

Public consultation report

Proposals for cycling improvements: Uxbridge Road

Ealing Council is working to create a healthier, safer and greener borough by making it easier for people to walk, wheel, cycle and use public transport. To support this, the council is proposing to make cycling improvements in Uxbridge Road – Hospital Junction to Greenford Road.

The Iron Bridge section of Uxbridge Road is one of the busiest routes in the borough for cyclists, yet due to its challenging nature it's not included in any cycle route maps.

This Uxbridge Road corridor scheme proposes improvements to bridge this gap in the cycle network. The road is also a key bus route, so the cycle improvements have been designed not to affect bus journey times.

This report gives an overview of the original proposed improvements along with the amended proposals based on the results public consultation.



Contents

1. The original proposals.....	2
2. The consultation process.....	3
3. Consultation results.....	5
4. Traffic modelling	10
4.1. Modelling purpose	10
4.2. Pedestrians and cyclists.....	10
4.3. Buses.....	11
4.4. General traffic	13
5. Conclusions and recommendations	14

1. The original proposals

Proposals:

- widen shared foot/cycleway on north side under Iron Bridge
- a westbound bus lane (shared with cyclists) and general traffic under Iron Bridge
- single eastbound traffic lane for all motor traffic including buses under Iron Bridge
- increase all lanes to 3.2 metres wide under Iron Bridge, so buses don't have to straddle – the existing 4 lanes are so narrow that buses and lorries must straddle two
- keep existing bus gate west of Iron Bridge to give buses and cyclists priority in the single eastbound lane
- add new bus gate east of Iron Bridge for cyclists and buses to safely cross the flow of left-turners into Windmill Lane
- convert crossing just east of Iron Bridge to allow cyclists to use it to access shared pavement on the north side – needed for connections to/from Windmill Lane and Greenford Road
- add new westbound bus/cycle lane approaching new bus gate to give westbound buses priority over other westbound traffic

- no motorcycles allowed in any bus lane or bus gate, to ensure that cycling conditions there are safe and attractive
- east of bridge, eastbound footway-level cycletrack on north side, with protected return to carriageway at start of next bus stop
- half-inset eastbound bus stop near hospital junction to allow space for cyclists to pass stopped buses without using a general traffic lane (requires removal of two car parking spaces)

2. The consultation process

Ealing Council ran a consultation between 5 and 29 July 2024, where people could [view the plans](#) and provide their feedback on the proposed changes.

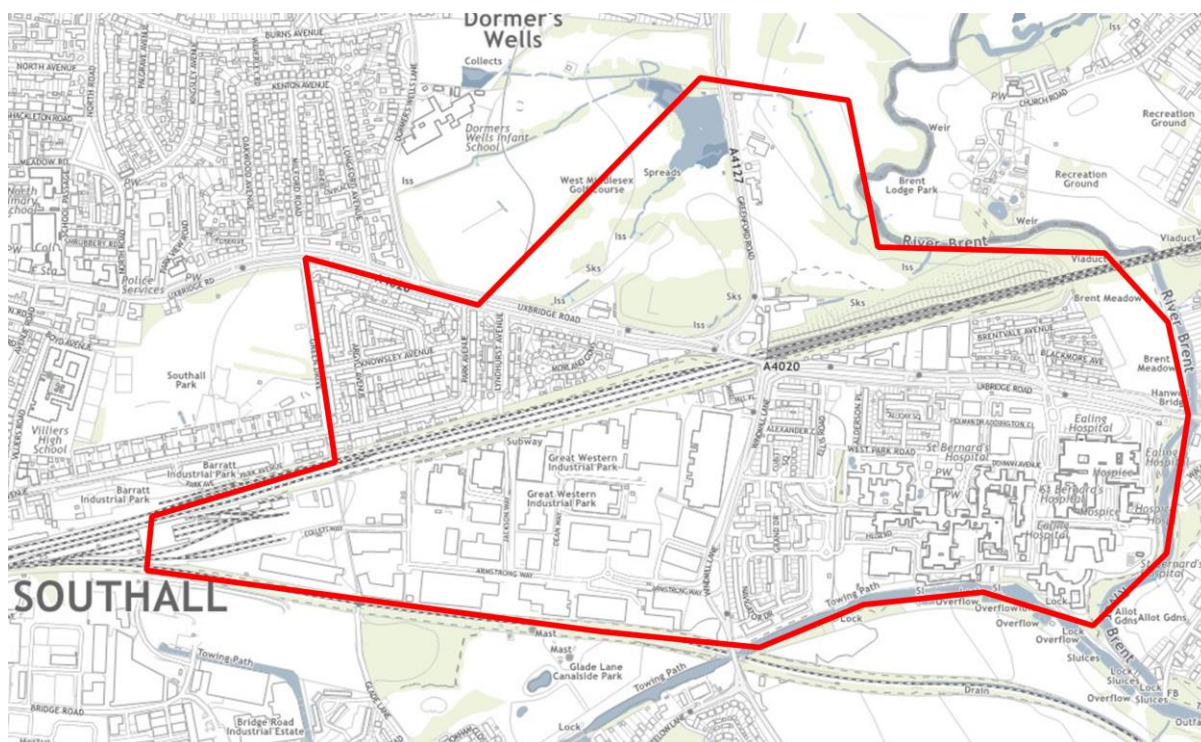
Information was provided [on a webpage](#) which included descriptions and plans of the proposals. The consultation document can be viewed at Appendix A.

