

# 2019-22 LOCAL IMPLEMENTATION PLAN CONSULTATION REPORT SUMMARY

## EALING COUNCIL

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### Background

The Ealing Local Implementation Plan (LIP) (Transport) focuses on the period 2019-22 plus up to 2041. The document is consistent with Mayoral and Ealing transport strategies.

An extensive consultation was conducted on the draft LIP between 5 November and 7 December 2018, including an online survey with an article in the Council magazine delivered to every household.

In total, there were 467 responses to the consultation.

### Breakdown of issues

The table below summarises the most popular highlighted issues within the consultation survey. Council responses are provided in the adjacent column.

<b>Key issue raised</b>	<b>Ealing Council's response</b>
Road safety is a major issue on the Uxbridge Road and is a major barrier to cyclists and their safety.	Noted and agreed. The Uxbridge Road walking and cycling corridor project will improve road safety.
Segregated cycle lanes must be built on major roads to further protect cyclists.	Noted and agreed.
Traffic regulations must be enforced by the Council, especially those that protect pedestrians and cyclists.	Noted. Traffic enforcement is undertaken by both the Police and the Council depending on type of offence. Problem locations will be targeted for remediation.
Public transport accessibility and quality of service must be improved. The District and Piccadilly lines frequency and connectivity of service is lacking.	Noted and agreed, however Ealing Council's role is limited to lobbying and it is not directly responsible for the frequency and quality of service of the Tube service as it is run by Transport for London.
Emissions must be reduced via improvements in public transport links. Air quality measures around schools need to be implemented.	Noted and agreed. TfL are introducing low emission buses. The School Travel programme will target school run traffic.
The 20MPH borough-wide speed limit cannot be implement without strong enforcement from the Council.	Noted. Traffic enforcement is undertaken by both the Police and the Council depending on type of offence. Problem locations will be targeted for remediation.
On-street electric vehicle charge points need to be rolled out across the whole Borough.	Noted and agreed. The Council is currently implementing the first phases of lamp column charger points and on-street charge points throughout the Borough. Future phases of these

	projects and rapid charge points will follow.
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### Breakdown of frequent comments

The table below summarises the comments that were most often received.

<b>Comments in support of the Council's plans</b>
Improving the safety of cyclists is key to encourage more cycling in Ealing. The Uxbridge Road is dangerous for cyclists and poor road safety is a barrier to cyclists. Segregated cycle lanes would make the route safer for all road users.
Improving the safety of cyclists will be key in encouraging more cycling in Ealing.
Creating safe and if necessary, segregated cycle lanes to make cycling safer and to connect major areas must be key to boosting cycling in the borough.

<b>Comments against the Council's plans</b>
The provided plans are not clear enough to answer the consultation survey. The accompanying documents are overall not easy for the public to read.
The 20MPH borough-wide speed limit is not feasible without the Council's enforcement, which it currently does not carry out. This has made residential areas dangerous due to high rates of speeding.
There is too much focus on cycling provision and road safety, and not enough consideration for the road safety of other users.

### Activities and core objectives in the Transport strategy and the LIP

Q1: To what extent do you agree or disagree with each of the (three) core objectives of the Transport strategy and the Local Implementation Plan

#### Summary

<ul style="list-style-type: none"> <li>• Overall, a majority of residents agreed with the three core objectives.</li> <li>• Residents agreed the most with 'Improving road safety' of the three core objectives.</li> <li>• 'Encourage mode shift to walking, cycling and public transport' received the most negative responses (i.e. disagree), of the three objectives, but was still overwhelmingly supported</li> </ul>
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Three objectives were presented to members of the public in the survey:

- Encourage mode shift (to walking, cycling and public transport)
- Reduce the environmental footprint of transport
- Improve road safety

Members of the public were asked to rank these objectives from 'Strongly agree' to 'Strongly disagree' with a total six ranking options to choose from.

In total, 459 responses were recorded; 8 did not answer/skipped the question.

