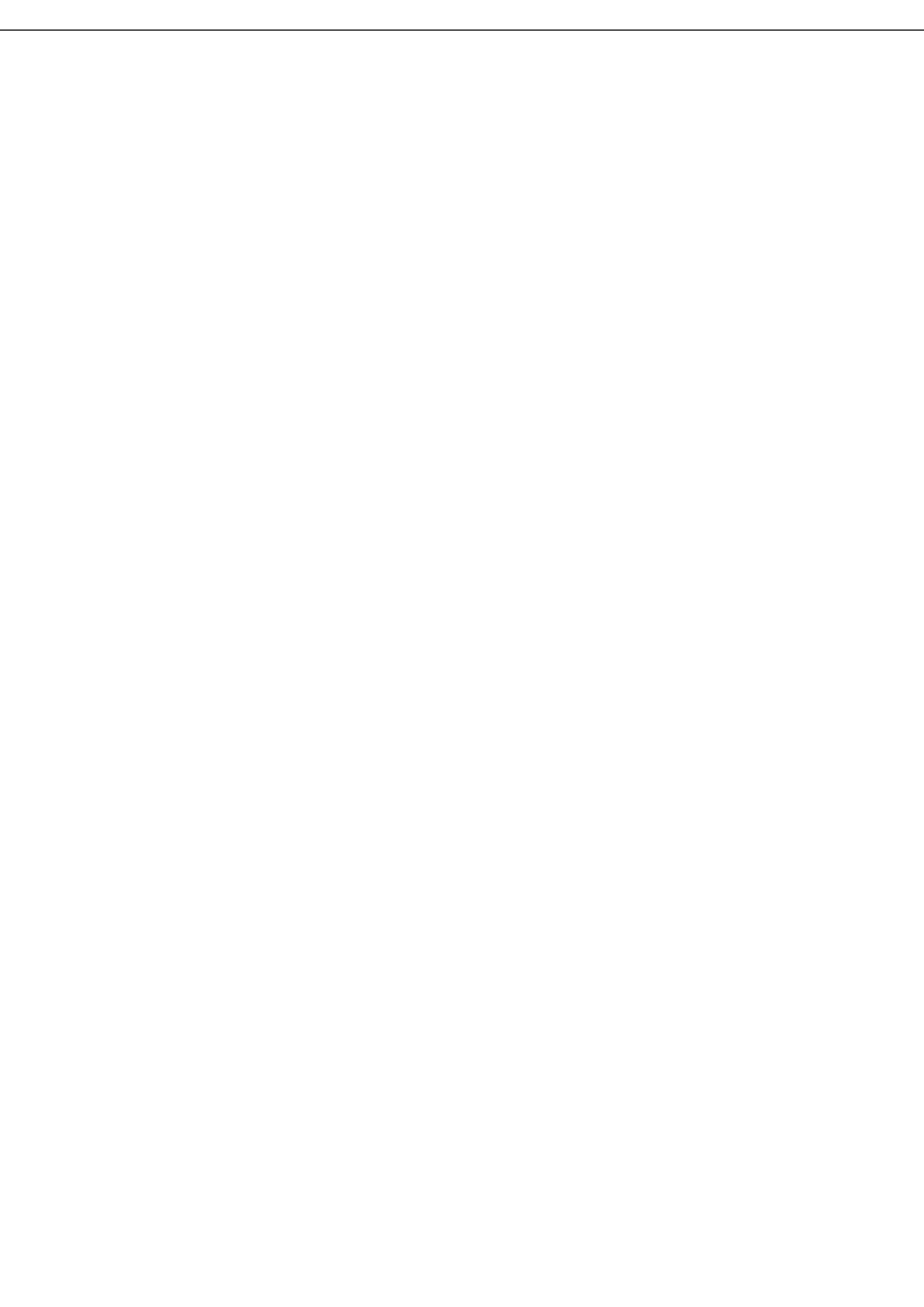


Written Statement

Ealing Council Statement 7: A40 Corridor and Park Royal LPA7

Thursday 3rd November 2011

EALING COUNCIL



1. Introduction

1.1 The issues to be addressed in this hearing statement are:

1. Is it realistic to place reliance on HS2 when it is identified in The London Plan for anticipated completion post 2020 and is as yet is unfunded?
2. How would the cancellation of HS2 affect the implementation of policies in Chapter 3?
3. Policy 3.3 supporting text indicates that traffic movement through Park Royal is a key challenge and it is vital that public transport serving the area is improved. Nevertheless, there is only a commitment to 'further investigate options' for two rail interchange facilities. Are the relevant infrastructure providers supportive of such ideas and if not what are the contingency plans?
4. The Grand Union Canal runs through the area, should its use be promoted and increased use effectively managed to assist in the delivery of the CS vision and strategy.
5. Has the role of the canal been adequately recognised in the supporting text to policy 4.2?