Feedback was collected via an online survey, with paper copies available on request. The survey asked respondents for the following information:

- a UK postcode
- capacity in which the respondent was responding
- attitude towards the proposals
- an explanation for the attitude towards the proposals (open text format)
- any additional improvements wanted in the area (from a list provided, with an 'other, please specify' option)

A consultation document was posted to residential and business addresses within the boundary shown in Figure 1 (the consultation area). This area included about 2,100 addresses. The Iron Bridge junction is at the centre of the red line boundary area.

Figure 1: Consultation Boundary (2 areas)



All the addresses the consultation was sent to were in postcodes UB1 and UB2. For simplicity, all responses from UB1 and UB2 postcodes have been taken to be within the consultation area, and other postcodes taken as outside the area.

There were 60 valid responses to consultation survey from within the area, a 3% response rate, and 71 from outside the area.

Multiple responses from the same address were allowed, if the names were different.

The results of the survey are shown in section 2 of this report.

One question in response to the consultation was an open text response, in which respondents were able to give a comment to explain their views. These responses were summarised into the main themes.

A few respondents did not answer all questions.

3. Consultation results

Of the 131 responses to the survey, 4 stated that they were responding as a charity or other organisation. The rest were residents.

All but one of the postcodes given are valid.

Respondents were asked how they felt about the proposed cycle improvements. The results indicate that most respondents did not support the proposal as presented in the consultation:

Response	Number of responses	% of total
Do not like	98	78%
Like	23	18%
Neither like nor dislike	10	8%

[Rounded percentages may not add up to 100]

The next question asked for comments on their response above. Almost everyone made at least one point. Comments have been grouped to produce the following table, and responses added beside each:

Comment	Count	Response from Ealing Council's highways team
Need more protection of cyclists from motor traffic	52	<p>Space is limited under Iron Bridge and to the east.</p> <p>We have removed as many general traffic lanes as we can without significantly slowing buses down.</p> <p>We recognise that previous versions of the plans allocated more space to cycling, but traffic modelling showed that those designs were not viable.</p> <p>Ealing bus lanes are generally safe and pleasant places to cycle, because there are few taxis, and motorcycles are not allowed. Where possible, we have widened bus lanes</p>

