2019

⁸ ['Net Zero Strategy: Build Back Greener'](#)

						<p>removing through traffic on residential roads and bus routes, as fear of motor traffic is currently the main deterrent to cycling⁹. Local authorities have legal duties under the Equality Act 2010 to ensure that services, streets and infrastructure are accessible to all. Many of those protected under the Equality Act, including children, older people and women, report stronger preferences for greater separation from motor traffic, so are more likely to benefit from roads where traffic is low¹⁰. Evidence from South London low-traffic schemes indicates removing through traffic can make cycling significantly more attractive for these marginalised groups who are currently less likely to cycle, with children and women making up a high proportion of those cycling there¹¹.</p> <p>The change to Fisher's Lane is likely to increase the levels of cycling and cycling diversity, by reducing the threat of motor traffic, thereby improving the cycling environment and making it easier for people to choose to travel by cycle instead of by car. Children, of course, do not drive, and many adults do not always wish to drive, do not drive, or do not have access to a car, so removing through traffic can free space for use for these people to travel more easily by foot, cycle, or scooter. Where journeys distances increase, for example to and from the doctor's surgery on Dolman Road, it may be necessary to avoid travelling at peak times, if possible, allow extra time for the extra distance, or use another form of transport.</p>	
4	No / poor consultation	30%	4		32%	4	<p>Pre-implementation consultation was limited, due to the requirement to move quickly. It was important not to leave Fisher's Lane open after Turnham Green Terrace was closed, to prevent Turnham Green traffic diverting to Fisher's Lane.</p> <p>After implementation, there was continuous consultation until early 2021, and some changes made, for example additional signs.</p> <p>The proposal to make the closure permanent was heavily publicised, and the deadline for responses was extended from the normal 3 weeks to more than 5. In addition, responses received for 2 more weeks, up to 17 January, were considered.</p> <p>There have been over 300 objections received, and 30+ unsolicited supporting emails. This shows that the consultation has reached most people who live on or close to Fisher's Lane, plus many further afield. All comments are read and considered.</p>
5	Detrimental / disproportionate impact on the disabled	20%	5		27%	5	<p>The closure to general motor traffic does not prohibit travel by private motor vehicle for anyone, including those relying on the private car because they are disabled. Those who need to drive can continue to do so. Where journeys distances increase, for example to and from the doctor's surgery on Dolman Road, it may be necessary to avoid travelling at peak times, where possible, or allow extra time for the extra distance.</p> <p>It is worth highlighting that while some disabled people rely on motor vehicles, for others a cycle acts as a mobility aid. Cycling can be easier than walking, a way to keep independent, fit, and healthy, a mobility aid, and a useful form of everyday transport. Hand cycles, recumbent cycles, trikes, side by side bikes and tandems – as well as mobility scooters and wheelchairs -</p>

⁹ Pooley, C., Tight, M., Jones, T., Horton, D., Scheldeman, G., Jopson, A., Mullen, C., Chisholm, A., Strano, E. and Constantine, S., 2011. Understanding walking and cycling: Summary of key findings and recommendations.

¹⁰ Aldred, R., Elliott, B., Woodcock, J. and Goodman, A., 2017. Cycling provision separated from motor traffic: a systematic review exploring whether stated preferences vary by gender and age. Transport reviews, 37(1), pp.29-55.

¹¹ https://www.transportforqualityoflife.com/u/files/1_CycleDiversity_June2021.pdf

						<p>can be used for exercise or as a mode of transport. Many disabled cyclists use their bikes as their main means of transport. For more information on this please see: https://wheelsforwellbeing.org.uk/ and https://www.transportforall.org.uk/information-advice/travel-information/national/active-travel/.</p> <p>The change to Fisher's Lane allows more journeys to be made with a wide range of mobility aids, freeing up street space for those who would otherwise be deterred by the presence of high volumes of through traffic.</p> <p>Removing general through traffic can also support businesses that move people and goods on electrically-assisted cycles.</p>	
6	Detrimental / disproportionate impact on the elderly	19%	6		18%	6	<p>For many older and disabled people, using the carriageway with a much lower threat of motor traffic is likely to bring additional freedoms. As discussed in point 4, a cycle is a mobility aid for many people. Users of powered wheelchairs can now safely use the Fisher's Lane carriageway instead of the narrow footway.</p>
7	Negative impact on crime / personal safety	18%	7		11%	9	<p>Although this issue was not raised in earlier consultations, there has been an increase in objections citing personal safety as a concern. It is suggested that as there are now fewer car headlights, there is a reduction in light under the bridge, and this has discouraged some from using this route. This issue would seem particularly prominent during the darker, winter months. Lighting levels under the bridge will be kept under review and increased if the scheme is made permanent. Please note that the current lighting level complies with relevant standards, and that some of the peer-reviewed research into the impacts of street lighting levels on crime is inconclusive¹².</p>
8	Business loss owing to reduced customer access.	16%	8		11%	8	<p>No businesses have direct frontage on the closed part of Fisher's Lane. The evidence indicates that improving pedestrian and cycle access to local high streets produces an overall increase in trade. A useful resource on the economic benefits of walking and cycling is the repository of evidence compiled by Transport for London (TfL), which can be found at https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling</p> <p>It is likely that Chiswick High Road will also benefit from these kinds of increases in footfall and therefore passing trade and customer spending.</p> <p>There is scope for a high proportion of delivery work to be done by bicycle, e-bike, or freight bike, all of which are allowed through Fisher's Lane. There are several companies in London that offer this service, and they are expanding rapidly. Some will also transport passengers. They will be able to offer a quicker service for journeys via Fisher's Lane.</p>
9	Detrimental / disproportionate impact against residents living on main roads	10%	9		13%	7	<p>There is no evidence of increased traffic delays on South Parade, as shown by journey time data for the 94 bus service.</p> <p>Traffic levels on South Parade west of Fisher's Lane in September 2021 were the same as before the first lockdown. Eastbound traffic levels at the east end of South Parade were also similar to before the lockdown, with westbound down by over 20%.</p> <p>Traffic has increased on Acton Lane, with some extra queueing, but by much less than the number of vehicles that formerly used Fisher's Lane.</p>

