

Improving pedestrian safety at the Lido Junction and improving traffic flow and pedestrian safety in nearby roads



A report from the Lido Junction Project Group
September 2009

Produced on behalf of the
Five Roads Forum
Kingsdown Residents' Association
West Ealing Neighbours



Kingsdown
Residents'
Association



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Introduction

This report and its proposals are intended to break the seeming deadlock of inaction by TfL and Ealing Council over improving pedestrian safety for the many hundreds of residents, shoppers, workers and visitors who daily have to cross the dangerous Lido Junction. Equally, it is for the additional, if unknown number, of residents including older people, people with disabilities and parents with babies and young children, who simply find this junction too dangerous to cross and, therefore, find their movements and their daily lives curtailed by a busy junction where road traffic rules and pedestrians come a poor second.

We see this report as a starting point in the process of improving pedestrian safety at the Lido Junction. We welcome any comments on this version of our report or further ideas about solving the problems we have highlighted. The report will be published on the West Ealing Neighbours website at www.westealingneighbours.org.uk and any comments and ideas can be emailed to us at westealingneighbours@gmail.com or in writing to us at 32 Regina Road, West Ealing, London W13 9EF.

Lastly, we want to thank everyone involved in producing this report for their contribution and Waitrose in West Ealing for allowing the group to meet in its boardroom and being generous hosts.

Lido Junction Project Group
30th September 2009

1. Background

Almost the very first issue raised by a local resident when West Ealing Neighbours (WEN) launched its website in August 2006 was the difficulty of crossing the Lido Junction. Her post read:

Is anything ever going to happen with helping people cross the roads at the top of Northfield Avenue? In theory all four arms have a crossing but all but one are some distance from the main junction.

With the new flats being built on the old cinema (Lido) this can only increase demand.

Soon followed by the comment from another West Ealing resident that:

Tesco's is a welcome addition to the East section of West Ealing Broadway, it stops the less brave who live on the east from having to cross that road to get to Sainsburys!

Ever since then, and along with other local residents' groups, West Ealing Neighbours has been asking for improvements to be made for people crossing at this busy junction. At peak times over 2,400 vehicles an hour or some 40 a minute cross this junction (see Appendix 1). A junction that, by the Council's own statistics, is in the Top 10 sites in the borough for accidents involving pedestrians. In the Council's Road Safety Plan 2007 the Lido Junction is listed in joint 8th place with what is termed nine 'random accidents'.

In the three years since the initial website posting little of note has been done either by the Council or TfL (Transport for London) to improve pedestrian safety at this junction despite these pedestrian accident figures. As noted in the first post, only one of the four arms has pedestrian lights to allow safe crossing. At the other three arms people wishing to cross have to take their chance and hope for the best. This is unacceptable.

In May 2009, in the absence of any action to improve pedestrian safety at the junction, West Ealing Neighbours initiated the coming together of a consortium of three local residents' groups which each had concerns about this junction. – WEN, Five Roads Forum and Kingsdown Residents Association. Together we formed a small working group, The Lido Junction Project Group (see Appendix 5), to see if we could use both our local knowledge and the expertise of our group members, who include a transport consultant and a bus depot manager, to propose some solutions not just to pedestrian safety but also to other traffic issues close to this junction and which have irritated and plagued local residents for some years.

This brief report is the product of this group and WEN wants to thank the members of this group as well as Council officials and local councillors who have all, in different ways and at different times, contributed to our report. We have kept our report to a simple format whereby we list each of the problems we have identified, outline why we believe there is a problem, describe what it is and then list what we propose as a solution or what actions we believe are necessary to reach a solution. We recognise that some problems need more detailed research than we are able to undertake.

Lastly, the Group welcomes the statement in Ealing Council's Transport Strategy 2009 that 'There will need to be a balance between providing for all modes of transport. For example...traffic flow cannot take precedence over the provision of pedestrian crossing facilities and the focus should be on efficient design and traffic (including parking management) of junctions and their approaches to ensure maximum efficiency in the operation of junctions in the road network'.

Our aim in producing this report is to propose some quite specific improvements that can be implemented if goodwill and common sense prevail. Improvements that will rebalance the dominance of road traffic at the Lido Junction and, at last, give pedestrians the chance to cross this junction safely. We welcome an open and vigorous debate about our proposals.

1.1 Sources

In researching and writing our paper we have drawn on the following sources and documents:

- Ealing Council: Road Safety Plan 2007
- Ealing Borough Transport Strategy 2009
- Ealing Council: Road Safety report for the Overview and Scrutiny Committee, December 2008
- Road Safety Plan for London, Transport for London 2001
- Traffic survey undertaken June 2009 by Lido Junction Action Group (see Appendix 1)
- Ealing Council's Local Development Framework documents including the background papers on population, the economy, housing and infrastructure
- Lido Junction and surrounding roads traffic study – Submission from West Ealing Neighbours, December 2007 in response to report by Colin Buchanan traffic consultancy (see Appendix 6)

1.2 Assumptions

The group has based its proposals on certain assumptions about availability of money for any changes and improvements, on recent and future residential development and about the development of transport facilities. These assumptions are:

1. No money will be available either from Ealing Council or TfL to carry out major demolition works to widen roads and so improve traffic flow at the Lido Junction. The plans for the West London Tram included some compulsory purchase and demolition of properties at the Lido Junction. Given the current economic climate and likely budget cuts we have assumed that no money will be available for any such works, even if such demolition is acceptable in other respects.