Comment	Count	Response from Ealing Council's highways team
		<p>at stops, so that cyclists can pass stopped buses safely without moving into a general traffic lane.</p> <p>Under the bridge, we have provided an off-road cycle path for both directions, though westbound cyclists will find the bus lane much more convenient.</p> <p>Where eastbound cyclists are off carriageway, we will put in whatever measures are necessary to stop drivers parking on the cycletrack.</p>
Scheme will cause traffic congestion / chaos	23	<p>Extensive traffic modelling has been carried out on the plans and approved by Transport for London (TfL).</p> <p>They would not have approved the plans if they caused significant delays to buses, even eastbound, where there is no new bus lane.</p>
Cyclists and pedestrians should be segregated	20	<p>This has been done as far as possible, where cyclists are not in bus lanes. It is not done under the bridge, because columns and the McDonalds access limit available space. East of Windmill Road, we have altered the design so that eastbound cyclists will now be on a segregated cycletrack instead of a shared path, until they drop into the bus lane. Westbound cyclists will be in a bus lane throughout.</p>
General approval	14	
Scheme will make cycle safety worse	13	<p>The scheme is intended to make conditions better and safer for new and less experienced cyclists. Faster cyclists will not see as much benefit and may not be able to go as fast off-carriageway as on.</p>

Comment	Count	Response from Ealing Council's highways team
Scheme does not follow cycle infrastructure guidance	8	Relevant guidance is followed wherever possible. Shared paths are sometimes necessary or desirable in places where the guidance says segregation of pedestrians and cyclists should be possible.
Will slow buses / prioritise buses	5	As above – modelling confirms that bus journey times will not be significantly affected.
Stop prioritising buses	4	Buses are a space- and energy-efficient way to move people. Prioritising cyclists over buses disadvantages more people than it helps. This can be reviewed if/when as many journeys are cycled as are taken by bus. The aim of the scheme is not to push bus passengers into cycling.
Will slow motor traffic	4	There will be some reduction of capacity for general motor traffic, especially northbound on Windmill Avenue, but generally this junction is not the one that limits A4020 traffic volume. If a small number of motorists choose to cycle instead, this will compensate for the lost motor vehicle capacity.
Stop prioritising cars	3	General motor traffic cannot be restricted much without also delaying buses. This scheme does not seek to improve general motor vehicle journey times.
Bus gates won't / don't work well	3	The Hanwell Bridge bus gate has been altered to work better. The new one will be similar and will be monitored to ensure that buses can rejoin the traffic scheme as designed. For cyclists, bus gates provide guaranteed

Comment	Count	Response from Ealing Council's highways team
		opportunities to merge into general traffic lanes with minimal risk, where there's no room for separate high-quality facilities, as under Iron Bridge.
Bus driver changes at St. Bernard's gate block traffic	2	This will be checked, and the design altered if necessary.
7 other negative responses	1 each	<p>The council believes that this scheme is the best compromise between improving conditions for cyclists and minimising impact on buses and other road users.</p> <p>To do more would require compulsory purchase of land, and / or removal of trees and green space.</p>

Respondents were asked to choose another improvement they would like, from a list, plus 'other, please specify'. Only one could be selected, and most people who responded 'other' wanted to select more than one of the options. The rest made different suggestions. The multiple selections have been included in the counts, so the total is more than 131.

Would you like to see any of the following improvements to the public realm on (or around) the Uxbridge Road corridor (Ealing Hospital-Greenford Road section)?

1. Improved cycling infrastructure – 64
2. Better road maintenance – 32
3. More places to cross the road – 13

4. Additional greenery – 12
5. Additional traffic calming measures – 10
6. Improved pavements – 9
7. Improved cycle parking – 4
8. Other, not included above – 7

4 people did not answer this question.

High-level analysis of the comments received counted those who wanted better provision for cyclists, those who wanted less provision, and those who were content with the proposed improvements. Results:

Response	No. of responses	% of total
Happy with proposals	23	18%
Want more for cycling	61	47%
Want less for cycling	42	32%
Unclear	5	4%

At the same high level, 55 of the 60 respondents from UB1 and UB2 postcodes responded like this:

Response	No. of responses	% of total
Happy with proposals	8	15%
Want more for cycling	10	18%
Want less for cycling	36	65%

Unclear	1	2%
---------	---	----

So, the closest residents are significantly more opposed to these cycling improvements than people who live further away.

4. Traffic modelling

AECOM (a transport consultant) has developed several traffic models to assess the local and wider area operation of the Uxbridge Road Corridor scheme. The models have all been developed according to Transport for London (TfL) guidance and the models have been audited by TfL.

