



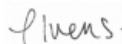





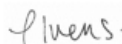



London Borough of Ealing




Transport Topic Paper

Supporting the Borough's New Local Plan

October 2022

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		Signature			
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		Name	Alexander Skill	Philippa Ivens	Rob Goodall
		Signature			

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		Name	Alexander Skill	Philippa Ivens	Rob Goodall
		Signature			

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1. Introduction

Introduction

Planning for Growth: The purpose of the Transport Topic Paper

Ealing Council is creating a new Local Plan, which will set out a vision and framework for the future development of the area over the next 15 years. Ealing's new Local Plan will replace Ealing Council's current suite of development plan documents.

In autumn 2022, Ealing Council will present residents, businesses and other stakeholders with their first ideas on priorities that will shape future planning decisions.

A key element of demonstrating the deliverability of development in the Borough will be the transport interventions that underpin this. Whilst Ealing has a Transport Strategy that was adopted in 2019, this was only intended to cover the period until 2022. In the time since the adoption of the Transport Strategy, there have been several market shocks and key events that have changed both the approach to transport planning in the Borough and how people travel.

Therefore, this Transport Topic Paper has been prepared to support the Local Plan development process. The document summarises the changes that have occurred which have impacted upon how people travel in the Borough and sets updated objectives and focus areas for transport. Specifically, this document explores the transport interventions that the Borough will deliver, influence and support that can contribute towards meeting its ambitious vision for the Borough's future growth.

This Transport Topic Paper has been developed in partnership with the Ealing Local Plan Spatial Options Study and Health Study. The first objective of the Local Plan Health Study is to *'improve connectivity to minimise private vehicle use and promote safe and sustainable forms of travel and transport'* and recognises that there is a need to ensure local transport, planning and health priorities are aligned.

This report is structured as follows:

- **Section 2** sets the scene on the wider transport context and externalities that impact upon how people move in the Borough.
- **Section 3** sets out the transport priorities for Ealing including vision and objectives and transport priorities to steer interventions.
- **Section 4** details the identification of local interventions across the seven towns and their alignment with the transport priorities
- **Section 5** presents the wider strategic connectivity opportunities which Ealing supports and will seek to influence but doesn't have direct control over.
- **Section 6** provides a summary of the interventions and the approach to delivering the vision for transport to support growth in Ealing.

2. Setting the Scene

Setting the Scene

Post-Covid Travel Demand and Behaviour

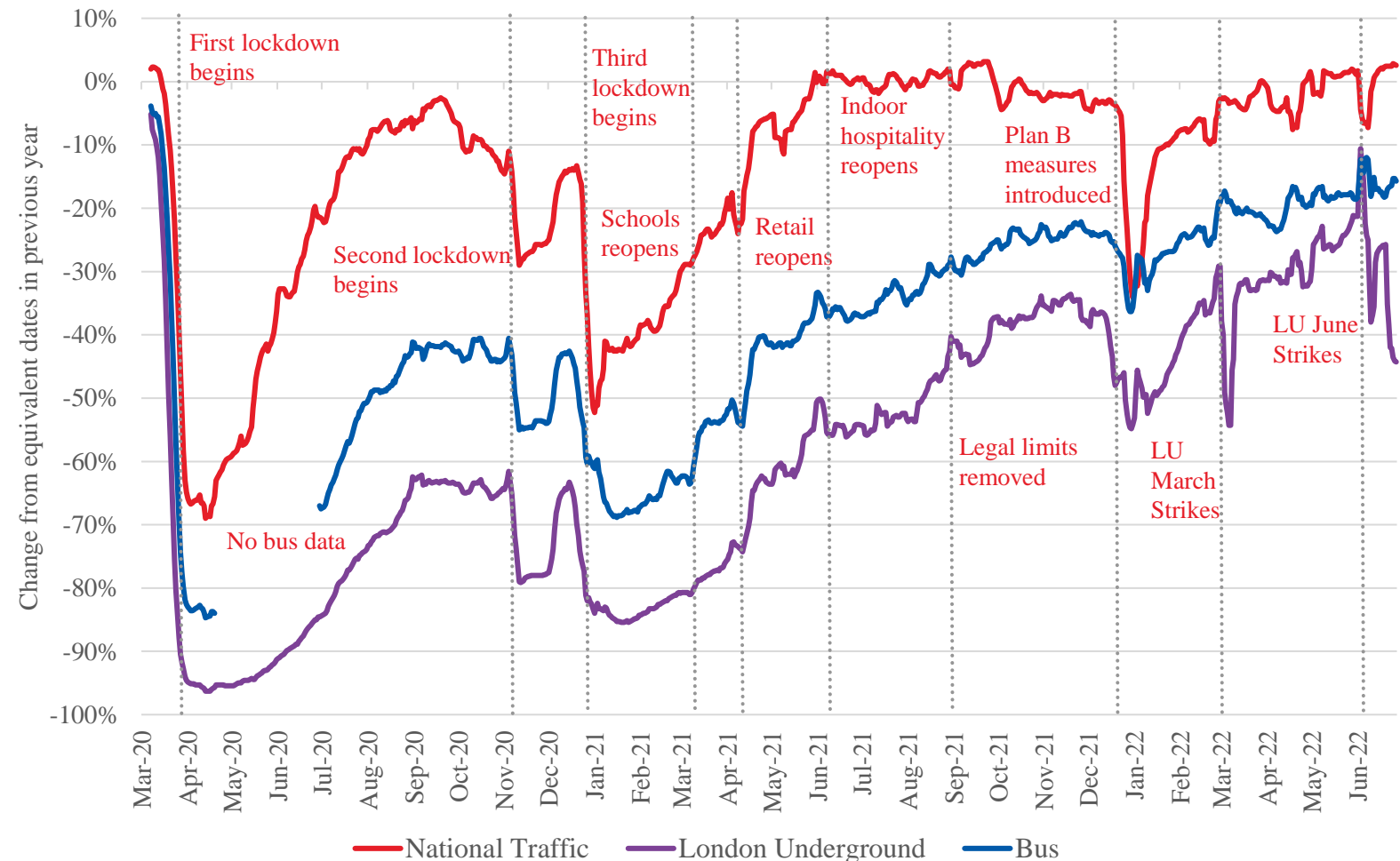
Since the first lockdown in March 2020, the global coronavirus pandemic has had a huge impact on the way people travel across London and in Ealing.

Recent demand trends (June 2022) indicate that London is in a period of steady and sustained recovery with public transport use now around 70% of pre-pandemic levels and road traffic has returned to pre-pandemic levels. While this general upwards trajectory is encouraging, public transport demand is still significantly short of pre-pandemic levels, and it is unclear if or when demand will return back to normal.

Weekend travel has recovered more strongly than weekdays, indicating a leisure-led recovery with fewer commuting trips reflecting continued employer flexibility and hybrid working patterns. The evidence so far suggests that there is appetite among individuals and businesses for flexible working to continue in the long term and many businesses have already changed their work practices.

Results from the most recent London Travel Demand Survey (LTDS) 2020/21 indicate that 84% of employees who are able to work from home would like to split their working time between home and their usual workplace and 82% of those employees think that their employer will encourage a flexible or hybrid working arrangement in the future.

Demand on the main transport networks relative to the equivalent dates before the pandemic, 7-day moving average, 2020-2022.



Source: <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

Setting the Scene

Ealing Mobility Trends

The demand for travel is derived from people's needs to access places to undertake activities. Mobility therefore reflects people's daily activity patterns as well as their transport choices.

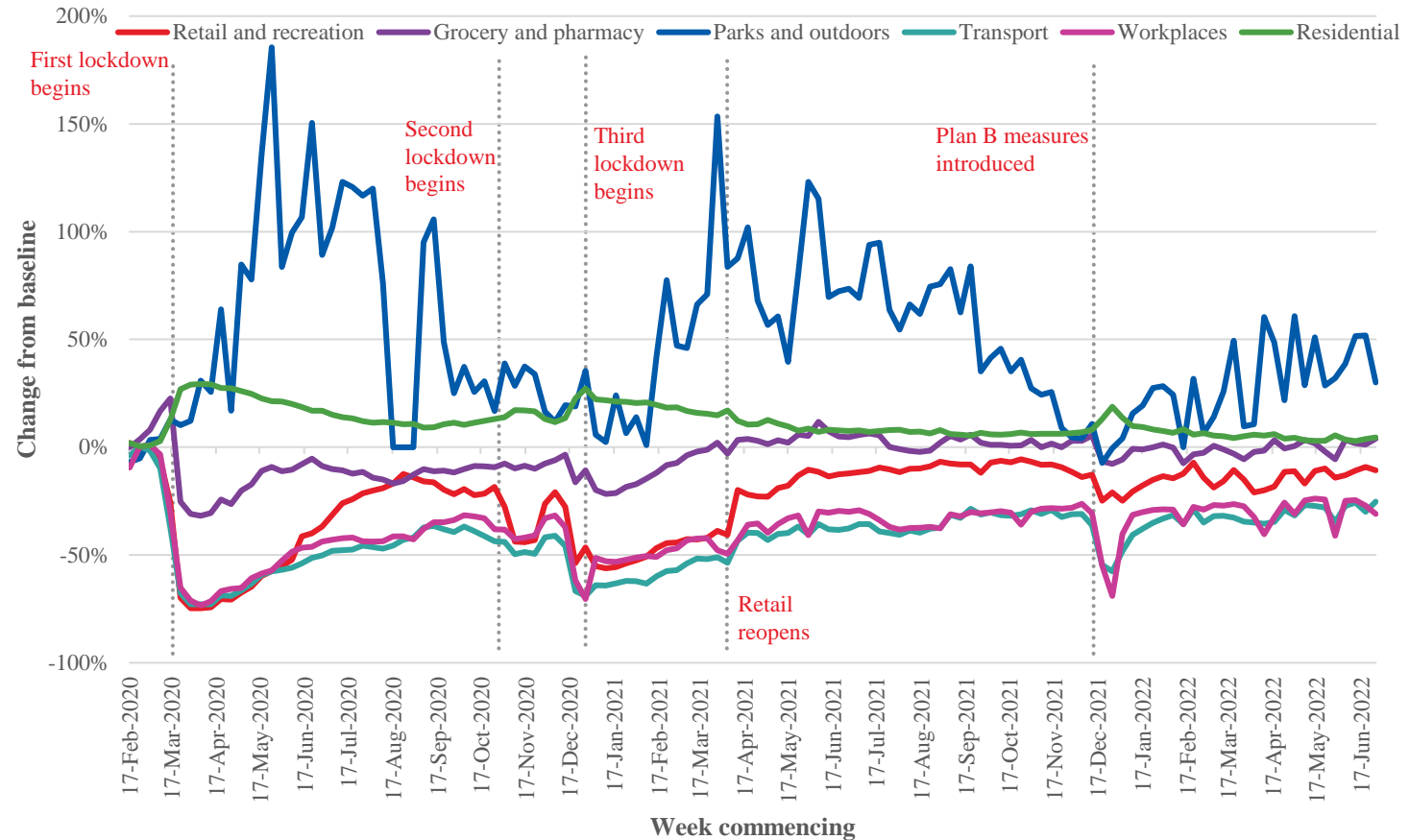
Considering mobility and people's activities alongside one another is increasingly important, because it is possible that the pandemic will have led to some longer-term changes, potentially partially de-linking some activities from the need to travel, and also changed the way that people optimise the travel choices available to them.

Google Maps mobility data for Ealing provides a basic breakdown of places where people spend time in the Borough. This is useful as a proxy for travel demand to various activities.

The pandemic trends for workplaces, transport and retail/recreation venues in the Borough follow a similar trajectory, with recent activity at workplaces at around 70% of the pre-pandemic baseline.

Other activities follow a different pattern: grocery/pharmacy ('essential') shopping reached pre-pandemic levels in late March 2020 and has been mostly at that level since, while residential activity has remained very stable since May 2021, at around 7% more than before the pandemic. Parks and outdoor activities have remained above pre-pandemic levels since the first lockdown, albeit highly unstable, with recent averaging at around 40% of the pre-pandemic baseline.

Indicative mobility in London Borough of Ealing by sector, Feb 2020-Jun 2022 compared to pre-pandemic baseline.



Source: Google COVID-19 Community Mobility Reports

Note: Baseline is median values on the same day of the week in the five weeks from 3 Jan 2020.

Setting the Scene

Growth in Walking and Cycling Journeys During the Pandemic

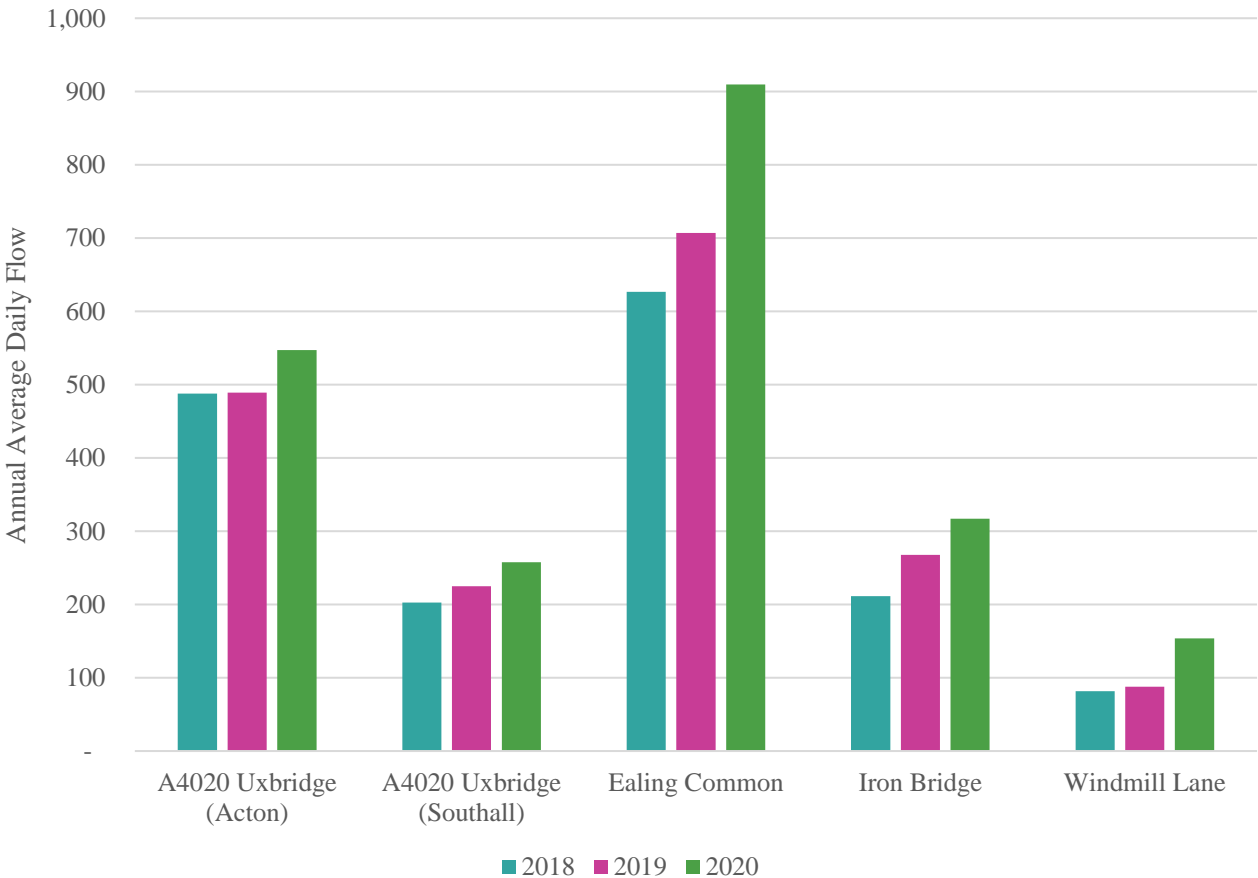
Travel during the pandemic, particularly during periods of lockdown, was more localised as restrictions on travel, increased home working, and closure of shops and hospitality businesses limited travel demand.

Cycling proved to be one of the most resilient modes during the pandemic, with data showing an increase in people cycling on roads in Ealing in 2020 compared to 2019, all in the context of a general reduction in activity and travel.