2. The growth in the population of West Ealing and, in particular, the building of new residential developments within easy walking distance of the Lido Junction will continue. In the past few years we have seen significant new residential developments on the Waitrose site, the Sinclair House site and at the Lido site between them bringing in many hundreds of new residents within a few minutes walking distance of the Lido Junction. The plans for the redevelopment of the Green Man Lane Estate are likely to bring about a significant increase in the number of its residents with 282 additional homes planned. There are new homes near completion

on the Groveglade Shopping Hall site and those in the pipeline on and around Drayton Green let alone the likely redevelopment of the nearby Sherwood Close Estate and what else will be built in the next decade or so. The early stages of the Local Development Framework consultation indicate the Council plans to build some 14,000 new homes in the borough between 2010 and 2026 and focus a high percentage of new residential building along the so-called 'Uxbridge Road/Crossrail corridor' which includes central West Ealing.

3. The chances are still high that Crossrail will be built and the trains will serve West Ealing. If this is so then, as noted above, we believe Crossrail will attract further development in to the area, again within easy walking distance of the station, and will therefore underpin the likelihood of continued residential growth

Our conclusion from these assumptions is a simple one. The coming years will see ever more people coming to live in West Ealing. Many will live within a few minutes walking distance of the Lido Junction. This means more and more residents will need to cross this junction for work, leisure and shopping. This in turn means the need for safer pedestrian crossing at the Lido Junction will become ever more urgent and ever more important. This assumption underpins our report.

1.3 Approach to problem solving

Underpinning the group's approach to tackling the various problems in and around the Lido Junction is the belief that any healthy neighbourhood, town centre or, indeed, any residential area needs to get a sensible balance between the frequently competing demands of pedestrians and road traffic. It is the group's firm belief that at the Lido Junction this balance is fundamentally wrong and is weighted heavily in favour of road traffic.

In TfL's Road Safety Plan is the statement that a key aim of the then Mayor 'is to encourage people to walk safe from road collisions. To do this the approach is to make it easier and safer to walk and cross roads...footbridges and subways have not proven successful for pedestrians. Safe crossings are required at surface level. Guardrails can take pedestrians away from their direct routes and although they provide protection they can lead to higher vehicle speeds... Local action is the key to improving conditions for walkers...Effective measures include well planned and maintained pedestrian routes...safe and convenient street crossings'.

We are therefore mindful of the stated beliefs of both TfL and Ealing Council in their attitude to what TfL calls 'vulnerable road users'. In TfL's Road Safety Plan it states 'Vulnerable users are identified as those who have relatively high numbers of collisions and are more likely to suffer severe and fatal injuries.

These are pedestrians, especially children, cyclists, and powered two wheeler riders. Reducing all casualties is important but the Plan focuses on these categories for specific reasons.

Walking is a basic method of travel in London and all residents should be able to walk in safety. Indeed, walking is the number one recreational physical activity in London. Children should be able to walk and cycle in safety for their social development, health and general fitness. Cycling could make a major contribution to London's transport with health benefits and no environmental damage. Many people find roads too threatening to cycle on and improving safety could assist in promoting this mode'.

Stating what is no doubt the obvious the Lido Junction is:

- one of the main north/south arteries for central and West Ealing with approximately 2,400 vehicles per hour passing through the junction at peak hours and many vehicles turning left or right where permitted (Appendix 1). There are then several hundred pedestrians per hour crossing the junction, three quarters of these pedestrians having to pick their way across constant vehicle traffic flows without any priority over the conflicting vehicles
- within the catchment area of St John's Primary School and is close to the Sherwood Close Estate from where some children will travel to and from St John's every weekday
- a major interchange area for people using public transport and wishing to travel north or south across the Uxbridge Road by changing buses near this junction and in many cases having to cross the junction to do so
- heavily used by cyclists
- heavily used by pedestrians walking to and from West Ealing Station
- heavily used by people shopping locally and by local schoolchildren

Ealing Council's Road Safety Plan 2007 notes, in relation to cycle accidents, that the busiest junctions along the Uxbridge Road had more than two accidents per location with the Northfield Avenue junction having nine such accidents. The Report goes on to note under its Road Traffic Reduction section that 'There is already concern that on the Uxbridge Road TfL criteria for signal installation may put traffic flow and traffic capacity above the need for safer facilities such as extended cycle lanes...and new pedestrian crossing facilities for pedestrians at signalised crossings. This situation will be monitored but future bids for safer cyclist and pedestrian facilities on the Uxbridge Road will continue to be made'.

The point we make earlier about the imbalance between road and pedestrian traffic at the Lido Junction is a perfect example of where the TfL criteria need to be challenged and the spirit and the letter of their stated aims needs to be implemented. We hope our proposals will contribute to a debate with Ealing Council and TfL about putting words into action.

2. Problems and solutions

2.1 Pedestrian safety at the Lido Junction

The Problem

There really is no other way to describe the Lido Junction other than as unsafe for pedestrians to cross and, therefore, unfit for purpose as a junction for many hundreds of its daily users. It is one of the busiest junctions along the Uxbridge Road with heavy traffic flows in all directions across the junction (see Appendix 1). Yet, only one arm, the western arm, of the junction can be crossed safely with the aid of a pedestrian light. At all the other three arms pedestrians must look, judge the traffic and set off as much in hope as expectation of arriving safely at the other side.

This includes **all** pedestrians needing to cross to or from anywhere on the east side of the junction. This is reflected in the fact that 75% of pedestrians crossing the road at the Lido junction were found to be having to make these unprotected and hazardous crossing movements during our recent survey of weekday rush hour traffic at the Lido Junction. It is clear that most pedestrians in this area need to make these crossing movements at this junction to avoid inconvenient detours to the nearest controlled pedestrian crossing facilities, which are mostly some distance away, and which do not cater conveniently for many people's movements. In other words, the pedestrian crossings away from the junction are wrongly sited and not on natural pedestrian routes.