¹² Steinbach, R., Perkins, C., Tompson, L., Johnson, S., Armstrong, B., Green, J., Grundy, C., Wilkinson, P. and Edwards, P., 2015. The effect of reduced street lighting on road casualties and crime in England and Wales: controlled interrupted time series analysis. *J Epidemiol Community Health*, 69(11), pp.1118-1124.

Painter, K., 1996. The influence of street lighting improvements on crime, fear and pedestrian street use, after dark. *Landscape and urban planning*, 35(2-3), pp.193-201.

						Traffic volume on Turnham Green Terrace is almost exactly the same as before the first lockdown. So there has been a slight increase in traffic on Acton Lane, but none on South Parade or Turnham Green Terrace.	
10	Lack of existing evidence / data	8.3%	10		8.9%	12	Extensive evidence has been gathered, and is available on Ealing Council's website at https://www.ealing.gov.uk/info/201286/road_closure_to_motor_vehicles/2915/fishers_lane_closure_to_motor_traffic_except_buses
11	Reduction in pedestrian safety	8.0%	11		10%	10	The scheme has improved conditions for pedestrians in Fisher's Lane, by reducing, or removing entirely, the number of cyclists who previously illegally used the footway to go through, as the carriageway was too frightening. There are no clear disadvantages to pedestrians, who stand to benefit from the road being more pleasant due to much lower traffic levels, meaning that pedestrians are exposed to less noise, less air pollution, and less road danger than before. If the closure is made permanent, there may be opportunities to improve conditions for pedestrians, for example by moving the guardrail to the edge of the elevated footway, widening the footway, resurfacing it, improving lighting, and enabling pedestrians to use the carriageway. Some of the space could be used for greening or soft landscaping. Widening the footway further would be very expensive but is feasible if only cyclists and buses use the road.
12	Congestion / more traffic on schemes roads or adjacent residential	7.7%	12		8.3%	13	For the traffic survey evidence, please see: https://www.ealing.gov.uk/info/201286/road_closure_to_motor_vehicles/2915/fishers_lane_closure_to_motor_traffic_except_buses . As noted above, there is no evidence of extra congestion, except on the southern part of Acton Lane.
13	Increase in bus journey times	7.1%	13		8.3%	14	There has been no such increase in bus journey times. Bus journey times have improved slightly, especially on the 272 bus route.
14	Business loss / delays due to vehicle requirement (inc carers)	6.5%	14		10%	10	The only route on which there is clear evidence of additional traffic delay is southbound on Acton Lane. Motor vehicle journeys to or from areas close to Fisher's Lane may take longer due to the extra distance. Most regular travellers should be able to manage these impacts by changing routing or times of travel, walking (if the trips are not too far) or using pedal-powered alternatives.
15	Poor highway behaviour (highway code)	6.2%	15		2.6%	24	Flouting the Highway Code was cited by residents as an issue in late 2020 before enforcement started in Fisher's Lane. The volume of motor traffic on Fisher's Lane is now much lower, and there have been no reports of issues since early 2021.
16	Measures unnecessary - insufficient traffic / rat running etc (nb subjective)	5.6%	16		5.1%	18	TfL have determined that for a cycle route to be attractive to less experienced cyclists, motor traffic volume in the peak hour needs to be below 500 vehicles, and preferably below 200. The national guidance ¹³ requires roads to have fewer than 200 vehicles per hour before people cycling will be prepared to mix with traffic on the carriageway. Before the closure, the level of motor traffic in Fisher's Lane was higher than this. There is no nearby alternative route across the railway that could have its motor traffic level reduced to the required level.