LLTDS results show that walking mode share increased throughout the pandemic, accounting for almost 60% of all trips made by Londoners during the first quarter of 2021 – and typically over 40% during other periods during the pandemic, compared to 35% before the pandemic.

Broadly, the relatively high active and sustainable mode shares among residents reflect a shift during the pandemic to more local lifestyles, and a greater use of the modes that are more suited to this. Given this, there has been an increasing focus on localism and the concept of the 20-minute neighbourhoods. These trends will continue to be monitored to understand ongoing travel behaviour.

Ealing Count Sites – Annual Average Daily Cycle Flows



Source: Ealing Daily Cycle Volume Data (Obtained from Count Locations)

Setting the Scene

An Uncertain Funding Environment

The year following the onset of the pandemic saw passenger numbers on London's public transport network fall by nearly 90%, as commuters and visitors were forced to stay at home. This has resulted in substantial financial implications for transport funding.

Successive lockdowns and reduced demand for travel reduced Transport for London's (TfL) revenue from fare income and its financial position, leading to a substantial funding issues. Like other UK transport operators, TfL needed a subsidy from government to keep services running through the pandemic. More than two years on, passenger numbers have only partially recovered, and latest data shows that demand is still 30% below pre-pandemic levels.

Long-term funding solutions are needed to address the shortfall, and at present, negotiations between the Department for Transport (DfT) and the Mayor of London are ongoing. TfL has already operating within, and planning for, a 'Financially Constrained' scenario. This means it is currently unable to meet the regional policy ambitions set out in the Mayor's Transport Strategy (MTS). Without the provision of appropriate financial assistance, TfL has stated that it will be forced to make further cuts to services and capital investment, in what is termed a 'Managed Decline' scenario.

TfL's funding situation has severely limited what the Boroughs can achieve for transport. Short-term funding horizons have limited Ealing's ability to plan its long term future and deliver on its key objectives.

The Council will continue to work closely with TfL to discuss local transport funding requirements for the Borough.



Source: <https://www.intelligenttransport.com/transport-news/133458/uk-government-extends-transport-for-london-funding-2/>

Setting the Scene

Climate Emergency

Ealing Council declared a climate emergency in April 2019, committing to treat the climate and ecological emergency as a crisis requiring immediate and vital action. The Council's aim is to become carbon neutral, as a Borough and an organisation by 2030.

In January 2021, Ealing adopted its *Climate and Ecological Emergency Strategy*. The strategy sets out a plan to reduce The Council's produced emissions and outlines a commitment to use Ealing's influence to reduce emissions emitted across the Borough.

The Council's approach to the strategy has been to focus on four themes, where the organisation has the most control and direct influence, one of which is 'Travel'. The aim of this theme is to support and encourage a reduction in the number of regular short car journeys by everyone in the Borough.

The theme will create safer routes for cyclists and pedestrians and incentivise travel to these and other active travel methods. It also seeks to increase access to EV charging points (EVCPs) and The Council will lead the way with electric and carbon neutral vehicles.

The theme identifies the following objectives that will reduce carbon emissions in Ealing and beyond:

Travel Objective 1: **Reduce number of vehicles travelling in and through Ealing**

Travel Objective 2: **Increase active travel (mode shift)**

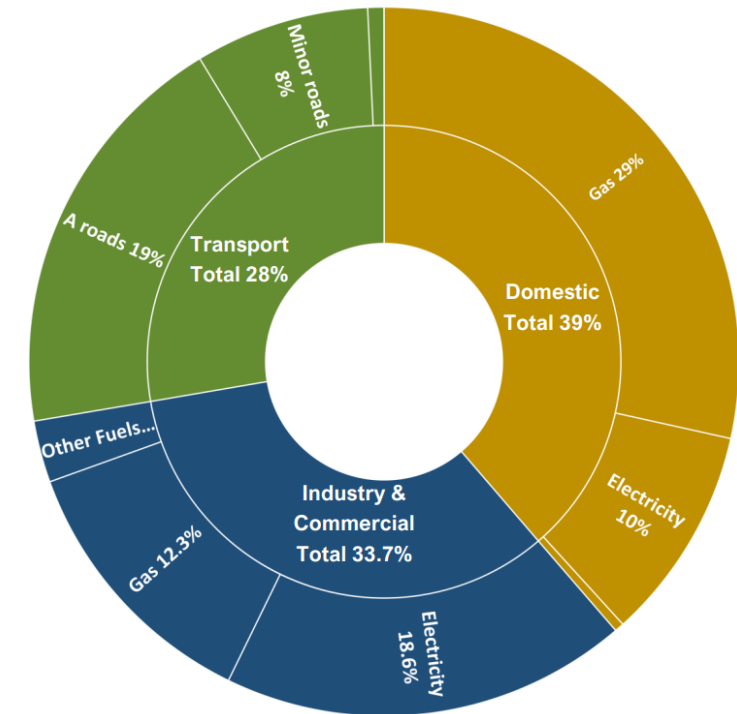
Travel Objective 3: **Cleaner motor vehicles**

How CO₂ is produced in Ealing

2018 Carbon Emissions Ealing (production based)

**BEIS data estimates the total
production-based carbon
emissions for Ealing to be
1,122,000 tonnes CO₂e**

3.3 tonnes per person annually



Source: https://www.ealing.gov.uk/downloads/download/6005/climate_and_ecological_emergency_strategy

3. Policy Context and Drivers of Change

Policy Context and Drivers of Change

A Refocused Policy Context

At **national level**, there is a key focus on decarbonisation and enabling and promoting walking, cycling and public transport.

DfT's *Gear Change* sets out a vision and the actions required to make England a walking and cycling nation. The *Decarbonising Transport* plan is a roadmap for decarbonising transport sectors and reiterates the importance of walking and cycling infrastructure and increased funding.

The *Bus Back Better* strategy aims to make buses more frequent and reliable, easier use, better co-ordinated and cheaper, whilst citing London as an example of a place with good bus services.

The *Levelling Up White Paper* sets out the Government's missions to reduce geographical disparities, including directing investment in specific sectors outside of London. Potential implications around funding changes are considered in the development of the Ealing Local Plan.



At **regional level**, the current *MTS* sets out a goal for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041. The *MTS Update* (2020/21) recognises Covid 19 has accelerated the need to deliver on *MTS* aims and avoid a car-led recovery.

The Mayor's *Zero Carbon London: A 1.5C compatible plan* identifies eight key messages to achieve the roadmap set out up to 2050, including 'Decarbonising transport and increasing use of active and public transport remains a key objective for London'.

The transport policy in the *London Plan* relates to the Healthy Streets approach, that aims to reduce car reliance and increase active and public transport use.

Action Plans for cycling, walking and Vision Zero were adopted by TfL and the GLA in 2018. The active travel plans provide actions to boost walking and cycling, the Vision Zero Action Plan sets out the aim to eliminate road deaths and serious injuries in London by 2041.

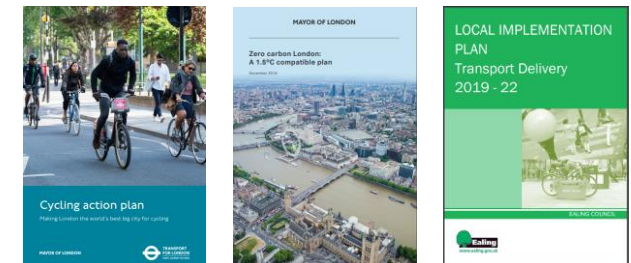
The *West London Sub-Regional Transport Plan* discusses the importance of enhancing north-south public transport connectivity, identifies measures to increase cycling, proposes improvements for walking routes and improvements to safety and security.

The *West London Strategic Infrastructure Delivery Plan* provides information on the future strategic infrastructure requirements for the seven London Boroughs that form the West London Alliance (WLA).

At **local level**, Ealing declared a climate emergency in 2019, supported by the *Climate and Ecological Emergency Strategy*. Key transport objectives of the strategy included reducing vehicle numbers, increasing active travel and supporting an EV charging network.

Ealing Council's *Transport Strategy* (2019) and sets out the Borough's transport priorities in accordance with the key goal of the *MTS*. The three key objectives of the *Transport Strategy* are a mode shift away from car use, reducing the environmental footprint of transport, and improving road safety.

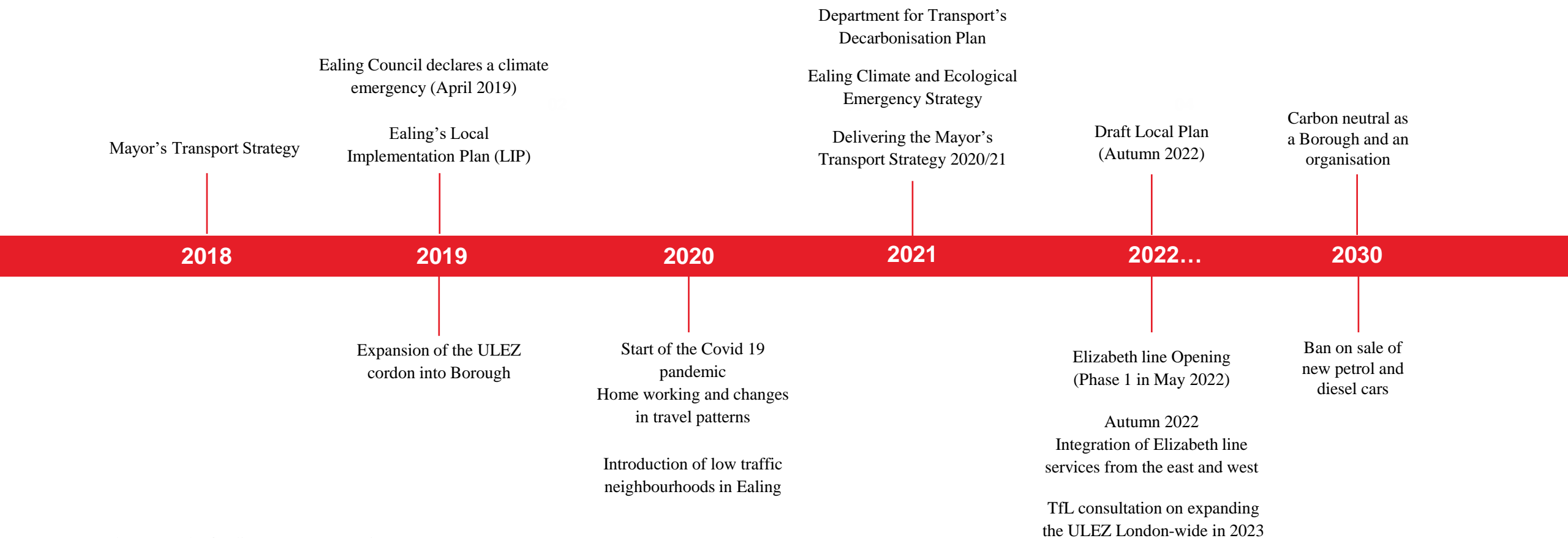
Ealing's *Transport Strategy* is supported by the *Local Implementation Plan*, which sets out a coordinated approach to the funding and delivery of active travel related projects in the Borough. Significant active travel projects in the Borough include the Uxbridge Road Corridor and West Ealing Liveable Neighbourhood, both of which aim to make positive change to streets in order to improve facilities for people walking and cycling and improve air quality.



Policy Context and Drivers of Change

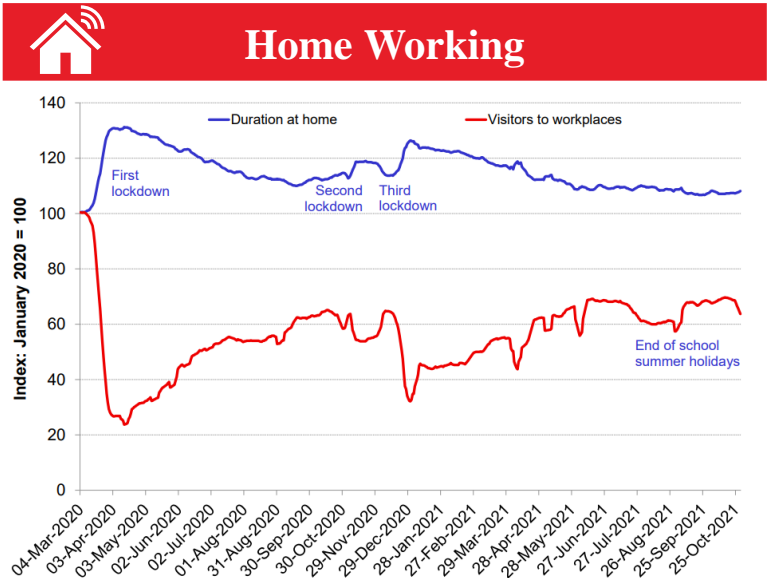
Drivers of Change

Since the publication of Ealing’s *Local Implementation Plan* (2019), there have been a number of changes in the Borough that impact upon the way people travel. This timeline shows the recent Plans and Policies alongside new infrastructure and externalities that are drivers of changer for transport.



Policy Context and Drivers of Change

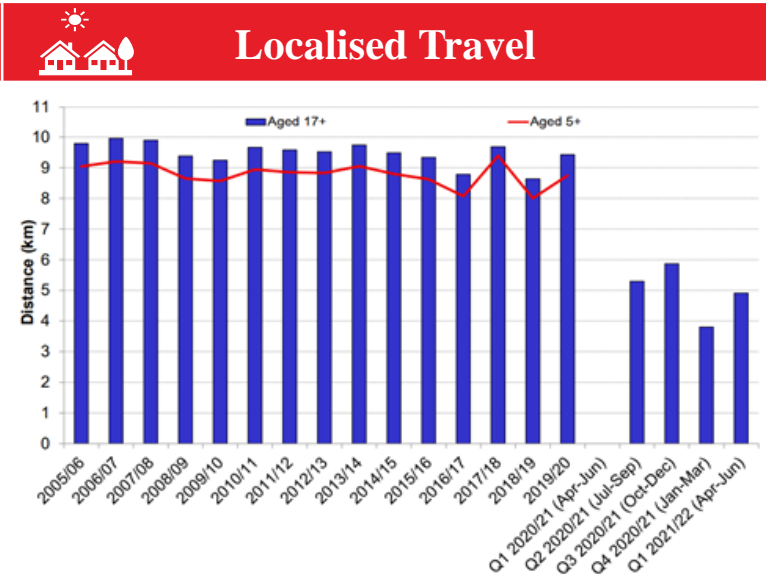
Drivers of Change



The first Covid-19 pandemic lockdown in March 2020 saw a significant increase in the amount of home working. Since the lifting of restrictions in July 2021, there has been a steady and sustained return to working from offices, however data suggests that the number of people travelling to London workplaces remains at 70% of pre-pandemic levels (see figure above).

A continued trend of more home working may result in quieter public transport services (especially at peak hours) and reduced traffic on the road network. However, reduced public transport ridership may also have implications on funding, with the associated lower fare revenues.

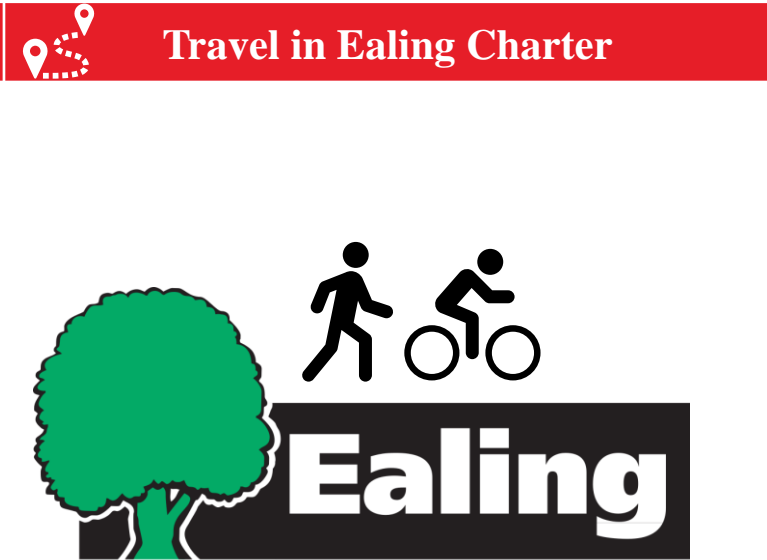
Source: *Travel in London report 14* (TfL, 2022).