The group fully appreciates the conflicting pressures upon both the Council and TfL to keep traffic flowing and yet, at the same time, encourage both walking and cycling. Nevertheless, in our view, the Lido Junction is set up heavily in favour of road traffic and against that of foot traffic. We strongly believe this needs rebalancing to give pedestrians a safe opportunity to cross at any of the four arms of the junction.

Before we move on to list our proposals about the Lido Junction, it is important to note that there are other similar junctions along the Uxbridge Road between Shepherd's Bush and Hanwell. These other junctions face the same tensions between the competing needs of road traffic, including many busy bus routes, and pedestrians. The group looked at these to see what, if any, provision has been made at these junctions to allow pedestrians to cross safely as this could inform our thinking about the Lido Junction.

Similar junctions along the Uxbridge Road from Shepherd's Bush to Hanwell

Junction	Pedestrian crossing options
Askew Road and Uxbridge Road	Pedestrian lights on all four arms
North Circular and Uxbridge Road at Ealing Common	Pedestrian lights on all four arms
Lido Junction – Northfield Avenue, Drayton Green Road and Uxbridge Road	Pedestrian light on one of four arms
Church Road, St Georges Road and Uxbridge Road at Hanwell	No pedestrian lights on any of the four arms

What is so very different about the Lido Junction to the two next busiest north-south junctions on this stretch of the Uxbridge Road, those at Askew Road and the North Circular? We understand that TfL has recently rejected the Council's case for

introducing pedestrian lights at the Hanwell junction. We regret this decision. We recognise that the junction with the North Circular is exceptionally busy but we can see no significant difference between the Askew Road and Lido Junctions. Yet, the Lido has just one safe pedestrian arm whilst Askew Road is safe to cross on all four.

Proposed solutions/actions

All red stop phase for traffic

This is our favoured solution. An all red stop phase for traffic, as there is at the junction of Popes Lane and South Ealing Road, would allow pedestrians to cross safely at all four arms. Indeed, we also propose that, as with the new crossing being constructed at Oxford Circus in central London, pedestrians are encouraged/allowed to cross diagonally from, for example, the Dean Gardens corner to the NatWest Bank. Allowing diagonal crossing should speed up pedestrian flow by enabling what would normally be a two-stage crossing to become a one-stage crossing. Whilst the concept of diagonal crossing may be relatively new to the UK it has been in use in many other cities in the world for decades and we welcome its growing use here.

We realise that an all red stop phase may result in some reduction in traffic flow at the Lido Junction. Yet, we have already noted the view of Ealing Council that traffic flow cannot take precedence over the provision of pedestrian crossings. And a little later we will note TfL's wishes, as stated in its Road Safety Plan to 'make it easier and safer to walk and cross roads'. Are these fine words or flannel? There has to be a compromise between the competing needs of road traffic and pedestrian traffic.

Before moving on it is worth pointing out that two of our other proposals will help smooth out and indeed speed up the flow of traffic at the junction:

- Replacing the lights at the junction of Drayton Green Road and Alexandria Road with a mini roundabout
- Moving back the westbound bus lane on the Uxbridge Road to end it further east of the junction and so allow road traffic to enter the left lane earlier (a move already planned by the Council and one we welcome)

The time saved by the above two proposals would go part of the way to offsetting the time needed for the all red stop phase.

A new crossing in Drayton Green Road

This is only a partial solution and not our preferred option. As a safety net proposal if all else fails we propose that a new pedestrian crossing point with lights is put in Drayton Green Road about 20 metres or so north of the current traffic lights. The pedestrian crossing lights here could be triggered by pressing a button and the lights so timed as to allow crossing on the phase when the lights are green on the Uxbridge Road. At this point, the majority of traffic is travelling east-west and not turning north up Drayton Green Road. By setting the lights back a little distance from the junction it will allow a few vehicles to queue here when pedestrians are allowed to cross and will cause the least possible disruption to northbound traffic. From our observations at the junction, most vehicles waiting to turn north from the westbound lane of the Uxbridge Road have to queue to turn until either a break in oncoming traffic or, more likely, wait until the traffic lights turn red in the last moments of the traffic light cycle.

Move back the westbound bus lane approaching the Lido Junction

We welcome the Council's recent decision to implement this change which will improve the flow of westbound traffic by enabling vehicles to move into the left lane earlier and so avoid the delays currently caused by traffic squeezing into the short stretch of road between the end of the bus lane and the lights often blocking other westbound vehicles

Consider the concept of 'shared space' and its applicability at the Lido Junction

About 'shared space'

In the last two decades, local authorities across the world have had to grapple with how best to manage the 'shared spaces' of our urban roads and pavements. There are problems of expanding traffic flows, greater pressures for the provision of buses and public transport and lobbying from pedestrian user groups such as Living Streets to make our roadways more 'people-friendly'. The Lido Junction is a prime example of a shared space, as it is an area of large car and pedestrian flows along both north-south and east-west axes.

Different authorities have dealt with these problems in different fashions. A common theme in the solutions of various local authorities is to invest in a programme of 'decluttering', whereby street furniture is simplified, combined or removed, so that pedestrians have a greater ability to navigate pavement and road spaces, and motorists are less confused as to directions and instructions from signs. It has been suggested that this 'decluttering'; could occur in some parts of Ealing, such as Southall.

For more information about some schemes in London and Europe see Appendix 3.

Possible 'shared space' style solutions for the Lido Junction

- Raising the entire square of the road junction

The raising of road junction as discussed by Martens et al, (1997) and Hamilton-Baille (2008), amongst others can have the effect of reducing traffic speed; this has also been the effect in some of the European examples mentioned above. It can also increase traffic awareness for pedestrians and other motorists, as the slightly raised (and noticeably different) nature of the space encourages drivers to concentrate more on their immediate environment. This could be further reinforced by a differential colouring of the Junction through the use of lightly coloured bricking road paving. If road raising is too costly or unworkable for the Lido Junction, differential colouring on the existing level, possible through brick road paving, would still have the positive effect of increasing traffic awareness.

