



## West Ealing Liveable Neighbourhoods Bid

London Borough of Ealing

Date: October 2017

**PROJECT**  
**CENTRE**



## Liveable Neighbourhoods Bid Pro forma

West Ealing Liveable Neighbourhoods (WELN) bid

### General Information

Table 1

Organisation name(s):	London Borough of Ealing
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Project Title:	West Ealing Liveable Neighbourhoods
What Financial Year is this application to be considered for?	Financial Years 2018/19, 2019/2020 and 2020/2021
Is the Borough submitting any other Liveable Neighbourhoods applications?	No
Has this project been submitted before as a bid to TfL?	No

# 1 Executive Summary

The council's vision for West Ealing is of a resilient, prosperous and healthy neighbourhood where residents and workers feel safe and more likely to make sustainable travel choices. The proposals within this WELN bid cover a wide range of improvements that come together to produce a cohesive programme. It includes physical measures such as public realm enhancements and junction redesign to facilitate better pedestrian and cycle movement and accessibility, proposals that green the streets and start addressing air quality issues and then complimentary measures that seek to inform and influence, encouraging more active travel. A number of these proposals have already been designed and are "shovel-ready", awaiting funding opportunities to be realised.

Ealing Council recognises and embraces the need for change in transportation and public realm in London and has over the last few years pushed forward a pro-sustainable transportation agenda in both policy and design that regularly wins awards. Since 2012, the borough has won 14 awards, including Transport Borough of the Year at the London Transport Awards and Transport Authority of the Year at the National Transport Awards. Southall Broadway Boulevard is among the completed projects that have been recognised for their excellence. Five of these awards were specifically for walking and cycling.

West Ealing is a great opportunity area on which to focus the Liveable Neighbourhood Fund. It is a high population growth area, with significant new high-density developments completed and under construction. More people will be attracted to the area when the Elizabeth Line (Crossrail 1) opens at several local stations in May 2018. The opportunity brought by these developments has the potential to transform the area and bring about the modal shift to active travel, sustainable transport and Healthy Streets. However, currently the public realm is not of the standard required to encourage this modal shift; it is tired and vehicle dominated. It is also an area of high crime levels and perceptions and has pockets of poor air quality caused by congestion. A suite of holistically developed interventions are needed to make this step change and enable West Ealing to live up to its potential. This bid therefore outlines proposals in which there are three unifying themes:

**CONNECTIVITY** - improving public realm and accessibility along all streets and routes

**SAFETY** - reducing crime levels and perceptions of crime

**AIR QUALITY** - reducing air pollutions levels

## 2 Strategic Case

### 2.1 Mayoral Strategies

The proposals adhere to the Mayor's Draft Transport Strategy (MTS) and associated principles as follows:

- **Healthy Streets and benefits of active travel** – the proposals complement the Healthy Streets agenda through improving accessibility and facilities for pedestrians and cyclists, from small scale interventions to improve junction crossings and developing schools travel plans, thereby encouraging and making active travel possible.
- **Promote walking and cycling** – a number of the proposals target the lack of place-making and the non-travel function of the local streets. By exploiting opportunities to improve small spaces and create places to sit, chat and rest, a sociable and more attractive street can be made, thereby encouraging more people to spend time in their neighbourhood.
- **Improving personal safety and security** – more people are encouraged to use the street, which generates natural surveillance, encourages pro-social behaviour and helps to improve the perception of safety.
- **Reduce car use and traffic reduction strategies** – the proposals deal with the impacts of car use and consider methods to prevent rat-running through residential streets and manage parking through CPZs, as well as opportunities for greening streets and seeking to screen users of walkways from some of the air pollutants.
- **Natural and built environment and climate change resilience** – SuDS and additional tree planting can assist in building resilience within the streetscape. The existing trees need assistance to survive the pressures for water, air and space.

### 2.2 Mayoral and TfL Strategies

The design team used the Design Toolbox of the Roads Task Force Strategy documentation where appropriate, in particular Compartment 2 tools regarding the re-imagining of the street. In terms of the Street Family Hierarchy, the existing character of West Ealing sits firmly in the Local Road category, with a High Road running through it east to west and Connectors/High Street running north to south at its eastern edge. The proposals do not seek to change these typologies.

The proposals in this bid document correspond with the Liveable Neighbourhood (LN) example scenarios 'Scenario B' - a town centre/high street and 'Scenario D' - connections to an existing 'Healthy Streets' town centre/high street or Strategic Cycle Network from the guidance.