Since the start of the Covid-19 pandemic in March 2020, the total distance travelled per person per day has decreased, from around 9-10km per day (prior to the pandemic) to around 5-6km per day (since March 2020). The trend has seen people preferring to stay local rather than travel long distances, in particular for leisure and retail-related activities.

A continued trend towards staying local may increase the viability of local retail / town centres in the Borough and encourage investment towards active travel modes which are used for shorter journeys.

Source: *Travel in London report 14* (TfL, 2022).



Congestion, pollution, road danger, carbon emissions, inactive lifestyles and social isolation are all negative consequences of too much traffic on streets. Tackling this, and the wider climate crisis, is a top priority of Ealing Council.

In response, Ealing Council has developed a 'Travel in Ealing Charter'. The Charter sets out how the Borough will engage with people about future transport projects, including how residents can be better involved in decision-making processes. The aim of this is to help make walking, cycling and public transport use easier, more convenient and safer for everyone, and reduce car trips in the Borough.

Source: *Ealing Council 2022*

Policy Context and Drivers of Change

Drivers of Change



Climate Emergency



Ealing declared a climate emergency in April 2019, and adopted a Climate and Ecological Emergency Strategy in January 2021. The strategy focuses on four themes of Energy, Nature, Travel and Waste. Transport is responsible for 28% of CO₂ emissions in Ealing, with the majority coming from A roads in the Borough. The vision of the Strategy is for walking and cycling to become natural choices for everyday local journeys in the Borough. The three main transport objectives are:

- Reduce the number of vehicles travelling in and through Ealing.
- Increase active travel (mode shift).
- Cleaner motor vehicles.

Source: *Ealing Climate and Ecological Emergency Strategy*
London Borough of Ealing - Transport Topic Paper



Elizabeth line



Ealing has five stations which are served by the Elizabeth line, with services running between Reading / Heathrow Airport (to the west) and Paddington (to the east). The central section of the Elizabeth line, between Paddington and Abbey Wood, began operating in May 2022, offering significant improvements to east-west journey times across London.

The Elizabeth line is expected to open in full in 2023, with direct services running from stations in Ealing through Central London towards the east. This will provide direct services from stations in Ealing to a range of new destinations across London, while strengthening connections to Ealing as a destination for employment activity.

Source: TfL. Image: Rail Technology Magazine



ULEZ Expansion



The Ultra Low Emissions Zone (ULEZ) boundary was expanded in October 2021 to cover all areas within the North and South Circular Roads, including the easternmost parts of Ealing. TfL is consulting on proposals to expand the ULEZ to cover the entirety of Greater London, which would be implemented in mid-2023. This would cover the whole of the Borough.

The expansion is likely to have benefits in terms of reducing congestion and improving air quality, which corresponds with key targets in Ealing's current Transport Strategy and Climate and Ecological Emergency Strategy.

Source: <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone>

4. Transport Conditions in Ealing

Transport Conditions in Ealing

Transport in Ealing



The Borough has an extensive network of footways to accommodate pedestrian movements across the Borough. These are primarily on alongside the Borough's road network sides. The Borough also benefits from an extensive network of PRoWs and traffic free walking routes. The second longest length of canals in London (16km) within Ealing offer potential as a sustainable transport links for-people walking and cycling.



There are three Cycleways in Ealing (two former Quietways, 'Q23' and 'Q16', and one former cycle Superhighway). The tertiary routes primarily run along non-classified roads and residential streets connecting residential areas.

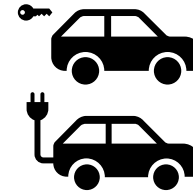


The bus network within Ealing is mainly centred on Ealing Broadway and is also very comprehensive in the east of the Borough (Acton). Further to the west (Southall, Greenford and Northolt) the bus network is more dispersed due to the less built up and more suburban environment. In these areas there are also barriers to north-south movement such as rail lines and the A40 with a very limited number of crossing points which can often be congested.

There are more than 30 bus routes serving over 700 bus stops in the Borough. Thirteen bus routes in the Borough operate 24 hours a day, offering a night service.



Ealing has an extensive tube and train network. The Central, District, Piccadilly and Elizabeth lines as well as Great Western Railway and London Overground all serve stations within the Borough. However, whilst there are strong east-west connections, there are limitations on north-south (orbital) connections through Ealing. Ealing currently has Night Tube services on the Central Line (Ealing Broadway branch only) plus the Piccadilly Line (Heathrow Branch only).



There are currently three car club operators within Ealing. Enterprise, Zipcar and Hertz On-Demand. Ealing has been successful in growing car club provision in the last decade and there are now 90+ bays across the Borough.

Ealing Council is also continuing to add electric vehicle charging points across the Borough. There are currently more than 300 on-street electric vehicle charging points in Ealing, with ambitious plans to increase this to at least 2,000 point.



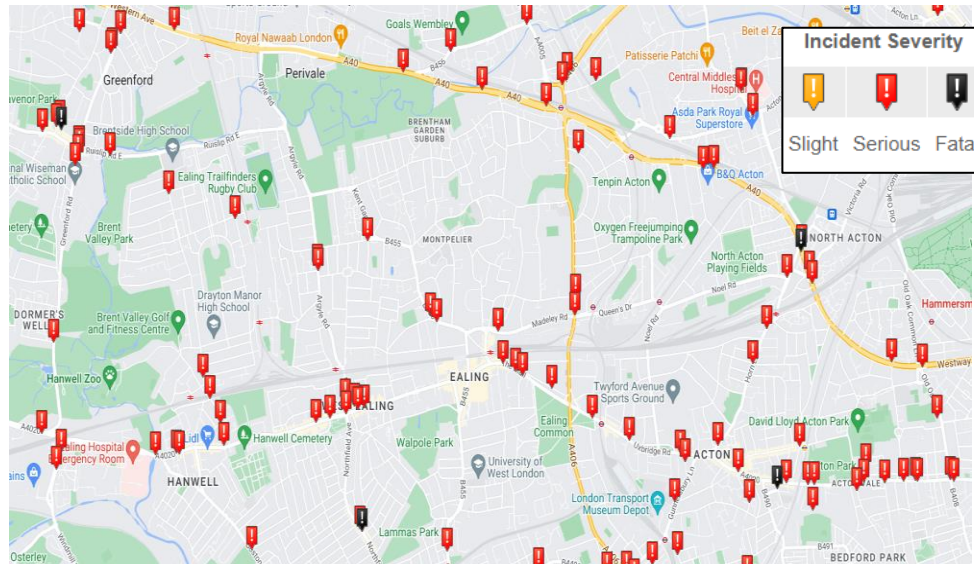
The Borough is well connected by road but suffers severe traffic congestion, with the A40 Western Avenue, A406 North Circular Road and A312 TfL Road Network (TLRN) arterial routes linking with the national motorway network as well as several TfL roads. The A4020 Uxbridge Road is a strategic, radial Borough-controlled route and is a major bus corridor. Ealing has 580km of roads, of which 543km are under the control of the Borough and 37km are under the control of TfL. Around half the Borough's 120,000 registered vehicles are parked on-street.

Transport Conditions in Ealing

Transport Challenges



Road Safety



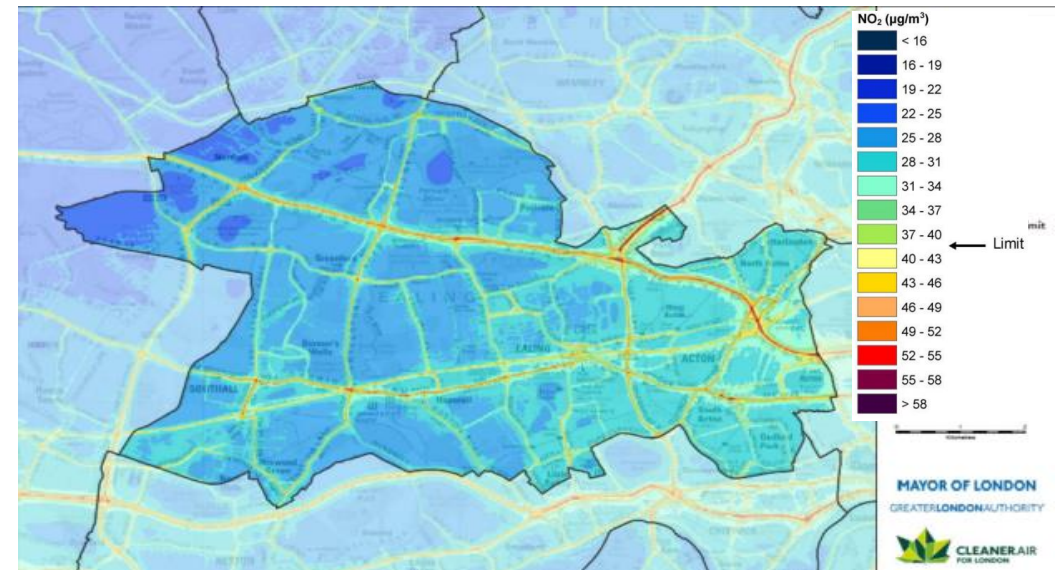
Serious and fatal road traffic collisions reported in Ealing for the most recently available two years (2020 & 2021) are generally concentrated along the key roads and strategic junctions in the Borough. In particular, there is a concentration of collisions on the A4020 which runs through Ealing Town Centre and Southall.

People walking and cycling are disproportionately involved in road traffic collisions. Current measures such as the introduction of a 20mph on Borough controlled streets in Ealing will help assist with this; however, further improvements to facilities for walking and cycling are required to achieve the Mayor's Vision Zero target by 2041.

Source: *Crashmap (serious and fatal, 2020&2021)*



Air Quality



A number of areas in the Borough exceed the UK limit for NO₂ emissions (40 µg/m³), including within Town Centres, primarily as a result of emissions on strategic roads running through the Borough (the A40, A312, A406, A4020).

TfL's Ultra Low Emissions Zone (ULEZ) was expanded in October 2021 to cover all areas within the North and South Circular Roads. This includes Acton, although the majority of the Borough does not sit within the ULEZ. There are long-term health implications associated with living in areas with high emissions, and poor air quality can be a barrier to active travel, particularly for those with health conditions (e.g. asthma).

Source: *annual mean NO₂ concentrations 2020, LAEI 2013 update.*

Transport Conditions in Ealing

Transport Challenges



Noise Pollution



Transport-related noise pollution can come from a number of sources, including road, railway and air traffic. It is increasingly accepted that transport-related noise pollution influences the health and wellbeing of individual people or populations.

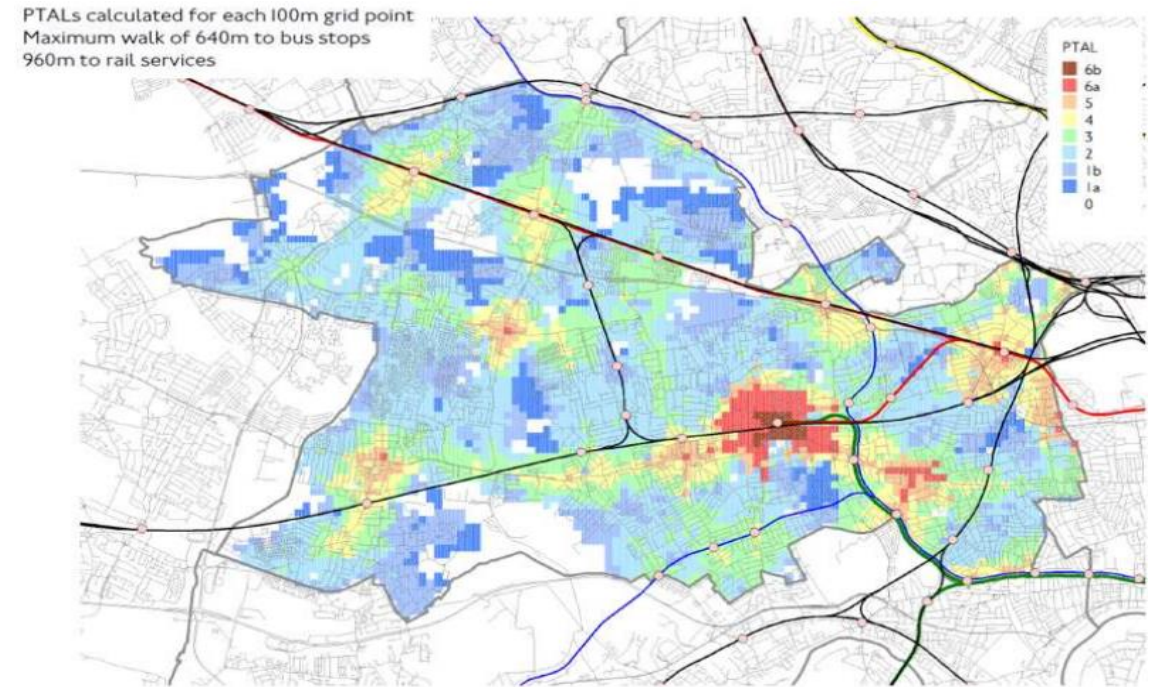
High levels of noise (60dB or greater) are experienced within or close to the Borough, primarily along strategic road corridors such as the A40, A406, M4, and overhead on flight paths to Heathrow Airport.

Source: *Extrium - England Noise and Air Quality Viewer*

London Borough of Ealing - Transport Topic Paper



Orbital Connectivity



There is a divide in public transport connectivity between the north and south of the Borough. The south of the Borough, in particular Ealing, benefits from higher public transport connectivity, with access to the Elizabeth line and bus routes along the A4060 corridor.

Similarly, in recent years investment has been concentrated in areas in the south of the Borough (Ealing, Southall and Acton), in part associated with the start of Elizabeth line services.

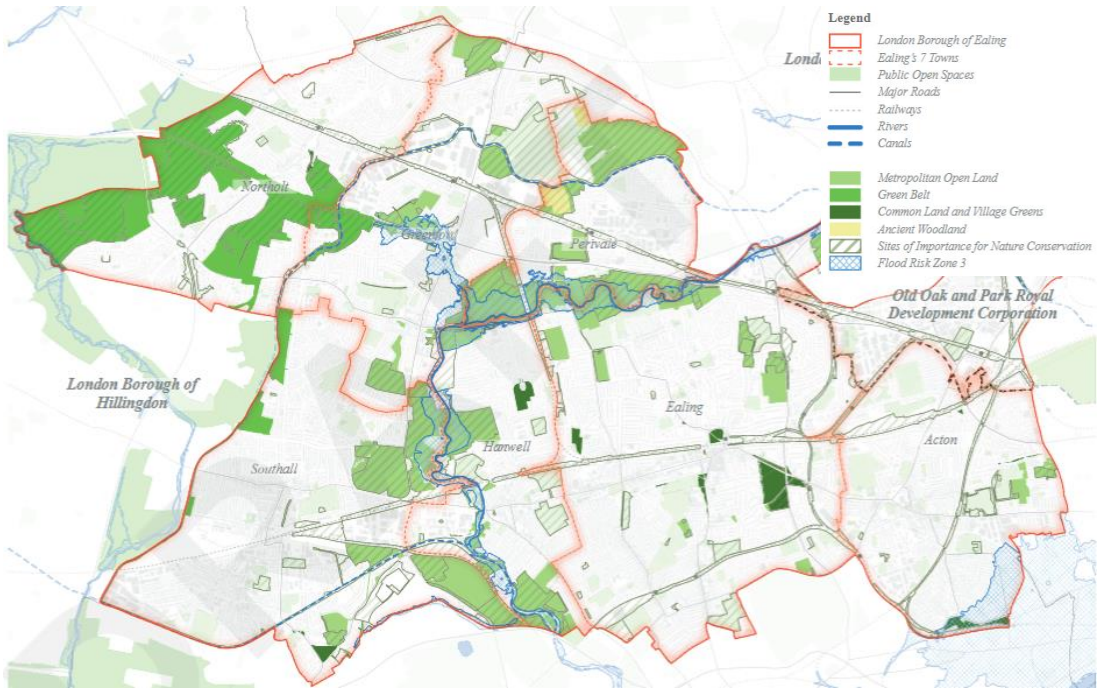
Source: *WebCAT planning tool - TfL*

Transport Conditions in Ealing

Transport Challenges



Severance



Several barriers to movement, including major roads, railway lines and rivers / canals exist in the Borough. This severs movement in the Borough, in particular travelling north-south given the barriers created by the railway line, A4060 and A40.

