

Improvements between Acton and Wood Lane

Design changes and specific response to issues raised
February 2019

Introduction

This report sets out the design changes for the cycling and walking improvements being proposed between Acton and Wood Lane. It describes the key issues that have been considered since the scheme was consulted on in 2016 and outlines the key responses to specific issues raised as part of the consultation.

Background

Between 8 February and 20 March 2016, we consulted on proposals for a continuous cycle route from Paddington to Wood Lane (the elevated section of the A40 Westway), and improved cycling provision from Wood Lane to Acton. We consulted separately on each section and at the time the scheme was designed to be part of an extension to the East-West Cycle Superhighway.

Since then we decided not to proceed with the proposed alignment from Paddington to Wood Lane via the A40 Westway due to concerns that were highlighted as part of the consultation. Instead an alternative route has been developed from Wood Lane to Notting Hill Gate with an aspiration to then go on to Lancaster Gate. The proposals for this scheme are now being developed and this will be subject to a separate consultation in 2019.

Our consultation report for the East-West Cycle Superhighway – Paddington to Wood Lane is available [here](#)

For the Wood Lane to Acton section, 77 per cent of respondents supported or partially supported our proposals. The consultation showed strong support for upgrading the existing shared pedestrian and cycle facilities along the A40. We therefore decided to proceed with the proposals for this section.

Our consultation report for the East-West Cycle Superhighway - Wood Lane to Acton is available [here](#). The report also sets out our response to the issues most commonly raised.

Developing the Wood Lane to Acton scheme

Since the consultation on this section we have continued to develop our plans and have made a number of design changes in response to issues raised (see below). We have also considered a number of issues and external factors to understand any potential impact on our proposals.

Future demand for cycling and walking in the area

The current level of cycling and walking on the proposed route on the A40 is still relatively low, as it was in 2016. It is therefore considered that the proposed scheme will provide ample capacity for the potential growth in pedestrian and cyclist numbers in the area, and will link to new developments such as Old Oak Common. We have also considered the wider cycle network in the area through our [Strategic Cycling Analysis](#) and we have ensured that our plans join up and link to the other existing and proposed routes for the area. This includes the existing Quietway route from Notting Hill to East Acton.

New traffic modelling

We have reviewed the traffic modelling that was originally carried out on the scheme to understand if any update is needed. As the route is still proposed to be on the footway it was considered that any traffic impacts would be minimal and no update is necessary.

Work to understand the impact of the proposals on the bus routes that run along the route has also been carried out. This has shown that our plans could actually benefit bus reliability and could help with journey times through the redesign of bus stop layouts.

Any traffic impact that could occur during the construction of the scheme would also be minimised through a traffic management plan that would be in place before construction starts.

Equalities impact assessment

An Equalities Impact Assessment has been carried out on the proposals to consider both the positive and negative impacts of the changes on people with protected characteristics under the Equality Act 2010. This found that the impact of the scheme is largely positive and that any negative impacts have been mitigated through the design process. In particular, changes to bus stop layouts may increase the potential for interactions between pedestrians and cyclists. To address this we have included wide islands at bus stop bypasses, raised zebra crossings from the bus stop islands to the footway, tactile paving, and a narrower cycle track behind the bus stops to slow cyclists and deter overtaking. During construction we will inform users of changes to bus stops, routings, and footways providing appropriate accessible alternatives for pedestrians. We will include delineator strips to tell visually impaired people where the cycle lane is. The Equality Impact Assessment will be kept under review and updated to reflect any material changes to the proposals.

Response to specific issues raised during the consultation

Since the 2016 consultation we have developed our proposals in response to specific issues that were raised. The below outlines the key issues that were raised and how we have updated our plans.

Concern about the shared-use cycle track and the interaction between cyclists and pedestrians

The two-way cycle track at footway level has been extended from Kathleen Avenue to Savoy Circus instead of terminating at Glendun Road as originally proposed.

We have introduced separate parallel cyclist and pedestrian crossings at signalised junctions and at side road entry and exits.

We have tried to maximise the width of the footway and shared-use footway wherever possible along the whole of the route, and have redesigned bus stops to maximise the space available for cyclists and pedestrians.

There are relatively few properties with direct access onto the A40 Westway and Western Avenue so the potential for conflicts between cyclists and other road users is minimised.

