
BRIEFING – 11/03/2022

This briefing provides response to the comments and objections received during the statutory consultation of the proposal to ban the left turn from Haven Green into Gordon Road, except for cycles.

TONY SINGH
HEAD OF HIGHWAYS

PURSUANT TO SECTIONS 6, 9 and 124 OF THE ROAD TRAFFIC REGULATION ACT
1984

CONSIDERATION OF OBJECTION(S) & COMMENTS TO:

THE EALING (PRESCRIBED ROUTES) (NO. *) TRAFFIC ORDER 2022

Reference Number: ORD 4323

Objection period: 12/01/2022 – 02/02/2022

Summary

Proposal to ban the left turn from Haven Green into Gordon Road, except for cycles.

A notice of proposal was published on 12th January 2022. We received one objection to the proposal from a resident living of The Park, London W5 5NL.

Text of objection received:

The effects of the order would be to:

- ***Increase journey lengths and times for traffic coming from the south and east of Ealing and wishing to get to Perceval House or the Dickens Yard car park and service entry. Traffic would then have to go up to the junction with Castlebar Road, along Castlebar Road, turn left into Longfield Road and then turn right across traffic into Gordon Road. The problem could be particularly bad during the prolonged demolition of Perceval House and construction of new buildings on that site.***
- ***The lengthened journeys would increase fuel use and also increase pollution from internal combustion engined vehicles.***

The above problems would be much reduced if the banned right turn from New Broadway into Longfield Avenue was removed.

Similar points were made in the public consultation on the same proposal last year.

This note continues to outline the background, list officers' response to the objection received, and present a final recommendation.

Background

In 2019, a series of community engagement events in the area found that the majority of participants were keen to make it easier to walk and cycle in the neighbourhood, highlighting problems of excess through motor traffic and excess vehicle speeds.

Transport for London (TfL) provided funding for various changes to make the area greener, healthier, and a more attractive place to live, work and play.

In a consultation in 2021, most of the proposed changes were approved by a majority of respondents, but there was opposition to the proposal for the Gordon Road / Haven Green junction. Accordingly, the decision was made to make this change in a way that could easily be reversed, and to monitor it carefully before deciding on making it permanent.

The proposal is guided by the Mayor of London's Healthy Streets approach, which aims to encourage walking, cycling/wheeling and public transport use, and make London greener, healthier and more pleasant. The proposal is in line with the Mayor of London's Transport Strategy, and helps to deliver on its Walking and Cycling Action Plans. This means that wider considerations may outweigh the views of directly affected residents.

Summary of objections

The closure would increase journey time and distance for some motor vehicle journeys to Perceval House and nearby locations, with resultant increases in pollution and greenhouse gas emissions.

Our response:

Some motor traffic journeys will be lengthened, by a maximum of just over 200 metres – less than a minute if the traffic lights are green. It is considered that this disbenefit is outweighed by the benefits for cyclists, pedestrians, and buses on route E1.

For cyclists, overall motor traffic levels on Gordon Road are reduced, making this key route to and from Ealing Broadway Station compliant with TfL cycleway standards.

For pedestrians, more space is available at the Haven Green toucan crossing, reducing conflict between pedestrians and cyclists there.

The E1 bus route runs eastbound only on the east end of Gordon Road. The banned turn will greatly reduce the amount of westbound traffic, reducing delays to the buses.

In addition, the change is initially being implemented in temporary materials, so that if necessary it can easily be reversed. The effect of the change on motor traffic flow will be carefully monitored, by comparing before and after traffic surveys in Gordon Road and surrounding roads.

Recommendation

The banned turn, as advertised, is the best way to upgrade the cycle route to be compliant with TfL standards. It should be implemented. However, as per the recommendations made to Cabinet (22 September 2021 – LSP Update) it is proposed to monitor the effects on traffic of this banned turn for 6 months, and then review it. The findings of this review will be reported to the Cabinet Member for Climate Action for consideration and a decision on whether the banned turn will be revoked or made permanent.

Legal Implications

The Council has powers to implement partial and full turn bans under the Road Traffic Regulation Act 1984 (including sections 6, 9 and 124 in particular). The relevant procedures are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

In exercising these powers, section 122(1) of the Act imposes a duty on the Council to have regard so far as practicable to the matters specified in subsection (2) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. Subsection (2) also includes 'the desirability of securing and maintaining reasonable access to premises and any other matters appearing to the local authority to be relevant.

Concluding statements of officer

I have considered the objections, and on the basis of the Council's powers and duties outlined above, my conclusions in response to the objection relating to the turn ban is below.

I am satisfied that the decision to proceed with the implementation of the turn ban as recommended above is justified.

On this basis I authorise the implementation of the turn ban as recommended.

A handwritten signature in black ink, appearing to read 'Tony Singh', with a horizontal line extending to the right.

Tony Singh
Head of Highways
11 March 2022