

Hammersmith Gyratory proposals – Expected changes to journey times

Overview

Overall context

The improvements to Hammersmith gyratory aim to reduce conflicts between cyclists and other road users. Hammersmith gyratory is a complex interchange composed of a number of busy roads used by many bus services and high volumes of pedestrians. We have therefore designed our proposals to continue to allow general traffic and buses to move smoothly through the area, whilst providing dedicated space for cyclists.

Our proposals would affect all road users to some degree – with some journey times becoming slightly quicker and others slightly longer. This note explains the impacts we expect our proposals to have and is accompanied by a [data table](#) showing expected impacts for a range of journeys for general traffic, bus users, cyclists and pedestrians.

Cycles

Our proposals include dedicated traffic signals for cyclists travelling east/west to separate them from other traffic. The timings of these signals have been designed to minimise the number of occasions cyclists would need to stop at a red signal. In some situations cyclists would have to wait at a red signal while motor traffic receives a green signal, increasing journey times for cyclists, but allowing them to move through junctions separately to other vehicles.

Cycle journey times west from Hammersmith Road are improved due to the shorter distance needed to travel compared to the current layout. Cycle progression east/west has been optimised so cyclists are only stopped by a red signal a maximum of twice eastbound in the morning peak and twice westbound in the evening peak.

Cyclists travelling eastbound or westbound between King Street and Hammersmith Road in the morning peak would experience a decrease in average journey times of up to a minute and up to thirty seconds in the evening peak.

Buses

Our proposals include the addition of a new bus lane on the Beadon Road approach to the gyratory. No changes are proposed to be made to bus routing to and from the bus station, nor are there any proposals to make changes to existing bus stop arrangements.

Traffic modelling has been undertaken for all bus routes which pass through the gyratory to understand the impact of the scheme on bus journeys. In the main bus journey times around the gyratory are not significantly affected, with the majority of average journey times increasing or decreasing by up to thirty seconds. A table separating out the impact the scheme has on individual bus routes has been shown in the accompanying [data table](#).

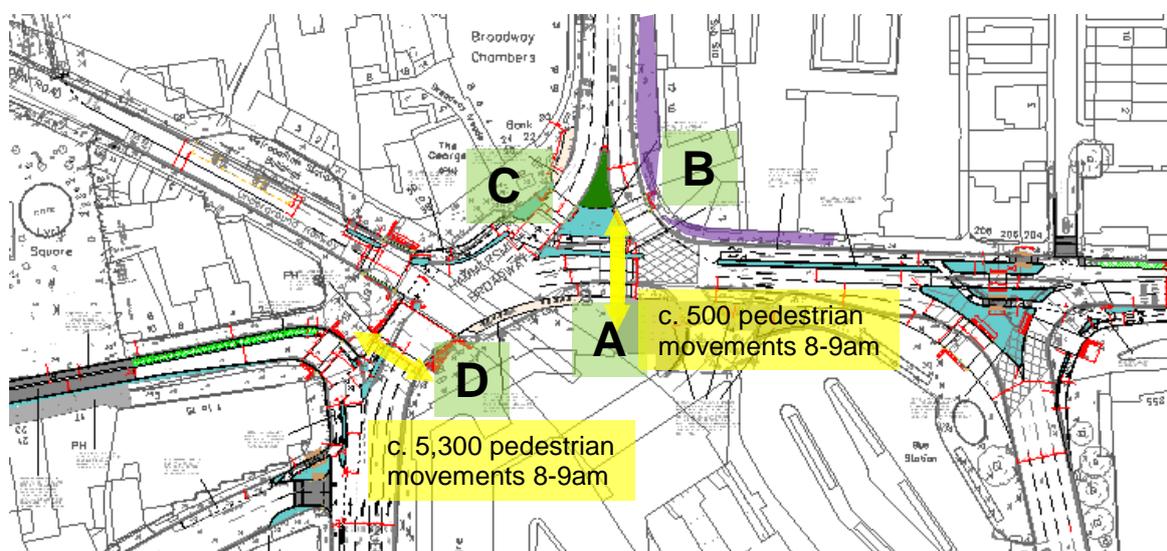
The main journey time increases will be for routes exiting the Bus Station south exit and travelling towards Shepherd's Bush Road (route 220) or King Street (routes 190, 267, 391 and H91), which will experience an average journey time increase of up to thirty seconds in the morning peak and one minute in the evening peak.