¹³ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

17	Congestion causing delayed emergency response	5.3%	17		6.4%	16	Emergency vehicles are allowed through Fisher's Lane. With less general motor traffic on the route, emergency vehicles can travel through more rapidly and easily than before the closure. This will offset any delays due to congestion on Acton Lane.
18	Reduction in cycle safety	5.0%	18		7.0%	15	There is no evidence that people cycling are more likely to be injured or killed on surrounding main roads, but the council will continue to review crash and casualty data over the longer term. Evidence from other similar schemes has found a significant reduction in numbers of road injuries, resulting from the removal of general through traffic ¹⁴ . Minor roads connecting most directly with Fisher's Lane are likely to have less motor traffic (this is confirmed for Rusthall Avenue) than prior to the closure, which in turn is likely to reduce the threat of injury by drivers. On Fisher's Lane itself, safety and comfort are significantly improved with the major reduction in motor traffic levels, so that people cycling daily can expect to encounter a motor vehicle less than once a week instead of every time. Drivers would give way to each other in Fisher's Lane, but not always to cyclists.
19	Cause rat running elsewhere	3.9%	19		6.4%	16	There is no clear evidence of this, but this will be kept under review. Congestion on Acton Lane could cause rat-running to the west, but there are no minor roads that cross the railway in the area.
20	Detrimental / disproportionate impact on parents or children	3.6%	20		3.2%	21	There was formerly no route across the railway suitable for parents cycling with children, or children cycling alone. The change in Fisher's Lane has created such a route. So any impact on parents who drive their children around is outweighed by the fact that many will now feel able to cycle instead. The evidence suggests that removing through traffic can have a disproportionately beneficial impact on cycling diversity and particularly on children. Please see: https://www.transportforqualityoflife.com/u/files/1_DulwichReport_FINAL2.pdf .
21	Mental health impact - causes stress, anxiety or confusion etc	3.0%	21		2.6%	24	The change could disturb some people suffering mental conditions such as Alzheimers or Autism. However, this is unlikely to be permanent. Exercise is proven to improve mental well-being, particularly by reducing depression. The change will enable more people to exercise by cycling.
22	Narrow / unsuitable roads	3.0%	21		4.5%	19	Fisher's Lane is too narrow for most cars to pass each other. It is quite wide enough for several cyclists or one bus, and a cyclist can pass a bus if both cooperate. This is a positive change that benefits both bus passengers and cyclists.
23	Increase in noise pollution	2.7%	23		2.6%	24	This is possibly the case on Acton Lane, where traffic has increased. Noise on Fisher's Lane has greatly reduced. Overall impact neutral to positive, since overall motor traffic has decreased. Noise levels will be monitored.
24	Greater carbon emissions (CO2 or fuel consumption)	2.4%	24		3.8%	20	Longer journeys by car or van are offset by journeys switching to cycle, scooter, bus or foot, where this is practicable.
25	Deliveries are delayed / impaired	2.4%	24		3.2%	21	For some van journeys there may be delays, especially at peak times. An increasing proportion of deliveries are now done by cycle or freight cycle, and their journey times are unchanged.

¹⁴ <https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries>

26	Increase in speeding	1.5%	26		3.2%	21	Motor vehicles flouting the Fisher's Lane restriction may go through faster than when it was busy with 2-way motor traffic. They are unlikely to do it often, due to the cost. Our measurements of traffic speeds in Fisher's Lane do not distinguish motor vehicles and cycles, so it is not possible to say if this is occurring.
27	Worse for Covid-19 mitigation / not relevant to Covid-19	1.5%	26		1.9%	27	Allows pedestrians to use the carriageway if they wish to avoid coming close to other people on the narrow footway. With the previous high volumes of through traffic, walking in the carriageway was not an option many people would have considered.
28	Emergency service access is obstructed	0.89%	28		0.64%	30	Emergency vehicles are exempted.
29	Reduction in vehicle safety	0.59%	29		1.3%	28	No evidence for this.
30	Problems with the review process / data gathering	0.59%	29		1.3%	28	Data-gathering has been extensive. The data have been analysed carefully and impartially, and many opportunities to object have been given.
31	Need car for work purposes (commuting - not use within the area)	0.30%	31		0.64%	30	Many car journeys can be replaced by a combination of cycle and train. Necessary car and van usage is not restricted, and every journey that switches to cycle, bus, scooter or foot frees up road space for essential motor traffic.
32	Propose reopening Fisher's Lane temporarily when Turnham Green Terrace or Acton Lane is closed						This idea has merit and will be considered on a case-by-case basis. There are no physical barriers in Fisher's Lane, so it would be easy to do. Note that Fisher's Lane is not usable by large vehicles, and this idea will not be possible if the Fisher's Lane footway is widened.

Appendix 2

Equalities Analysis Assessment	
EAA Title	Fisher's Lane Full Closure - January 2022 Update
Please describe your proposal?	Implementation of an experimental Cycleway as part of the Acton-Chiswick Cycleway
Is it HR Related?	No
Corporate Purpose	Officer decision

1: Introduction

This Equalities Analysis Assessment (EAA) is for a full road closure on Fisher's Lane between South Parade and Chiswick Common Rd to all traffic except buses, emergency vehicles and cycles.

