

Possible layout for bus stops on an island at Shepherds Bush Green [version2, April 2002]

First some basic principles that may guide the design, and help avoid traffic chaos.

- 1 In the future there will be more buses. At the Shepherds Bush rd / Goldhawk rd intersection there is room for only 3 lanes of traffic including buses. There is no point in supplying this area with 3 lanes of traffic plus buses. Two lanes of free flowing traffic in front of the West 12 centre [plus buses] will enable more revolutionary designs.
- 2 A system should be designed that reduces the number of trajectories that cross each other. In our proposed system buses from the interchange or coming from the west and turning will not cross the westbound traffic to get to bus stops. Also traffic can turn left into Rockley rd or the petrol station without clashing with buses.
- 3 There is a strip of pavement on the Green opposite the West 12 Centre that is not used. Where lack of road space is a problem it should be brought into use, if possible.
- 4 The point of widening the pavement is to improve the environment. Filling the new space with people queuing for buses does not improve the environment. The pavement on the South side could be used for cafes etc.

The diagram shows the eastern end of the Green. The red area marks bus lanes with bus stops indicated. 3 bus stops will allow for passengers going south, south-east or east. The yellow areas are passenger waiting areas. The design of the passenger area could mirror that of the Southern Interchange. There is room for 2 lanes of free flowing traffic. The green area indicates a cycle lane and a left turn lane.



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