

HOGARTH ROUNDABOUT SAFETY SCHEME
SUMMARY OF PROPOSALS AND OBJECTIONS
16 JULY 2024

The Proposed Scheme

TfL has proposed a new road layout scheme at the Hogarth Roundabout. Its stated aim is to increase safety and to reduce accidents by freeing up the southbound traffic on to the A316.

A summary of the proposals:

- To create a new left lane on the westbound A4, approaching the Hogarth Roundabout
 - It would be a dedicated lane leading to the A316
 - It would commence immediately in front of the gates to Fuller's Griffin Brewery and would replace what is now brewery parking on Mawson's Lane
 - It would not be segregated from the other lanes of the westbound A4
 - It would be controlled by traffic lights before the roundabout, as the existing three lanes are. Lights for all four lanes would be positioned 10 to 15 metres further east
 - It would reduce the number of slip lanes leaving the roundabout on to the A316, from two lanes to one

- Entirely close access from the roundabout to Church Street
 - The pavement alongside the Griffin brewery wall would be extended across the current entry point to Church Street, linking the pavement with the pedestrian island in front of the George & Devonshire pub and the entrance to the underpass
 - The stated reason to block Church Street is to enable pedestrians and cyclists to safely access the entrance to the underpass, without having to cross Church Street
 - Access to Church Street from the roundabout will be via a 180° left switchback u-turn from the southbound A316, at Chiswick Square, on to Burlington Lane, in front of the George & Devonshire pub
 - No further details have been provided in the consultancy document on access to Old Chiswick

- Entirely close access to the roundabout from Church Street
 - Exit from Church Street will be via the short stretch of Burlington Lane (in front of the George & Devonshire pub) on to the southbound A316

- Access from Church Street to the A4 westbound, the A4 eastbound and to Chiswick Lane northbound would be via the A316 southbound, a right u-turn in front of Chiswick Gate/ the start of the Hogarth flyover, on to the northbound A316, going back towards the roundabout
 - Pavement and other works
 - Widen the pavement alongside the brewery, with planting
 - Block Church Street access with extension of pavement and trees
 - Deep clean the underpass
 - Install new paving, lighting, wayfinding around and in the underpass
 - Provide seating and cycle parking by the entrances to the underpass
 - Advanced stop lines at all approaches to the roundabout
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Objections to the Proposal

Following are the main concerns regarding the proposed scheme.

ACCESS TO OLD CHISWICK

- The only reason given for closing direct Church Street access to and from the Hogarth Roundabout is to enable pedestrians and cyclists to access the underpass without leaving a pavement and without having to cross the top of Church Street - a quiet, residential street
- TfL states that the extended pavement is safer for pedestrians and cyclists. There is no record of accidents occurring at the entry to Church Street and the stated main purpose of the new road scheme is to reduce accidents on the junction to the A316. Not Church Street. Closing Church Street does not contribute to reducing accidents on to the A316
- Church Street is the main access to Old Chiswick from the south, east and north. Closing it will have an extremely detrimental effect on hundreds of people. The reasons given do not in any way justify the severance of Old Chiswick and the extreme disruption that this will have on local residents and visitors
- Blocking Church Street will block access for residents, visitors, St Nicholas Church (congregations/ vehicles for services, funerals and weddings), brewery

workers, deliveries, disabled people, elderly residents, emergency vehicles, refuse and recycling vehicles, utilities vehicles and tradespeople

- At high tides, the junction of Chiswick Mall and Chiswick Lane South is blocked by flood water and impassable
 - It is blocked when the tide is 6.8m or more above chart datum – 145 days a year, an average of 12 days a month
 - When blocked, there is absolutely no access to western Chiswick Mall or Church Street from the eastern entry points, including for emergency vehicles

- Alternative access routes to Old Chiswick are either unworkable, cause unreasonable disruption or are dangerous

- Routes proposed by TfL:
 - Burlington Lane in front of George & Devonshire*
 - Access:
 - Access into Church Street will be via a 180° left switchback u-turn from the A316 on to Burlington Lane, in front of the George & Devonshire pub. This is **dangerous**
 - It is a difficult manoeuvre, involving vehicles being stationary before the attempted turn, or a 3-point-turn backing on to the A316, or mounting the pavement
 - The junction is about 10 yards from the roundabout exit, with traffic leaving the roundabout accelerating towards stationary vehicles

 - Exit:
 - Exit from Church Street will also be along Burlington Lane, in front of the George & Devonshire pub, on to the southbound A316. Access towards the A4 westbound, the A4 eastbound, or northbound to Chiswick Lane is **dangerous** and **unworkable**
 - Exit is on to the southbound A316. Then a 180° right u-turn in front of Chiswick Gate/ Hogarth flyover access, across three lanes of live traffic, on to the northbound A316 and back towards the roundabout

 - Burlington Lane, in front of the George & Devonshire, as two-way access to and from Church Street is **unworkable**
 - It is narrow, with parked cars. It is not possible to get two-way vehicles past
 - Increased traffic also endangers pedestrian access to the underpass, as they are required to cross Burlington Lane, with increased traffic
 - These arrangements would also negatively affect access for:
Residents of Chiswick Square and Boston Gardens
George & Devonshire pub

Brewery drays

Church vehicles, including service congregations (many of whom are elderly), hearses and wedding processions

Convent vehicles, including ambulances, London Fire Brigade (access lodged with LFB as part of Fire Safety Plan) and hearses (hard standing, 12-15 funerals a year)