Pedestrians

Our proposals will not impact on the average wait time to cross existing pedestrian facilities on the gyratory. The exception to this is that our proposals require the removal of the pedestrian crossing over Hammersmith Broadway at the south end of Shepherd's Bush Road. Please see our [main consultation webpage](#) for details.

Although the crossing is less well-used than others in the area, its removal would mean pedestrians would have to find alternative routes. Those walking between the south side of Hammersmith Broadway and the west side of Shepherd's Bush Road would need to cross Queen Caroline Street and Beadon Road. Those walking between the south side of Hammersmith Broadway and the east side of Shepherd's Bush Road would have a choice between crossing Queen Caroline Street, Beadon Road and Shepherd's Bush Road or crossing Hammersmith Broadway at its junction with Butterwick.

Pedestrians using these alternative routes would experience increases in travel times across Hammersmith Broadway as per the below map:



Journey times for pedestrians travelling from A to C on the map are forecast to increase by up to thirty seconds by taking a route between D and C. Journey times for pedestrians travelling from B to A on the map are forecast to increase by up to a minute and a half by taking a route between B and D.

General Traffic (excluding buses)

Although we do not anticipate a significant change for all journeys through the area, some journeys for general traffic (excluding buses and taxis) would get longer at the busiest times of day and some would get shorter. The scheme would result in changes to the traffic signal timings across the entire gyratory and to traffic flows as some current users seek alternative routes.

Our proposals would result in some general traffic journey times increasing, meaning over time as people become accustomed to the changes made to the network, we expect users of the gyratory to seek out alternative routes. We therefore expect traffic flows on Beadon Road and Shepherds Bush Road to reduce but traffic flows on Goldhawk Road and Hammersmith Road to increase.

The traffic modelling analysis looks at journey times at the busiest hour in the morning and evening peaks. The most notable increases in journey times will be for traffic approaching Hammersmith gyratory from Fulham Palace Road in the evening peak, which may experience an average journey time increase of up to a minute and a half.

Explanatory note on accompanying traffic modelling data table

TfL has used traffic modelling tools to calculate the expected average journey time changes at the busiest hour in both the morning and evening peak. This [data table](#) outlines the expected average journey times for the following two situations;

- **Base model - current situation on street** – Journey times for general traffic and cyclists are taken from VISSIM traffic modelling software
- **Future modelled journey times with scheme** – Expected on street conditions if the Hammersmith gyratory scheme is built including resultant traffic re-assignment.

If you have any further questions concerning the traffic modelling for this scheme email your requirements and contact details to trafficmodelling@tfl.gov.uk

Complementary measures

The impacts calculated through the traffic models do not take account of a range of additional complementary measures that would have beneficial impacts on journey times for buses and general traffic

- Where there are negative impacts on journey times for bus routes shown in the table, a programme of work is being developed to save time elsewhere along the affected route by addressing delays and giving priority to buses at certain pinch-points
- Road users can expect comprehensive and specific travel advice to help them to make informed journey choices to avoid busy times and locations
- We will continue our work with freight and servicing companies to support them to plan their activity to avoid the busiest times and locations, evaluate quieter technology to enable more deliveries to take place out of hours and investigate the benefits of consolidation centres
- Through the creation of the new Roads and Transport Policing Command, we will target enforcement at the busiest locations and known hot spots to reduce delays and keep traffic moving