

## Ealing Field High School S106 Measures

### 1 Introduction

A number of measures were developed in the area around Ealing Fields School to enhance road safety, improve pedestrians and cycles facilities and bus stop accessibility. The key elements of the scheme are as follows:

- Footway widening, School Keep Clear markings and a new zebra crossing south of the junction with Windmill Road. Safety measures include a speed table and 20 mph gateway treatment.
- Footway widening in Northfield Avenue between Julien Road and Wellington Road to improve accessibility to the northbound bus stop. Raised tables at the junctions with the above mentioned roads.
- New Zebra Crossing on Windmill Road south of the junction with Swyncombe Avenue
- Widened footway and shared use area (pedestrians and cyclists) in Windmill Road connecting The Ride to Ealing Park Gardens. Existing signalised crossing at The Ride to be upgraded to Toucan crossing (pedestrian and cyclist). Removal of two parking bays. Northbound bus stop to be relocated further north.

The scheme proposals are intended to deliver the following benefits:

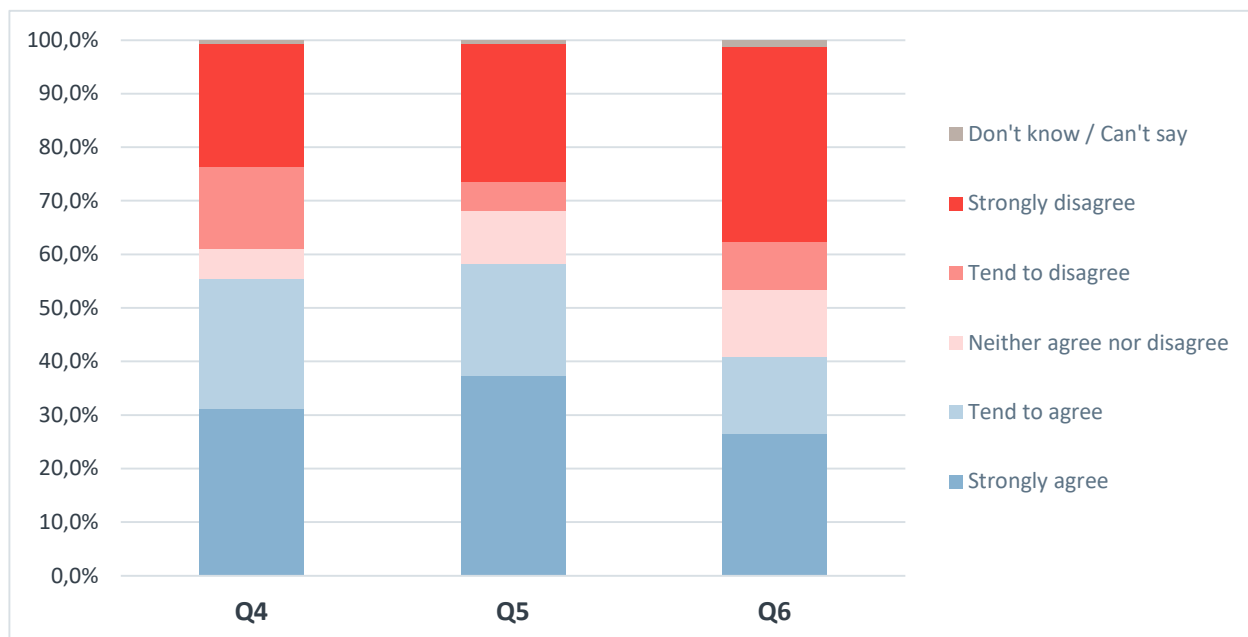
- Improved and safer environment for students attending the school.
- Improved facilities for cyclists and pedestrians.
- Reduced vehicular speed along Little Ealing Lane.
- Improved access to local bus stop.
- The proposals are in line with the Mayor of London's Healthy Streets Strategy: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

## 2 Results

Following the initial stakeholder consultation, a full public consultation was undertaken by LBE between 29/06/21 and 20/07/21. Feedback was gathered through both an online survey questionnaire and email communication in response to a series of plans depicting the proposed Ealing Fields High School S106 measures.

The online survey consisted of seven questions, and received a total of 166 responses, all of which identified as a resident. The first three questions related to personal information such as name, address and if they were responding as resident or business. Questions 4, 5, and 6 each focussed on a different aspect or location of the scheme, and question 7 allowed respondents an opportunity to provide an open text answer on any other comments they wished to make. The results from the closed questions are presented below in Figure 1, and the questions were as follows:

- **Q4.** To what extent do you agree or disagree with the proposed highways improvement in Little Ealing Lane and Northfield Avenue which include: Footway widening, School Keep Clear markings, a new zebra crossing south of Windmill Road, raised tables and 20 mph gateway treatment?
- **Q5.** To what extent do you agree with the proposed new zebra crossing on Windmill Road south of the junction with Swyncombe Avenue?
- **Q6.** To what extent do you agree with the proposed shared use area (pedestrians and cyclists) connecting The Ride to Ealing Park Gardens, which includes footway widening, removal of two parking bays, the upgrade of the existing signal crossing into Toucan Crossing and the relocation of the northbound bus stop?



**Figure 1 - Consultation responses to Q4, Q5, and Q6**

The responses show that there is a mixed level of support and opposition across all three questions. The proposals contained within Question 5 received the highest level of overall support (58.3%), closely followed by the proposals in Question 4 (55.5% in agreement). Question 6 was the only question to receive a greater proportion of responses disagreeing with the proposals than agreeing (45.3% and 40.9%, respectively).

