

HAVE YOUR SAY

Ealing Council

Uxbridge Road Cycling Improvements

TRANSPORT & REGENERATION

Uxbridge Road Cycling Improvements

Proposals to improve cycling facilities between Southall and Hanwell

Background

Ealing Council are committed to improving safety for cyclists and pedestrians along the A4020 Uxbridge Road through the borough. Improvements have already been delivered at Ealing Common and in Acton. The council now proposes to introduce measures on the largely dual-carriageway section between Hanwell and Southall, passing Ealing hospital.

The aim is to separate cyclists from all other traffic, including buses and pedestrians, by introducing segregated cycle lanes protected by ‘wands’ – flexible posts fixed to the road. Cycling will feel safer with this protection. Existing bus stops will remain but will be repositioned (floated) in the carriageway, allowing cyclists to pass stopped buses easily, and without having to share space with general motor traffic or with pedestrians. Full details are on the attached plans.

In general, there will be one fewer lane for general motor traffic than there is now. This is not expected to cause significant delays, as the limiting factor on road capacity is in Southall and Hanwell town centres, with traffic relatively free-flowing in between. However, with 80% of all trips along the corridor undertaken by bus, it is important that these journey times are protected. This impact will be monitored, and changes will be made if bus journey times get significantly longer.

The proposals have been developed in consultation with TfL and will be implemented on a trial basis. Monitoring of the scheme will be undertaken jointly by Ealing and TfL and depending on the outcomes of the monitoring a decision will then be made on making the scheme permanent or removing it.

Please read through this document, and give us your feedback using the online questionnaire.

Proposals

- Upgrading and bringing back into general use the cycle track on the north side between Park View Road and Longford Avenue
- Wand-protected cycle lanes (eastbound) between Longford Avenue and Hanwell Bridge wherever possible
- Wand-protected cycle lanes (westbound) between Hanwell Bus Gate and the west end of Southall Park
- ‘Floating’ bus stops (see plans), also known as bus boarders, with cyclists passing on the footway side of the bus, clear of boarding and alighting passengers, at existing bus stop locations
- Relocated westbound to eastbound U-turn for general traffic near Lyndhurst Avenue, with short extension to eastbound bus lane
- Two lanes each way for general traffic between the U-turn points (except under Iron Bridge), and one general traffic lane elsewhere
- Wand spacing generally 6 metres. Longer gaps between wands where required for access to off-road parking

Benefits of the proposals

- Protected cycle facilities along virtually the whole length, opening the route to new and inexperienced cyclists, including children
- Reduced footway cycling, especially on the narrow footway under Iron Bridge
- Separation of buses and cycles, including at bus stops
- More accessible bus stops
- Reduced danger to cyclists from motor traffic
- Short bus lane extension near U-turn
- No additional pedestrian/cycle shared space

Changes to motor vehicle access

- To allocate space to cycling, in some places the number of general traffic lanes will be reduced. There is excess capacity at the moment, as the town centres at each end are the limiting factor
- Two general traffic lanes will be retained between the U-turns, where there is extra traffic due to north-south traffic having to travel east-west to reach a U-turn point, apart from under Iron Bridge itself
- Signal timings will be adjusted if necessary to minimise the effect of the reduction to one lane under Iron Bridge. It should be noted that the existing lanes are so narrow that wide vehicles often straddle both
- The exits from Windmill Lane and Greenford Road will be reduced from two lanes each way to one. Again, only small vehicles can make the left and right turns without occupying both lanes
- Access to all dwellings and industrial sites along the route will be maintained as it is now
- Waiting and loading on the carriageway, which can obstruct traffic, will no longer be possible

The bigger picture

The proposed measures are in line with the Mayor of London’s Transport Strategy and the Healthy Streets guidelines, which aim to encourage walking, cycling and public transport use, and make London greener, healthier and more pleasant. The proposals also help to deliver the Mayor’s Walking and Cycling Action Plans. These complementary plans set out how all London boroughs will work to increase the number of people walking and cycling, helping to address poor air quality and congestion, while improving infrastructure to make active modes of travel even easier, safer and more accessible for everyone.

Please give us Your Views and Have Your Say

The council would like to know your views on the proposed measures. Please read this document carefully and consider the proposals. Have Your Say by completing the online survey at:

www.ealing.gov.uk/southall-hanwell

The closing date for this consultation is:

24 JULY 2021

What Happens Next?

All responses to this consultation will be considered carefully, after which a decision will be made on whether or not to proceed with the proposals, or if any changes are to be made in response to the comments received. If the proposals are implemented, construction should be complete by late Autumn 2021.

The results of this survey will be available online at www.ealing.gov.uk/consultations or can be requested using the contact details below, around 4 weeks after the closing date.

Further Information

If you need more information about this consultation, or do not have access to the internet and would like to ask for a paper questionnaire, please contact us in Highway Services:

Uxbridge Road | Walking & cycling improvements

Email: highwayservices@ealing.gov.uk

Post: Highway Services, Perceval House, 14-16 Uxbridge Road, W5 2HL

Phone: (020) 8825 5000