4.1. Modelling purpose

The purpose of the traffic models is to assess the effects of the proposed Uxbridge Road Corridor scheme on the local and wider area. The models predict how the Uxbridge Road Corridor scheme will operate and allows changes to journey times for general traffic and buses to be understood.

4.2. Pedestrians and cyclists

The proposals provide better pedestrian and cycle facilities, increasing safety for pedestrians and cyclists and encouraging people to walk, wheel or cycle.

The proposed scheme improves pedestrian safety and amenity, providing new and shorter pedestrian crossings at the Iron Bridge junction and a direct pedestrian crossing near Haliday Square access in line with the desired paths of pedestrians.

The proposals introduce a continuous westbound bus and cycle lane from Hanwell Bridge to just west of Greenford Road, where it connects with the existing cycle lane towards Southall, ensuring cyclists are consistently protected from general traffic along Uxbridge Road.

A bus and cycle gate would be introduced on Uxbridge Road westbound, close to the Iron Bridge junction, to allow cyclists to get ahead of general traffic to continue straight along Uxbridge Road under the bridge. Cyclists travelling to Windmill Lane can join the proposed cycle lane from Windmill Avenue to the south of Armstrong Way and the Canal pathway, which will be implemented later.

In the eastbound direction on Uxbridge Road, a shared path is proposed through the Iron Bridge junction which provides a connection to the existing on-road cycle facilities west of the junction and the new segregated cycle lane to the east of the Iron Bridge junction, creating a continuous cycle infrastructure between Southall and Hanwell.

4.3. Buses

The proposals also provide a westbound bus and cycle lane that allows buses to bypass any potential westbound congestion. The existing bus gate at the Iron Bridge junction is also included in the proposals, protecting the buses for any increase in delay in the eastbound direction.

The proposals are not predicted to have a significant impact on most bus services. There are some minor increases of 30-60 seconds predicted on the bus routes running through Greenford Road and Windmill Lane, as introducing the new pedestrian crossings and cycle facilities causes some delay on particular approaches to the corridor, such as Windmill Lane or Greenford Road. However, increases are at a manageable level and the existing bus lanes in the area will protect bus journey times and the proposed westbound bus lane along Uxbridge Road will improve bus journey times.

Overall, the modelling predicts that the proposed scheme will have a neutral impact on bus journey times in the area, but it will improve bus journey times along Uxbridge Road westbound.

The traffic model estimates journey times in seconds for different routes through the project area. Details of the traffic model exercise can be provided upon request.

The bus journey time results are summarised in Table 1 below.

Table 1 shows a comparison of bus journey times under the existing road layout v predicted journey times under the proposed layout.

Route	Average journey time (seconds) AM			Average journey time (seconds) PM		
	Existing Layout (s)	Proposed Layout (s)	Proposed v Existing Layout	Existing Layout (s)	Proposed Layout (s)	Proposed v Existing Layout
92 NB	285	323	13%	358	315	-12%
92 SB	336	220	-34%	193	262	36%
195 EB	423	335	-21%	375	392	5%
195 WB	317	325	2%	381	327	-14%
207 EB	403	333	-17%	361	359	0%
207 WB	375	393	5%	473	428	-10%
282 NB	287	313	9%	350	299	-14%
282 SB	339	217	-36%	190	267	40%
483 EB	184	191	4%	183	183	0%
483 WB	371	239	-36%	232	247	7%

4.4. General traffic

The modelling exercise predicts there will be traffic reassignment away from Uxbridge Road, since there is a limited reduction in capacity for general traffic, so some vehicles will choose other similar routes to their destination, such as the M4, A40 or Ruislip Road. However, the volume of traffic which reassigns away from Uxbridge Road is not high and spread across several routes, without a large impact in any one location.

Due to the traffic reassignment away from Uxbridge Road, the proposals are not expected to create significant additional delay along Uxbridge Road. However, the new layout at the Iron bridge junction and the operation of the new pedestrian crossings are likely to result in slightly higher delays and longer queues at Greenford Road and Windmill Lane, especially in the PM peak. The modelling assessment predicts that the increase in queues and delays will be generally limited and will not affect any nearby junction on Greenford Road or Windmill Lane.