### 2.2.1 MTS Objectives & Benefits Criteria

The objectives for the WELN bid mirror those set out in the LN guidance. These align with goals from the Draft MTS as shown in the Appendix A Section 2.4.

## 2.3 Links with local borough strategies

### 2.3.1 Local Implementation Plan (LIP)

Ealing's current 2014-2017 LIP was approved by the Ealing Mayor and the London Mayor in 2014. The LIP was developed within the framework provided by the Mayor's Transport Strategy and consists of an evidence base, objectives, targets and initial three year programme. The goals, objectives, and outcomes for the LIP reflect local policies and priorities and are aligned with the Council's Corporate Priorities and the Sustainable Community Strategy.

The LIP has eight policy objectives which focus on road safety, sustainable travel, smoothing traffic flow, quality of life, healthy travel, accessibility, principal road condition and reduced contribution to climate change. These objectives are consistent with the Draft MTS, West London sub-regional transport plan and Ealing's corporate priorities including the Development (Core) Strategy 2026. These objectives have been set to cover the lifetime of the MTS to 2031.

Some of the proposals for WELN were identified as part of the LIP Delivery Plan 2014-17. Other additional proposals have been shaped by the strategic LIP objectives.

### 2.3.2 Cycling Strategy

The Ealing Council Cycling Strategy 2010-2016 set out a vision for cycling in Ealing, as well as objectives to:

- Increase modal share of cycling to 5% by 2026
- Reduce rate of KSI cycle casualties by 30% by 2026
- Halve the number of stolen cycles per trip by 2016

The above strategy document is still current, but will be updated by the Ealing Cycling Commission which, led by the Leader of the Council, invited influencers and academics to provide evidence from London, Brighton and Copenhagen. Commissioners debated and unpicked the most challenging cycling barriers faced as a borough. As a result, a clear mandate emerged to turn Uxbridge Road (The Broadway in West Ealing) into Ealing's first primary cycling corridor. Furthermore, the commissioners maintained support for high quality cycle parking at both ends of the journey and supporting measures, such as cycle training, as essential to grow the number of residents using bicycles. The commission made clear that no opportunity should be missed to improve cycling in order to reduce the 31% of car journeys in the borough that are 2km or less.

### 2.3.3 Health and Wellbeing Strategy

Ealing has produced a Health and Wellbeing Strategy 2016-2021, in which the urban realm is recognised as a factor in improving public health. Priority 3 states the borough will "Create and sustain an urban environment that helps people to make healthy choices." Key action 8 states "Through planning, regeneration and urban design we create healthy places to live from the outset." Ealing's Director of Public Health has been consulted and a letter supporting the bid is included, see Appendix A Section 1.1.

## 2.4 Opportunity

As highlighted above there is a significant opportunity now in West Ealing with the growth of new residents to the area and new commuter routes through the area. The time is now to capitalise on this change and encourage new travel modes through the improvements proposed in this bid.

Some of the measures proposed are designed to support the infrastructure projects of Crossrail and Ealing's Crossrail Complementary Measures project (CCM). A number of LIP funded schemes have recently been completed but others need further funding for additional elements to achieve their full effectiveness in terms of improving the environment to encourage active travel, both walking and cycling, and to reduce car dominance in the area.

**Analysis of opportunities** – the pre-bid meeting with TfL (see Appendix A Section 3.3) identified the key areas of improving cycling and walking provision, reducing crime levels, reducing air pollution levels and levels of potential growth in population and jobs. The measures in the WELN bid proposal therefore seek to transform the quality, safety and accessibility of the area's public realm, improve walking and cycling route quality and connectivity, lessen the dominance of moving and parked vehicles and increase, enhance and protect amenities such as trees and open space. This will give pedestrians and cyclists greater reason to use the area's streets thereby reducing crime and the fear of crime through natural surveillance.



**Deprivation** – according to the 2015 Indices of Multiple Deprivation, much of West Ealing is ranked overall as within the top 20% most deprived areas in England. However, for the index measuring Crime and Income Deprivation among older people, it is within the top 10% most deprived.

**Growth and development** – West Ealing is a significant growth area in population, see Appendix A Section 2.6. Many people are already moving into the area to live in the new homes being built around Singapore Road (e.g. on Green Man Estate) and the streets need to be improved to complement the new housing. A brand new mosque is under construction that will also attract more people to the area. Air pollution is an issue, so measures to address this problem need to be implemented. In anticipation of Crossrail opening, the council wants to encourage walking and cycling trips to the new station. Other developments to improve buildings in West Ealing are also in the pipeline, including a brand new school at St John's in the northern section of the study area. New residents are more likely to be amenable to consider active forms of travel whilst they settle in to their new surroundings and adjust to the new facilities at West Ealing Station. Combined with the new CPZ the proposals will help incentivise residents to adopt more active forms of travel.