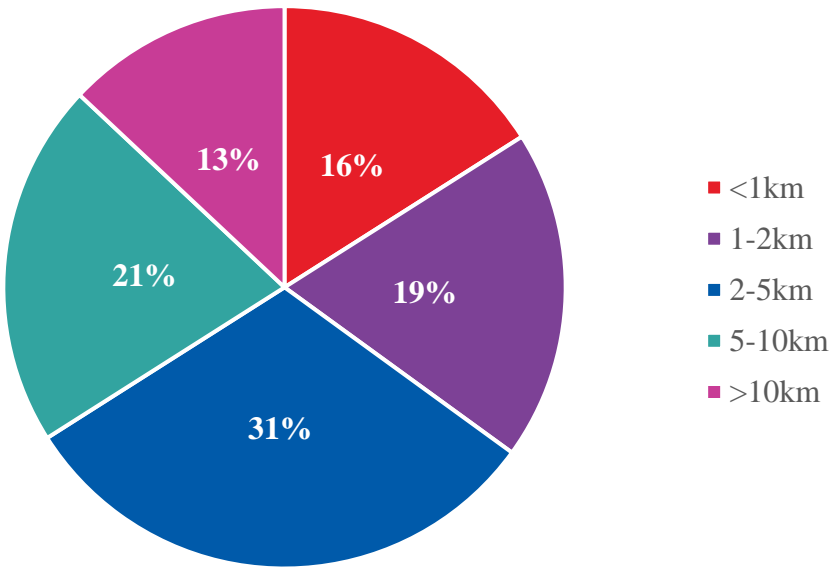
Barriers to movement can make travel between the seven towns of the Borough difficult, especially by active travel modes, of which there are limited existing networks and coherent connections.

Source: *LBE Preferred Spatial Option Report (Arup, 2022)*



Car Dependency

Length of Car Trips Starting in Ealing
(Average of 2017/18 to 2019/20)



Ealing historically has had low active travel usage and high car usage particularly for short journeys, with more than one third of car journeys less than 2km in length.

Pre-Covid, around 40% of trips in Ealing were made by car and motorcycle and 60% by public transport and active travel. While the Covid-19 pandemic has increased the amount of people walking and cycling, particularly locally, high daily car usage remains within the Borough. Ealing's *Transport Strategy* sets a mode shift target, for 80% of journeys to be made by walking cycling and public transport by 2041.

Source: *TIL 13/LTDS data (TfL)*

5. Transport Priorities for Ealing

Transport Priorities for Ealing

Ealing's Transport Manifesto

Following the local elections in May 2022, an updated Council Plan has now been developed to reflect the new administration's manifesto. The Council will look to deliver the following proposals for transport.



Launch our Active Travel Charter setting out how we will deliver active travel in the Borough and invest at least £10m to increase cycling, walking, running, and scooting and reduce polluting vehicles through active travel schemes, rapidly expand our popular School Streets programme to 50 of our schools, delivering schemes only where we have the support of local residents.



Rapidly expand the number of bike hangars to at least 150 where communities want them, and electric vehicle charging points to at least 2,000 across the Borough, invest £35m in improving our roads, tracks and pavements, and continue to implement controlled parking zones where a clear majority of residents want them.



Make our streets and open spaces beautiful and resilient through planting another 50,000 trees, work towards increasing the proportion of the Borough covered by tree canopies to 25% by doubling the number of trees we plant each year, ensuring every town has access to wild fruit, and keeping them clean and clear of fly tips and graffiti.



Launch a new tax on developers, and work toward raising at least £12m per year for new infrastructure, education, health, and community facilities.

Emerging Local Plan Core Themes

Reflecting local priorities, Ealing Council has identified three inter-related core themes that will be embedded and integrated across the emerging Local Plan. Ealing Council are also developing a spatial vision and objectives for the Borough responding to The Council's Local Plan Core Themes, identified issues and opportunities and the Local Plan policy framework. The core themes, vision and objectives presented here are the Council's working drafts and will evolve further through ongoing engagement and consultation.

Ealing's Transport Strategy's Vision Statement and Objectives

These core themes are consistent with the Transport Strategy's vision statement and objectives, around environmental aspects and health and wellbeing outcomes.

The Transport Strategy's vision statement provides an aspirational description of what The Council would like to achieve in the mid-term to long-term future, at a time where the Borough is growing in housing and population. The Vision for the Transport Strategy is:

There are three main transport objectives which will set the transport policies for the Borough. The Strategy notes that there are significant overlaps between how these objectives can be delivered. For example, by walking or cycling, the environmental impact of a trip will be significantly lower; by providing segregated cycle lanes, cycling becomes safer, which is likely to increase the number of cyclists and thus enable mode shift. At the same time, it is recognised that not every trip can be made by sustainable modes, therefore it is also important to significantly reduce pollution caused by essential motorised vehicle trips.



Within the context of good growth, to improve streets and transport infrastructure to reduce dependency on cars to prioritise active, efficient and sustainable travel modes, making Ealing a healthier, cleaner, safer and more accessible place for all.

- 1. Mode Shift** – *reducing the dependency on the motorised vehicle by moving trips, particularly the shorter ones, to active travel using more sustainable modes (walking, cycling and public transport) through behaviour change.*
- 2. Reducing the environmental footprint of transport** – *particularly improving the Borough's air quality by encouraging the use of active travel modes and using the cleanest engines and fuels.*
- 3. Improving road safety** – *making the Borough's roads as safe as possible, particularly for those modes perceived to be more vulnerable, i.e. walking and cycling.*

Transport Priorities for Ealing

Transport Priorities

Reflecting the assessment of the current transport challenges in the Borough; and the policy context in the London Plan, Mayor's Transport Strategy and the emerging Local Plan, a number of priorities for transport have been identified and are set out below. These priorities have been workshopped with the Ealing team and TfL to ensure coverage of growth-related issues.



Take practical steps to become a carbon neutral Borough by 2030 through supporting decarbonisation of the transport network



Enable access across the Borough by reliable and efficient alternatives to private car use, including walking, cycling and e-scooters



Create liveable and safe 20 minute neighbourhoods by adopting a polycentric sustainability approach



Ensure the Borough is accessible for all and transport interventions do not disproportionately affect vulnerable groups



Improve orbital connectivity to enhance access to rail and London Underground lines



Support an inclusive economy of local town centres



Take steps to improve road safety and minimise the incidence and severity of road collisions, in compliance with MTS Vision Zero by 2041



Contribute to improved health and wellbeing of those who live, work and study in the Borough, by enabling active travel and improving air quality



Create an environment that makes Ealing a much more attractive place to invest in, whether you want to come live in the borough or start a new business or career in the Borough

6. Local Transport Interventions

Local Transport Interventions

Identification of Town-scale Interventions

The Local Plan Spatial Options Study has identified multiple locations in the Borough where there are significant opportunities for transport interventions to contribute towards the Local Plan's Core Themes and Transport Priorities, structured around the seven towns.

Interventions have been identified through review of existing documentation, notably Ealing's Local Implementation Plan, and the frameworks that Ealing Council is in the process of developing for Northolt, Greenford, Perivale and Acton.

Several projects delayed due to Covid 19 are being progressed at a town-scale. These have been supplemented by more recent work looking at growth areas such as Southall and Greenford. The Preferred Options work, which has been produced simultaneously to this Topic Paper, has also informed the interventions identified.

Each of the town Preferred Options is guided by the same three key development principles:

- Delivering Growth Along Transport Corridors
- Focusing on Neighbourhood Centres
- Promoting Sustainable Connectivity

Each intervention has been assessed against each of the Transport Priorities set out in this Topic Paper to demonstrate its suitability and alignment with the vision.

The active travel routes shown reflect the ongoing 20-minute neighbourhood approach which towns are developing. Specific route alignments are subject to change as proposals come forward / subject to detailed design changes.



Local Transport Interventions

Hierarchy of Active Travel and Green Connection Interventions

Active travel route interventions identified within the Spatial Options Study and Preferred Spatial Options report have been categorised using the below hierarchy to determine the function and character of each route.

Significant Active Travel Connections

- Primary, direct routes along major roads
- Public realm enhancements to make sustainable modes more attractive
- Road space reallocation where feasible and junction improvements (for active travel)
- Consistent quality along the length of route

Secondary Active Travel Connections

- Routes located on local streets
- Place-based interventions - deterring through-traffic, speed reduction measures
- Creates a more linear, self explanatory route

Significant Green Connections

- Ecological in nature, but serve connectivity function, primarily leisure routes
- Provide some movement function - along waterways (Grand Union Canal)
- Connecting routes between a series of green spaces e.g. the Northolt Green Ring

Secondary Green Connections

- Area of high environmental and ecological value
- Indirect, unlikely to provide the most direct routes
- May not serve movement function e.g. A40 enhancement to linear habitat creation
- Usually more suited to walking than cycling



Grand Union Canal. Credits: *Ealing Cycling Campaign, July 2019.*

Acton

Transport Interventions

Acton is a prime location to couple the delivery of new housing with employment opportunities and transport integration. Acton is home to two locally significant industrial sites and is strategically located to capitalise on the radical transformation taking place at North Acton and Old Oak Common.

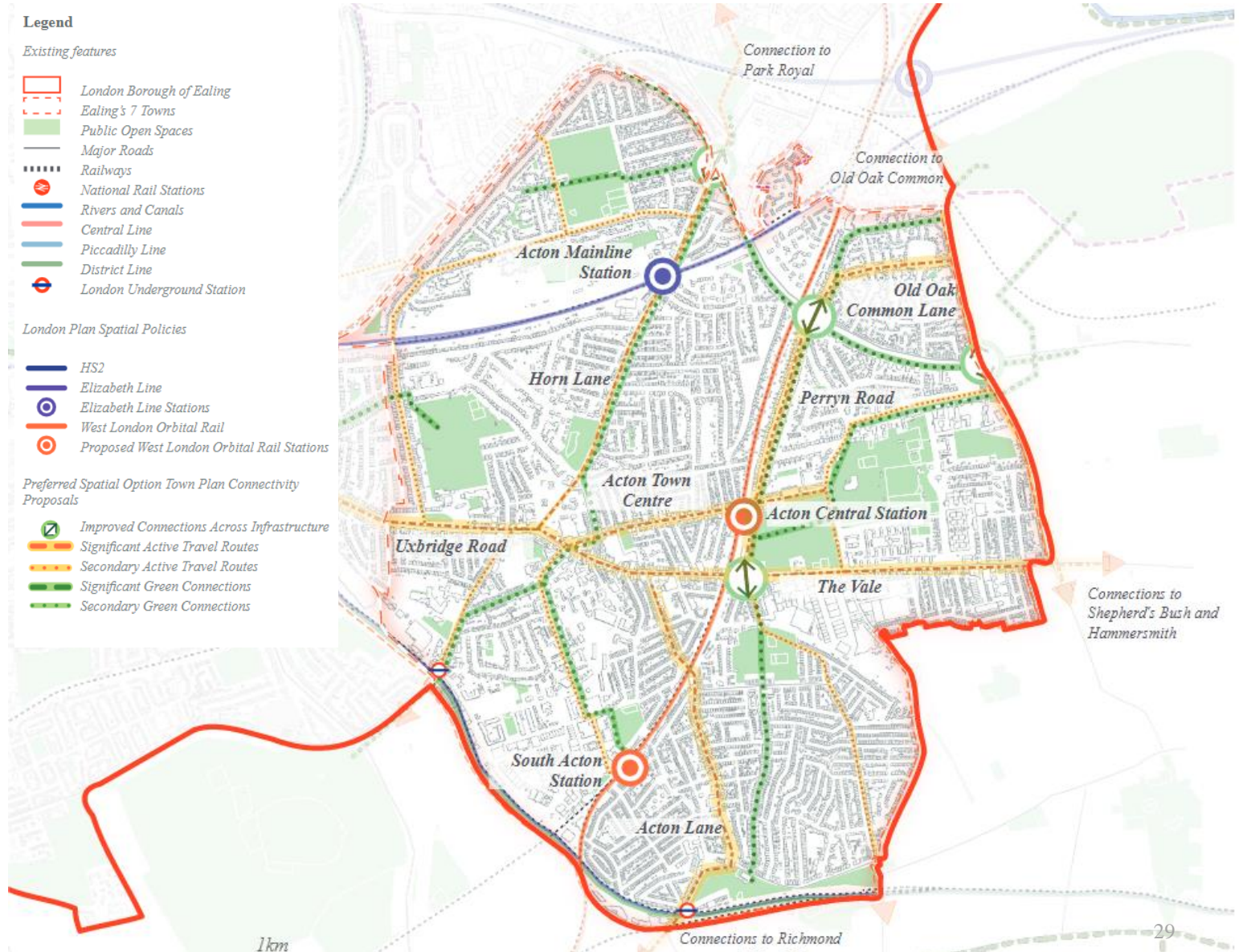
The *Acton Vision and Framework* (2022) identifies key needs, opportunities, and benefits for local neighbourhoods, to stimulate and accelerate the recovery of Acton's local economy. The Framework seeks to address include severance, deprivation, socio-economic growth, greening, Covid recovery, climate emergency and influencing Ealing's forthcoming Local Plan.

To support the Local Plan, the principles for future transport interventions to support growth in Acton are:





























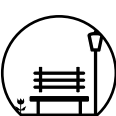

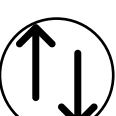







- Capitalise on good quality public transport connections, including the Elizabeth line.
- Strengthen connections with neighbouring Town Centres.
- Prioritise walking, cycling and public transport.
- Benefit from the potential West London Orbital line, which would serve two stations in Acton.

Sources:

- Acton Vision & Framework: Stage A/B Presentation (2022)
- London Borough of Ealing Preferred Options Report (2022).



Transport Interventions and Alignment With Priorities

Intervention	Mode	Description	Transport Priorities addressed
Acton			
20-Minute Acton	Walking and cycling	Better joined-up, safe, inviting, greened, signed cycle routes and integrated walking improvements across the area in particular N-S routes, to/ from town centres, schools and parks.	     
Styne Rd roundabout at Acton town centre, Old Oak Lane at East Acton town centre, A40 Gypsy corner, A40 Wales Farm Rd, A40 Perryn Rd bridge	Walking and cycling	Simplify road layouts, lighten traffic infrastructure and declutter to encourage a sense of place shared with pedestrians and cyclists, green routes with new planting, improved crossings (e.g. across the A40)	      
The Vale/ Uxbridge Rd/ High Street, The Mount/ Market Place/ Horn Lane south end, Old Oak Common Lane at East Acton	Walking and cycling	Narrow unnecessary carriageway widths to increase footways.	      
Routes westwards to Ealing Common and North Ealing; Routes east to Shepherd's Bush; Routes eastwards through Wormwood Scrubs to Ladbroke Grove; and Routes southwards to Gunnersbury Park and Chiswick Park	Walking and cycling	Cycle route expansion and improvement will enhance connectivity between Acton and its neighbours	     
North-south routes, west-east route along the Uxbridge Road, routes to/from Acton town centre and Friary Park Estate neighbourhood centre, to/from industrial estates and commercial sites	Cycling	Widespread improvements to Acton's cycle lanes, securing safe, inviting, green and signed cycle routes	      
Green connections to/from South Acton Park, Acton Green Common, Springfield Gardens	Walking and cycling	New green routes to connect parks and accessible green spaces within Acton's boundary and beyond to Gunnersbury park and Wormwood Scrubs.	    

Ealing plays a central role in the Borough's economy, providing a wide range of commercial, retail and civic amenities, as well as containing the Borough's most knowledge-intensive jobs.