- Removal of fences and other street clutter

There are fences and railings on the small pedestrian island in the south west corner of the Junction, on the road side at the edge of Dean Gardens, the north east and south east sides of the Junction, and on the median strip which extends to the west all the way to Bedford Road. If these railings were removed, and the western median strip widened, as in the Kensington and Chelsea street scheme, this would enhance crossing possibilities across and to the west of the Junction. There may also be scope for the introduction of an easterly raised median strip to Hartington Road, which

would assist people in crossing to access the Tesco Express situated on the northern side of the Uxbridge Road.

- Introduction of raised and/or coloured pedestrian crossing lanes

There are 14,000 registered people registered as disabled in Ealing, and it is estimated that there are up to 45,000 people with a disability in the Borough (Ealing PCT, 2009). The introduction of coloured crossings across the length of the roadway (possibly using the existing white dashed crossing lines as a placement guide) would assist in road/footpath differentiation for the partially sighted. This would be further reinforced if these crossings were raised, and would this potentially lower accident numbers (Erke and Elvik, 2007). This is a possible solution if the Council is unable to install new pedestrian crossing lights – there would still be a net safety benefit for the disabled and able bodied alike.

2.2 Drayton Green Road to Kirn Road

The problem

Northbound traffic from the Lido Junction is regularly hindered by cars and vans parked on the west side of this road, especially in front of the parade of shops. Vehicles parked here usually mean that northbound cars and vans often struggle to get by whilst lorries and buses often cannot get by. This leads to regular hold-ups and, on occasions, traffic trying to turn north ends up blocking the eastbound traffic on the Uxbridge Road at the Lido Junction.

From our data gathering exercise we noticed that buses and lorries had difficulty turning north up Drayton Green Road because the turn is made tight by the position of the stop line for southbound traffic. Cars and cyclists frequently had to manoeuvre their way towards the kerb to make room for the north turning vehicles.

There is also a problem with southbound traffic coming down Drayton Green Road. Whilst the most common cause of delays southbound is buses loading and unloading passengers at the bus stop opposite the parade of shops, there is also a problem with parked cars along the eastern side of Drayton Green Road. Parked cars narrow the width of the road here making it difficult for lorries and buses to negotiate their way down Drayton Green Road.

Proposed solutions/actions

To improve northbound traffic we recommend the following:

- Review the allowing of loading, setting down and picking up of passengers and Blue Badge parking on the west side of Drayton Green Road from the Lido Junction northwards. Banning any vehicle stopping here at all would improve traffic flow for northbound vehicles. Or, at the very least, ban any stopping between, say, 7am and 8pm.
- Move the southbound stop line back by at least 5 metres to allow more turning space for large northbound vehicles

- The Council should undertake a small review of whose vehicles are parked on the east side of Drayton Green Road to ascertain if they are residents or visitors. Depending on the outcome of the survey there may be a case for banning or restricting parking on the east side.
- We do not want to harm local businesses and so we have spoken to Dr Gilford who owns the dental practice at 6 Drayton Green Road (on the east side). He is not in favour of banning parking on this side as he believes it is mostly residents but he already advises his patients to park in the Waitrose car park, though it would help his business if a deal could be negotiated with Majestic Wine Warehouse further north up Drayton Green Road to allow his patients to park there for a short time.

2.3 Uxbridge Road (north side) from Drayton Green Road to Hartington Road

The problem

Cars are frequently parked in front of the NatWest bank whilst drivers use the cash machine. These parked cars force vehicles, especially buses, turning left from Drayton Green Road to manoeuvre widely and frequently block buses and lorries from turning at all leaving them stuck half way and blocking southbound traffic.

Proposed solution

Extend the double yellow lines further east along the Uxbridge Road in conjunction with CCTV cameras and enforcement to prevent cars parking directly in front of the bank.

2.4 Junction of Drayton Green Road and Alexandria Road

The problem

At peak times northbound and southbound traffic along Drayton Green Road is frequently queued up at these lights. Northbound traffic can regularly queue back almost to the Lido Junction and the southbound traffic queues tail back up Argyle Road and The Avenue. Both cause delays and frustration for drivers.

Proposed solutions/actions

- We propose these traffic lights are replaced by what was there before the lights, a mini roundabout, for a trial 6-month period to see if this improves traffic flow. The traffic lights can be covered over rather than removed whilst the trial is running.
- Failing this we suggest that the phasing of these traffic lights is checked and properly coordinated with those at the Lido Junction. In addition, could the Council review the timing of the red and green phases to see if these need adjusting at different times of day to improve traffic flow, especially north-south?

2.5 Junction of Alexandria Road and Bedford Road



The problem

Close to this junction there is a raised platform to slow traffic. However, because this platform is so close to the junction, which is a popular route to and from Waitrose and West Ealing Station, some elderly residents and parents with buggies assume they have right of way and tend to treat the platform as a pedestrian crossing. This is potentially dangerous.

Proposed solution

- Given the Council's existing plans to improve the signage for pedestrians from West Ealing Station to the centre of West Ealing and given the route down Bedford Road or other nearby roads is the shortest journey to the centre, we propose the Council installs a pedestrian crossing at the raised platform and formalises its use as a safe place for pedestrians to cross.

2.6 Alexandria Road, Felix Road and Endsleigh Road

The problem

Members of West Ealing Neighbours who live on these roads report regular outbursts of road rage as vehicles try to negotiate their way along this 'official route' for east bound traffic wishing to go north towards the A40 along with westbound traffic which can not turn right at the Lido Junction. These roads are far too narrow for any significant volume of traffic let alone trucks and lorries. The route is made particularly difficult by the tight dog-leg where Alexandria Road joins Felix Road, which must be a nightmare for drivers of lorries and trucks to negotiate.