The Fisher's Lane cycleway closure is an update to the EAA published with the Officer Decision which recorded the making of the Experimental Traffic Order (ETO) on 23rd October 2020.

An EAA is a living document, ensuring the Council has a continuing consideration of its public sector equality duty, and should be reconsidered if new information comes to light or when any significant changes are made to the scheme it is assessing. The updated EAA is undertaken as part of the decision-making process for making a permanent order for the closure, retaining the same exemptions as the experimental order, for buses, cycles and emergency vehicles, subject to statutory consultation.

2: Proposal Summary information

2a: What is the Scheme looking to achieve? Who will be affected?

Cycleways are routes that link communities, businesses and destinations across London in one cycle network with designated cycle and shared lanes to improve access for cyclists and other sustainable form of travel. To close sections of road or junctions, features such as cameras, signs and lines are placed strategically to remove through routes whilst still allowing vehicle access to all properties for residents living within the section of the road closed.

Closing Fisher's Lane to private motor traffic between South Parade and Chiswick Common Road does not directly affect access to any dwelling or business. It closes a route across the railway, reducing through traffic or "rat-running" through residential neighbourhoods both north and south of the railway. The alternative railway bridges either side of Fisher's Lane are connected to major north-south roads. Fisher's Lane is not. It is also very narrow. Restricting through traffic on narrow dangerous roads to motorists encourages walking and cycling.

A plan of the area of this road closure is attached as appendix B.

There is no property within the closed section of the road. However, routes for residents' or business vehicles and deliveries may be longer than previously, if the origin and/or destination is within ¼ mile of Fisher's Lane.

The scheme was implemented using funding from the London Streetspace Plan (LSP), which is a central Government fund (administered by TfL) in response to the COVID emergency. The government was concerned that private motor vehicular travel may increase as lockdown restrictions eased and public transport remains at reduced capacity due to social distancing. This would result in more traffic looking to rat-run to avoid queues on main roads.

Cycleways form part of the council's approach to make Ealing a great and healthy place to live, as by strategically closing streets it makes the journeys for those that were using the street as a cut through, more difficult. Even before the pandemic, traffic levels in Fisher's Lane made it unsuitable to be designated an official cycle route, suitable for children and other less experienced cyclists. The same applies to the nearest alternative routes across the railway.

The scheme was initially implemented using an Experimental Traffic Order (ETO), which can stay in force for up to 18 months prior to the decision on whether to make it permanent or not. This allows for monitoring of impacts and changes to the scheme to be made where adverse impacts become apparent. This EAA relates to the decision to make the closure permanent, subject to statutory consultation.

2b: What will the impact of your proposal be?

The biggest impact will be on the residents and businesses in close proximity to the road closure although those drivers from other areas that use the link road under the railway as a through road, short cut or "rat run" will also be impacted.

Whilst access to all properties in close proximity will be maintained, the impact will be in terms of potential additional time required to make a vehicular journey. This is expected to be in the form of additional time taken to complete journeys as some residents may need to take a longer route if their destination is on the far side of the closed road. In addition, there may be some minor delays from some additional traffic that is expected on the boundary roads in the first instance as drivers get used to the new road closure and the scheme "settles in". This is anticipated to be no more than 5 to 10 minutes in normal circumstances. Walking, buses, emergency vehicles and cycle journeys will not be affected.

There is concern that by reducing routes available that the boundary roads will not be able to cope with the additional traffic. However, before and after traffic surveys of roads near Fisher's Lane, and iBus bus journey time data, show that the nearby roads can cope with any extra traffic, albeit with some additional queueing on Acton Lane. In particular, bus journey times show that congestion on South Parade has not worsened.

Access will be maintained for emergency vehicles through Automatic Number-plate Recognition (ANPR). The emergency services have been consulted and signage was altered before implementation based on their feedback.

Consideration of any potential impacts on protected groups are embedded in the Council's design processes for Highways schemes. The qualified engineers who undertook the design use National and Regional guidance and standards including the Manual for Streets (DfT), Traffic Signs Regulations and General Directions (DfT) and Streetscape Guidance (TfL). Should any significant impact on any protected group become apparent, then a more detailed analysis would be initiated.

3: Impact on Groups having a Protected Characteristic

AGE: *A person of a particular age or being within an age group.*

Positive, no additional impact and negative impact

Describe the Impact

CONSTRUCTION

No additional construction will be needed to make the scheme permanent, as existing signs and road markings will remain in force. The impact is, therefore considered to be **neutral**.

OPERATION

If a particular person is wholly or mostly dependent on car or motor vehicular travel (e.g. older people with a significant mobility impairment), the operation of the finished scheme may generate a **low negative impact** initially. This is expected to be in the form of additional time taken to complete journeys as some residents may also need to take a longer route if their destination is on the far side to avoid the road closure. Note that passenger-carrying pedal/electric vehicles are now available, and are exempt from the closure. They could be used instead of motor vehicles for the short journeys most affected by the closure.