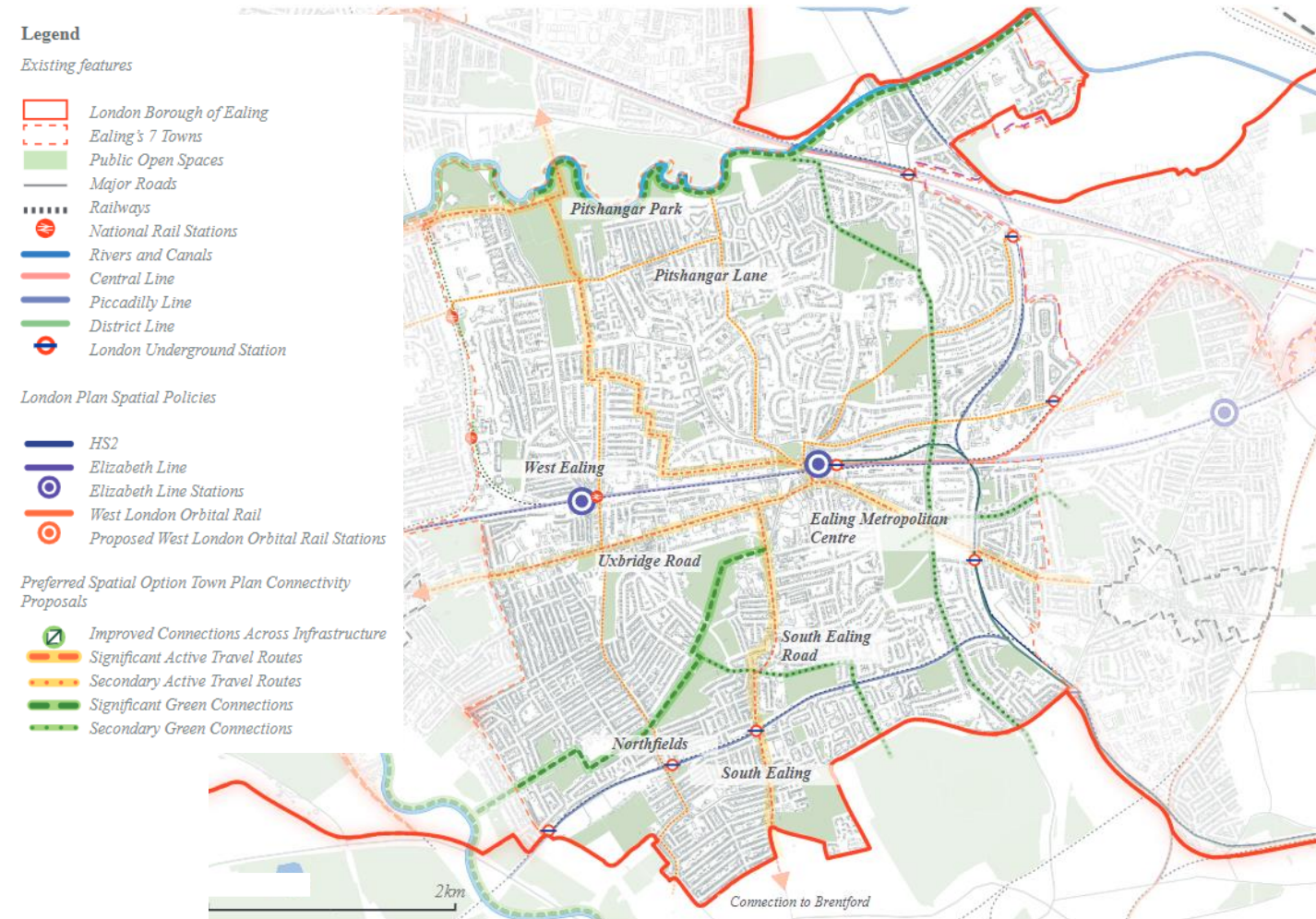
The Ealing Town Centre Prospectus for Change provides inspiration to transform Ealing from a traffic-ridden place “where 30% of car journeys are under two miles”, to a place where local people choose to walk, cycle or take the bus as their natural choice for going to local shops, restaurants, cafés, parks and galleries.

































To support the Local Plan, the principles for future transport interventions to support growth in Ealing Town are:





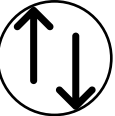
















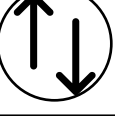








- Active travel improvements in neighbourhood centres
- Promote better local air quality and create more attractive spaces.
- Strengthen connections with neighbouring Town Centres.
- Prioritise walking, cycling and public transport.
- Better capitalise on the inward investment opportunities and public realm improvements that can be unlocked by the Elizabeth line station.

Sources:

- Liveable Ealing – Prospectus for Change (2019).
- London Borough of Ealing Preferred Options Report (2022).



Intervention	Mode	Description	Transport Priorities addressed
Ealing			
Uxbridge Road active travel corridor	Walking and cycling	Interventions may include reclaiming space from general traffic, creating segregated cycle lanes, removing on-street parking and improving bus stops and movement.	      
Alternative quiet cycleways – Gordon Road, Madeley Road, Castlebar Road, Kent Gardens, Mountfield Road, Mattock Lane, The Grove, Windsor Road and St Mary's Road	Walking and cycling	Traffic calming, better crossings, planting and reducing on-street parking to make them attractive and safe for people on bikes and those walking.	      
Integrating Ealing's local Neighbourhoods – Eaton Walk, Mount Ave, Mount Park Road, Churchfield Road, Culmington Road, Grange Road Warwick Road and Lammas Park Gardens	Walking and cycling	Connections may be improved through small interventions such as better crossings, improved footpaths, planting, and signage that supports more intuitive wayfinding.	      
Safe and low emission school zones	Walking and cycling	The areas around schools should be safer for walking and cycling, with cleaner air, through planting, decluttering and widening pavements, zebra crossings, creating cycle lanes, and calming traffic. Private vehicles should be banned from stopping directly outside schools.	     
Improved connections to green spaces	Walking and cycling	Access to green space will be enhanced through on-site provision at new development, while desire lines to existing green spaces will be strengthened through streetscape improvements and wayfinding signs.	    

Intervention	Mode	Description	Transport Priorities addressed
Ealing			
Pedestrianised town centre areas – Suggested locations include Bond Street, High Street and Springbridge Road	Walking and cycling, bus	Range of measures from traffic calming, reducing the number of lanes and widening pavements, timed restrictions, restrictions on general traffic (bus and taxi only) or full pedestrianization.	      
Area-wide - Junction crossing improvements	Walking and cycling	Two stage crossings into single stage crossings, cumbersome roundabouts will be made into simple signalled junctions, introduce zebra crossings and dropped kerbs and tactile information will improve accessibility for vulnerable pedestrians	   
Increased urban greening alongside busy roads, such as the A40, North Circular, Uxbridge Road, New Broadway/The Mall and Argyle Road	Walking and cycling	Increased urban greening to be implemented to improve air quality and pedestrian/cyclist experience.	     
Active travel improvements along Drayton Green Road, Argyle Road and Castlebar Road	Walking and cycling	North-south connectivity improvements, with key interventions along these three corridors.	      
Active travel improvements at Pitshanger Lane, South Ealing and Northfields	Walking and cycling	Public realm and road infrastructure improvements in and around these areas to encourage mode shift.	     

Transport Interventions

Greenford is a suburban area developed around a historical town centre in the south and industrial area further north.

The *Greenford & Perivale Vision Framework* (2022) sets out a framework for supporting economic and social growth through enhancement and diversification of commercial and civic activity in the area. It sets out the concept of a 20-minute neighbourhood, and prioritises active travel & connectivity, public realm, amenities & services, employment & enterprise and housing.

To support the Local Plan, the principles for future transport interventions to support growth in Greenford are:

- Address severance by improving links and reducing travel distances on key routes.
- Provide an attractive movement network of safe, clean and inclusive streets.
- Connect disjointed neighbourhoods so local people have access to a more diverse destinations.
- Prioritise walking, cycling and public transport.
- Prioritise public realm enhancements around Greenford station and improve connectivity routes from the station to surrounding areas of dense employment.

Sources:

- We Made That – Greenford & Perivale Vision Framework: Overarching Principles (2022).
- London Borough of Ealing Preferred Options Report (2022).

Legend

Existing features

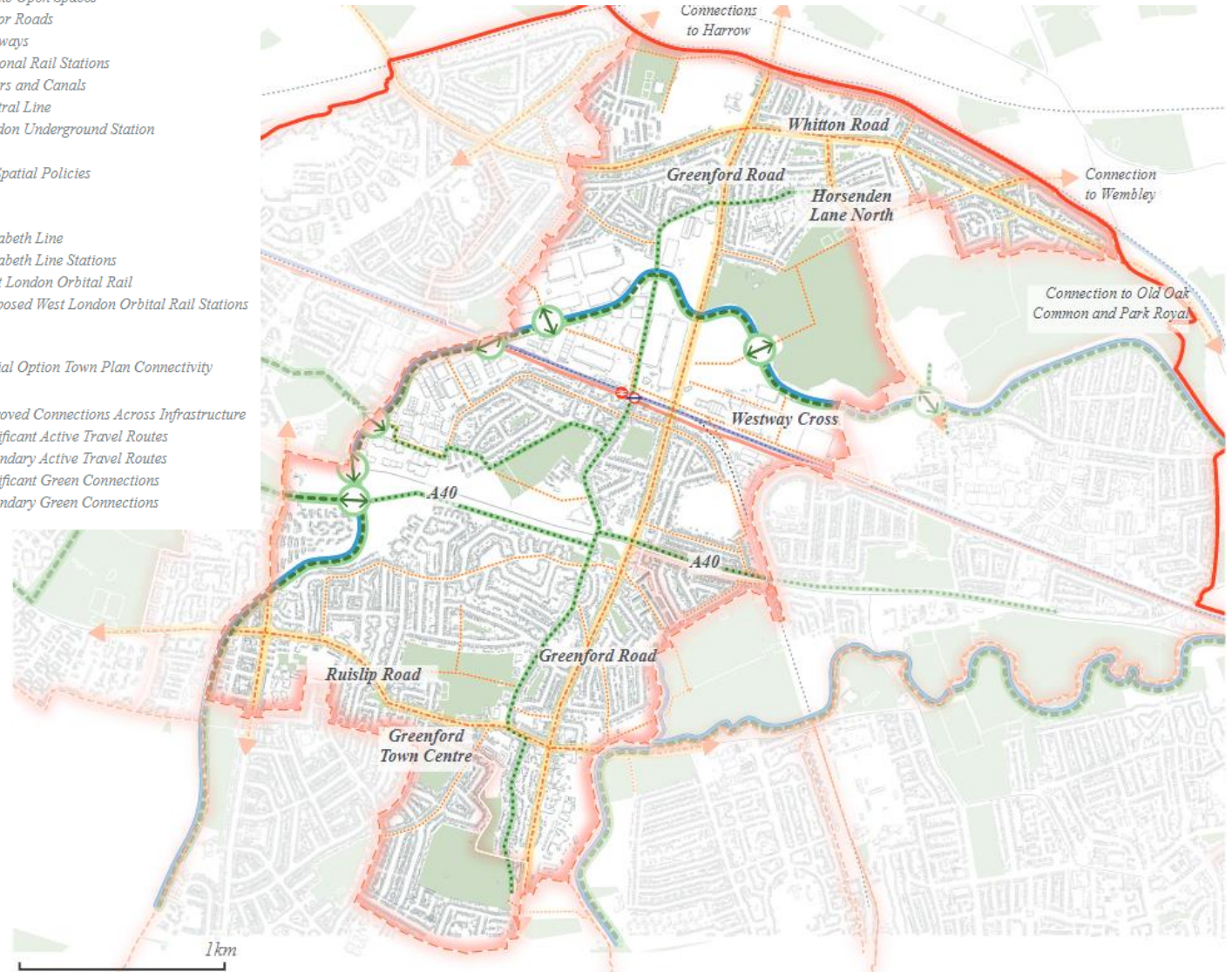
- London Borough of Ealing
- Ealing's 7 Towns
- Public Open Spaces
- Major Roads
- Railways
- National Rail Stations
- Rivers and Canals
- Central Line
- London Underground Station





















London Plan Spatial Policies









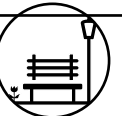





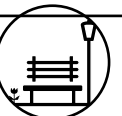





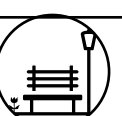



- HS2
- Elizabeth Line
- Elizabeth Line Stations
- West London Orbital Rail
- Proposed West London Orbital Rail Stations

Preferred Spatial Option Town Plan Connectivity Proposals

- Improved Connections Across Infrastructure
- Significant Active Travel Routes
- Secondary Active Travel Routes
- Significant Green Connections
- Secondary Green Connections



Intervention	Mode	Description	Transport Priorities addressed
Greenford			
Major Route Active Travel Corridors: <ul style="list-style-type: none"> - Greenford Road - Ruislip Road - Whitton Road - Horsenden Lane North 	Walking and cycling	Interventions include junction improvements, public realm enhancements, road space reallocation, improved connections across infrastructure	      
Minor Route Active Travel Corridors: <ul style="list-style-type: none"> - Rosedene Avenue / Ferrymead Gardens - Berkeley Avenue / Paradise Fields - Ockham Drive 	Walking and cycling	Interventions include public realm enhancements, traffic calming measures, traffic reduction measures, improved connections across infrastructure	      
New green corridors: <ul style="list-style-type: none"> - Marnham Fields / Runnymede Gardens - Oldfield Lane South / Oldfield Lane North - Birkbeck Avenue / Jeymer Drive - Grand Union Canal 	Walking and cycling	Routes are likely to be ecological in nature (e.g. through parks, along canals), but also serve a movement function. Some improved connections across infrastructure may also be provided where necessary	     

Intervention	Mode	Description	Transport Priorities addressed
Greenford			
Greenford station to Westway Cross public realm enhancements and wayfinding signs	Walking	Public realm enhancements and wayfinding signs will strengthen the relationship between Greenford station and Westway Cross, including Greenford Industrial Estate and Greenford Quay, which is currently disconnected from public transport and active travel routes by very busy and heavily congested Greenford Road and Rockware Avenue.	     
Greenford town centre public realm improvements	Walking	Public realm and streetscape improvements within Greenford town centre will enhance connectivity and create a coherent townscape which is much more pleasant to live, shop, visit and enjoy.	     
Oldfield Circus public realm improvements	Walking	Public realm and streetscape improvements around Oldfield Circus will enhance connectivity and create a coherent townscape which is much more pleasant to live, shop, visit and enjoy.	     
Greenford Green and North Greenford to Hanwell station and Harrow and Wembley town centres bus service improvements and active travel corridors	Bus services, walking, cycling	Explore potential for providing improvements to limited bus services and delivering new active travel corridors	     

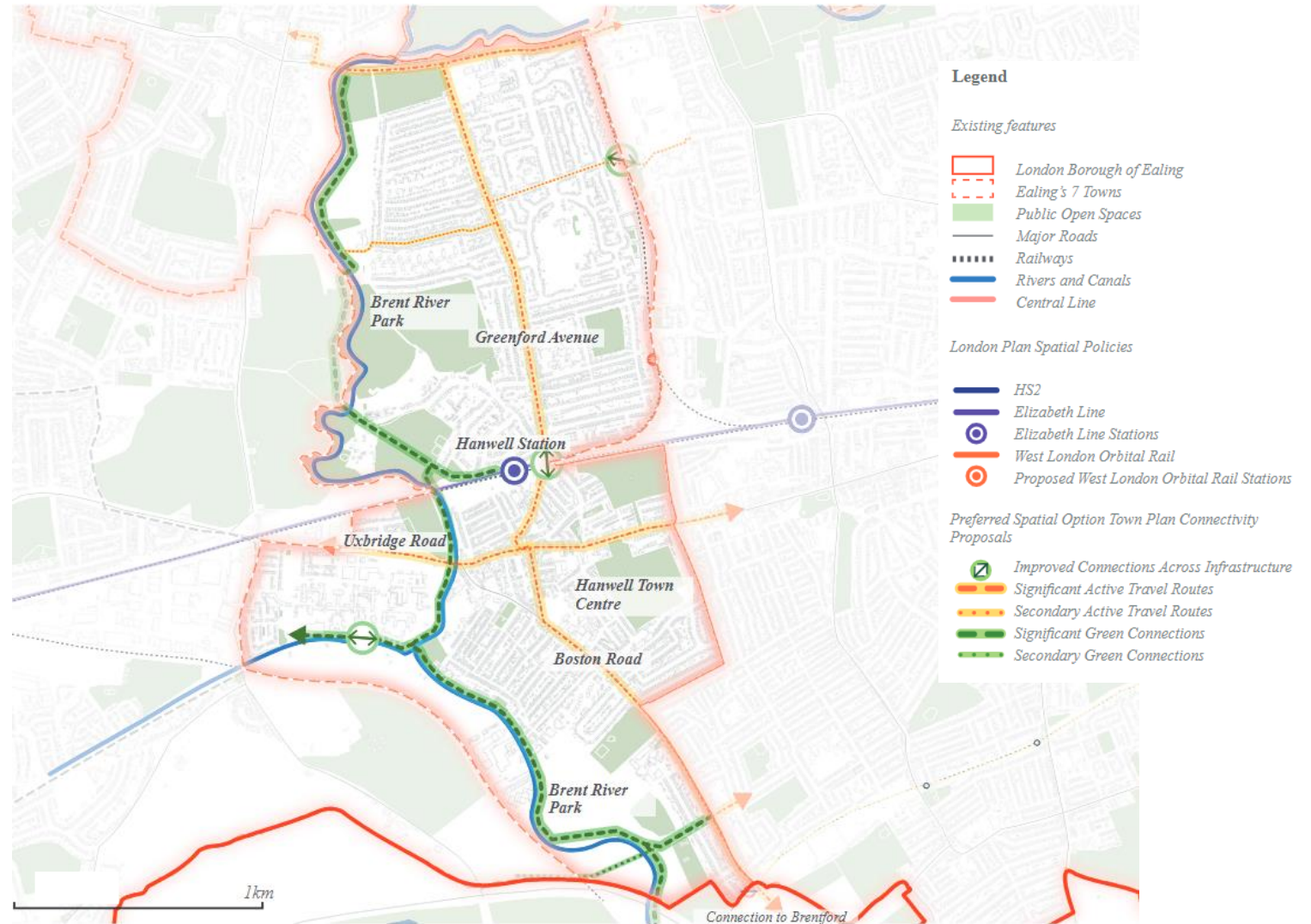
Hanwell is a historic area with a village feel and wide-reaching conservation areas. The arrival of the Elizabeth line represents an opportunity to deliver more homes and diversified job opportunities.