The shared use areas will be marked out with tactile paving, signage and symbols in the footway. The entire route is already signed and designated as a shared use path so this is not expected to create any confusion for users.

Additional cycle facilities, such as Advanced Stop Lines and cycle parking should be provided

We have extended the two-way cycle track at footway level between Glendun Road and Savoy Circus.

Concern at the width of the proposed cycle tracks at certain locations

We reviewed the whole of the route and maximised the cycle track where possible. Please see the detailed breakdown of the changes below. All widths on the cycle track meet the London Cycle Design Standards.

Improved pedestrian crossing facilities should be installed at Savoy Circus

We have straightened the alignment of the three stage crossing at Savoy Circus to allow a more direct route for pedestrians and cyclists to cross. We have also widened the eastern island to allow more space for pedestrians to wait, and improved the signal phasing for pedestrians and cyclists to reduce the time it takes to cross the road.

Changes to the proposed design

The below outlines the full set of design changes that we have made. Please refer to each section for a detailed breakdown of the changes:

Key changes

- A two-way cycle track at footway level will now run from Kathleen Avenue to Savoy Circus instead of terminating at Glendun Road as originally proposed
- Removal of inset bus stop bays at three bus stops, bringing the bus stops in line with general traffic. This will provide more space for people cycling and walking or accessing the bus stop and could improve bus reliability
- Separate parallel crossing points for cyclists and pedestrians at all signalised junctions west of Savoy Circus
- Separate parallel cyclist and pedestrian crossings over side roads
- Safety improvements to side road entry and exits, with wider crossing points
- Removal of tree trenches (pits in which multiple trees can be planted), with new trees to be planted in nearby locations

Changes by section

Section A - Westway (Wood Lane to Bloemfontein Road)

- We will keep the existing pedestrian tunnel open and make it feel safer and more welcoming with improved lighting and décor
- As previously proposed the pedestrian guard railing will be removed from the footway by Dorando Close and Bennelong Close. However, we will no longer be replacing this with high kerbs to minimise vehicles mounting the kerb as it was not considered a high risk in this location
- We propose planting an additional tree by Dorando Close to make the area greener and to prevent vehicles mounting the kerb
- We will leave the bus stop bay for Bus Stop V by Bennelong Close as it is. Originally, we proposed to narrow the bay to provide a small amount of additional footway space, but this is no longer needed because the existing footway here is wide enough to provide a shared use footway
- We will no longer plant new trees just east of Bloemfontein Road because the proposed location for the trees is too shady for tree growth
- The raised pedestrian crossing at the junction with Bloemfontein Road will be set further back away from the A40, to improve sightlines between turning vehicles and pedestrians or cyclists crossing. This will also ensure vehicles do not have to stop in the main road while they wait for pedestrians or cyclists to cross
- We will close the old subway ramp off the A40 footway at the junction with Bloemfontein Road to create extra width for the shared-use footway

Section B - Westway (Bloemfontein Road to Hemlock Road)

- We will bring bus stops W (Phoenix High School) and X (Hemlock Road) in line with general traffic, providing greater footway width

- We will remove a Vehicle Restraining System used to prevent vehicles mounting the footway just west of Bloemfontein Road allowing us to provide greater footway width
- Planting additional trees by Lavender Court is no longer possible as further investigation found the proposed location for the trees too shady for tree growth due to the existing tree canopy

Section C - Westway (Hemlock Road to Savoy Circus)

- We have removed a tree trench (a pit in which multiple trees can be planted) from the design, but have added tree pits that cyclists can safely cycle across without damaging the tree roots. This means we are able to plant new trees and keep the existing ones while also creating a footway wide enough for walking and cycling safely and comfortably. It also means we will have more mature trees at this location
- The shelter for bus stop F at Savoy Circus will be moved into the footway build out just to the east of its existing location, as there is not enough space to keep it in the footway and also provide a suitable width for people walking and cycling. The bus stop itself will stay where it is
- We will remove eight trees, plant 29 new trees, and retain four existing trees