Proposed solutions/actions

- The redevelopment of the Green Man Lane estate presents a once-in-a-generation opportunity to rebuild St John's School further back from the road and then eliminate the dog-leg. Ealing is already short of primary school spaces for its growing young population and this rare opportunity offers the chance to solve two problems in one go.

One important point made powerfully by local residents in these streets is their very strong opposition to building tall and 'overpowering' houses along the front of Felix Road if the school is moved back. We are also aware of the very important matter of how any new school would be perceived if it is sited

further back We would not want to see the new school 'branded' as being for 'estate' children only and shunned by other families in its catchment area as a result.

Having made these points, we still feel the notion of building a new school and the opportunity it presents to improve traffic flow remains one well worth exploring.

- Again, listening to the views of residents of these streets, there is a strong view that much of the traffic problem is caused by unrestricted parking by non-residents for reasons such as:
 1. Commuters parking near West Ealing station
 2. Shoppers seeking to avoid paying parking charges
 3. Waitrose staff not allowed to park in the Waitrose car park (this should have been reduced following WEN's meeting with the Waitrose store manager who now allows staff to park in their car park on weekdays)
 4. Shortage of parking for residents of Glen Court and Luminosity
 5. Inadequate parking at the West London Islamic Centre
 6. Reluctance to use the Singapore multi-storey car park because of vandalism

In recent years residents of these streets have been consulted three times about introducing/extending a CPZ. The most recent consultation was two years ago when residents in Felix Road voted in favour of extending the CPZ west to Romsey Road.. The Council recommended the extension and it was debated at a Hanwell Ward Forum in June 2007. However, for reasons that are unclear, the Council then did an about turn and the proposal was sidelined. We propose the Council now pays heed to the findings of its consultation and reverses its earlier decision. Extending this CPZ would greatly increase the 'manoeuvre space' for traffic to pull aside to let oncoming traffic through and would make a significant contribution to reducing road rage on this stretch of road. The proposed new 'stop and shop' bays for West Ealing would go some way to compensating for the loss of parking space caused by extending the CPZ.

- An additional option is for the Council to consider making a one-way system for these roads and follow a system that de facto is widely used by locals. Westbound traffic would come along Alexandria and Felix Roads and then go one way down Endsleigh Road and on down Eccleston Road. Whereas eastbound traffic would come up Eccleston Road turn into a one-way section of Felix Road before it again becomes two way after the junction with Endsleigh Road. This proposal would clearly need local consultation but offers some slight improvement for residents fed up with daily road rage.
- Lastly, and perhaps most controversially, the one change that would have the most effect on traffic problems along these roads is to once again allow southbound traffic down Drayton Green Road to turn right at the Lido Junction. This alone is probably the only way to prevent traffic from the north, especially from the A40, turning right in to Alexandria Road in order to travel westwards towards Hanwell and beyond. We propose the Council and TfL take another look at this option to see if it solves more problems than it creates.

3. Other issues

3.1 West Ealing Station

At present it is pretty inconvenient for anyone to drop off or collect anyone at West Ealing Station. We strongly urge the Council to ensure that adequate stop and drop facilities are planned in from the outset for the new ticket office to be built in Manor Road as part of the Crossrail development.

Equally, given the ever-increasing number of residents of this area around the Draytons, we also propose the Council undertakes a full review of traffic flow and movements in and around Manor Road to ensure that congestion is minimised.

Lastly, relating to our proposal for a new north-south bus route we propose the Council reviews the positioning of nearby bus stops to ensure they are best placed for the likely increase in use of West Ealing Station post Crossrail. For example, is there an opportunity to adapt the area in front of Waitrose to allow buses to pull in and, in effect, turn round and go back out down Drayton Green Road?

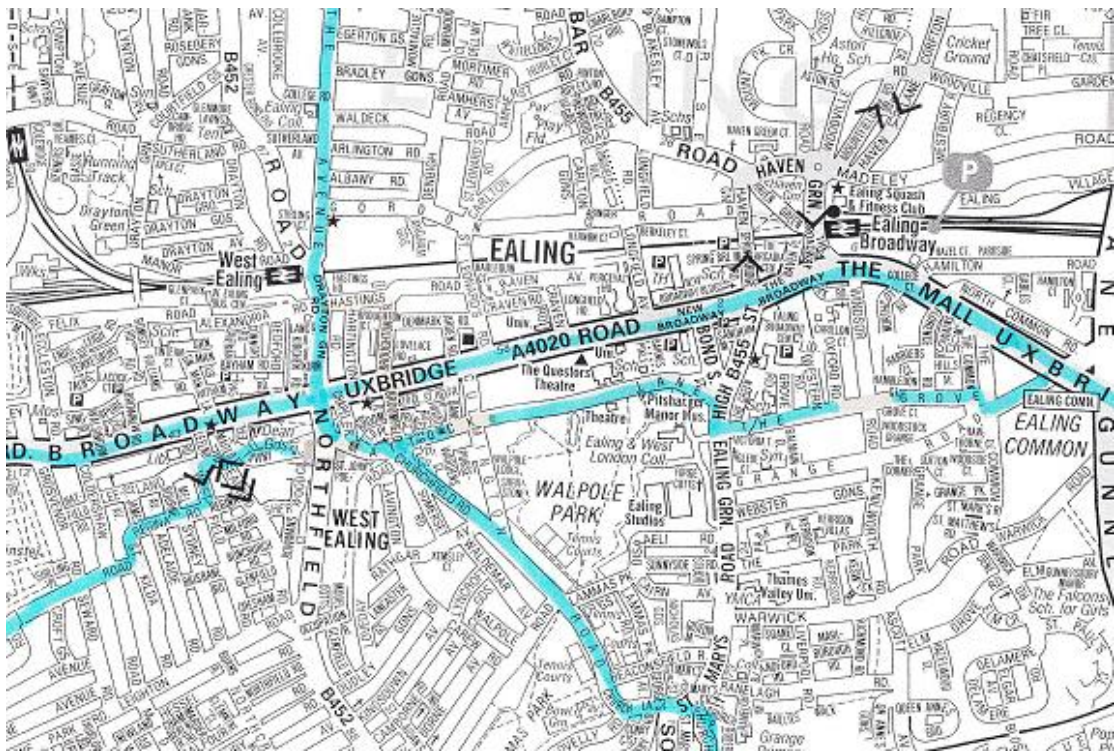
3.2 Hastings Road, Broughton Road, Hartington Road, Denmark Road and Arden Road – Five Roads Forum