2. Reliance on High Speed 2

1. Is it realistic to place reliance on HS2 when it is identified in The London Plan for anticipated completion post 2020 and is as yet is unfunded?

2.1 The plan does not rely on the HS2 scheme being built. The plan simply acknowledges the existence of the HS2 proposal that both has significant development implications for the borough currently (in terms of development decisions and potential benefits/blights) and may have even larger implications for the borough should the scheme proceed. The supporting text of policy 1.2 (d) p28 states the following:

'Proposals for HS2 may offer a variety of opportunities for Ealing if the project goes ahead. The route as currently proposed is likely to connect

- with CrossRail at Old Oak Common before traversing the Borough via the Chiltern Line alongside the Central Line London Underground. HS2 will inform land use plans when the scheme is finalised.'
- 2.2 This approach is also followed in the Mayor's Transport Strategy (MTS) 2010, West London Sub-Regional Transport Plan, 2010 and LBE adopted Local Implementation Plan (LIP) 2011-2014.
 - 2.3 The borough has lodged a holding objection (see: http://www2.ealing.gov.uk/ealing3/export/sites/ealingweb/services/environment/transport_and_streets/transport_and_streets_docs/council_response_letter_hs2.doc) to the initial route plans for HS2 because of the potential disruption that could be caused at borough level. The Council recognises the wider benefits of better and faster connections and the employment opportunities this could bring, but thinks not enough detailed information has been provided about the effects building and operating the transport link could have. In the proposed plans extensive tunnelling would be required along with the potential demolition of more than 60 properties.
 - 2.4 Although information events took place in the borough, the Council felt they did not address many of the potential issues and lacked crucial documents such as an environmental impact assessment. The Council says the objection will hold until more details are revealed. Following the recent Department for Transport consultation, a decision on the future of HS2 is expected from the Secretary of State for Transport in December 2011.

3. Cancellation of High Speed 2

2. **How would the cancellation of HS2 affect the implementation of policies in Chapter 3?**
- 3.1 These policies are not dependent on the delivery of HS2 and its cancellation would not affect them in any way. Should HS2 go ahead, the scheme is programmed to be completed by 2025, which is within the plan period.

4 Public Transport in Park Royal

3. **Policy 3.3 supporting text indicates that traffic movement through Park Royal is a key challenge and it is vital that public transport serving the area is improved. Nevertheless, there is only a**

commitment to ‘further investigate options’ for two rail interchange facilities. Are the relevant infrastructure providers supportive of such ideas and if not what are the contingency plans?

- 4.1 A new interchange station has been proposed at Old Oak Common as part of the HS2 proposal (West London Sub-Regional Transport Plan 2010). This facility could link Crossrail, the North London Line and the West London Line with HS2. This would provide a step change improvement in public transport access to the Park Royal area that lies adjacent to this site.
- 4.2 The Piccadilly Line serves Park Royal and will be upgraded by London Underground with new signalling and trains. This work is programmed between 2014 and 2018 according to the MTS 2010.
- 4.3 LBE will implement multi-modal transport enhancements (including public transport, walking, cycling and general traffic) as part of the Corridor 3 scheme, which includes Park Royal. This scheme is fully funded and will be completed by 2014. Further details are given in the adopted LIP 2011-2014.
- 4.4 The Council has also secured over £2.5m in additional S106 monies in the Park Royal area that will deliver a number of urban realm and transport improvements in the next few years. These include remodelling and improvements to the Coronation Road/Park Royal Road area and improvements in access and public realm around North Acton Station.

5 Utilising Grand Union Canal

- 4. The Grand Union Canal runs through the area, should its use be promoted and increased use effectively managed to assist in the delivery of the CS vision and strategy.**
- 5.1 It is agreed that use of the Blue Ribbon Network should be promoted and its increased use be effectively managed. Given the nature of the asset as a network which extends throughout London and across the Borough it is felt that this is best expressed through thematic policies in the DM DPD which will be supported by London Plan Policies 7.24, 7.25, 7.26, 7.27 and 7.28.

- 5.2 In the Council's draft LIP, there is £700,000 dedicated to Canal Towpath Improvements and some of this money is intended to be spent on the Grand Union Canal.

6 Role of the Grand Union Canal

5. Has the role of the canal been adequately recognised in the supporting text to policy 4.2?

- 6.1 Specific mention of the role of the canal as a catalyst for development is included in the Minor Changes to the Development Strategy submission document (see MC100). This is considered a sufficient level of detail for the Development Strategy to guide the preparation of area specific documents.