In addition, there appear to be some minor delays from additional traffic on the alternative railway crossings at Turnham Green Terrace and Acton Lane. These are no more than approximately 5 minutes in normal circumstances. Walking, buses, emergency vehicles, pedicabs and cycling journeys will not be affected.

Therefore, for some journeys the impact is expected to be **low negative**, and others are expected to have **no additional impact** depending upon the origin/destination of the journey and whether the quickest route prior to implementation was through the road closure. However, it needs to be re-stated that access to all residents will continue even after the road closures, so impact is limited.

The impact on children is expected to be **positive**. Road safety in Fisher's Lane is greatly improved, and many families and children now feel able to cycle through Fisher's Lane bridge. While the narrow pedestrian footway is unaffected, the closure means that faster pedestrians can use the carriageway, reducing conflicts on the footway. Cyclists who formerly used the footway now use the carriageway, further benefiting pedestrians.

For those who are able to walk and cycle and choose active travel modes, the scheme is expected to be **positive**. The reduction in traffic on and around Fisher's Lane are expected to make the area more conducive to walking and cycling, with an associated lower road safety risk.

Some residents near the road closure will require carers or similar external help. An unknown number of carers will need to change the route of their journey to/from the residences, and it may be longer than before implementation, however access to all properties is maintained, so the impact is not expected to be significant. The exemption for buses includes services such as 'dial-a-ride', which will reduce the number of people on whom there is an impact.

Known Establishments in close proximity to this Road Closure

The following is a list of establishments near Fisher's Lane upon which there may be an impact.

- The Bedford Park Surgery, South Parade
- Chiswick Health Centre, Dolman Road
- Chiswick Family Practice, Southfield Road
- St Peters Parish Hall, Southfield Road
- The London Buddhist Vihara, The Avenue
- Orchard House School, Newton Grove
- St. Alban's Church
- Holly Road Medical Centre
- Chiswick Library, Dukes Ave

Note: it is recognised that additional establishments may also exist.

Describe the Mitigating Action

Impacts will be closely monitored and any on-going adverse impacts will be taken into account as appropriate.

Continue to liaise with emergency services to identify any issues.

Ensure residents are aware of the proposal in advance so that alternative arrangements (e.g. new routes) are known.

DISABILITY: *A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day to day activities¹.*

Positive, negative and no additional impacts

Describe the Impact

CONSTRUCTION

No additional construction will be needed to make the scheme permanent, as existing signs and road markings will remain in force. The impact is, therefore considered to be **neutral**.

OPERATION

No street furniture will be placed on the footway or block any desire lines at junctions, therefore, operation of the implemented scheme would have **no additional impact** for visually impaired people.

If a particular person is wholly or mostly dependent on car or vehicular travel (e.g. a person with a significant mobility impairment or wheelchair users), the operation of the finished scheme may generate a **low negative impact** initially. This is expected to be in the form of additional time taken to complete car journeys as there may be some minor delays as drivers get used to the new road layout and the scheme “settles in”. Given the width and poor surface of the Fisher’s Lane footway, some wheelchair users will benefit by being able to use the carriageway under the bridge.

Therefore, for some journeys the impact is expected to be **low negative**, and others are expected to have **no additional impact** depending upon the origin/destination of the journey and whether the quickest route prior to implementation was through the road closure. However, it needs to be re-stated that access to all residents will continue even after the road closures, so impact is limited.

Operation of the implemented scheme is likely to generate a **slight positive impact** on an unknown number of people with breathing difficulties if traffic volumes near Fisher’s Lane reduce and traffic volumes on the main roads either side remain broadly similar to pre-COVID volumes, as expected, due to reduced air pollution.

Operation of the finished scheme is likely to generate a **positive impact** on an unknown number of pedestrians and cyclists with mobility issues due to reduced traffic volumes making for a more pleasant, safer walking and cycling environment.

Some residents in close proximity to road closures require carers or similar external help. An unknown number of carers may need to change the route of their journey to/from the residence and it will be longer than before implementation, but the impact is not expected to be significant. The exemption for buses includes services such as ‘dial-a-ride’, which will reduce the number of people on whom there is an impact.

Known Establishments in close proximity to this Road Closure

See previous section

Describe the Mitigating Action

Impacts will be closely monitored and any on-going adverse impacts will be taken into account in any decision to modify the scheme.

¹ Due regard to meeting the needs of people with disabilities involves taking steps to take account of their disabilities and may involve making reasonable adjustments and prioritizing certain groups of disabled people on the basis that they are particularly affected by the proposal.

Ensure residents and establishments are aware of the proposal in advance so that alternative arrangements (e.g. new routes) are known.