Section D - Savoy Circus Junction

- We will straighten the alignment of the three stage crossing over the south of Savoy Circus to allow a more direct route for pedestrians and cyclists to cross, and widened the eastern island providing more space for people to wait. We will also improve the signal timings so that cyclists can cross in one movement
- We decided that minor adjustments to the western island and central reservation are unnecessary because the amount of additional space that would be created would provide no significant benefit to pedestrians or cyclists
- We will reduce the amount of footway cut back around the corner of the A40 and Old Oak Road to maximise the width of the shared-use footway

Section E - Western Avenue (Savoy Circus to Perryn Road)

- The two-way cycle track at footway level will now run from Kathleen Avenue to Savoy Circus instead of terminating at Glendun Road
- The existing pedestrian crossing over Western Avenue just east of Glendun Road will be widened to increase the available space for people to wait. We will also install pedestrian countdown timers
- We plan to expand the back of the footway between Glendun Road and the Homebase access road to provide a segregated cycle track. This will provide pedestrians with a dedicated footway at the front of the cycle track as well as a safe crossing point over the cycle track
- We will relocate the bus stop 'Perryn Road' from just west of Gibbon Road to just east of Gibbon Road and introduce a bus stop bypass
- We propose a stepped cycle track (where the cycle track is at a different height to the footway and road, to clearly delineate between them) across the front of private residential driveways (from no.127 to 113 Westway) that will make the footway less undulating and improve cycle safety
- We will plant 10 new trees in this section

Section F - Western Avenue (Perryn Road to Gypsy Corner)

- We now propose a two-way cycle track at footway level throughout this section (from no.149 Western Avenue). Originally, we proposed a shared-use footway

- Where the cycle track crosses Dean Court Friary Road we will surface the road with a different material to make it clear to cyclists and motorists that there is a cycle track across the road
- We will remove vehicle restraint barriers to maximise the width of the cycle track and reduce street furniture
- Where the cycle track crosses Rosebank Way we will surface the road with a different material to make it clear to cyclists and motorists that there is a cycle track across the road. We will also add give way markings for traffic exiting from the side road
- At the junction of Leamington Park and Western Avenue, we now propose separate signalised crossing points for cyclists and pedestrians over Leamington Park and its slip road, maintaining separation of cyclists and pedestrians through the junction. Originally, we proposed for cyclists and pedestrians to move on the same green signal. We will also make the central island larger than originally proposed – through slightly cutting back the kerb on the slip road – to make waiting here more comfortable
- To meet minimum design standards; eight trees will need to be removed to create space for the fully segregated cycle track and footway
- We will plant 16 new trees - four by Court Way, and 12 by Allan Way

Section G - Western Avenue (Gypsy Corner to Kathleen Avenue)

- We now propose separate signalised cycle and pedestrian phases and movements over Horn Lane and its slip road (to the north of the main junction) to maintain the separation of cyclists and pedestrians through the junction. Originally, we proposed for cyclists and pedestrians to move on the same green signal
- Cyclists and pedestrians will cross Horn Lane at the same time. However, there will be a set of dedicated cycle crossing signals which will be separate to the pedestrian signals. To do this we will realign the stop lines (and the central island) on Horn Lane. This will have a minimal impact on vehicles using the junction
- We will relocate bus stop P from just south of Court Way to just north of Court Way and introduce a bus stop bypass.
- We propose that the footway will run behind the existing subway (which runs beneath the A40 by Allan Way) and that the separate segregated cycle track will run to the front alongside the carriageway. This will provide cyclists with a straighter alignment along Western Avenue, while pedestrians can easily and safely navigate the route around the subway entrance
- The raised pedestrian crossings at Park View, Court Way, Allan Way, Kathleen Avenue, and an un-named private access road, will be widened and straightened for pedestrians and cyclists, to improve sightlines between turning vehicles and pedestrians or cyclists crossing

Conclusion and next steps

The 2016 consultation showed strong support for our proposals for the Wood Lane to Acton section but also highlighted some concern around shared-use path, conflict between pedestrians and cyclists and the pedestrian crossing facilities at Savoy Circus.

Since that time we have updated our design to reflect the consultation feedback and improve the proposals to ensure that these concerns are addressed. We have also considered a number of other issues that could have an impact on our plans such as new developments in the area, future demand for cycling and walking and how the new design could impact traffic conditions. Subject to the remaining stages of our internal decision-making process, we currently intend to proceed with the scheme and plan to start construction in 2019.