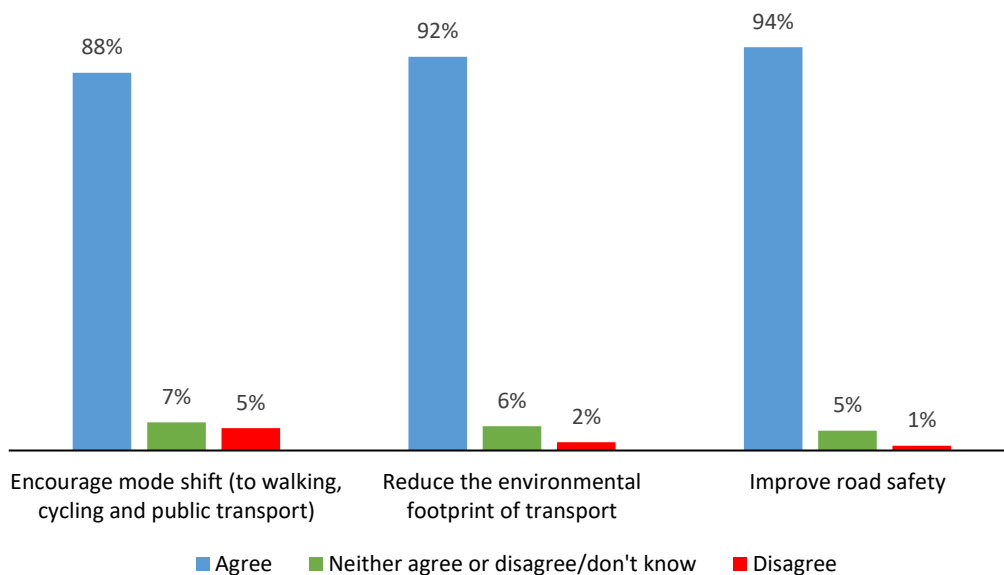


Figure 1 To what extent do you agree or disagree with each of the core objectives of the Transport strategy and the LIP?

Q2: In your opinion, how important is each of the following activities towards achieving the core objectives of the Local Implementation Plan?

### Summary

- All activities received a generally positive response
- Top three most important activities towards achieving the core objectives of the LIP.
  - Implementing new road safety measures for collision hotspots',
  - 'Introducing cycle measures for schools, children & adults',
  - 'Providing more active travel infrastructure' were considered to be the top three most important activities towards achieving the core objectives of the LIP.
- The three least important activities were:
  - 'Introducing the borough-wide speed limit',
  - 'Hosting a Cycle Festival as well as events & community activities for cycling',
  - 'Installing more electric vehicle charge points'

Question 2 received 432 responses; 35 skipped the question.