**Precedent** – Ealing's earlier LIPs identified this area (Corridor 1C) as requiring interventions and TfL agreed by allocating LIP funding to deliver these schemes (however the funding wasn't sufficient to undertake all the desired interventions to meet Ealing's aspirations for the area). Public consultation on C1C schemes showed support for these measures.

**Neighbouring town centres** – Hanwell and Ealing Broadway have been significantly improved but West Ealing is lagging behind in terms of improved infrastructure. This disparity encourages avoidable longer trips when residents shop elsewhere.

**Improving cycling facilities** – As well as the recent launch of Mobike, the borough has delivered numerous award winning cycle priority schemes and has experience from public engagement which suggests that the West Ealing community would support changes which are fundamental to the Healthy Streets Approach. The 'Quietway' cycle route of Leeland Terrace-Dean Gardens-Mattock Lane is in need of investment.

**Uxbridge Rd Low Emission Bus Zone (LEBZ)** - the target date for the Uxbridge Road LEBZ is summer 2019. The Uxbridge Road corridor will see a mixture of Euro VI conventional and hybrid buses. Ealing Council is pro-actively engaging with TfL to examine scope for enhanced bus priority along the LEBZ, including West Ealing.

## 3 Existing Situation

### 3.1 Site audit

Site audits were carried out by Tim Melhuish of LB Ealing and David Pope and Sam Nash of Project Centre in September 2017. A more detailed assessment is available within Section 3.1 of Appendix A.

These audits identified that the main obstacle to a healthier and better pedestrian and cycling experience is the character of the main roads and their impact on the adjacent residential areas. In particular the east-west A4020 (The Broadway) is the source of many of the problems that impact on the area, which can be summarised as follows:

- Congestion causes rat-running through the local residential street network, reducing the ambient air quality and contributing to noise pollution;
- Traffic backing up into side streets lowers the ambient air quality in the residential areas;
- A lack of easy or well-positioned crossing points causes severance for north/south routes, and waiting times can be long;
- Desire lines are not often met, which means that people tend to cross the road wherever they want and don't always use the formal crossing. There are no side entry treatments or raised tables at junctions;
- The volume and speed of traffic on main roads is intimidating for cyclists and unpleasant for pedestrians; and
- Proximity to train stations places pressure on parking in adjoining residential streets, creating a car dominated environment.

## 4 Potential Scope

The proposals within the WELN bid constitute a mix of capital works and behavioural change initiatives contained within a Core Area and a Wider Area. Some of the proposals have already been designed, consulted on and approved by Ealing Cabinet, and can therefore be described as "shovel-ready" while others require further development. Refer to Appendix A Section 4 for details.



## 4.1 Core Area Proposals

4.1.1 **The Broadway** - through this section of the Uxbridge Road, The Broadway is a significant retail area and attractor for local residents. The corridor is currently characterised by congested footways and heavy traffic flows that create severance from one side of the road to the other for pedestrians and cyclists.

A significant improvement and change to more sustainable transport can be achieved by redressing the balance between the carriageway and footway spaces. The council's vision is to create a strong sense of community space along The Broadway linking adjacent local residential streets. The reduction in private car use and through traffic is also an ambition so that in the longer term when the circumstances permit, the current three lanes could be reduced to one running lane in either direction. This would open up a large amount of carriageway space for wider footways, the ability to plant new trees, repave and install street furniture to support more social interaction and a dynamic pedestrian environment. This future change to the carriageway width would facilitate the integration of raised cycle tracks in footways, separating vehicles from cyclists.

In the meantime, the proposals for the Broadway within this bid delivery timeframe will be future-proofed enabling works that set the scene for the longer term vision. The existing kerb alignment, lane widths and assignments are still retained, including existing bus lanes. Proposed measures include:

- Remove redundant and un-necessary street furniture e.g. pedestrian guard rails (De-cluttering)
- Replace street furniture with new coordinating palette and re-site to be consistent and logical
- Provide additional cycle parking and expand the pilot Mobike dockless cycle hire scheme
- Adjust location of pedestrian crossings to cater for desire lines and add raised tables
- Repave footways with natural stone paving
- Resurface carriageway to improve cycle ride quality and remove extraneous carriageway markings
- Provide consistent side road entry treatments at every junction (SRETs)
- Resurface and de-clutter side roads
- Ban turns and/or road closures at selected side roads to reduce traffic
- Introduce road closures with filtered permeability for cycles in selected surrounding residential roads
- Introduce a 20 mph speed limit

