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Matter 2
Issues and questions

1.
Core Strategy p.18 states

'The Development Strategy assumes the development of Crossrail and five Crossrail stations. It also assumes other transport improvements as set out in the Mayor of London's Transport Strategy will increase the capacity and quality of east-west (radial) public transport to and from Central London, and north-south transport linking the radial corridors and improving orbital movement in west London. There will need to be further proposals to enhance north-south movement where this will facilitate regeneration. Measures will also be adopted that seek to promote healthy travel behaviour and reducing the need to travel. This involves avoiding unnecessary car trips, shopping locally and providing facilities within a certain distance etc. The council will also seek to widen the transport choices including improvements to public transport, cycle and pedestrian links. "Smarter travel" initiatives included for example the promotion of car clubs, car sharing, travel awareness and planning, eco driving and the use of electric vehicles. More details are provided in the Local Implementation Plan.'

The Core Strategy states that Crossrail will arrive in Ealing by 2017. The delay is already forecast to be 2019. The refurbishment of Ealing Broadway station is already being scaled down. In 2009 Ealing Broadway was on the map of the most crowded trains and stations in London. There are over 17 million entries and exits through this station per year. One temporary lift might happen but it will not be from street level.

After 3 consultations the interchange at Ealing Broadway still seems to be just shuffling the bus stops around many of which do not have the countdown system and have inadequate shelters.

The quality of the travel experience from east-west (radial) is therefore questionable and is unlikely to improve within the next 8 years.

The West London Orbital is an aspiration too far in regard to Core Strategy. Personally I think it is a brilliant idea but Boris is not very keen and this metro system requires a considerable amount of investment. There is also the problem that, by the time it might be built, perhaps in 30 years time, there will be no land available near the proposed stations for its development.

Improvements in North-South links have been suggested many times over the years but Tfl has not provided any solutions.

I don’t actually see how there can be measures to reduce the need to travel when the actual opposite seems to be happening e.g. loss of local banks, post offices, closure of local shops, hospital visits outside of Ealing etc etc.

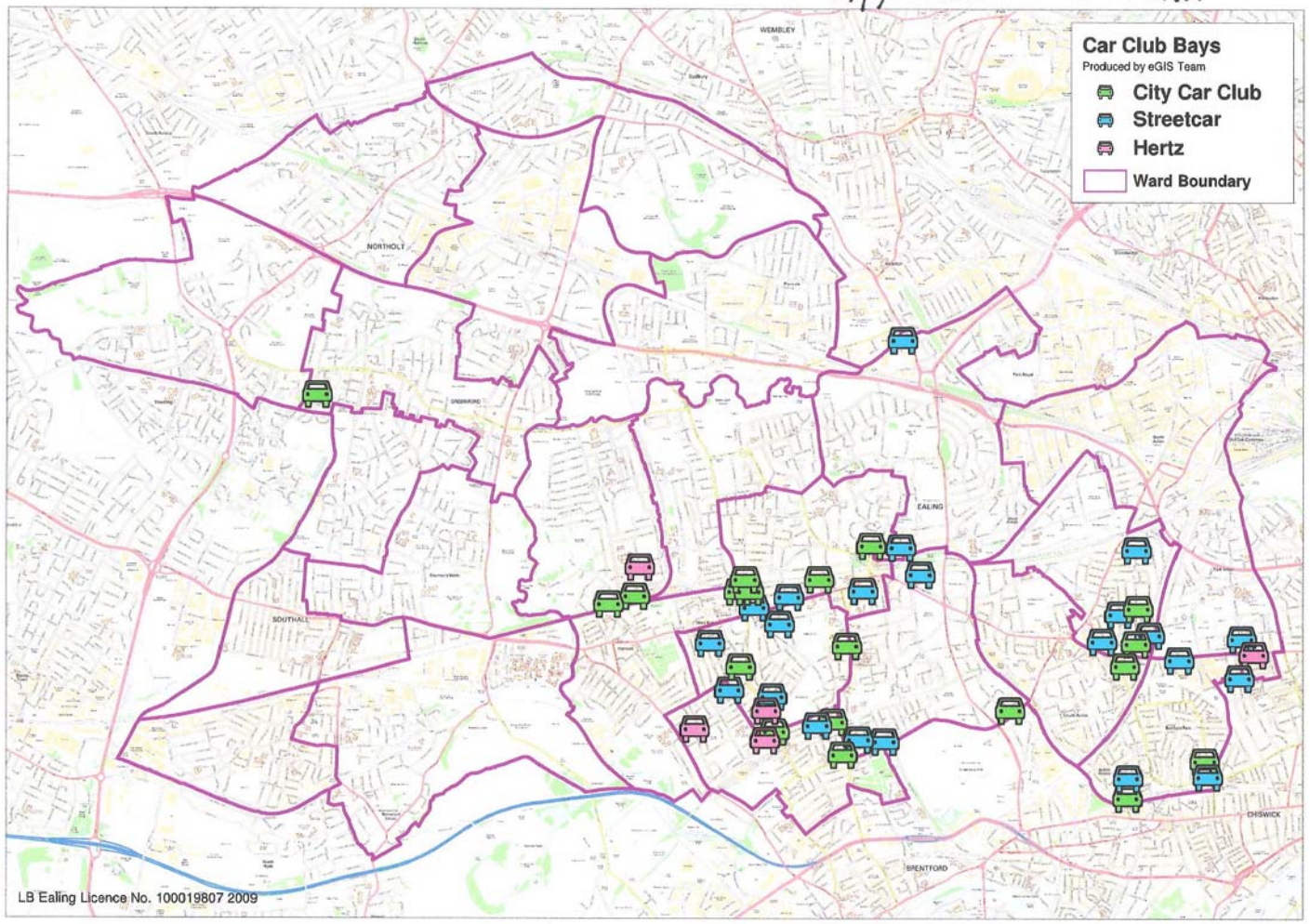
Ealing is a very car orientated borough.
Travel in London Report 2 Tfl 2010
Travel mode-45% car/motorcycle
Cycle 1%
Walk 26%
and in ICM Ealing Residents’ Survey 2010 in the Question D10.
Which mode of transport do you use most commonly for trips within 2 miles of your home?
Car 48%
Cycle2%
Walk26%
Bus 30%

Residents object to car club spaces taking up residents’ parking places and even object to zebra crossings being put in to facilitate safe school travel plans. There is always much moaning about bus lanes and cycle lanes are almost non-existent. The only cycle super highway planned is along the A40. Many people in the Borough do not want to cycle and will never do so however many cycle racks are placed around the borough or in developments.

Although there has been some increase in car club membership the attached map shows that there are vast swathes of Ealing without car clubs.

There is also the unknown effect of the new Routemaster being introduced as a replacement for the bendy bus 207 route. Tfl has ignored pleas for an alteration in the design so that it can take more buggies, wheelchairs, shopper trolleys and luggage. If people with buggies find it too difficult to board the bus they are more likely to go back to car use.

Routes that only have one bus going along it don’t have countdown systems so in many parts of the borough one does not know if one has to stand there waiting for 5 minutes or 20. Even some major town centre multiple route bus stops don’t even have countdown systems and adequate shelters.

The transport system has to be dramatically improved to get car usage down and the problem, as usual, is investment.

Appendix 1 Matter 2.1.