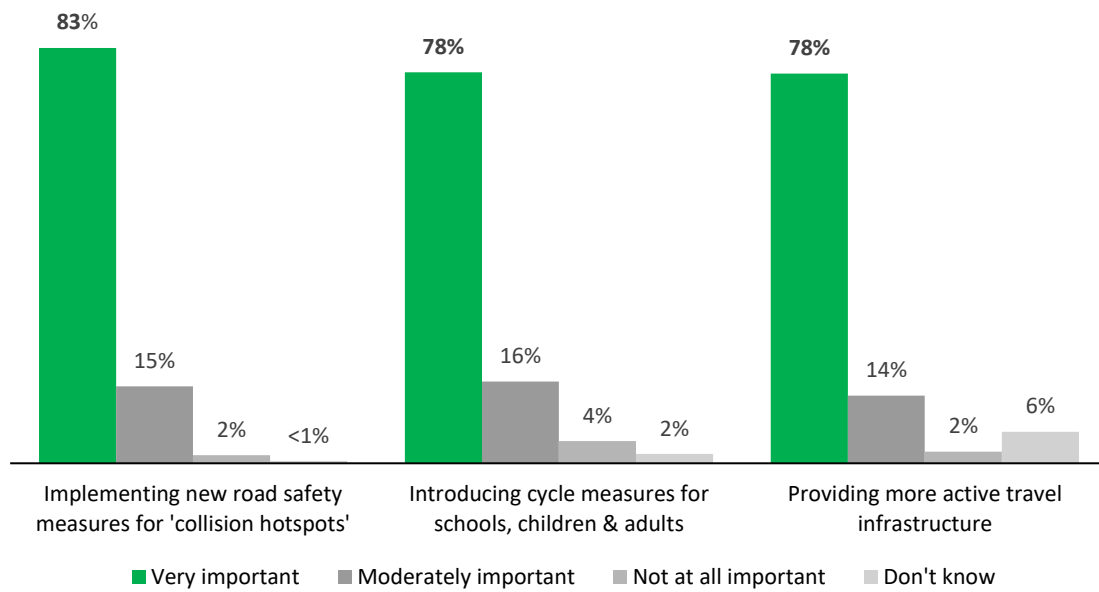


Figure 2 Top three most important activities towards achieving the core objectives of the LIP based on residents' responses

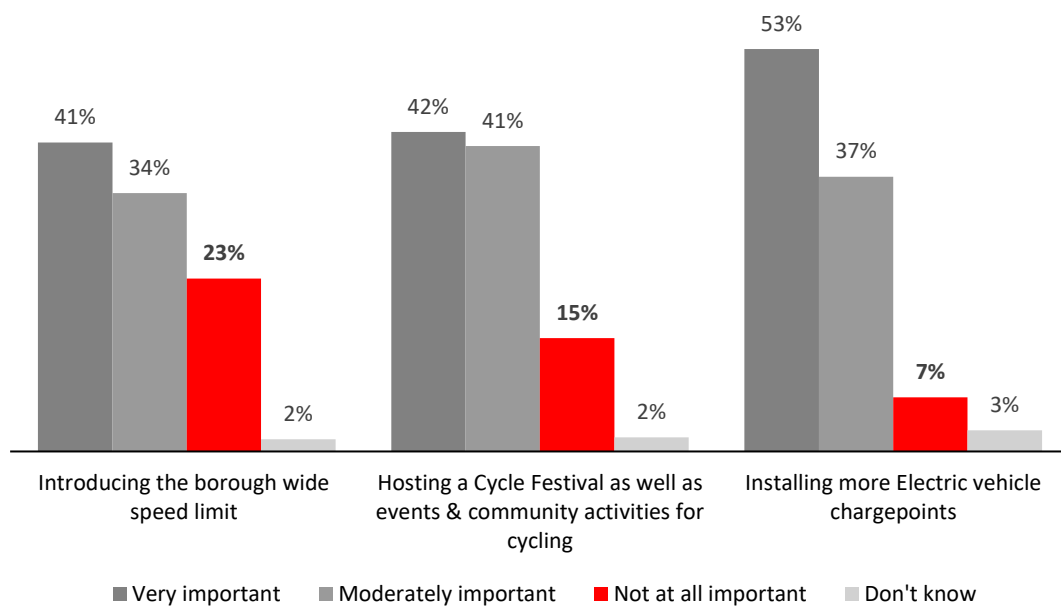


Figure 3 Top three least important activities towards achieving the core objectives of the LIP based on residents' responses

### Q3: Please enter any comments you have about the activities proposed in the LIP.

#### Summary

- Most residents agreed with the implementation of segregated cycle lanes and overall improvements to road safety. Residents highlighted the need for a segregated cycle lane on the Uxbridge Road, where road safety continues to be a major concern.
- Residents believe that it is necessary that Ealing Council enforce traffic regulations, especially those that protect pedestrians and cyclists.
- Public transport links must continue to improve throughout the Borough. This will also contribute to better overall air quality, which has been a growing issue especially around schools.

We received 163 responses for Question 3. This is approximately a 54 percent response rate.

Figure 5 below classifies the 163 responses based on the activities they commented on. Each individual response was assigned a tag linked to the activities proposed in the LIP.