To support the Local Plan, the principles for future transport interventions to support growth in Hanwell are:
























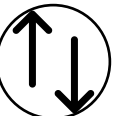

- Invest in active travel routes and public realm improvements.
- Prioritise walking, cycling and public transport.
- Better capitalise on the inward investment opportunities and public realm improvements that can be unlocked by the Elizabeth line station.

Sources:

- London Borough of Ealing Preferred Options Report (2022).



Transport Interventions and Alignment With Priorities

Intervention	Mode	Description	Transport Priorities addressed
Hanwell			
Active travel routes and public realm improvements – across rail lines, along Greenford Avenue and Boston Road	Walking and cycling	Investment in north-south active travel routes and public realm improvements across rail lines along Greenford Avenue and Boston Road to deliver a safer, more attractive network of routes. Local streetscape improvements will enhance connectivity between this active travel corridor and the residential estates of Copley Close, Cuckoo and High Lane.	      
Uxbridge Road active travel routes and public realm improvements	Walking and cycling	Investment in west-east active travel routes and public realm improvements along Uxbridge Road to deliver a safer, more attractive network of routes. Improvements will also improve connectivity to Greenford town centre.	      
Grand Union Canal towpath improvements	Walking and cycling	Improvements to include widening of towpaths and potential for additional crossings to make the towpath more attractive for pedestrians and cyclists to reach Southall, Hounslow and Kew.	    
Active travel corridor from Trumpers Way Industrial Estate to Greenford and Perivale	Walking and cycling	Investment in active travel infrastructure will secure a continuous north-south pedestrian and cyclist travel corridor from Trumpers Way Industrial Estate in south Hanwell to Greenford and Perivale, via the publicly accessible spaces of the Brent Valley Park.	     

Transport Interventions

Northolt is a large suburban area, with a neighbourhood centre to the north (Northolt Town Centre) and a smaller collection of commercial uses to the south at White Hart Roundabout.

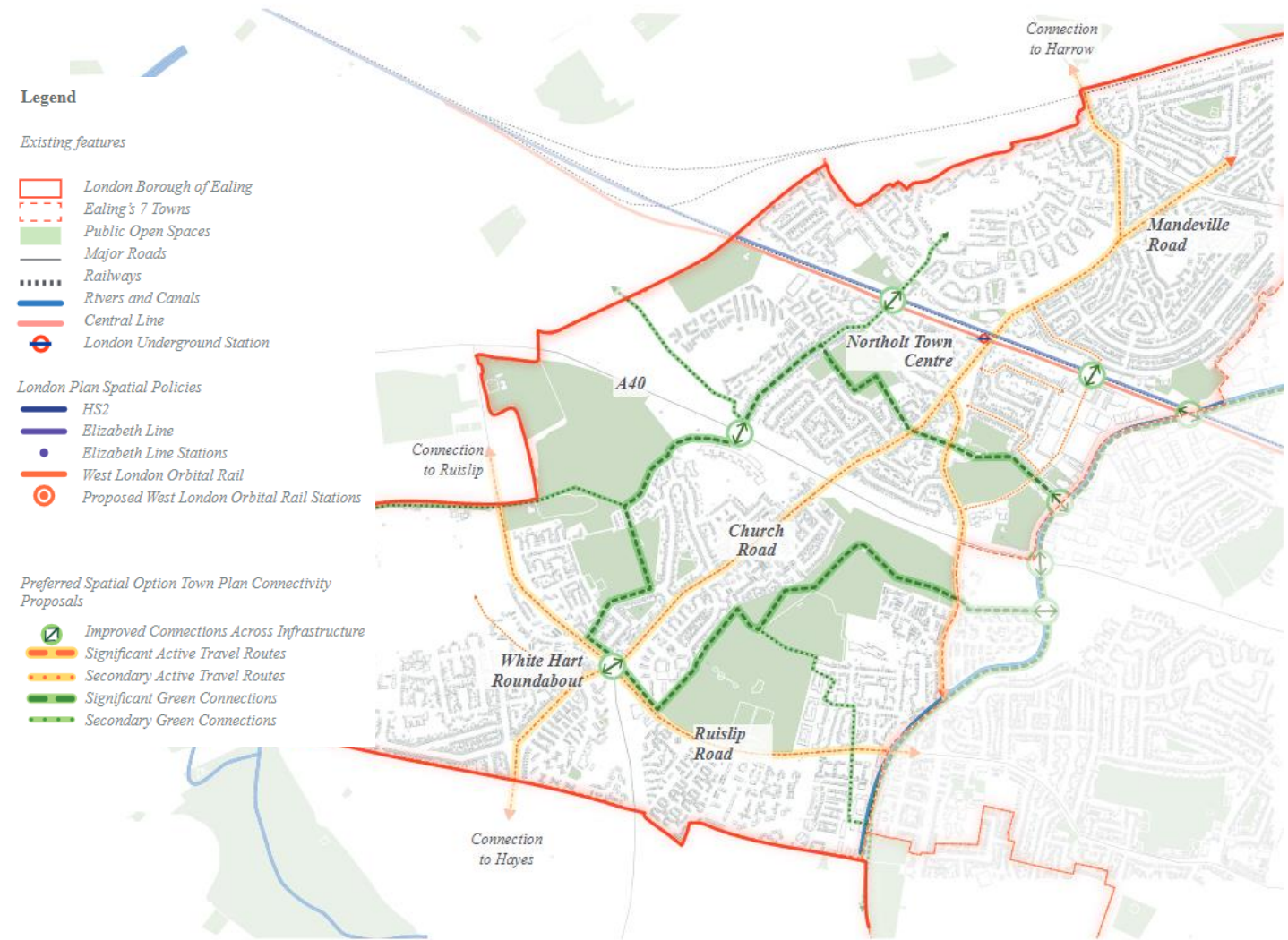
The *Thriving Northolt 20-Minute Neighbourhood Plan* (2022) sets out opportunities to implement the 20-minute neighbourhood concept in Northolt. It has a focus on enabling economic, environmental and social growth in new and enhanced centres within the area. The overarching vision for movement in the area is the creation of a new 'key corridor' connecting the two key centres in Northolt, and the re-characterisation of the area to support a mode shift towards active travel.

To support the Local Plan, the principles for future transport interventions to support growth in Northolt are:






























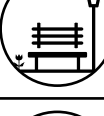









- Focusing on improving sustainable and active travel access to/from Northolt town centre, as well as access to/from a new secondary town centre around White Hart roundabout
- Creating multi-mode transport interchanges linking bus services, rail services and active travel improvements.
- Provide an attractive movement network of safe, clean and inclusive streets.
- Prioritise walking, cycling and public transport.
- Prioritise the Northolt Green Ring

Sources:






- Thriving Northolt 20-Minute Neighbourhood Plan (2022).
- London Borough of Ealing Preferred Options Report (2022).



Transport Interventions and Alignment With Priorities

Intervention	Mode	Description	Transport Priorities addressed
Northolt			
Church Road active travel corridor	Walking and cycling	Creation of a central spine of active travel, including reductions in carriageway widths, introducing dedicated stopping points for buses, creating more space for walking and cycling and junction improvements (including at White Hart Roundabout).	      
Mandeville Road active travel corridor	Walking and cycling	Creation of a central spine of active travel, including reductions in carriageway widths, creating more space for walking and cycling and improving links with Northolt Centre and Northolt Trading Estate.	      
Ruislip Road active travel corridor	Walking and cycling	Interventions can include junction improvements, public realm enhancements, road space reallocation, improved connections across infrastructure.	      
New / improved green corridors: - Islip Manor Meadows - Rectory Park / Northala Fields - Belvue Park / Islip Manor Park - Green Ring / Dog Rose Ramble	Walking and cycling	Routes are likely to be ecological in nature (e.g. through parks, along canals), but also serve a movement function. Some improved connections across infrastructure may also be provided where necessary (e.g. across the A40).	     
Multi-mode transport interchange–Northolt	Buses, rail, walking, cycling	Introduction of a multi-mode transport interchange in Northolt, including a bus hub, Northolt Station (served by the Central line) and active travel improvements.	     
Multi-mode transport interchange–White Hart	Buses, walking, cycling	Introduction of a new bus hub and active travel improvements at White Hart Roundabout by bringing crossing points to be at grade (surface level).	     

Transport Interventions and Alignment With Priorities

Intervention	Mode	Description	Transport Priorities
Northolt			
Improvements to the towpath adjacent to the Grand Union Canal Paddington Branch	Walking and cycling	Towpath to be widened and additional crossing points installed.	    

Transport Interventions

Perivale contains a mix of residential and commercial uses.

Addressing the severance created by the A40, two railway lines and Grand Union Canal is key to the transport interventions in the area.

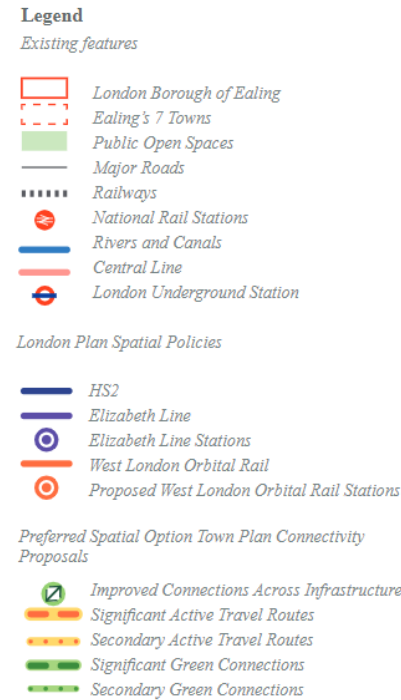
The *Greenford & Perivale Vision Framework* (2022) sets out a framework for supporting economic and social growth through enhancement and diversification of commercial and civic activity in the area. It sets out the concept of a 20-minute neighbourhood, and prioritises active travel & connectivity, public realm, amenities & services, employment & enterprise and housing.

To support the Local Plan, the principles for future transport interventions to support growth in Perivale are:





























- Address severance caused by the A40, railway lines and canal, by creating connections over infrastructure and reducing travel distances on key routes.
- Prioritise public realm enhancements around Perivale station and improve connectivity routes from the station to surrounding areas of dense employment.
- Provide an attractive movement network of safe, clean and inclusive streets.
- Connect disjointed neighbourhoods so local people have access to a more diverse offer.
- Prioritise walking, cycling and public transport.

Sources:

- We Made That – Greenford & Perivale Vision Framework: Overarching Principles (2022).
- London Borough of Ealing Preferred Options Report (2022).



Transport Interventions and Alignment With Priorities

Intervention	Mode	Description	Transport Priorities addressed
Perivale			
Horsenden Lane North active travel corridor	Walking and cycling	New active travel corridor along main routes. Interventions can include junction improvements, public realm enhancements, road space reallocation, improved connections across infrastructure (e.g across the A40)	      
New active travel corridor along minor routes: - Perivale Park (north) - Pitshanger Park (north) - Perivale Industrial Park - Bideford Avenue / Aintree Road / Fraser Road / Federal Road / Wadsworth Road	Walking and cycling	New active travel corridor along minor routes. Interventions can include public realm enhancements, traffic calming measures, traffic reduction measures, improved connections across infrastructure.	      
New green corridor: - Horsenden Hill - Pitshanger Park (south) - Perivale Park (south)	Walking and cycling	Routes are likely to be ecological in nature (e.g. through parks, along canals), but also serve a movement function. Some improved connections across infrastructure may also be provided where necessary	      
Enhancement of two key active travel corridors following the paths of the Grand Union Canal Paddington Branch and the A40	Walking and cycling	Enhancements are likely to include improved lighting, better accessibility, routes segregated from vehicular traffic and additional wayfinding signs with the aim to improve connections to Greenford to the west and Brent to the east.	      

Southall

Transport Interventions

Much of Southall is designated as an Opportunity Area in the London Plan for new housing and employment space. It has a tightly knit Town Centre, which is a key cultural destination in the Borough.

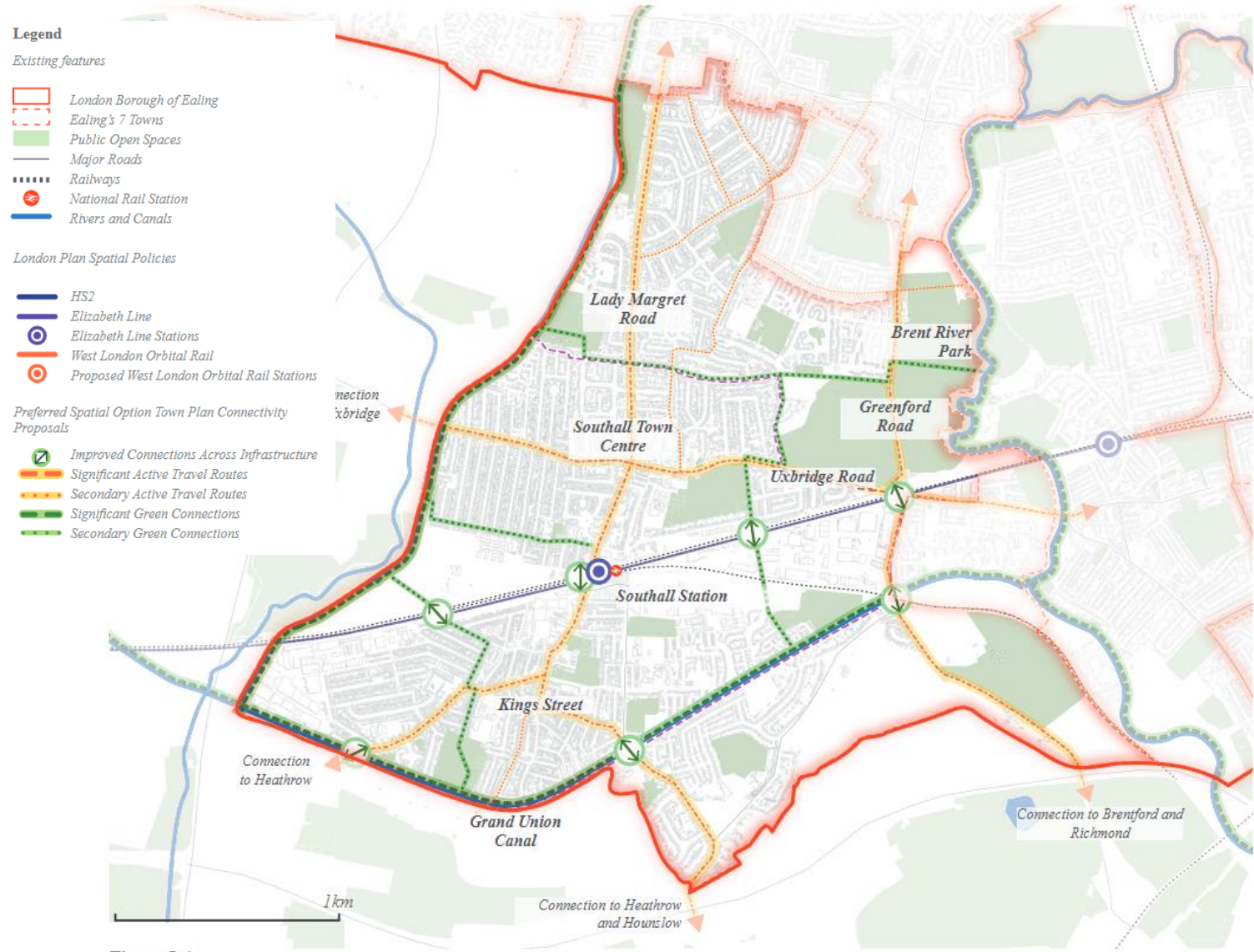
The Draft *Southall Transport Study: Study overview and next steps* (2022) sets out potential future active travel measures for Southall. The study aims to increase accessibility and mobility, accommodate growth in cycling and pedestrian trips, and provide public realm interventions in line with TfL's Healthy Streets approach. The study has identified four key corridors which could cater for key movements in the area, and possible active travel interventions for each corridor.