These five roads form the Five Roads Home Zone. The idea of a Home Zone is to put people before traffic and to make this effective a barrier was put across the west end of Hastings Road in order to prevent traffic using Hastings Road as an east-west shortcut. The validity of keeping this barrier has been questioned frequently. However, from our traffic monitoring exercise the data shows that less than 15% of southbound vehicles turn left from Drayton Green Road in to the Uxbridge Road. This indicates to us that there is not a powerful argument to reconsider this barrier as few vehicles are taking an east-west route at this point. Further research is needed to understand what east-west journeys and routes are made, though one obvious such route is Gordon Road and it maybe that this road that takes the bulk of traffic wanting to go east towards Ealing Broadway.

3.3 Cycle Routes

We have already noted statements from both Ealing Council and the Mayor of London about the importance of cycling and the need to encourage more people to cycle. This section of our report looks at some practical steps that can be taken to make this happen locally.

There are three local cycle routes that cross at or in the vicinity of the Lido Junction as illustrated on the map overleaf:



The three cycle routes are marked in blue

1. East-west route from Shepherd's Bush to Uxbridge along the Uxbridge Road
2. East-west route from Ealing Common to Trumpers Way via The Grove, Mattock Lane crossing Northfield Avenue and through Dean Gardens on to Leeland Terrace, Regina Road and down Oaklands Road.
3. North-south route from, say, Perivale to Kew Bridge via The Avenue, Drayton Green Road, Northfield Avenue, Mattock Lane, Churchfield Road, Culmington Road, Church Gardens, Olive Road and Clayponds Avenue.

The reason we are including this section arises from our traffic surveys where we noted a high number of cyclists using the east-west route along the Uxbridge Road. The Lido Junction is very busy with motor traffic and is a relatively narrow route for cyclists making it quite challenging for slower, younger and less experienced cyclists. Nevertheless, family groups were seen cycling toward Ealing Broadway at peak times.

Proposed solutions and actions

1. East-west route along the Uxbridge Road
 - Acquire accurate data on usage by a survey of cyclist numbers, type and accident data
 - Put Advanced Stop Lines for cyclists at all of the Lido Junction traffic lights
 - Carry out regular and careful checks on road surface defects
 - Enforce action against illegal parking on route
 - Consider increased publicity for alternative east-west route via Mattock Lane
 - Consider ways to tackle the problem caused for cyclists by traffic moving from bus lane section to non bus lane section which tends to squeeze cyclists.
2. East-west route south of the Uxbridge Road

This is a much quieter route using some back roads and some of these roads have vehicular direction and exit restrictions. Whilst less direct it has far less traffic and

vehicles travel more slowly along most of the roads in this route. This makes it a safer option for young, slow and inexperienced cyclists.



Hand made warning sign put up to warn traffic of cyclists crossing Culmington Road at its junction with Mattock Lane

- Change traffic priority to Mattock Lane over Culmington Road and The Grove over Windsor Road thereby streamlining the cycle route
- Resurface Mattock Lane – cycle routes should take priority for any resurfacing
- Realign/move pedestrian and cyclist controlled lights at north end of Northfield Avenue so that the east-west route flows more directly across Northfield Avenue
- Adjust gate and/or dropped curb to west end of route in Dean Gardens to align cycle route and give cycle route priority at Tawny Close and experiment with right of way change at Leeland Terrace
- Advertise this route more to schools and youth groups

3. North-south route

The Drayton Green Road section of this route is very difficult for cyclists as it is narrow and movement frequently hindered by parked cars. It seems odd that parking is allowed on the east side of Drayton Green Road whereas there are CPZs and parking restrictions in southern sections of Northfield Avenue.

- Divert southbound cyclists left off Drayton Green Road in to Hastings Road and then south down Broughton Road.
- Move the pedestrian lights outside the Post Office in the Uxbridge Road to align with Broughton Road and allow cyclists to continue south down Broomfield Road so avoiding the Lido Junction and most of Drayton Green Road.
- Review poor sight lines at the junction of Mattock Lane and Culmington Road