GENDER REASSIGNMENT: *This is the process of transitioning from one sex to another. This includes persons who consider themselves to be trans, transgender and transsexual.*

No additional impact

Describe the Impact

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Known Establishments surrounding this road closure

There are no known establishments near this road closure upon which there may be an impact, although it is recognised that some may exist.

Describe the Mitigating Action

Not applicable.

RACE: *A group of people defined by their colour, nationality (including citizenship), ethnic or national origins or race.*

Positive impact

Describe the Impact

According to Public Health England, there has been clear evidence that the BAME population has been more adversely affected by Covid-19 than the general population as a whole. <https://www.gov.uk/government/publications/covid-19-understanding-the-impact-on-bame-communities> . There are a number of underlying reasons attributed to this including health, greater poverty and greater percentages than average as key workers who have continued to travel to their workplace during the Covid-19 pandemic.

Improvements in air quality and enhancing the ability of people to walk and cycle safely may therefore have a **slight positive impact** on the health of the BAME population.

Known Establishments in close proximity to this Road Closure

See previous section

Describe the Mitigating Action

Not applicable.

RELIGION & BELIEF: *Religion means any religion. Belief includes religious and philosophical beliefs including lack of belief (for example, Atheism). Generally, a belief should affect a person's life choices or the way you live for it to be included.*

Low Negative Impact
Describe the Impact
There are some religious buildings near Fisher's Lane. Therefore, if an attendee is wholly or mostly dependent on car or vehicular travel (e.g. a person with a significant mobility impairment, or wheelchair users), the operation of the finished scheme may generate a low negative impact initially in the form of a slight increase in the time taken to get to the religious building by car, depending on the origin of the journey. However, this is not specific to any religious belief, so is covered more fully in the disability section of this EEA.
Known Establishments in close proximity to this Road Closure
See previous section.
Describe the Mitigating Action
Impacts will be closely monitored and any on-going adverse impacts will be taken into account in any decision to modify the scheme. Ensure users of religious buildings are aware of the proposal in advance so that alternative arrangements (e.g. new routes) are known.

SEX: <i>Someone being a man or a woman.</i>
No additional impact
Describe the Impact
There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.
Known Establishments in close proximity to this Road Closure
See 'age' section.
Describe the Mitigating Action
Not applicable.

SEXUAL ORIENTATION: <i>A person's sexual attraction towards his or her own sex, the opposite sex or to both sexes.</i>
No additional impact
Describe the Impact
There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.
Known Establishments in close proximity to this Road Closure
See 'age' section.

Describe the Mitigating Action
Not applicable.

PREGNANCY & MATERNITY: <i>Description: Pregnancy: Being pregnant. Maternity: The period after giving birth - linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, including as a result of breastfeeding.</i>
Low Negative impact
Describe the Impact
This group may have a greater reliance on the car due to some potential reduced mobility issues. If a pregnant woman is wholly or mostly dependent on car or vehicular travel the operation of the finished scheme may generate a low negative impact initially. This is expected to be in the form of additional time taken to complete car journeys as there may be some minor delays as drivers get used to the new road layout and the scheme “settles in”.
Known Establishments in close proximity to this Road Closure
See ‘age’ section.
Describe the Mitigating Action
Impacts will be closely monitored and any on-going adverse impacts will be taken into account as appropriate. Ensure residents are aware of the proposal in advance so that alterative arrangements (e.g. new routes) are known.

MARRIAGE & CIVIL PARTNERSHIP: <i>Marriage: A union between a man and a woman. or of the same sex, which is legally recognised in the UK as a marriage</i> <i>Civil partnership: Civil partners must be treated the same as married couples on a range of legal matters.</i>
No additional impact
Describe the Impact
There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.
Known Establishments in close proximity to this Road Closure
See ‘age’ section
Describe the Mitigating Action
Not applicable.

4: Human Rights²

4a. Does your proposal impact on Human Rights as defined by the Human Rights Act 1998?

Articles 1 and Article 8 of the Protocol to the European Convention of Human Rights (which are enshrined in the 1998 Act) confirm as follows:

Article 1 "Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and the general principles of international law. The preceding provisions shall not, however, in any way impair the right of the state to enforce such laws as it deems necessary to control the use of property in accordance with the general interest...."

Article 8 "Everyone has the right to respect for his private and family life, his home and his correspondence. There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country. For the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others'.

To the extent that Articles 1 and/or 8 applies it is considered that the decision to introduce experimental traffic orders to create road closures is justified in the public interest given the anticipated positive outcomes outlined above.

4b. Does your proposal impact on the rights of children as defined by the UN Convention on the Rights of the Child?

No

4c. Does your proposal impact on the rights of persons with disabilities as defined by the UN Convention on the rights of persons with disabilities?

Yes, the proposed Cycleway scheme has considered the accessibility issues for persons with disabilities to live independently. This includes the identification and elimination of obstacles and barriers to accessibility.

5: Conclusions and Data

5a: Conclusions

There are not expected to be any significant impacts on any groups with protected characteristics. All impacts will be closely monitored, and any on-going adverse impacts will be taken into account as appropriate.