- 4.1.2 **Dean Gardens** – the council has developed concept proposals through consultation with residents to significantly re-design Dean Gardens. The proposals address the poor connections to the surrounding streets through improvements to entry points, opening up the boundary on The Broadway to allow better pedestrian permeability, creating better areas for rest and play and adding more functionality, as well as providing a community café and a setting for the Soundbite Community Festival. Current design progress is to RIBA stage 2.
- 4.1.3 **Singapore Road/Witham Road improvements** – Singapore Road is the site of the redeveloped Green Man Estate and the new mosque, as well as being adjacent to the new St John's primary school buildings. Together with Witham Road it is a potentially valuable quiet link parallel to The Broadway for cyclists and pedestrians. Its streetscape is in much need of upgrading to match the quality of the new developments, in particular with regard to widened footways with improved surfacing materials, tree planting, lighting, side road junctions and pedestrian priority over footway crossovers. These interventions will make the road more appealing as a route through to the retail heart of the area and Deans Gardens.
- 4.1.4 **Northfield Avenue/Mattock Lane junction improvements** – these proposals deal with the problem crossing of Northfield Avenue for pedestrians and cyclists, linking the desire line from Dean Gardens to Mattock Lane and avoiding the detour and narrow shared footways. This is of major benefit for users of the east/west Quietway which, as it follows the local back streets, will be popular with less confident cyclists as well as residents living in the adjacent areas wanting to access the amenities of Deans Gardens. Current design progress is to RIBA stage 2.
- 4.1.5 **Green Man Passage** – The SuDS and public realm proposals repave much of the lower section of the pedestrian path with porous surfacing and introduce trees and planting beds to manage storm water. Raised tables are designed where the path crosses side streets. A second phase would look at creating shared cycle access and improving visibility on the northern section, through repaving, decluttering, tree canopy lifting and the provision of flush kerbs. Phase 2 would improve access to West Ealing Crossrail station. Current design progress is to RIBA stage 3 on first phase.
- 4.1.6 **Leeland Road** – as the site of the farmers' market and a temporary closure every Saturday, the proposals seek to create a more shared space character by introducing higher quality materials, reducing kerb upstands to make the area more accessible and providing power sources for the market. Current design progress is to RIBA stage 3.
- 4.1.7 **St James Avenue and Canberra Road** – Canberra Road is an unattractive service road to the rear of the shops on The Broadway that links the two pedestrianised areas of St James Avenue and Melbourne Avenue. It has short-term parking for shoppers, and cars and pedestrians share the same surface, but the emphasis is clearly on vehicular use. The space has no active frontage and is a known area for crime. The council's proposals include redesign as a pedestrian priority

shared surface to link the two exiting pedestrian areas, with a rationalisation of parking and loading and amended TROs. The pedestrianised section of St James Avenue has already been recently repaved and given power facilities to hold a small market or events. This treatment is to be extended to the space adjacent to the West Ealing House NHS Education Centre, providing bespoke cycle parking facilities. Current design progress is to RIBA stage 2.

- 4.1.8 **Junction improvements at Leeland Terrace/Tawny Close outside Dean Gardens** – provide a raised table and carriageway materials changes to enhance the setting of the entrance into Dean Gardens and improve quality and legibility of the east/west Quietway as it changes course through the gardens.
- 4.1.9 **Feasibility study** – reinstatement of the right turn from Drayton Green Road to The Broadway at the Lido junction would assist greatly in reducing the level of rat running through the local roads in the northern section of the study area. For the proposals in 4.2.2 below to function in that area it is a necessity. The right turn was banned in order to improve the flow of traffic southwards and increase capacity at the Drayton Green Road junction, as the carriageway is too narrow to allow the right turn to have its own lane. The study would include a diagonal crossing option to reduce severance.
- 4.1.10 **Maitland Yard** – this existing unmanaged car park has no markings hence the parking arrangement is not efficient and creates antagonism with users. With no parking charges in place, the council is currently unable to manage the space effectively to the detriment of local businesses. The proposals regularise the existing situation, provide covered parking for cyclists, and include spaces for Blue Badge holders and EVCPs. Current design progress is to RIBA stage 2.
- 4.1.11 **Screening of electrical substation in Dean Gardens car park** – the substation is a significant eyesore and inappropriately located within a high street. While it can't be moved, a 3m high living wall is proposed to screen it from view. A single parking space will need to be replaced with a planting bed and a footpath.