To support the Local Plan, the principles for future transport interventions to support growth in Southall could include:

- Public realm and active travel enhancements at Southall and King Street.
- Strengthen connections with neighbouring Town Centres.
- Invest in key green and active routes, to encourage more environmentally-friendly travel choices and create more attractive streetscapes.
- Completion of canal towpath and access enhancements
- Prioritise walking, cycling and public transport.

Sources:

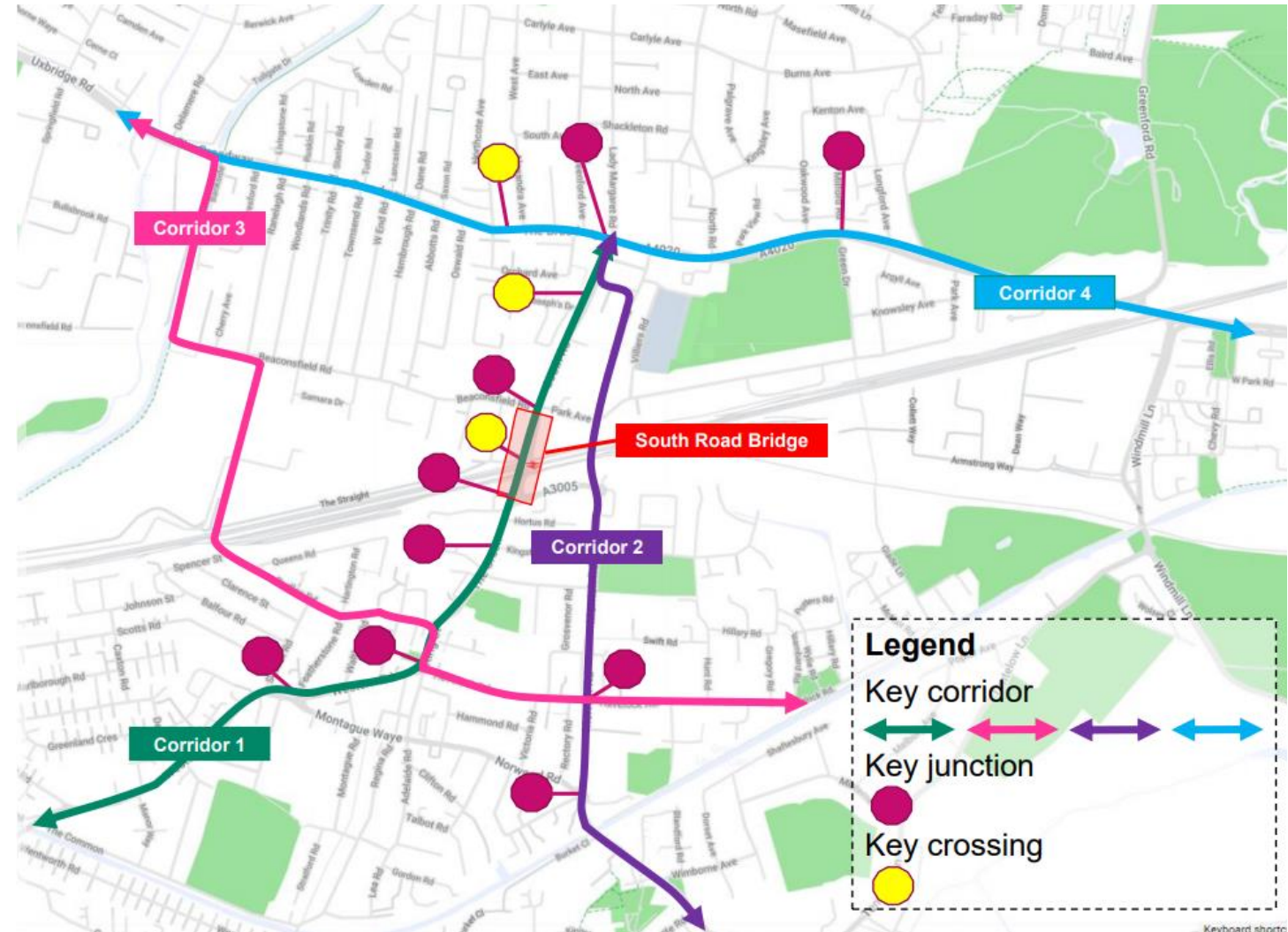
- Draft Southall Transport Study: Study overview and next steps (ongoing, 2022).
- London Borough of Ealing Preferred Options Report (2022).
















The Draft *Southall Transport Study: Study overview and next steps* (2022) provides an overview of potential active travel improvements in Southall Town Centre.

The improvements are centred around four ‘Corridors’:

- Corridor 1: Western Road
- Corridor 2: Merrick Road / Norwood Road
- Corridor 3: Bankside / Dudley Road / Featherstone Road / Havelock Road
- Corridor 4: Uxbridge Road



Transport Interventions and Alignment With Priorities

Intervention (could include)	Mode	Description	Transport Priorities
Southall			
<p>New active travel corridor along main routes:</p> <ul style="list-style-type: none"> - King Street / Western Road (Corridor 1) - Lady Margaret Road - Merrick Road / Norwood Road (Corridor 2) - Bankside / Dudley Road / Featherstone Road / Havelock Road (Corridor 3) - Uxbridge Road (Corridor 4) 	Cycling, walking, buses, vehicles	Interventions include provision of cycles lanes (and also making use of side roads where street width is not adequate to accommodate cycle infrastructure, e.g. King Street), junction improvements, pedestrian crossing improvements, wayfinding enhancements, footway widening, removal of traffic movements, street greening, carriageway narrowing, on-street parking removal, traffic lane reductions, bus-only routing and HGV restrictions	     
<p>New / improved green corridor:</p> <ul style="list-style-type: none"> - Beaconsfield Road / Grand Union Canal - Southall Park / Glade Lane Canalside Park - Spikes Bridge Park / Brent Valley connection 	Walking and cycling	Routes are likely to be ecological in nature (e.g. through parks, along canals), but also serve a movement function. Some improved connections across infrastructure may also be provided where necessary	      

Supporting measures

Additional Measures Across All Towns

A series of local transport interventions has been set out for each of the seven towns, as well as additional common interventions across the Borough.

The key common themes that characterise the local interventions are:

- Active travel routes and improvements
- Road safety interventions, focus on junctions
- Road space reallocation to walking and cycling
- Reducing severance

In addition to the specific local transport interventions identified for each of the seven towns, the following supporting measures are also required across the Borough:

- Expanding the existing **School Streets programme**. The programme creates low traffic areas around schools, by closing streets that are near schools, to school and through traffic, whilst maintaining access. This can encourage walking and cycling to school by making active travel easier and safer, in a more pleasant environment. Significant health and wellbeing benefits are associated with such programmes, as a result of increased physical activity and potential for socialising.
- Implementing a Borough-wide **EV charging network**, recognising the role of EVs in improving air quality in and beyond Ealing, and links to supporting the ULEZ and its potential expansion to cover the Borough.
- Expand the number of **bike hangars** across the Borough, to be located where communities need them. Bike hangars provide secure residential cycle parking and can play a key role in increasing the uptake of cycling.
- Improving and expanding **car sharing / car club provisions**. This would include rolling out of the existing Zipcar 'Flex' service across the whole Borough, including at some development sites, and adopting a joint up approach with neighbouring Boroughs to facilitate a cross-boundary expansion of the Zipcar 'Flex' service.



Source: Ealing Council Transport Strategy 2019



Source: Ealing Council Transport Strategy 2019

7. Strategic Connectivity

Strategic Connectivity

Connectivity Ealing into Neighbouring Boroughs and Beyond

Ealing will work with key stakeholders including TfL and neighbouring Boroughs to improve connectivity to and from the Borough.

The Council will seek to influence any current or future transport proposals which may have a direct and/or indirect impact on the Borough for the benefit of local residents.

The Council recognises the importance of improving transport services in the Borough to support growth and will closely work with TfL to ensure that any proposed changes to the bus or rail services are in the interest of the Borough and its residents.

The Strategic Connectivity opportunities set out in this section comprise:

- 20-minute neighbourhoods
- Old Oak Common
- Cross-boundary connections
- Strategic Rail Projects (West London Orbital, Brentford to Southall)

New highway infrastructure and additional capacity to provide more space for private motor vehicles will not enable the sustainable growth that is desired within the Borough and will continue to produce negative effects of congestion, poor air quality and disconnected communities. These interventions focus on enhancing opportunities for sustainable journeys that will support growth and access to jobs and amenities.



Acton Main Line station. Source: Network Rail Media Centre

Strategic Connectivity

20-Minute Neighbourhoods

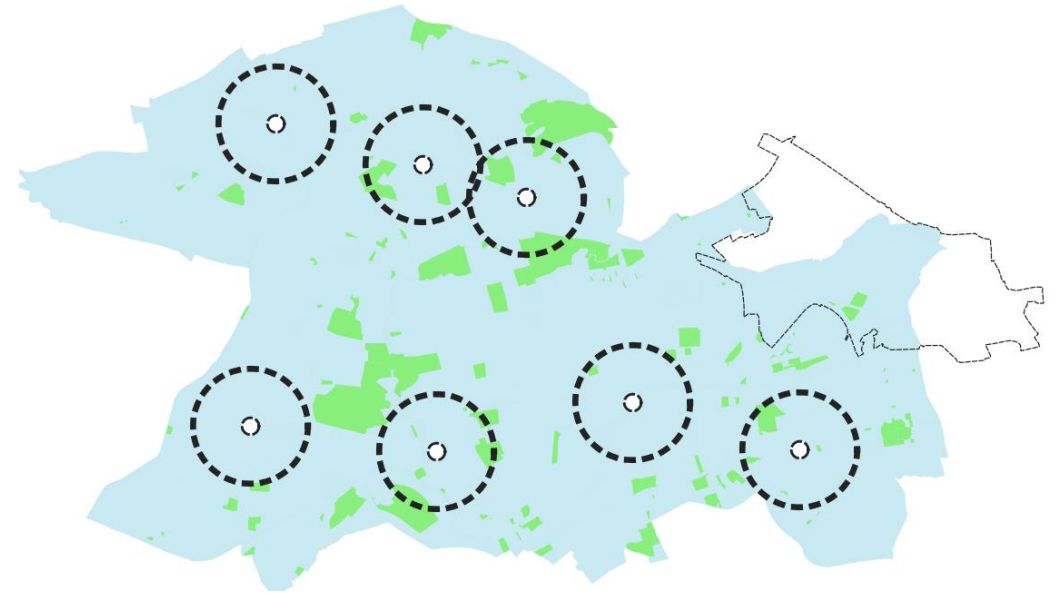
Ealing's local commercial centres experienced a resurgence during the pandemic as lockdown restrictions and an increase in working from home reduced the need to travel, meaning that residents were spending more time in their local area for discretionary activities as well as for employment. In the light of this The Council has been increasingly focusing on localism, most notably the concept of 20-minute neighbourhoods.

The 20-minute neighbourhood concept invites us to re-imagine local centres, with employment, everyday services and amenities within walking or cycling distance of homes, bringing economic, health and environmental benefits to all.

The Council is looking to pursue this concept across the Borough following the Thriving Northolt project pilot scheme for neighbourhood reinvigoration. Ealing is currently developing 20-minute neighbourhood spatial frameworks for Northolt, Greenford, Perivale and Acton to enhance commercial and civic activities in local centres, with improved active travel connectivity to other employment areas and surrounding neighbourhoods.

The Council is looking to use these 20-minute neighbourhood frameworks to adopt a sustainable polycentricity form of development across the Borough that will reinforce the unique functions and roles of the centres within the Borough. These town centres will better complement one another, with a focus on spatial and infrastructure interventions that will address different economic priorities and health determinants within each town, while encouraging sustainable active travel.

The movement corridors between each towns will experience different levels of demand relative to their functions and roles. Further work is being undertaken at a town-scale to assess which connections should be enhanced and strengthened to support growth and accommodate future demand.



Sustainable polycentricity refers to the ability to travel by modes other than private car between multiple centres. The outcome intends to enable improved interaction, sociability and access to a wider range amenities.

Strategic Connectivity

Heathrow Airport: A Major Employment Hub

London Borough Ealing (LBE) is located in close proximity to Heathrow Airport – the UK’s largest international airport. In 2019, the airport handled the most air passengers in Europe and the seventh highest globally with 80.9 million passengers. There are opportunities to improve how Ealing residents travel to Heathrow.

Heathrow makes a significant contribution to the local economy, directly employing around 76,000 people at the airport site pre-Covid-19, with many more employed indirectly in airport related businesses off-site¹. Approximately 1 in 50 Ealing residents work at the airport with many more in nearby employment, making Heathrow a major trip generator for the Borough.

Ealing benefits from excellent transport links with London and the rest of the UK, including direct connections to Heathrow Airport. Heathrow also operates as a large hub for surface transport with railway, Underground and bus stations at the Terminals. The Piccadilly line, Elizabeth line, and three bus routes directly serve Heathrow Airport from the Borough, with many more cross-boundary services connecting the Borough to key employment sites and centres within the vicinity of the airport.

The movement demand associated with Heathrow places significant pressure on the Borough’s transport networks, with congestion and air quality issues on many key road corridors as well as overcrowding and peak capacity issues on the Piccadilly line.

Ealing Council would like to see improved connections to the airport for local residents and airport workers including the delivery of strategic transport priorities such as enhancements to local bus services, active travel infrastructure and Elizabeth line services. Any possible future expansion of Heathrow Airport would need to incorporate appropriate mitigation measures which address adverse impacts on residents and the local environment.



Strategic Connectivity

Old Oak Common: Unrivalled connectivity

The Old Oak Opportunity Area lies across the Boroughs of Ealing, Brent, and Hammersmith and Fulham to the east of the Borough and falls under the jurisdiction of Old Oak and Park Royal Development Corporation.

This area is set to be transformed by the late 2020's with the opening of Old Oak Common Station, which will connect the Elizabeth line and National Rail services to the newly built High Speed 2 (HS2) line. The creation of this new transport interchange hub will dramatically improve public transport in the immediate area and across London, while acting as a catalyst for the redevelopment and regeneration of the 650ha site.

The Opportunity Area has the potential create 25,500 new homes and 65,000 new jobs, strengthening Ealing's place as the productive heart of West London. This is recognised in the 'Ealing Productivity Arc' which connects the HS2 interchange with Heathrow Airport, joining up strategic industrial growth opportunities across Perivale, Greenford, Northolt and Southall.

The delivery of strategic transport infrastructure that enhances both north-south and east-west connectivity will be critical to deliver this level of growth in the area. The West London Orbital, a new rail link from Brent Cross to Hounslow via the interchange at Old Oak, has been identified as a critical infrastructure scheme to enable the significant levels of development and growth in the area.