5b. What evidence, data sources and intelligence did you use to assess the potential impact/effect of your proposal? Please note the systems/processes you used to collect the data that has helped inform your proposal. Please list the file paths and/or relevant web links to the information you have described.

- Data available from Office of National Statistics

² For further guidance please refer to the Human Rights & URNC Guidance on the Council Equalities [web page](#).

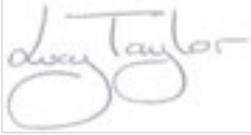
- Evidence from LTN installations. Evidence from data gathered in the area before and after implementation of the temporary scheme, for example traffic surveys and 'iBus' bus journey time data.

6: Action Planning:

(What are the next steps for the proposal please list i.e. when it comes into effect, when mitigating actions³ will take place, how you will measure impact etc.)

Action	Outcomes	Success Measures	Timescales	Lead Officer
Set up and communicate a feedback mechanism	Allow residents, businesses and stakeholders to report any issues that may impact an equalities group	<ul style="list-style-type: none"> • Traffic notices inbox open and receiving emails • Operate an online digital engagement platform 	<ul style="list-style-type: none"> • Immediately • Immediately 	Transport Planning Service
Implement monitoring regime	Scope, obtain or survey items for monitoring (e.g. traffic volumes, air quality, etc.)	<ul style="list-style-type: none"> • Collection of data, e.g. traffic data, AQ data, surveys of residents. Details to be published on LBE website when finalised. 	All data to be collected by end of ETO consultation and prior to any final decision	Transport Planning Service
Use of industry standards and guidelines in design	Minimise any negative impacts on any equalities group	<ul style="list-style-type: none"> • Undertake audit 	2 months after TRO published date	Highways
Consult with Emergency Services	Ensure awareness of the closure, mitigate any concerns, change designs if required. Continual monitoring on operations	<ul style="list-style-type: none"> • No on-going concerns raised by emergency services 	In accordance with statutory timeframes and prior notice	Highways
Consider all impacts on equalities group as part of the design	Avoid adding to removing elements which specifically and significantly negatively impact on any equalities group	<ul style="list-style-type: none"> • Undertake audit 	2 months after installation	Highways
Additional Comments: None.		<ul style="list-style-type: none"> • 		

7: Sign off

Completing Officer Sign Off:	Service Director Sign Off:
<p>Signed:</p> <p>Name (Block Capitals): Tony Singh</p> <p>Date: 10 1 22</p>	<p>Signed:</p>  <p>Name (Block Capitals): Lucy Taylor</p> <p>Date: 25. 1 .22</p>

Appendix A: Legal obligations under Section 149 of the Equality Act 2010:

- As a public authority we must have due regard to the need to:
 - a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

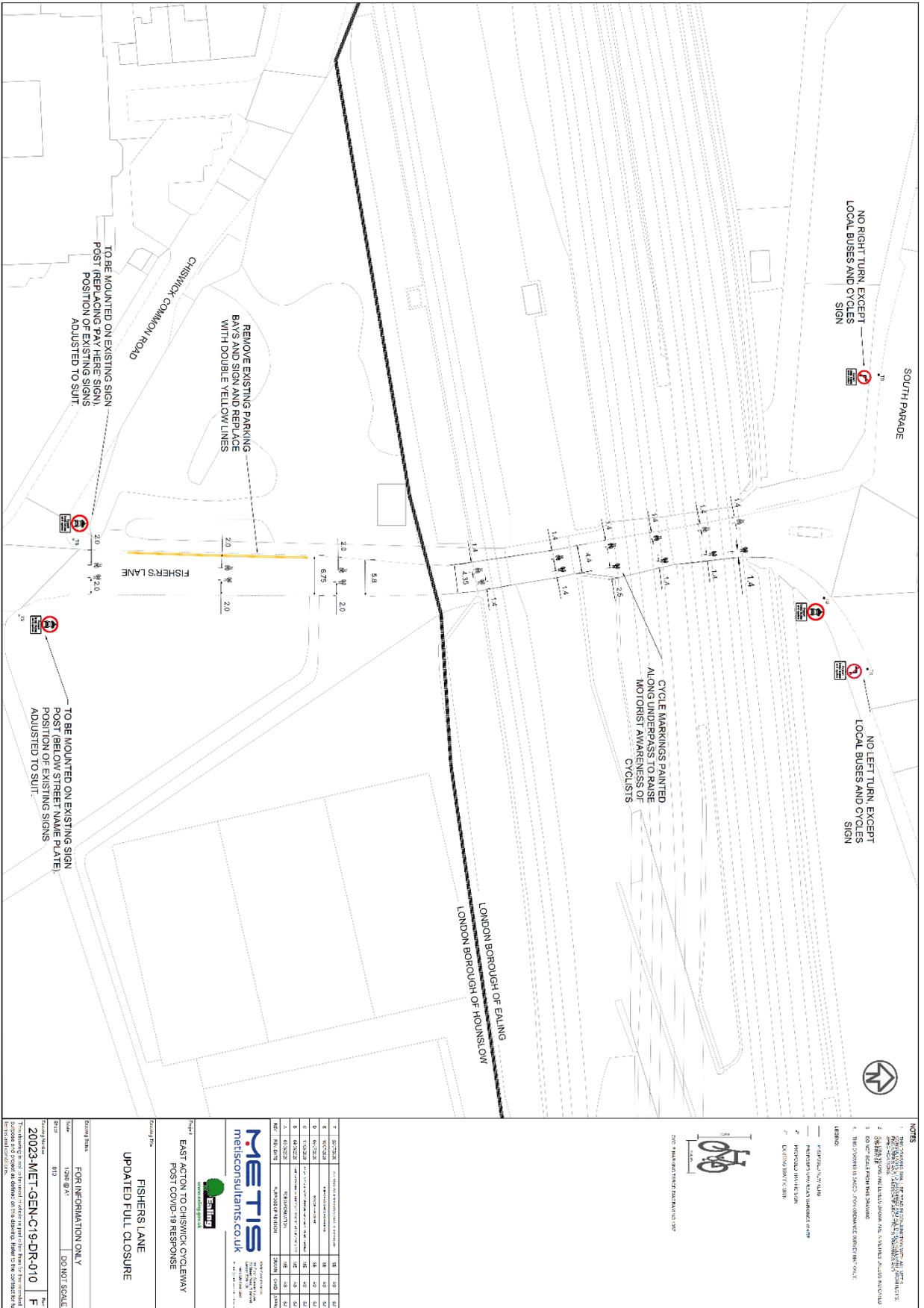
- The protected characteristics are: AGE, DISABILITY, GENDER REASSIGNMENT, RACE, RELIGION & BELIEF, SEX, SEXUAL ORIENTATION, PREGNANCY & MATERNITY, MARRIAGE & CIVIL PARTNERSHIP