- Routes not mentioned by TfL proposal

Access to Old Chiswick from the A316, A4 eastbound or Chiswick Lane

- Church Street is currently the main access point
- With Church Street blocked, access may be via the right turn into the east end of Netheravon Road South. This crosses three lanes of live westbound A4 traffic, travelling at up to 40 mph and is **dangerous**
- The only alternative is to travel on the eastbound A4 to Hammersmith Bridge, take the right u-turn and travel back along the westbound A4. It is a **2.5 mile diversion**, typically taking 20 to 30 minutes

Access from the westbound A4

- Access would be via South Black Lion Lane, Eyot Gardens or Netheravon Road South
- These are largely narrow, residential streets with on-street parking, causing huge traffic congestion on quiet residential streets
- On flood days, there is still **no access** at all to western Chiswick Mall or Church Street (145 days a year)
- On non-flood days, there is still no access to western Chiswick Mall or Church Street, it would involve illegally driving through the “No Entry” sign at the bottom of Chiswick Lane South

- The severance of Old Chiswick from the rest of Chiswick is likely to increase the endangerment of pedestrians in the underpass. It is likely to increase the incidence of motorcycles, e-bikes and e-scooters using the pedestrian underpass, rather than taking the very lengthy diversions
- “Helps re-connect Old Chiswick with Chiswick High Road” (consultancy document)
 - How? The proposals make severance from Chiswick High Road absolute

IMPACT ON TRAFFIC

- Hammersmith Mall / eastern Chiswick Mall
 - Access roads from the westbound A4 would become the only viable access points into Old Chiswick. These are South Black Lion Lane, Eyot Gardens and Netheravon Road South. This would result in a huge

increase in traffic on these roads, which are largely narrow, with on-street parking

- There would be a huge increase in traffic on Hammersmith Mall and eastern Chiswick Mall
 - Hammersmith Mall is very narrow with on-street parking. There are already problems with two-way traffic
 - Eastbound access to Old Chiswick still does not give access to western Chiswick Mall or Church Street on flood days. These roads will remain **entirely cut off** from all vehicle traffic, including emergency vehicles
- A4 westbound
 - The proposed access via Burlington Lane, in front of the George & Devonshire pub is unworkable. Therefore, all access to Old Chiswick will be via the westbound A4
 - This will hugely increase traffic on both the eastbound and the westbound A4, as all vehicle access will be via this **2.5 mile loop** from the Hogarth Roundabout, up to Hammersmith Bridge and back again – a 20 to 30 minute diversion for every single journey
 - This will cause increased congestion on stretches of road that are already hugely congested and will cause increased associated pollution

ROAD SAFETY

- Accidents are the justification for the proposed scheme
 - Accidents on to the A316 from the roundabout
Anecdotally, minor accidents do occur. We question the number of serious accidents. We await FOIA data and have requested the same data from TfL contacts
 - Church Street “where most collisions have been recorded” (consultation document). We await FOIA data, but are not aware of large numbers of accidents at the top of Church Street
- Reducing the slip lane on to the A316 from two lanes to one
 - This increases the likelihood of accidents – currently those in the left lane stay left and those in the wrong lane tuck into the right slip lane
 - This will increase the traffic backing on to the roundabout. Pedestrian lights at Corney Road/ Chiswick House are heavily used by families, dog walkers, children, elderly, school children. At peak times, traffic already backs up on to the roundabout
 - The two lane slip road helps to mitigate this and reducing it to one lane will increase traffic backing up on to the roundabout
- Traffic light control for new left lane at the Hogarth Roundabout

- The new left lane would be controlled by traffic lights before the roundabout. This is the current situation with the other three lanes. The lights will be moved east by 10 to 15 metres. With traffic controls, access to Church Street should continue as it is
 - Blocking access to Church Street is disproportionate, given the enormous disruption to local residents. Residents would have to take a 2.5 mile/ 20 to 30 minute detour in order to access their homes. The only reason given is to allow pedestrians and cyclists to access the underpass without crossing Church Street. They are perfectly able to cross a quiet residential street, as they do everywhere else in the country
 - There is no evidence of accidents involving pedestrians or cyclists at the entry to Church Street
- Exit Old Chiswick at Mawson's Lane on to the A4
 - The new left lane commences directly in front of the major exit from Old Chiswick for both residents and brewery traffic, at Mawson's lane, in front of the brewery gates. As residents pull out right into lane one, fast-moving traffic from the A4 lane two will be moving left into lane one, at exactly the same place. This is **dangerous** and hugely increases the likelihood of accidents

SUGGESTIONS

- Erect signage on the westbound A4, west of the Hammersmith Flyover
 - Signage should state "A316 / Chiswick Bridge / M3 – LEFT LANE ONLY"
 - This will ensure that the majority of drivers are in the left lane approaching the roundabout, reducing lane swapping on the roundabout and reducing accidents
 - Without new signage and with an additional fourth lane, vehicles in the wrong lane will have to move across three active lanes, rather than the current two active lanes. This is more **dangerous**
- Do not close access to Church Street to and from the roundabout
 - With traffic light control of the new lane, closing access to Church Street is not necessary
 - Pedestrians and cyclists are perfectly capable of safely crossing a quiet residential street, rather than severing all access for locals
 - Closing Church Street makes locals take a 2.5 mile/ 20 to 30 minute diversion – this is unjustifiable as it does not address accidents on the A316 and there is no evidence of accidents at the entrance to Church Street
 - Closing Church Street leaves residents of western Chiswick Mall and Church Street without any vehicular access for an average of 145 days a year – this is highly dangerous as it blocks emergency vehicles

- If you allow Old Chiswick residents to drive through the “No Entry” sign, it will mitigate the newly dangerous exit in front of the brewery gates