3.4 Proposed new bus route from Tesco at Perivale to West Middlesex Hospital

Key considerations

- Ealing Council's recently published 2026 Development Strategy, one of its Local Development Framework documents, proposes the need for 'Improvement in north-south public transport linking the Uxbridge Road and A40 corridor'. The council sees the Uxbridge Road/Crossrail and A40 corridors as the two key areas for housing development over the period 2011-2026.
- A few pages later in the same document it proposes as part of regenerating Ealing Town Centre 'Regeneration of the stations at Ealing Broadway and West Ealing building on the Crossrail proposals, including enhanced bus interchange facilities and facilities for cycling and walking to and from the town centre'. There is no doubting that Ealing Broadway station is the most in need of a properly thought through bus interchange, West Ealing station too will benefit from proper thought and forward planning to ensure a quick, safe and convenient transport interchange in and around the new ticket office in Manor Road.
- In Chapter 4 of the same document, Enhancing Residential Hinterlands & North-South Links, the Council states 'Proposals (in this section) take the form of promoting north-south links to interchanges in the established radial corridors and enhanced links between town centres in West London..
- Again in the same section as above, it proposes 'Enhancement of neighbourhood centres in the hinterlands' which includes the Northfield Avenue shopping area, 'so that they are as accessible as possible by public transport, walking and cycling'.
- There is no bus route that crosses north-south over the Lido Junction, which means many residents will need to take two buses to reach the key local transport, retail and leisure facilities:
 - The stations at West Ealing (with its existing Heathrow and proposed Crossrail connections) and Northfields
 - Local leisure and cultural facilities at Gurnell Pool (which the Council wants to develop as a 'sports hub') and Watermans arts centre in Brentford.
 - Major supermarkets such as Tesco at Perivale, Waitrose in West Ealing, Morrisons in Brentford
 - Important local/regional health services such as the West Middlesex Hospital in Isleworth
- The population of central West Ealing looks set to continue to increase with the Council's Local Development Framework proposal to concentrate 85% of the planned increase in either the Uxbridge Road/Crossrail or A40 corridors i.e. within 1km either side of the Uxbridge Road . With the bulk coming within the Uxbridge Road/Crossrail corridor. This means more local residents needing good transport links to local stations, leisure and cultural facilities.

To deal with the above , we propose a new bus route with its northern terminus in Perivale and its southern terminus at West Middlesex Hospital. This route links all of the above and will, we believe, greatly improve north-south mobility, fulfil the Council’s stated aims for its plans for 2011-2026 and encourage more people to forego a car journey and use public transport.

In the longer run we also believe this route will become even more important as the major developments on the A4, on the old Beecham’s sites, and those in Brentford itself come on stream bringing literally thousands of new residents within easy reach of this route.

The proposed new route

To start from either a Private Stand in Tesco or Public Stand in Bideford Avenue and terminate at West Middlesex Hospital, though there area possible deviations or extensions back along Twickenham Road and up to Spur Road to link to Syon Lane Station and Tesco at Osterley as well as through Alperton at the northern end..

Route:

Tesco at Perivale	Little Ealing Lane
Bideford Avenue	Ealing Road
Teignmouth Gardens	Brentford High Street
Argyle Road	London Road
Alexandria Road (Waitrose)	Twickenham Road
Drayton Green Road	West Middlesex Hospital - access road to private stand

For the full route, inter-connecting bus links and possible extensions to route to add links to Brentford and Syon Lane Stations in the south and to Sainsbury’s in Alperton in the north see Appendix 4.

The route complements portions of existing bus routes

- E5 (Perivale Tesco to Ruislip Road East)
- 297 (Horsenden Lane South to Cleveland Road)
- E7 (Ruislip Road East to Uxbridge Road)
- E9 (Ruislip Road East to Scotch Common)
- E10 (Ruislip Road East to Cleveland Road)
- E11 (Sutherland Road to Uxbridge Road)
- E2 (Uxbridge Road to Windmill Road)
- E3 (Uxbridge Road to Popes Lane)
- 65 (Popes Lane to Brentford High Street)
- 237 (Brentford High Street to Spur Road)
- 267 (Brentford High Street to Twickenham Road)
- 235 (Brentford High Street to Spur Road)

The major developments near the A4 will have route 65 connecting residents and workers to Richmond, Kew Green and Ealing Broadway as well as service to Hammersmith and Hounslow West, primarily on the A4 on route H91. This proposed new route would provide a link in differing directions directly to Brentford and West Middlesex Hospital with its northern arm linking with West Ealing and Perivale.

There is a limited need to develop any new bus stops. The most significant work is in Alexandria Road to ensure table is bus compliant and work at Waitrose if a new bus stop can be put in at the front of Waitrose.as previously noted. If this work is not undertaken then the bus route would simply transverse Argyle Road into Drayton Green Road.

Suggested initial daytime frequency is six buses per hour (10 minutes intervals). Five Bus Operators currently run overlapping services – First E5, E7, E9, E10, E3, Metroline 297, E2, 237, NCP Challenger E11,Transdev London United 65, 267, Travel London 235.

In terms of funding, there may well be scope for new Section 106 monies or for Ealing and Hounslow Councils to use already existing Section 106 money to develop this route and establish usage pattern. There may also be opportunities for contributions from key supermarkets along the route - Tesco at Perivale, Waitrose at West Ealing (with modification to forecourt to provide turning point as originally envisaged in development) and Morrisons at Brentford.

Appendix 1: Traffic Survey data at the Lido Junction June 2009

A detailed survey of vehicle traffic movements through the Lido junction and of pedestrian movements crossing the road at the junction and on the stretches of road each side of it was carried out during the weekday rush hour periods in June 2009 during school and college term time when traffic is at its heaviest.

Totals of vehicle movements on each straight ahead movement and turning movement were counted separately during each phase of the traffic signals, as were the totals of pedestrian movements across each arm of the junction including the left turn slip road from Northfield Avenue to West Ealing Broadway, plus those crossing the road away from the junction, for an appropriate distance: Uxbridge Road as far as the nearby pedestrian crossings each side (pedestrians using these crossings being noted separately) , Northfield Avenue as far as Mattock Lane and Drayton Green Road as far as the 'Waitrose' traffic signals.

These traffic surveys covered the morning rush hour period 7.30 – 9.30 am and the afternoon rush hour period 4.30 – 6.15 pm (pedestrian movements until 6.15 only).