- Having due regard to advancing equality of opportunity between those who share a protected characteristic and those who do not, involves considering the need to:
 - a) Remove or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - b) Take steps to meet the needs of persons who share a relevant characteristic that are different from the needs of the persons who do not share it.
 - c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

- Having due regard to fostering good relations between persons who share a relevant protected characteristic and persons who do not, involves showing that you are tackling prejudice and promoting understanding.

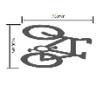
- Complying with the duties may involve treating some people more favourably than others; but this should not be taken as permitting conduct that would be otherwise prohibited under the Act.

Appendix B: Plan of Fisher's Lane Closure



- NOTES**
1. THIS PLAN IS A PRELIMINARY PLAN. IT IS SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY AND THE HIGHWAYS AGENCY. IT IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE APPROVAL OF THE LOCAL AUTHORITY AND THE HIGHWAYS AGENCY.
 2. THE PLAN IS A PRELIMINARY PLAN. IT IS SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY AND THE HIGHWAYS AGENCY. IT IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE APPROVAL OF THE LOCAL AUTHORITY AND THE HIGHWAYS AGENCY.
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- LEGEND**
- 1. PROPOSED SIGNAGE
 - 2. EXISTING SIGNAGE
 - 3. EXISTING ROAD MARKINGS
 - 4. EXISTING ROAD LINES
 - 5. EXISTING ROAD SURFACE
 - 6. EXISTING ROAD WIDTH
 - 7. EXISTING ROAD LEVEL



2023 MET-GEN-C19-DR010

NO.	DESCRIPTION	DATE	BY	CHKD BY	APP'D BY
1	ISSUED FOR TENDER	15/03/2023	MM	MM	MM
2	ISSUED FOR TENDER	15/03/2023	MM	MM	MM
3	ISSUED FOR TENDER	15/03/2023	MM	MM	MM
4	ISSUED FOR TENDER	15/03/2023	MM	MM	MM
5	ISSUED FOR TENDER	15/03/2023	MM	MM	MM
6	ISSUED FOR TENDER	15/03/2023	MM	MM	MM
7	ISSUED FOR TENDER	15/03/2023	MM	MM	MM
8	ISSUED FOR TENDER	15/03/2023	MM	MM	MM
9	ISSUED FOR TENDER	15/03/2023	MM	MM	MM
10	ISSUED FOR TENDER	15/03/2023	MM	MM	MM

Project
EAST ACTION TO CHISWICK CYCLENWAY
POST COVID-19/RESPONSE

Client
METIS CONSULTANTS

Project No.
2023-MET-GEN-C19-DR010

Project Name
FISHERS LANE
UPDATED FULL CLOSURE

Project Status
FOR INFORMATION ONLY

Scale
1:250 @ A1

Revision
010

Author
MM

Checker
MM

Approver
MM

Date
15/03/2023

Project No.
2023-MET-GEN-C19-DR010

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Author
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Approver
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Date
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