

# Have your say on proposals for Kew Bridge, Kew Bridge Road and Duke Road (Chiswick)

Have your say



## Further consultation Duke Road and Duke's Avenue junctions with Chiswick High Road

The changes to our proposals are listed below. **We would like your views on the highlighted proposals.** We are intending to proceed with the other proposals:

- We are proposing to increase the cycle track set back distance at the junction with Airedale Avenue to provide more space for motor vehicles to wait when turning in or out
- We are proposing to increase the length of the proposed raised junction at Linden Gardens (east) so that it includes traffic exiting the nearby car park
- We have reviewed the design of crossings along the route and are proposing to make the following crossings signalised across both the road and cycle track rather than just the carriageway:
  - Chiswick High Road between Mayfield Avenue and Thornton Avenue
  - Chiswick High Road between Homefield Road and Airedale Avenue
  - Chiswick High Road between Cleveland Avenue and Ravensmede Way
- We are proposing to retain the existing footway width outside Our Lady of Grace and St Edward Church. To achieve this we are proposing to reduce the eastbound approach to the junction of Duke's Avenue from two lanes to one to make space for the cycle track on the carriageway
- We are proposing 12 metres of additional single yellow line with single blips outside nos. 118 to 120 Chiswick High Road for the local supermarket to load outside of peak hours. We would remove a short section of proposed bus lane on the south side of Chiswick High Road east of Cranbrook Road to make space for motor traffic to overtake vehicles loading here
- We are proposing a new seven metre loading bay on the south side of Chiswick High Road between Brackley Road and Cranbrook Road for the use of the nearby funeral directors. This requires reducing the number of proposed pay and display parking bays here from seven to five
- We are proposing to increase the length of the proposed loading bay on the north side of Chiswick High Road west of Mayfield Avenue from 15 metres to 25 metres to match the length of the existing loading bay

- We are reducing the length of the loading bay on the north side of Chiswick High Road west of Fishers Lane from 28 metres to 18 metres to reduce the impact on the footway
- We are no longer proposing an additional pay and display bay on Thornton Avenue as a planter has been installed in this location
- We are no longer proposing an additional pay and display bay on Linden Gardens as this would have blocked pedestrian access to Linden Passage
- We are proposing to remove the tree outside no 87 Chiswick High Road to maintain more footway width outside the shops at Nos. 87 – 95 Chiswick High Road while allowing appropriate carriageway widths for traffic to pass buses using the bus stop and maintaining movements through the Chiswick Lane junction
- We proposed four additional pay and display bays on the west side of Duke's Avenue. Following feedback from the consultation and our discussions with Our Lady of Grace and St Edward Church we are no longer proposing these bays and will instead retain the existing single yellow line as this will provide more opportunity for parking as required
- We are proposing one additional pay and display bay on Upham Park Road and two additional pay and display bays on Ennismore Avenue.
- We are no longer proposing to remove a tree on the corner of Chiswick High Road and Windmill Road as part of this scheme as the tree has been felled by a utility company
- We are proposing to ban the right turn out of Duke Road for all traffic (except cyclists) in response to safety and congestion concerns with additional traffic using Duke Road as a result of becoming one-way. Traffic would be able to use Annandale to exit east onto Chiswick High Road instead.
- We previously proposed to reduce Annandale Road from two lanes to one at its junction with Chiswick High Road. We are now proposing to keep two lanes on exit at this junction to facilitate additional motor traffic movements at this junction as a result of the removal of the right turn at the Duke Road junction