Acton Town Centre Corridor Improvements
Through Traffic on Local Roads

This note provides follow up information regarding traffic on your road following the public consultation Ealing Council undertook in November last year for the proposed improvements to the Acton Town Centre corridor.

One of the key proposals is to ban the proposed right turn from Uxbridge Road into Gunnersbury Lane and the left turn from Gunnersbury Lane into Uxbridge Road. A draft drawing of the proposed arrangement is shown in figure 3 in the Appendix. This will alter traffic movements and we appreciate that there are concerns about the impact these proposals would have on through traffic on local roads.

As part of the public consultation we asked “Do you support the proposals shown on plan B for the Uxbridge Road and Gunnersbury Lane junction” The majority of responses were in favour of this proposal, as shown opposite.

However, the council recognises the high number of additional comments from residents received directly and also via local ward councillors.

Taking into account these comments, and the petition with over 200 signatures, the project team met with the local ward councillors to consider possible ways forward.

### Why have we proposed to Ban the Turns?

We propose banning the turns to enable the Council to implement pedestrian crossing phases at the traffic signal junction where presently there are none. Additionally, the proposals would significantly reduce queuing and delay at the junction, which is currently high.

**Improving pedestrian safety**

Surveys show that between 7am and 7pm over 2,000 people cross this junction and they have little protection while crossing. This junction is a main gateway into Acton Town centre for pedestrians from the west, it is near two large schools, a college and other community services and it is on a key walking route to Acton Town tube station.

If pedestrian phases were provided without banning the traffic movements all traffic would need to be held on a red signal. This would result in a substantial increase in queuing and delay at the junction compared to the existing situation.

The banned turns would allow the pedestrian phase on one road to operate while the other road has a green traffic signal. This allows for both the pedestrian signals to be added to the junction and the queuing and delay for vehicles to be significantly reduced compared to the existing situation.
How we intend to proceed
We have carefully considered all the feedback received before deciding on how we should proceed. Several local residents have expressed concern over the proposals at Gunnersbury Lane / Uxbridge Road due to the impact this may have on traffic on their roads, however, the proposals also deliver significant benefits to the whole area.

As part of our consideration we have identified a possible alternative solution to the long standing issues caused in local roads by through traffic. This would require the making of a traffic order, with corresponding traffic signs to ban all motor traffic except for access from using the local roads. An example of this signage is shown below.

After discussion with Ward Councillors we have decided to proceed with this scheme as follows.

- We will implement the proposed measures at the Gunnersbury Lane / Uxbridge Road junction which includes banning the right turn from Uxbridge Road into Gunnersbury Lane and the left turn from Gunnersbury Lane into Uxbridge Road.
- We will control through traffic using ‘Access only’ regulatory signs and directional signs guiding traffic to remain on the local road network.
- We will monitor the overall change in traffic travelling down the local roads after implementation.
- Three months after completion of the scheme we will consult residents on the local roads (Denehurst Gardens, Wilcott Road, Hillcrest Road, King Edwards Gardens, King Edwards Place and Whitehall Gardens) to ask if they wish to have Denehurst Gardens and Hillcrest Road physically stopped up as a definitive and permanent solution to the long standing through traffic issues.

The consultation area and location of proposed signs / road closures are shown in Figure 4 in the Appendix.

It should be noted that the change in method of control at the Gunnersbury Lane / Uxbridge Road junction is enabled by the proposed banned turns which allow the junction to operate without being overloaded by the extra traffic that would result from banning through movements through the local roads.

We have provisionally programmed works to start after the Olympics on 10 September 2012 and run through until 1 February 2013. However, we are waiting for Transport for London to confirm if they are able to undertake traffic signal works to this programme. They have been very busy over the last year with the Olympics which has affected their availability for undertaking signal works for the Boroughs. The work may therefore be delayed into early 2013.
The impact of the Scheme.
We collected a new traffic survey in November 2011 to measure the traffic flows at the junction. This confirmed that the proposed banned movements have relatively low traffic flows; 60 vehicles per hour for the right turn from Uxbridge Road into Gunnersbury Lane and 40 vehicles per hour for the left turn from Gunnersbury Lane into Uxbridge Road. However, it is recognised that the existing flows in Denehurst Gardens and Hillcrest Road are high for residential roads, both approximately 200 vehicles per hour.

The scheme would include ‘access only’ regulatory signs which could be randomly enforced by mobile CCTV van and directional signage to guide vehicles on the primary road network and away from residential roads. If only 50% of existing trough traffic complies with the signage then this would still result in a significant reduction on traffic using the local roads compared to the existing situation.

We did consider putting a 7.5T weight restriction on the local roads. However this will have little impact on through traffic as the survey data indicates that few heavy vehicles travel on the residential roads or the proposed banned turns.

Residents may later choose to proceed with stopping up Denehurst Gardens at the junction with Uxbridge Road, and/or Hillcrest Road at the junction with Gunnersbury Lane. This would provide a permanent solution for the through traffic issues that have affected residents for a number of years. Stopping up the local roads would significantly increase the traffic travelling through the Gunnersbury Lane junction, due to more traffic performing the High Street left turn and Gunnersbury Lane right turn. However, the change in method of control at the junction, enabled by the proposed banned turning movements, should allow this additional traffic to be catered for with minimal change to queuing and delay on the network.

Summary
We have set out a way that we believe will deliver significant benefits to the wider area, improve pedestrian safety and manage the issues regarding through traffic on local roads. After implementing any proposals we will monitor the impact to traffic on the local roads and we are committed to consulting residents after the scheme is implemented on if you would like to permanently stop up Hillcrest Road and/or Denehurst Road in order to physically block any through traffic.

If you would like any further information on this scheme then please contact Tom Webster at websterth@ealing.gov.uk or 020 8825 5181.
Appendix

Figure 3: Draft proposed arrangement at Gunnersbury Lane / Uxbridge Road Junction

Figure 4: Consultation area / Possible road closures