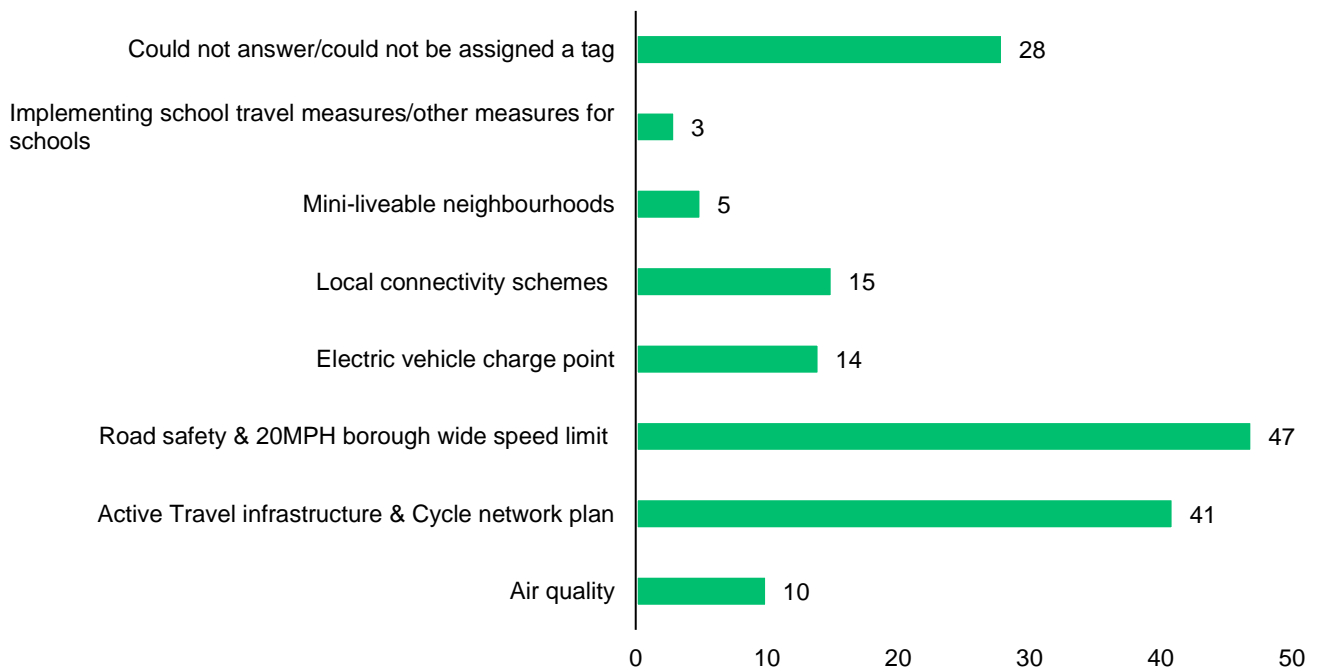


Figure 4 Number of responses to activities proposed in the LIP

## Improvement areas comments

### Summary

- Residents wanted to comment the most on the Uxbridge Road and West Ealing improvement areas.

As part of the consultation process, members of the public were asked to express their views on improvements plans for the following areas:

- **Uxbridge Road Corridor**
- **West Ealing Liveable Neighbourhood**
- **Corridor 8 Greenford town centre**
- **Corridor 11 Northolt**
- **Corridor 12 Southall**
- **Neighbourhood 27 - Greenford Road**
- **Neighbourhood 28 Northolt West End**
- **South Road Bridge Widening, Southall.**

There were a total 362 responses; 105 skipped the question. It is possible that a resident chose more than one area to comment on.



*Figure 5 Volume of comments based on area*

Over 75% of responses to this question mentioned the Uxbridge Road and/or West Ealing. This can also be an indication of which areas residents deem improvements to be the most necessary.