The general traffic journey time results are summarised in table 2 below.

Table 2 shows a comparison of general traffic journey time under the existing road layout v the predicted journey times under the proposed road layout.

Route	Average journey time (seconds) AM			Average journey time (seconds) PM		
	Existing Layout (s)	Proposed Layout (s)	Proposed v Existing Layout	Existing Layout (s)	Proposed Layout (s)	Proposed v Existing Layout
Route 1 EB	964	426	-56%	630	615	-2%
Route 1 WB	343	366	7%	432	410	-5%
Route 2 NB	477	434	-9%	493	511	4%

Route 2 SB	505	424	-16%	391	528	35%
Route 3 NB	396	399	1%	493	511	4%
Route 3 SB	679	494	-27%	486	483	-1%
Route 4 NB	931	489	-47%	620	723	17%
Route 4 SB	324	340	5%	352	359	2%
Route 5 NB	342	349	2%	428	442	3%
Route 5 SB	579	472	-19%	480	461	-4%

5. Conclusions and recommendations

Most responses were not supportive of the proposal. However, we had a low response rate of 3% from within the consultation area, so the results may not be fully representative of residents' views.

A striking result was that overall opposition was from people who felt the scheme does not do enough for cyclists. This is likely due to local cycling organisations publicising the consultation to their members but also reflects that some people have seen previous proposals that gave cyclists more segregation from motor traffic.

When the previous proposal was modelled, it was found that it would have caused unacceptable delays to buses and other motor traffic. The current proposal has also been modelled and found to be acceptable for all traffic.

The main themes of objections to the current proposals were:

- insufficient protection of cyclists from motor traffic
- lack of segregation of cyclists and pedestrians, in shared space

Currently, westbound cyclists approach the bridge in a cycle lane that is about 1.5 metres wide, to the left of the lane for traffic turning left into Windmill Road. To continue west, they have to cross this left turn lane, either by using a gap in traffic, or at a crossing at the junction. The width of the adjacent lane is such that large vehicles overtaking cyclists cannot give the required 1.5-metre clearance without encroaching on the next lane to the right. This means that the existing layout encourages close overtaking, which is a major deterrent to cycling.

Replacing these two lanes with a bus lane, and widening all lanes to 3.2 metres, means that cyclists only have to contend with buses and the occasional taxi. These trained drivers can be instructed to move into the next lane to overtake cyclists, largely eliminating close overtaking. The proposed bus gate then gives cyclists and buses an easy and safe way to cross the left-turning traffic.

There will also be a westbound bus lane under the bridge, eliminating most close overtaking there. Both westbound lanes will be 3.2 metres wide, so no vehicles will need to straddle both. It is therefore the council's view that overall; this will provide better and safer conditions for cycling than the existing lane and crossing.

Eastbound under the bridge, the reduction from two motor traffic lanes to one allows all traffic lanes to be 3.2 metres wide and also creates space for the north-side shared pavement to be widened. However, there is not enough space for separate pavement and 2-way cycletrack, due to the bridge column creating a pinch-point. The cycletrack needs to be 2-way for access to/from Greenford Road.

Retention of the existing eastbound bus gate gives buses and on-carriageway cyclists priority in the single eastbound lane, allowing faster cyclists not to use the shared foot/cycleway.

East of the bridge, the north-side design will be altered, as suggested in many consultation responses, to include separate provision for pedestrians and eastbound cyclists. Westbound cyclists should be on the other side of the road. This is the main change proposed as a result of the consultation.

If buses stopping for a long time to change drivers, blocking bus lanes and the access to the St Bernard's estate, is a problem, changes will be made. It may be possible to alter bus operations so that drivers are only changed at stops where there is space for cyclists to pass a stopped bus within a bus lane.

The scheme is aligned with the transport strategies of the Mayor of London and Ealing Council, to encourage more people to take part in active travel, the only form of exercise that saves time rather than taking it.

In conclusion, since the number of respondents who wanted us to do more for cycling, and the number who wanted us to do less, were similar, it is recommended to implement the scheme, with the changes noted above and shown on the revised plan at Appendix B.

CGM & PP

2025-01-03.

sdfdsfdf