## 4.2 Outer Area Proposals

- 4.2.1 **Jacob's Ladder footbridge and public realm improvements** – work with Network Rail to upgrade the pedestrian lighting on the bridge to complement the council's recent lighting installations, paint the structure and install cycle wheeling ramps. Currently parking bays obscure easy access and legibility of the link between Drayton Green and the path over Jacob's Ladder. A better link could be created by simply removing parking bays, building out the path into the road and adding a raised table. The Romsey Road junction with Felix Road is immediately adjacent to St John's school and receives high footfall during drop off and pick up. A raised table over the junction would assist pedestrians crossing all arms and particularly links with the Jacob's Ladder footbridge. An improved environment here will encourage change

of use of the adjacent shops to a café or similar, therefore making better use of the south-facing aspect of the Jacob's Ladder space. This will improve the look and feel of this key route into West Ealing shopping area from the north, and encourage greater use of it, thereby improving natural surveillance and the perception of crime.

- 4.2.2 **Filtered permeability and road closures** – measures to prevent rat-running can be successful in improving local roads for pedestrians and cyclists, making roads safer and reducing air pollution levels. Filtered permeability could be applied in the roads parallel to The Broadway, such as Leeland Terrace, Felix Road, Gordon Road and Mattock Lane. Some roads could be stopped up at their junctions to create pocket parks and opportunities for tree planting and soft landscaping. Suggested locations are shown on proposals plan 4.1 in Appendix A. These routes cumulatively cut off the majority of rat running within this section of West Ealing. They would also fit in with the current cycle routes that are in place and would make the routes safer for the cyclists. Trial closures could be put in place initially with a view to making them permanent if successful. Closing the roads has the added benefit of providing a space in which the community can host events (detailed later in the behaviour change initiatives).
- 4.2.3 **Tree planting and resurfacing under trees to remove trip hazards** – the trees in the area are at risk of poor health due to climate change, lack of water and reduced or compacted rooting zones. It is proposed to replace the paving around the base of trees with Flexipave, a proprietary product already used in Ealing to smooth over roots and create a porous surface that absorbs movement without cracking. In addition, kerbs would be replaced adjacent to the trees with Flexistone allowing water in the carriageway to percolate into the tree pit, thus fulfilling a SuDS function.
- 4.2.4 **Enhance small green spaces/create pocket parks** – there are a number of strips of soft landscape that could be enhanced. The council is in discussion with a local community group about the design of a community garden on soft-landscaped council land on Leeland Terrace. There are several other opportunities identified on the proposals plan.
- 4.2.5 **West Ealing 20mph zone** – the council has recently consulted on a 20mph zone for the residential roads in the northern section of the study area including The Broadway. The public voted 65% for the measures, but it needs funding.
- 4.2.6 **Air quality screening for St John's** – the boundary fence of St John's School could be adapted to support green screens that help trap particulate pollution and improve the ambient air quality within the school's outside spaces.
- 4.2.7 **Entrance gateways to the area** – gateways at either end of The Broadway in West Ealing will help identify arrival in the core area. This would include areas of high quality paving, public art, trees of significant stature and decorative lighting.

### 4.3 Behavioural change initiatives

- 4.3.1 **Information pack on sustainable travel options, business travel plans and Personalised Travel Plans** – new residents in particular, through developers and estate agents, can be guided to make sustainable choices. The information pack will describe these options both in hardcopy and as an online resource with user-generated features.
- 4.3.2 **Play streets and street closure events** – there are currently 17 approved play streets in West Ealing/Northfields (W13). With the proposed point closures of streets their suitability as play streets will substantially increase. The council wants to be able to work with communities to promote and assist these initiatives.
- 4.3.3 **Sustainable routes to school and cycle training** – the council will work with schools to assist behaviour change activities to promote active travel to school, including cycle training. This could be along the lines of “Beat the Street”, which is a digital system that calculates distances walked or cycled. Drayton Green and St Johns Primary Schools are on the school travel priority list for measures.
- 4.3.4 **Historic walking and adult walking promos and activities** – design measures and promote activities to get adults and older people out walking, such as guided historic walks.
- 4.3.5 **“No idling” project** – encourage drivers to cut their engines while stationary through promotions.
- 4.3.6 **Public art and feature lighting** – reinforce local identity through public art (e.g. murals) and feature lighting.

### 4.4 Surveys

- 4.4.1 **Parking beat survey** – to assess utilisation of existing parking spaces and impact of CPZs on residential streets.
- 4.4.2 **Travel and spend survey** – to assess how users travel to the shopping area on The Broadway and record how much they spend depending on which mode they choose.
- 4.4.3 **Attitude surveys** – to assist in the benchmarking of scheme perception, both before and after implementation.