## Specific improvement areas

### Uxbridge Road

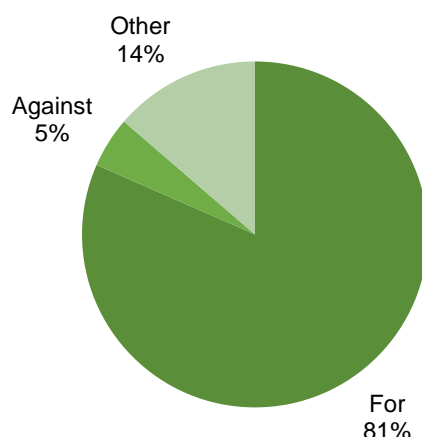
The improvements suggested span Ealing, Acton, Southall and Hanwell, and involve implementing a safe walking and cycling route on the Uxbridge Road corridor across the Borough including segregated cycle lanes.

A total 190 responses were recorded; 277 respondents skipped the question.

### Summary

- An overwhelming majority of residents supported the implementation of a safe walking and cycling route on the Uxbridge Road corridor including segregated cycle lanes.
- Cycle parking along the Uxbridge Road corridor must improve.
- Road safety, especially for cyclists and pedestrians, is the top priority on the Uxbridge Road corridor.

Figure 8 below shows the breakdown of responses based on whether these responded for or against the improvement scheme.



*Figure 6 Implement a safe walking and cycling route on the Uxbridge Road corridor across the Borough including segregated cycle lanes*

Most comments that supported the improvement plans highlighted overall road safety on the Uxbridge Road, specific road collision hotspots (e.g. the Lido junction) and cycle parking provision as key issues of the area.

Ealing Council notes and agrees that these issues must be addressed. The Uxbridge Road corridor is a key area and the Council is committed to its improvement.

In comparison, comments not in support of the improvement plans to the Uxbridge Road corridor highlight that segregated cycle lanes are not needed and contributes to slow/stationary traffic, which results in increased pollution levels.

'Other' comments highlighted the need for more information along with detailed plans. Some respondents felt that the plans described in the consultation document were not clear enough making it difficult to answer/comment.



## West Ealing

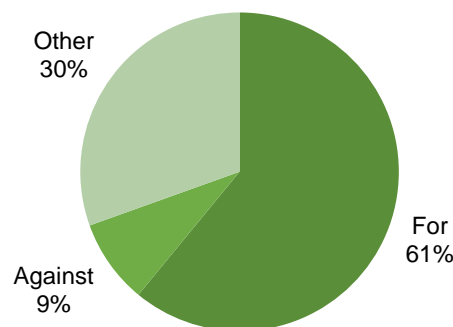
The improvements suggested span West Ealing town centre and surrounding areas and involve implementing area-wide 'Healthy Street' enhancements including the greening of streets to encourage safe and active travel and reduce pollution from traffic.

A total 105 responses were recorded; 362 responses skipped this question.

### Summary

- A majority of residents supported the improvement plans for West Ealing.
- Residents highlighted the need for improved local connectivity, better signage for cyclists and pedestrians and better enforcement of traffic regulations in West Ealing.
- Residents agree that the greening of streets is a crucial step for the area but must be one improvement amongst many others.

Figure 9 shows the breakdown of responses based on whether these responded for or against the improvement scheme.



*Figure 7 West Ealing town centre and surrounding areas: area-wide 'Healthy Street' enhancements including greening of streets, to encourage safe and active travel and reduce pollution from traffic.*

Most comments that supported the improvement plans accepted the greening of streets but emphasised that the process should be prioritised for polluted areas. Local connectivity should be improved alongside public transport links in the area. Crucially, residents highlighted the need for the Council to enforce traffic regulations.

By comparison, comments not in support of the improvement plans highlighted the need to address other non-transport issues in the area such as safety from crime. Some respondents expressed the view that the Council will be making West Ealing challenging for drivers to navigate.

'Other' comments suggested that not enough information was provided for this improvement plan which meant the public were not able to provide feedback.

Specific areas, such as the Lido junction and Deans Gardens were mentioned by residents as being areas in need of improvements.

The other areas of Southall, Northolt and Greenford all had low response rates.