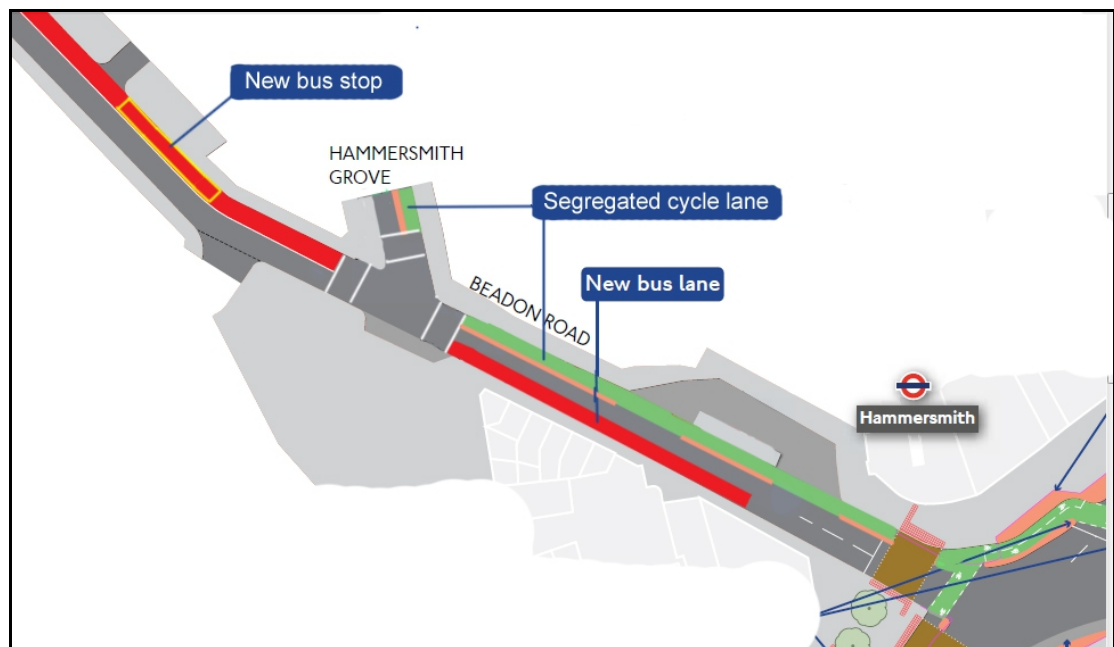


TfL are consulting on a new bus lane in Beadon Road, **shown above**. When the buses leave the Hammersmith & City Line stop they have to cross other traffic to reach the bus station, which causes delays.

Our Proposal



We are making a new proposal that involves moving the bus stop back to the west of Hammersmith Grove. In the last stretch of Beadon Road there would be a bus lane on the right, a central lane for general traffic and a cycle lane on the left hand side. This would allow for efficient streamlined flow.

At the Glenthorne Road / Hammersmith Grove junction [not shown] there would be no right hand turn for general eastbound traffic. At this junction there will be a stop sign for Hammersmith Grove traffic to allow cyclists to cross to the cycle lane. The last stretch of Hammersmith Grove would be southbound only, and comprise a cycle lane and a traffic lane.

New traffic signals would be installed at the Hammersmith Grove / Beadon Road junction. These lights would control individual lanes.

Buses leaving the new bus stop could queue in the left hand lane at the new lights. At the appointed time in the lights cycle, any buses waiting to move off would cross over to the bus lane on the right hand side of Beadon road. This phase could be extended to allow all waiting buses to pass. This would be in phase with the gyratory so that the buses would pass straight through the gyratory, as long as the way was clear.

Cyclists from Hammersmith Grove could flow at the same time as both the buses and then the general traffic from Beadon Road, as their paths do not cross. At the gyratory cyclists could opt to follow the road or take the Superhighway through the gyratory.