#### 4.5 Complementary schemes:

The below schemes are already in progress but will complement and enhance the suite of proposals detailed above to meet the overall objectives of the area:

- 4.5.1 **Crossrail Complementary Measures (CCM)** – the study area includes West Ealing station public realm and junction improvements and the Alexandria Road junction improvements. The measures assist accessibility on foot and by bike, with a proposal for storage for up to 60 bikes at the station.
- 4.5.2 **EVCPs** – The council has made a successful funding bid to London Councils, the GLA and TfL for the Residential and Car Club Charging Point programme, as part of Phase One of London's Go Ultra Low City Scheme (GULCS). Ealing officers will produce an Electric Vehicle policy to transform EV charging provision and drive a rapid increase in EV use in the borough. This is due for completion early in 2018.
- 4.5.3 **West Ealing CPZ** – Ealing Council are implementing a new CPZ to the south of The Broadway in November 2017. Hours of Restriction for Resident Bays are from 9-10am and 2-3pm.

#### 4.6 Constraints and Dependencies:

##### 4.6.1 Constraints

- *Buses* – need to maintain bus journey times/priority because Uxbridge Road is one of TfL's Low Emission Bus Zones.
- *Constrained urban area* – the presence of the cemeteries (W.Ealing-Hanwell) limit potential Quietway routes to the west and the Great Western Main Line to the north is a major barrier to movement.
- *Jacob's Ladder* – working with Network Rail can often require extended timescales. Their Basic Asset Protection Agreement process requires designs to be advanced before discussions with NR can take place, thus work is at risk of being abortive.
- *Stakeholder expectations* – may not align with Council/TfL objectives.
- *Utilities* – details of utilities unknown currently.

#### 4.6.2 Dependencies

- Completion of Crossrail Complementary Measures.
- Will schools/employers be willing to engage with softer measures?
- Maintaining traffic capacity under Network Management Duty balanced with traffic reduction required in dMTS.
- West Ealing is part of the Ealing Broadway Metropolitan town centre in terms of planning policy (designated in London Plan) plus Ealing Broadway and Haven Green Air Quality Management Area.
- The reinstatement of Drayton Green Road right turn to The Broadway to support implementation of point closures and filtered permeability on local roads to the north of the study area.

## 5 Economic Case

### 5.1 Costs - Table 3

Financial Impact (Outturn £k)	2018/19	2019/20	2020/21	2021/22	2022/23	Total
Project Management & Fees	37,000	100,000	150,000			287,000
Feasibility Design	75,000					75,000
Concept Design	100,000	50,000				150,000
Detailed Design	100,000	200,000				300,000
Subtotal – Design & Fees	312,000	350,000	150,000			812,000
Construction	770,000	2,400,000	2,900,000			6,070,000
Other – Utility Costs	95,000	250,000	300,000			645,000
Other – 3 <sup>rd</sup> party e.g. Traffic signals	20,000	80,000	100,000			200,000
Other – e.g. Traffic Orders, CPO	10,000	10,000	20,000			40,000
Behaviour change initiatives	45,000	150,000	190,000			385,000
Subtotal – Implementation	940,000	2,890,000	3,510,000			7,340,000
Monitoring – data collection ‘before and after data’	20,000		15,000			
Sub Total – Monitoring	20,000		15,000			35,000
<b>Estimated Base cost</b>	<b>1,272,000</b>	<b>3,240,000</b>	<b>3,675,000</b>			<b>8,187,000</b>
<b>Contingency</b>	<b>60,000</b>	<b>150,000</b>	<b>250,000</b>			<b>460,000</b>
<b>TOTAL</b>	<b>1,332,000</b>	<b>3,390,000</b>	<b>3,925,000</b>			<b>8,647,000</b>



## 5.2 Cost assumptions

The figures in Table 3 are based on estimates for each element of the schemes within Section 4 of Appendix A. A breakdown by project is provided at the end of the Appendix. Professional fees and management costs are estimated at approximately 10% of the total cost, which is a reduced amount because a number of the schemes are already partially designed.