Question 7 of the online survey, which was an open text question that allowed respondents to provide any further comments they had on the proposals, received a total of 105 online responses and a further 5 emailed responses.

The responses received to this question were coded to allow for a quantitative analysis to be undertaken, the results of which highlight several recurring themes across the responses. The code frame categories that were mentioned the most frequently includes:

- **Traffic:** scheme would increase congestion/ worsen traffic flow (9.9%)
- **Safety:** scheme will decrease safety (9.9%)
- **Public transport:** oppose changes to public transport (9.9%)
- **Further proposal:** additional traffic calming measures (9.4%)
- **Safety:** shared spaces between cycles and pedestrians are dangerous (8.8%)
- **Support:** general support (5.8%)
- **Traffic:** oppose new crossings (4.7%)

Many of the frequently occurring themes were interrelated, for example respondents stated that the addition of a further pedestrian crossings would increase congestion and decrease safety, as would the relocation of bus stops.

Of the responses that indicated the proposals would worsen congestion (9.9%), this was primarily due to the following reasons:

- The proposed zebra crossing on Windmill Road is situated too close to the mini roundabout, and would result in a build up of vehicle traffic
- The proposed zebra crossing on Little Ealing Lane would add to congestion, as there are already two zebra crossings at this location. The suggestion was made that signalised crossings would be better to balance the needs of all road users
- The relocation of the bus stop on Windmill Road would cause a bottle neck as it is proposed to be moved to a narrower section of road that is opposite a junction
- The comment was also made that the proposed zebra crossings would encourage vehicles to use Little Ealing Lane and Birbeck Road as a cut-through, to avoid the delay caused by these new crossings

Of the responses that stated the proposals would decrease safety on the affected roads (9.9%), the following reasons were suggested by respondents:

- The proposed zebra crossing on Windmill Road is situated too close to the mini roundabout, with drivers often speeding in this location and are more likely to be paying attention to whether the road is clear of vehicles than pedestrians crossing

- The relocation of the bus stop on Windmill Road will result in vehicles trying pass a dwelling bus on a narrow section of road, as well as being on a bend
- The relocation of the bus stop on Windmill Road is being located further away from pedestrian crossings, so will encourage informal crossing of the road
- Widened footways on Windmill Road will result in the road being too narrow for large vehicles, as well as vehicles who try to pass cyclists who remain on the road

There were recurring suggestions for alternative measures to calm traffic along the roads which the proposals pertain to (9.4%). This mainly included the removal of LTN32, and the implementation of a mini roundabout at the Northfield Avenue / Windmill Road junction (outside The Plough Inn).

The responses which indicated opposition to changes to public transport (9.9%) all related to the relocation of E2 bus stop for northbound buses on Windmill Road. Nearly all of the responses which mentioned this proposal stated that the existing location works well, as it allows for a clear view of oncoming traffic and there is enough road width for vehicles to overtake a bus dwelling at the stop.

Responses which showed opposition to new crossings (4.7%) relate to both proposed zebra crossings (Windmill Road and Little Ealing Lane), which were both mentioned frequently. The proposed Toucan crossing by The Ride received very few mentions. The most frequently mentioned reasons for opposing the zebra crossings are as follows:

- **Windmill Road crossing:** as mentioned above, respondents expressed concern that the crossing was located too close to the roundabout, which is likely to cause accidents and congestion.
- **Little Ealing Lane:** respondents suggested that three zebra crossings in this location was excessive, and that the other two provided adequate crossing facilities. It was also mentioned that a crossing on each arm may cause confusion and frustration, therefore leading to accidents.

An additional further proposal, which was mentioned in 8.3% of responses, was for a zebra crossing on the eastern arm of the Swyncombe Avenue / Windmill Road roundabout, to allow easy pedestrian access to and from Blondin Park.

Further feedback that was received from local interest groups / politicians in relation to the public consultation has been collated and taken into consideration as part of the details design process. Any concerns raised have been responded to.

### 3 Summary and next steps

The main elements for the scheme are to improve road safety around Ealing Fields High School and improve pedestrians and cycle facilities.

Consultation responses from key stakeholders and local residents have been analysed and design changes were incorporated taking into account their feedback as far as practicable.

Some of the key changes included following the consultation exercise were as follows:

- A new mini roundabout at Little Ealing Lane/Windmill Road/Northfield Avenue Junction. This as a result of local resident suggestions followed by a traffic modelling exercise, which has proven that the junction currently works at capacity (especially the Windmill Road arm) and the mini roundabout option would improve the junction operation and reduce delays. Additional elements were incorporated in the design such as parallel crossings for cyclists and additional deflections to reduce vehicular speed to address comments received from Ealing Cycle Campaign.
- Northbound Bus stop in Windmill Road retained at its current location as a result of resident objection to its relocation and further consultation with London Buses.

As a result of funding limitation, only the section in Little Ealing Lane in front of the school to include the mini roundabout at Little Ealing Lane/Windmill Road/Northfield Avenue Junction will be built as part of phase 1 of the implementation. Works on site are expected to start in February/March.

The other elements of the scheme will be built in subsequent phases subject to funding availability.

Following the Statutory consultation, which took place in August 2022, final plans of scheme are currently being finalised and will be published on this website prior to the start of the works.