

Changes at Park Royal Southern Gateway (PRSG)

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on behalf of Tribal Urban Studio Team, 13th May 2009

Remove gyratory at Gipsy Corner (whole or in part), and provide bus routing changes for interchange at North Acton Underground

The scheme in brief

- Remove, or partially remove gyratory at Gipsy Corner
- Bring all bus services in the area to serve a single interchange at North Acton
- Provide bus priority (whether or not gyratory removed)
- Provide short-term parking and loading space on-street
- Provide a drivers' information point and lay-by at entrance to Park Royal
- Create a new "station square" and full DDA compliant station access (independent of other items above)
- Redesign local streets and public realm to reduce severance and to enhance environment for development and movement on foot and cycle

Case for change

Transport priorities for LIPS have been set as follows, with the scheme's contribution indicated in the table:

LIP transport priority	PRSG bus priority and gyratory removal scheme contribution
* Improving road safety	Reduced traffic speeds should enhance safety
* Improving bus reliability	Contra-flow lanes and priority signals will increase reliability
* Relieving traffic congestion	To be modelled
* Improving parking and loading arrangements	Parking and loading improvements to be included in the scheme (lack of short-stay parking identified as key issue)
* Improving accessibility for all on the transport network	Greatly increased public transport accessibility and interchange
* Encouraging walking and cycling	Reduced traffic impact on local streets will encourage walking and cycling
* Bringing transport infrastructure to a state of good repair	Improved station and station environment at North Acton

The transport analysis for contributions of projects to the London Plan included improvements to interchanges and stations, justified on the basis of:

Broad Interchange benefits (TfL, 2003)	Contribution of PRSG
Improves efficiency of use of public transport capacity in London	
Improves the efficiency of distribution of workers from terminals and stations	PRSG interchange will enable easier access to Park Royal employment by public transport. The bus re-routing will give better access to proposed new housing and employment at North Acton
Enhances development and intensification at major interchanges and town centres	The scheme is part of a comprehensive plan to enhance development opportunities and densification at North Acton

Removal of Gipsy Corner Gyratory

Three options have been put forward. The purpose is to:

- Reduce the intrusion of extraneous traffic from the local road network, especially commercial and HGV traffic;
- Reduce traffic speeds to improve safety and reduce noise and severance;
- Reduce road widths where possible to reflect local network function, and thus to reduce severance;
- Enable bus services to be brought together at a North Acton interchange

The proposal is in line with best practice to remove traffic-oriented one-way and gyratory systems that were implemented in the 1960s and 1970s to increase vehicle capacity to the exclusion of other considerations. Examples of one-way and gyratory systems that have been or are being removed or reduced are:

- Tottenham High Road
- Aldgate
- Trafalgar Square
- Ashford Ring Road conversion to 2-way
- Chatham ring road conversion to 2-way

Bus re-routing: Factors to be assessed

Positive factors

1. Interchange with Underground at North Acton, with potential for bus and Underground revenue growth, and consequently
2. Reduced walking times to North Acton station (70% reduction in distances from bus stops to the station)

3. Increased bus patronage from increased population and jobs at PRSG
4. Increased route simplicity and legibility, leading to increased passengers and potential mode shift from car
5. Greater bus reliability with contra-flow bus lanes
6. Potentially faster journey times
7. More equal bus journey times between route directions (easier operation)
8. Moderation of traffic speeds on Victoria Road and Portal Way (due to reintroduction of two-way movements) thus reducing severance.

Negative factors

1. Bus mileage change due to creation of single interchange point at “station square” (assessed at increase of 186 kms per weekday, or 8kms if route 260 excluded from North Acton interchange), and consequential additional operating costs;
2. Potential passenger time increase due to the above (existing passengers only), and possible loss of revenue resulting.