## 5.3 Risk

Table 4

Risk No.	Description of risk	Likelihood	Impact/ resolution
1	TfL approvals process. Scheme of value >£2M requires full Business Case, with associated delay to programme.	BC is 100% required.	Delay in implementation of TfL funded works. Therefore, early scheme funding provided by S106 and LBE.  Procurement on projects outside S106 and LBE funding cannot proceed until TfL funding confirmed. Work with TfL BPP team to get Business Case approved.
2	Planning and landowner approvals are required for proposals on land off the public highway. Risk of refusal of planning permission or landowner approval.	Planning applications will be required for Dean Gardens and Jacob's Ladder proposals. Network Rail BAPA liaison process required.	To avoid refusal, pre-application liaison with LBE Conservation and Planning officers as well as consultation with other internal and external stakeholders can help the process.
3	Feasibility studies show that proposals have a significant impact on traffic flow on the SRN. TfL's Principal Network Team require watered down proposals or refuse changes.	Impact on SRN is predicted to be minimal and design will be developed to ensure bus journey times are protected in support of the Low Emission Bus Zone	Establish the degree of impact deemed acceptable to the Principal Network Team to obtain successful outcomes for Healthy Streets criteria. This requires internal liaison between TfL teams, assisted by the Borough. Staged or phased implementation can be carried out as SRN conditions change through other initiatives.
4	Presence of unexpected utility services requires diversions cause delay in implementation, reduced scope or cost increases	Even with the use of GPR site investigations, unexpected diversions can sometimes occur during this type of construction.	In the event of a utility diversion being required, a cost allowance will be made within the project contingency for such an event. The contractor would then revise the programme accordingly to enable works to continue.
5	Ability to install trees is compromised by presence of utilities, reducing scope of project.	Until GPR survey conducted, conflicts with stats are certain.	Identify utilities during design phases and undertake trial holes before construction. Conflict can be mitigated during on-site management.

6	Access to businesses prevents construction progressing.	Construction management can reduce likelihood of risk, but issues inevitable.	Businesses to be consulted during design process and prior to works commencing. Contractor required to include a clearly designated member of the team to manage stakeholder engagement.  Drop in sessions to be arranged with the Council and the contractor prior to works starting
7	Public consultation results on filtered permeability road closures do not support the measures.	Medium likelihood.	Prepare evidence-based analysis of pros and cons to inform residents on the case for change. Brief councillors and other senior stakeholders about the balance of pros and cons to win their support.

Improvements to the paving and tree pit surrounds should also reduce and prevent the risk of insurance claims due to collisions and or trips and falls. Improving lighting design in the street should make the bid area a safer place to drive, cycle or walk after dark thus reducing risk of collision, coupled with the improvements to remove street clutter uneven footway and crossover areas that should reduce risk of trips and falls.

## 6 Commercial Case

LBE will most likely procure the design and implementation stages using its existing frameworks and term contracts. This approach will reduce start up delays and avoid expense on procurement processes whilst demonstrating value for money via Ealing's recent market testing. In particular, the minor works and civil engineering contract was retendered in 2017. In addition, specialist design and consultancy services could be procured via other local authority, TfL or GLA frameworks if required, e.g. architectural urban realm design.

## 7 Financial Case

Table 5

Funding Source (Outturn £k)	Spend to date	2018/19	2019/20	2020/21	2021/22	2022/23	TOTAL	STATUS
External	0	0	0	0	0	0	0	To be explored post award
<b>Subtotal – External Funding</b>	0	0	0	0	0	0	0	
TfL Liveable Neighbourhoods	0	955,000	2,640,000	2,925,000	0	0	6,520,000	Funding bid
TfL LIP - Corridors and Neighbourhoods (C1C)	65,000	150,000	150,000	100,000	0	0	465,000	2018-2021 ASS submitted
<b>Subtotal – TfL Funding</b>	65,000	1,105,000	2,790,000	3,025,000	0	0	6,985,000	
Council match funding	10,000	115,000	400,000	700,000	0	0	1,225,000	Committed
s106	0	112,000	200,000	200,000	0	0	512,000	Committed
<b>Subtotal – Council Funding</b>	10,000	227,000	600,000	900,000	0	0	1,737,000	
<b>Total Funding</b>	75,000	1,332,000	3,390,000	3,925,000	0	0	<b>8,722,000</b>	
<b>Surplus (Shortfall)</b>	0	0	0	0	0	0	0	

## 8 Management Case

Table 6

Milestones	Start date	End date	Duration	Comments where applicable
Feasibility Design	Jan-18	Jun-18	6 months	for new core and outer schemes - funded via LBE/s106
Concept design	Jul-18	Dec-18	6 months	for new core and outer schemes
Detailed Design	Jan-18	Jun-19	9 months	"Shovel ready" schemes DD start Jan 18
Construction	Apr-18	Sep-20	27 months	"Shovel ready" schemes construction Q1-Q4 18/19
Project Completion		Sep-20		Shovel ready completion Mar 19. Outer area Mar 20
Post-implementation Monitoring	Jan-21	Mar-21	3 months	Interim monitoring Q2 19/20 and Q2 20/21