The 2-way Cycling Super Highway CS9 is being designed for Hammersmith Gyratory and King Street. However this cycle route may become congested at the gyratory as cyclist numbers increase, and confident eastbound cyclists can use this new route to take pressure off the Superhighway at the entrance to King Street.

Space needs to be reserved for a bus stop on Beadon road to the west of Hammersmith Grove. The pavement space needs to be wide enough to cater for pedestrian flows. Any future plans for the triangle site, which are scheduled to go to a public inquiry on 22 March 2017, should not interfere with this scheme.

Advantages of the proposal

1] There would be a streamlined flow at the gyratory and it would allow a greater throughput of all traffic than in the design presently being put forward by TfL.

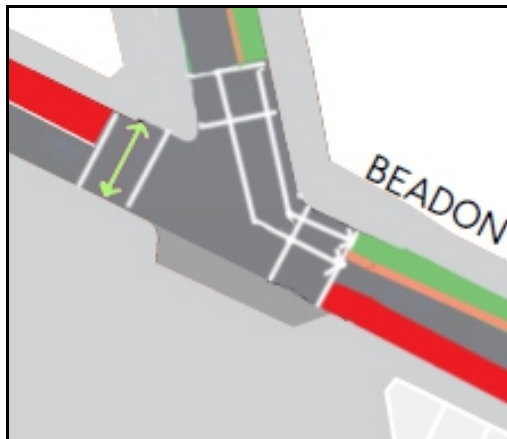
2] Has traffic lights at the Hammersmith Grove junction, avoiding the present confusion. These lights would be in phase with those at the gyratory to allow buses straight through. With the bus stop in its present position you could not guarantee a bus that has gone through one set of lights to have green on the next.

3] Pedestrians will be able to cross without interfering with traffic flow

4] By making bus journeys faster and more reliable, will reduce private car use.

5] Allows safe and rapid passage for cyclists, which will do much to encourage cycling with all its health benefits, as well as reducing car use, and hence pollution. This proposal is far better for cyclists than TfL's proposal. This fits in with one of the recommendations of the Air Quality Commission. -- The need to plan for 'walkability' and cycling in an area to be recognised in SPDs to the Local Plan.

The phasing of the Hammersmith Grove Signals



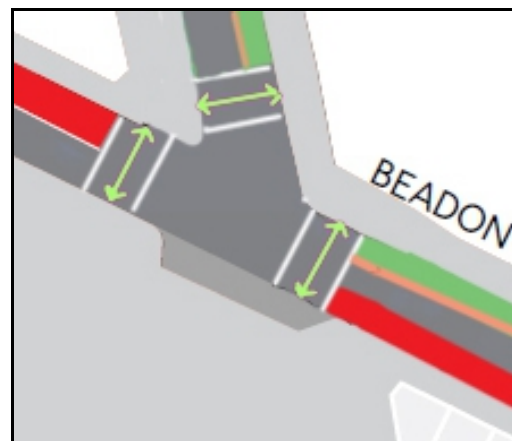
1] Traffic and cycles from Hammersmith Grove
[0-5 sec]



2] Buses from Beadon Road and Cycles from Hammersmith Grove
[7-12 sec]



3] Cycles from Hammersmith Grove and Traffic from Beadon rd
[14 -22 sec]



4] All pedestrians
[24 – 38 sec]

Possible timings of signals for a 40 sec signal cycle

	start	end	arrive@gyratory	gyr@green
Grove Traffic	0	5	10 to 15	12 to 27
Grove Bikes	0	12	12 to 24	12 to 27
Beadon Buses	7	12	17 to 22	12 to 27
Beadon cars	14	22	24 to 32	12 to 27
HG Pedestrians open	14	24		
All Pedestrians open	24	38		
B Rd W Peds open	38	5		

Notes

1] If no bus is waiting the bus phase may be skipped. If a bus arrives during the next phase, the bus phase can be inserted then.

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