Further improvements will also be needed to enhance connectivity to Old Oak Common from other parts of the Borough, and across the wider productivity arc, including improved local bus services and active travel infrastructure. Such measures would help to minimise the impacts of significant new development such as reducing traffic congestion and improve road safety and air quality.



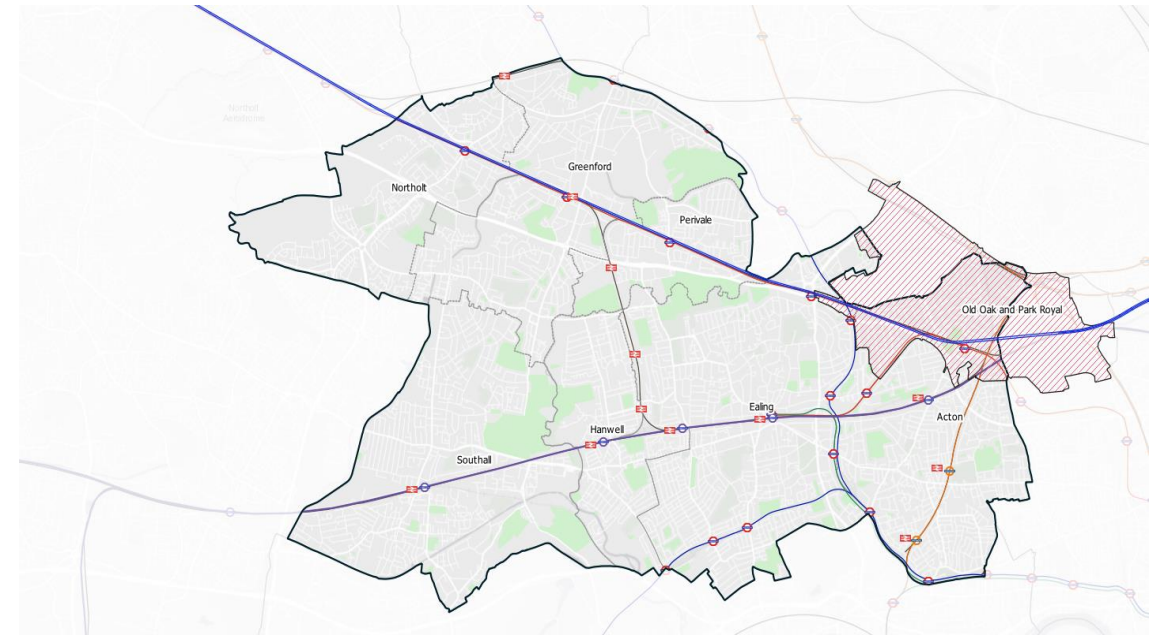
14 platforms
six will be for HS2



Up to 72
trains per hour



250,000
passengers a day



Strategic Connectivity

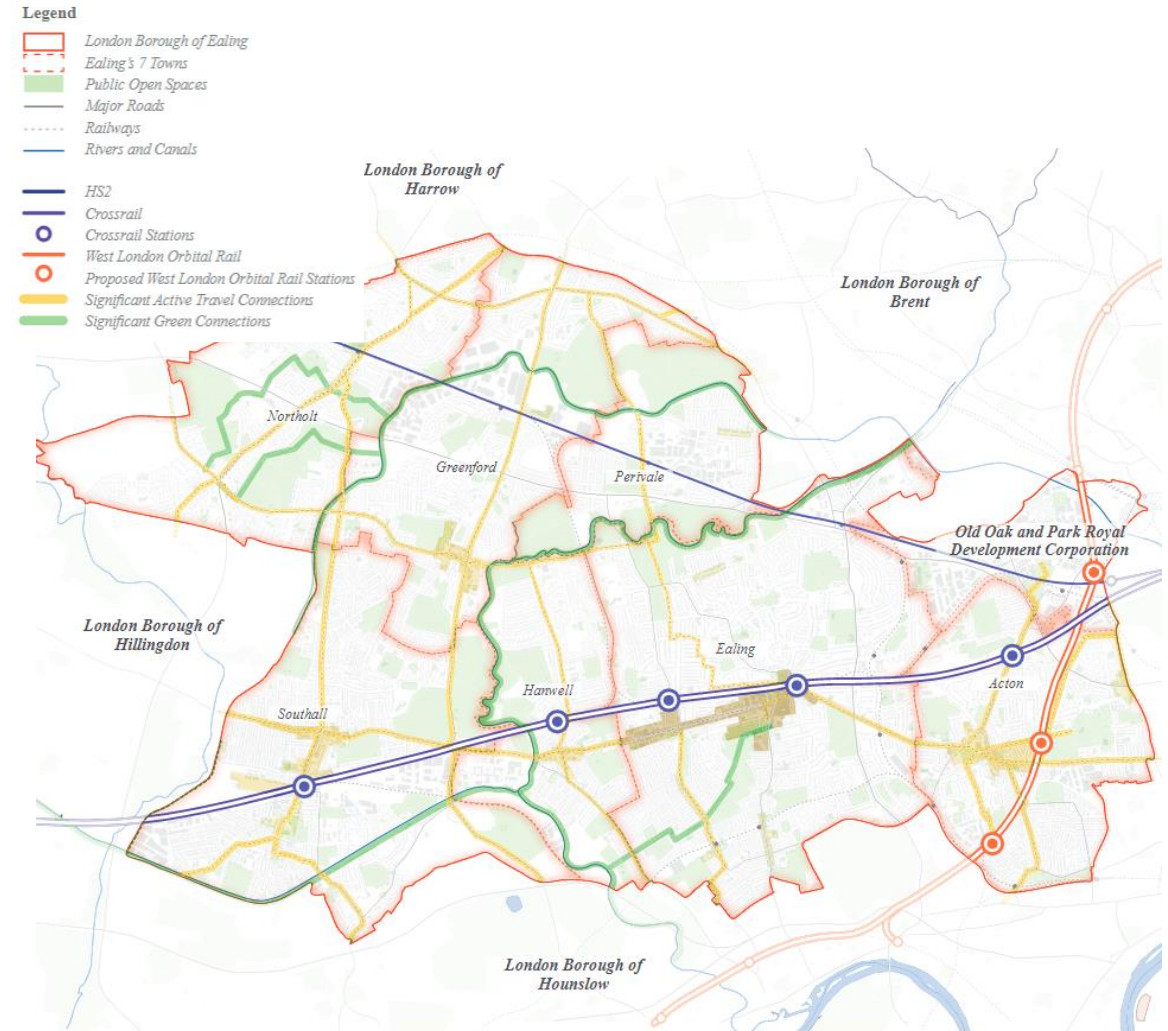
Cross-boundary Connections

A significant number of residents commute outside the Borough for work, including to Heathrow Airport and into central London. Similarly, some 48,000 people commute into the Borough to work in its town centres, businesses and industrial parks¹. It is therefore important to provide high quality continuous walking and cycling networks beyond the Borough boundary to nearby important destinations to accommodate cross-boundary movements.

TfL's Strategic Cycling Analysis of potential cycling demand shows a number of key cross-boundary connections having high potential for attracting a large number of cycleable trips including Uxbridge Road and Boston Road.

To establish seamless cross-boundary connections, close collaboration is required between Ealing and its neighbouring Boroughs when undertaking planning and design of active travel infrastructure. This will ensure consistency of active travel infrastructure across Borough boundaries, which also includes identification of cycle parking hubs, key pedestrian crossing locations, and coordinated wayfinding and signage initiatives.

Ealing Council actively works with the WestTrans sub-regional partnership for transport planning in West London to trial innovative projects and work on cross-boundary projects. Ealing will continue to collaborate with its neighbouring Boroughs of Brent, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow to deliver transport projects on the ground and to contribute to regional and London-wide policy.



Strategic Connectivity

Rail Projects

West London Orbital

As outlined in the MTS, TfL, in partnership with the West London Alliance (WLA), is proposing a new public transport scheme to connect growth areas in west London known as the ‘West London Orbital’ (WLO).

The WLO is a proposed orbital rail link running from Hounslow in southwest London to Hendon/Brent Cross/ Cricklewood/West Hampstead in the northwest, via Old Oak Common. The route would enhance north-south connectivity within the Borough, primarily in the east at Acton Central and Acton South stations, supporting the development of new jobs and homes, and connecting to town centres, employment hubs and existing and future transport links to London Underground, London Overground, Elizabeth line, National Rail and HS2 interchanges.

The WLO would also act as a catalyst for economic development, unlocking the potential of many town centres along the proposed route. Improving public transport accessibility would have a wide range of benefits such as improving access to jobs and opportunities, supporting housing growth, and instilling a sense of place and belonging to new and established communities surrounding stations along the route.

TfL and the WLA are currently assessing a full range of options for west London and are compiling a database of potential and proposed developments along the route which can support scheme delivery.

Brentford to Southall Rail Link

The Council is also working with London Borough of Hounslow to progress plans to convert a freight line to allow passenger services to run between a new station in Brentford and the Elizabeth line at Southall.

Following an unsuccessful application to the Restoring Your Railways Fund, The Council and London Borough of Hounslow are working with Network Rail to look at ways in which to reduce scheme cost while considering wider options as set out in the Great West Corridor transport study.

Indicative West London Orbital routing



Source: West London Orbital Strategic Narrative (October 2021)

8. Delivering the Vision

Delivering the Vision

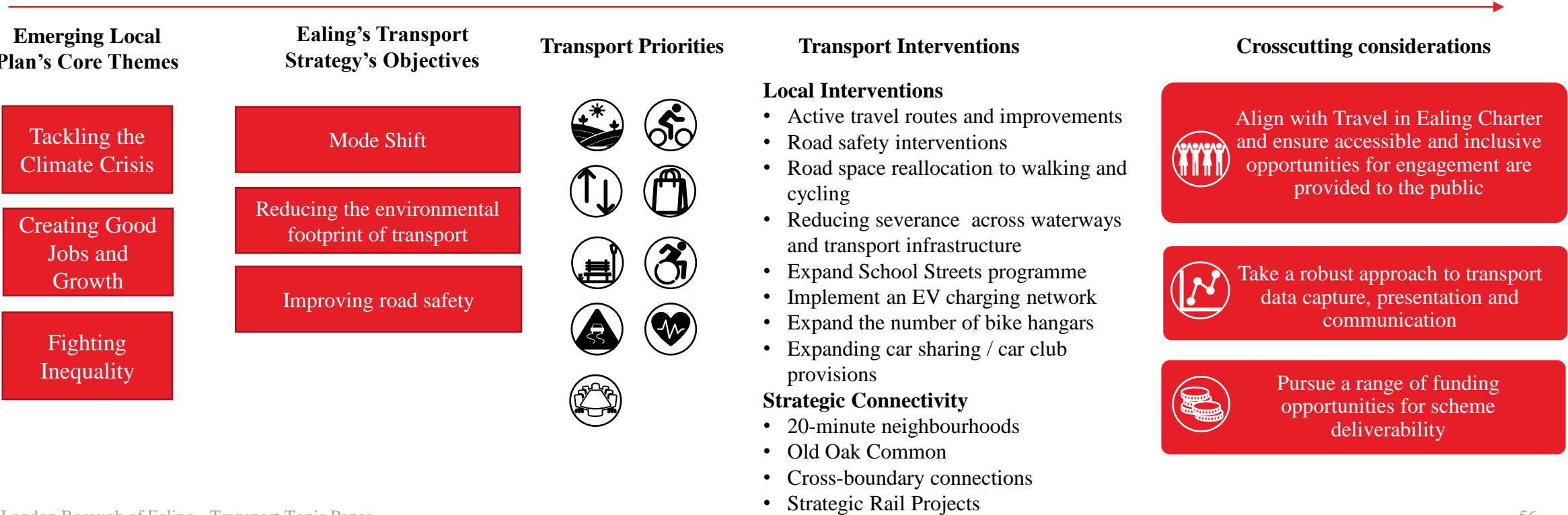
Relationship Between the Objectives and Interventions

This Transport Topic Paper has set out transport challenges and drivers for change, the transport priorities for Ealing and the local and strategic interventions that will support sustainable growth in Ealing.

The majority of interventions within each town are primarily focused around active travel and road safety improvements, whilst the strategic connectivity measures include opportunities associated with rail infrastructure and cycle journeys beyond the Borough's boundaries.

The local and strategic interventions aim to support growth in Ealing, enabling the majority of journeys to be undertaken using sustainable transport modes. However, to ensure the successful delivery of the vision for Ealing, the implementation of any of the transport intervention will need to be underpinned by the three considerations summarised out below and detailed on the following page.




The graphic below shows the relationship between the Local Plan's Core Themes, the Transport Strategy and the Priorities and Interventions set out in this Topic Paper.



Delivering the Vision

Crosscutting considerations

The intention of these considerations is to enable Ealing to mitigate some of the challenges identified in this Topic Paper; to provide a clear framework for engagement with the public and evidence base to better communicate the impact of interventions. The need for a range of funding routes for schemes is a pertinent consideration given the ongoing uncertainty around TfL funding.

 Travel in Ealing Charter	 Robust approach to transport data capture, presentation and communication	 Pursue a range of funding opportunities for scheme deliverability
<p>The Council will work with third parties, including local businesses, the wider public and relevant stakeholders during the preparation, pre-implementation and post-implementation of any transport interventions.</p> <p>Benefits and potential impacts of each transport intervention will be communicated through meaningful engagement with third parties, in accordance with the principles set out in the Travel in Ealing Charter.</p>	<p>Due to uncertainty caused by market factors and unforeseen circumstances, such as the Covid 19 pandemic, the Borough recognises that monitoring and evaluation is an integral element in understanding how well they are delivering services and investing in public finances, especially in relation to transport supporting growth. There will be a need to demonstrate how the delivery of the schemes identified will support and drive planned development and economic growth, whilst seeking to achieve net-zero targets and decarbonisation across the transport network.</p> <p>A robust approach to data collection is key for the development, assessment, implementation and monitoring of any transport intervention. Innovative ways for data capture will be used during the development stages of transport interventions, as well as for monitoring of transport schemes.</p> <p>In addition, presentation and communication of the transport data findings during all stages of the process for each transport intervention will form a key part of the community engagement procedures.</p>	<ul style="list-style-type: none"> Potential funding routes include: <ul style="list-style-type: none"> - DfT Active Travel Fund - Developer S106 contributions - Community Infrastructure Levy (CIL) - Levelling up Fund - TfL Local Implementation Plan (LIP) - Shared Prosperity Fund - Rapid Charging Fund - Housing Infrastructure Fund - Future High Streets Fund Allocating S106 contribution from Southall Gasworks development to active travel improvements in the area. TfL and WLA are compiling a database of developments which can support scheme delivery. There is a challenging and uncertain funding environment, therefore there is a need for exploring innovative funding opportunities, such as Land Value Capture and Business Rate retention Funding allocated for the delivery of the Ealing Transport Strategy would need to cover both the provision of new initiatives and the maintenance of existing assets.

9. Summary and Next Steps

Summary and Next Steps

Delivering Sustainable Transport-led Growth

This Transport Topic Paper has considered the approach to delivering the transport interventions within Ealing that will support and facilitate the proposed development and growth set out within the emerging Local Plan.

The Priorities, Interventions and Considerations identified recognise that new highway infrastructure and additional capacity to provide more space for private motor vehicles will not enable the sustainable growth that is desired and will continue to produce negative outcomes for the Borough. This is supported by Ealing's declaration of a climate emergency.

This Transport Topic Paper has given a detailed contextual review of the challenges and drivers of change associated with the Borough's transport network, whilst demonstrating that short to long term trends in transport and movement in the Borough are influenced by issues around climate, resilience and safety.

It builds upon the Borough's aims of working towards carbon neutrality, improved air quality, people-friendly streets and better health and wellbeing for existing and future residents, as set out in its recent Health Study.

A list of transport interventions has been identified for each town within the Borough through review of supporting plans to the Local Plan such as the Local Implementation Plan and Spatial Options, and stakeholder engagement.

An appraisal of these interventions against set Priorities has been provided to demonstrate their ability to achieve wider aims around road safety, an inclusive economy, health and decarbonisation.

The Regulation 18 consultation will inform the prioritisation of interventions, in alignment with a scheme's ability to:

- support growth and realise sustainable development
- influence the Borough more widely, with larger geographical area of influence and ability to better connect towns
- demonstrate relationship to plans and the transport manifesto