## 9 Measures of Success/Benefit Realisation

Table 7

Liveable Neighbourhood Objective	Measure of Success	Measure/ Baseline/ Expected Value
Promoting more people in neighbourhoods to walk, cycle and use public transport	Increase in walking and cycling at selected survey points	Continuation of Ealing's annual congestion monitoring surveys at Lido junction (includes pedestrians and cyclists)
Increase the number of trips made by walking, cycling and public transport	Average bus passenger loadings	Before and after footfall surveys and/or pedestrian crossing surveys in the shopping area
		Before and after shopping mode of travel and spend surveys
		20% increase in walking
		10% increase in cycling
		Buses - TfL's BODS data
Creating safer neighbourhood environments for people to travel to and from	Improved feelings of safety and security of users Decrease in recorded crime and ASB for period 12 months before and implementation compared with previous 12 months	Satisfaction Surveys 10% increase from baseline
Reduction in crime and anti-social behaviour		Met Police crime data
Reduction in collisions	Decrease in the recorded number of collisions for the 36 month before and after construction	Information provided from the Traffic Accident Diary System contained within Accstats
Less car journeys which creates opportunities for neighbourhood public realm improvements	Reduction in vehicles, particularly rat running through residential areas	Baseline and follow up traffic counts and turning surveys
Reduction in traffic volumes		Continuation of LBE's annual congestion monitoring surveys at Lido
Improve the quality and the resilience of public realm	Improved public realm both look and feel	Satisfaction/attitude Surveys 10% increase from baseline
More spending in local shops	Increase in weekly spending	Before and after mode of travel and spend surveys
		10% increase from baseline



Going forward Ealing Council will ensure that stakeholders and the public are fully engaged in the development of these proposals. Key stakeholders will include: local resident groups, the Neighbourhood plan group, TfL, Business Forum, Network Rail (for any changes to Jacobs Ladder), councillors, police and emergency services, Ealing Cycling Campaign, Business Improvement District. Letters of support from Council Leader Julian Bell, and Director of Public Health are in Section 1 of Appendix A.

## 11 Other Information

Table 8

<b>Any other initiatives TfL, GLA or other that are likely to be active in the area of the project:</b>	Crossrail Complementary Measures London Council/ TfL/ GLA - GULCS scheme to fund EVCPs
<b>Is the scheme on or does it affect the Strategic Road Network (SRN) or the TLRN?</b>	Yes, it is partially on the SRN

### 11.1 Road Danger Reduction Statement

11.1.1 Refer to Section 2.5 in Appendix A for the analysis of this data. The latest 36 months data to October 2016 shows that there have been a total of 116 collisions within and on the boundary of the proposed Liveable Neighbourhood. All of the recorded collisions occurred on a road classed as A. The total average collision rates on A-roads are 10.2 per km and 8.66 per km of carriageway, for LB Ealing and London respectively. The carriageway of Uxbridge Road/Broadway was measured and determined to be 690m. Using this measurement, the annual average collision rate for Uxbridge Road/Broadway is 39.33 per km of carriageway and the annual average pedestrian collision rate and annual average cyclist collision rate is 22.22 per km and 7.25 per km of carriageway respectively. These results show that the average annual collision rate for Uxbridge Road/Broadway is over **5** times greater than the borough average, and over **6** times greater than the London average. These figures also indicates that the pedestrian collision rate is over **12** times greater than the London average, whilst the cyclist collision rate is **36** times greater than the London average.

### 11.2 Crime and Security Statement

11.2.1 Refer to Section 2.2 in Appendix A for the analysis of this section.

## Submission Checklist

Use the following checklist to confirm that the required documents have been provided as part of this bid			
#	Item	Included (Y/N)	Comment
1	<b>Completed Liveable Neighbourhoods Pro forma</b>	Y	
2	Healthy Streets Check	Y	Included in Appendices
3	Plan showing location and boundaries of scheme	Y	Included in Appendices
4	Plans(s) highlighting the proposed interventions	Y	Included in Appendices
5	Site audit	Y	Included in Appendices
6	Road danger reduction statement <b>and</b> collision plot	Y	Included in Appendices
7	Crime reduction statement	Y	Included in Appendices
8	Statement of support from the Borough	Y	Included in Appendices
9	Summary of behaviour change initiatives	Y	Included in section 4.3 of this pro-forma