Hanwell and West Ealing
Uxbridge Road Corridor Improvements

Frequently asked questions

1. What are the expected impacts of the proposed scheme on traffic movements? How have these been estimated and checked?

A traffic model has been produced to assess the impact of the proposals on traffic movements along the Uxbridge Road corridor. The model has to be checked by both Ealing Borough and Transport for London and must work within 2% accuracy to be acceptable. The model predicts a slight increase in car journey times (less than a half minute) during peak periods. However, it is predicted that the network will still operate within capacity whilst allowing for a series of other improvements to be delivered.

2. What is the rationale for reversing the direction of the one way in Broadway/Cherington Road? Why not make it two-way?

Hanwell town centre is an important local shopping area but suffers from narrow footways, poor crossing facilities, is dominated by traffic and lacks a clear focal point. A key part of our proposals for the area is the creation of a town square at the clock tower to provide a better environment for pedestrians, encourage trade and create a space for local events/markets. At the same time the junction will be raised and a 20mph speed limit introduced to reduce traffic dominance and change driver behaviour.

Changing the form of the junction into a roundabout allows us to achieve significant footway widening (up to 1.5 metres in some locations) without unduly impacting traffic flow and adding to congestion in the area. At the same time we will be able to de-clutter the space by removing nine signal poles.

The roundabout proposal means that we need to reverse traffic flow on Cherington Road. This is because at peak times there would not be enough gaps in the traffic flow to allow traffic to get out from Cherington Road. As a result, long queues and congestion would develop on this approach.

An alternative option of converting Cherington Road to two-way operation would require imposing parking restrictions along both kerbs. Currently, there is free parking along the southern kerb for most of Cherington Road, which appears to be widely used. The loss of free parking spaces would therefore likely be opposed by local residents and businesses.

3. Would the traffic on St Georges Road/Deans Road increase as a result of reversing the traffic flow in Cherington Road?

Modelling of traffic on St Georges and Deans Road indicates there is not an anticipated increase in traffic. However, we will undertake traffic surveys both before and after the scheme to monitor traffic levels and if there is evidence of increased rat-running we will investigate further measures to discourage this behaviour.

4. How does the replacement of signals with a mini roundabout at the Church Road junction resolve the wish of local residents for safe pedestrian phases on all arms?

Currently, the Uxbridge Road / Church Road / St George’s Road junction does not have any pedestrian crossing facilities. The proposals would introduce controlled crossings on all four arms.

The proposed conversion of the junction to a mini roundabout would reduce traffic delays, thus offsetting the impact of the proposed pedestrian facilities. As a result, the overall impact of the proposals on traffic movements would be neutral (and therefore acceptable to Transport for London), whilst providing much desired controlled crossings on all arms.

5. Zebra crossings are proposed on the north and south arms of the Church Road junction, but often when these are positioned on the exits to roundabouts they are perceived as dangerous as traffic leaving the roundabout is not expecting to stop again and if there are large numbers of pedestrians, they could cause hold-ups.

Zebra crossings on roundabout exits are a common design feature within London and are not considered to pose a safety hazard. The zebra crossings proposed as part of this scheme will be on a raised section (aiding visibility and pedestrian priority) and similar such features installed in other areas of Ealing have not led to any issues.
Roundabout operations have been tested with advanced modelling techniques (micro simulation) which predict the effects of the interaction between pedestrians and traffic. The impact assessment conducted suggests that, under the observed traffic and pedestrian flows, the junction would operate within capacity, without excessive delays or queues occurring.

6. There is typically a tailback of right turning traffic on the westbound approach to Church Road junction often preventing straight ahead traffic from proceeding due to the bus lane. Would reducing this approach to a single lane make this problem worse?

The removal of traffic signals will result in reduced delays for traffic at the junction, with consequent capacity increases. This compensates for the reduction of carriageway space on the westbound approach.

The traffic model set up to assess the impact of the proposals estimates that the overall impact of the proposals would be neutral for westbound traffic, whilst providing increased footway space for pedestrians.

7. The scheme includes courtesy crossings at Boston Road/Uxbridge Road Junction (Hanwell Clock Tower). What are these and are they safe for pedestrians?

The scheme has been designed to reduce the dominance of motor traffic in Hanwell town centre by slowing vehicle speeds, reducing carriageway widths and encouraging drivers to be more aware of, and behave more accommodatingly towards pedestrians. This should allow pedestrians to use the street in a more natural way, crossing where and when they desire. Nevertheless it is recognised that both pedestrians and drivers value some level of predictability and courtesy crossings are designed to provide a more familiar form of crossing.

Courtesy crossings are so named because while there is no statutory requirement for drivers to give way to pedestrians, many do out of courtesy. In order to reinforce this behaviour and highlight the spaces where drivers should expect to encounter pedestrians, courtesy crossings may be paved in different materials. Evidence from existing schemes suggests that drivers tend to treat courtesy crossings as they would a zebra crossing.

8. Why are bus lanes removed?

The removal of the bus lane in Hanwell Town Centre is proposed to address current issues with narrow footways and to reduce the dominance of motor traffic. The removal of the bus lane between Church Road and Eccleston Road is proposed to provide cycle lanes to appropriate TfL standards (1.5m) on both sides of the road.

9. Will the proposal to remove the bus lanes cause delays to buses?

The introduction of mini roundabouts at Church Road and Boston Road are expected to offset the negative impact on buses that maybe caused by the removal of the bus lanes. Therefore it is predicted that buses will not experience any delay.

10. Will the introduction of a 20mph speed limit increase journey times?

In peak periods average speeds are already below 20 mph, this is because of the delays associated with the current signal controlled junctions. The introduction of the 20 mph speed limit along with other measures will encourage a smoother traffic flow instead of current stop and go behaviour. Therefore, we do not expect there to be a significant increase in journey times and there would be additional safety benefits.