The result is a detailed and accurate picture of the patterns of vehicle and pedestrian movement through the junction and on its approaches. In addition, those members of the Lido Junction Project Group who carried out the survey were able to gain through observation a much greater insight into the way the junction and its traffic works than would have been possible any other way.

The detailed figures have been logged into a computer spreadsheet which can be interrogated to provide a wide range of statistics. Key findings are:

- During the morning rush hour, nearly 2,500 vehicles per hour passed through the Lido junction, with roughly equal flows of over 600 vehicles per hour entering from each of the four directions, the traffic coming from the north via Drayton Green Road being the heaviest at nearly 700 vehicles per hour.
- During the afternoon rush hour the total traffic flow was slightly less at nearly 2400 vehicles per hour, with approximately 650 vehicles per hour each way on Uxbridge Road and over 500 vehicles per hour each on Northfield Avenue and Drayton Green Road.
- On Drayton Green Road most traffic goes straight ahead to Northfield Avenue, less than 15% turning left into Uxbridge Road to go east. Thankfully no vehicles attempted the illegal right turn into West Ealing Broadway, though we know this sometimes happens particularly late in the evening and at night.
- Coming from West Ealing Broadway less than 10% of the traffic turned left into Drayton Green Road in the morning rush, but over 15% did so in the afternoon rush hour. About 15% of eastbound traffic turned right into Northfield Avenue during both rush hour periods.

- On the Uxbridge Road coming from the east approximately 10% turned left into Northfield Avenue, and approximately 13% turned right into Drayton Green Road during the morning rush hour. During the afternoon rush hour approximately 6% turned left and 16% turned right.
- From Northfield Avenue, approximately 16% of traffic turned left into West Ealing Broadway via the left turn slip road during the morning rush hour and nearly 20% in the afternoon rush hour - NB this is the **only** vehicle turning movement at this junction where pedestrians have protection from a pedestrian crossing facility. Approximately 12% of vehicles from Northfield Avenue turned right into Uxbridge Road during the morning rush hour, but less than 10% did so in the afternoon rush hour.
- During the morning rush hour survey period the total number of pedestrians crossing the road at the Lido junction built up from an hourly total of over 300 pedestrians to nearly 500 per hour. Pedestrian flow in the afternoon rush period was heavier, building up from over 600 to nearly 700 per hour. Of these only 25% crossed over the west side of the junction where they are protected by the pedestrian traffic signals facility. The other 75% (ie three quarters) were making movements across the other three arms of the junction where vehicles are never completely stopped by signals and where pedestrians consequently have no protection whatever from conflicting vehicle traffic.
- Our limited survey manpower precluded us noting how many pedestrians crossed more than one arm of the junction in succession, but it was observed that many did so, as is to be expected. So, even of those using the signalled crossing facility on the west side of the junction, many still have to make the hazardous and difficult crossing of Drayton Green Road or Northfield Avenue against flows of, at times, often impatiently and/or inconsiderately driven turning vehicles.
- Thankfully no pedestrian was observed to attempt a direct diagonal corner-to-corner crossing of the junction, and indeed it would be virtually impossible and certainly suicidal to do so, at most off-peak periods let alone in the rush hour.
- Very few pedestrians crossed any of these main roads away from the Lido junction within the survey observation area. The majority of those who did were using the signal-controlled pedestrian crossing across West Ealing Broadway between Kirchen Road and Bedford Road (approximately 40 pedestrians per hour during the morning rush hour, and 70 per hour in the afternoon using this crossing). No pedestrian was observed to use the signal controlled pedestrian crossing on Uxbridge Road east of Hartington Road, though as this was at the limit of vision from the survey point it is possible that occasional use may have been missed.

Appendix 2: Road Accident History

Detailed records of all road accidents at the Lido Junction and on its approaches resulting in personal injury throughout the five-year period September 2004 to September 2009 were obtained from Transport for London. This data showed:-

- A total of 14 injury accidents occurred directly at the Lido Junction in the last five years. Of these only three involved pedestrians being knocked down by vehicles, but one resulted in serious injury to the pedestrian, who was hit by a vehicle turning left into Drayton Green Road while attempting to cross. Thankfully there were no fatalities at the junction during these five years.
- A total of 40 injury accidents occurred on the four roads leading to/from the junction. A few of these involved pedestrians, mostly crossing the road away from pedestrian crossings, including two serious injury accidents on West Ealing Broadway east of Leeland Terrace.

Overall this does not represent an exceptionally severe accident or casualty rate for a main road system of this character. It is evident however both from general local experience and from specific observation during the traffic surveys carried out by the Lido Junction Project Group (see Appendix 2 above) that the majority of pedestrians who have to make unprotected crossing movements at this junction are being subjected to risk, fear and inconvenience as a result of the current unsatisfactory situation, which gives overwhelming and undue priority to vehicle traffic movement and convenience over pedestrian safety and convenience.

Appendix 3: Shared Space

Some background information about the concept of shared space.

London

Quimby and Castle (2006) collected data from a number of intersections in London, in Clapham, Croydon, East Ham, Harrow, Hounslow and Kingston. They found that intersections with traffic flows of over 110 cars per hour (we found from our own independent traffic counting exercise that flows at the Lido Junction were some 2,500 vehicles hour with about 500-600 per hour on any one arm), that pedestrians would only cross where necessary; engaged in road avoidance behaviours; and when pedestrians did come in to contact with traffic there was a higher likelihood of accidents. Additionally, the study also indicated that sufficient colour contrast between pavement and roadway was important to assist partially sighted people in recognising the difference between the two.

In 2000, the Royal Borough of Kensington and Chelsea embarked on a significant improvement scheme which simplified road markings, enhanced pedestrian crossings, widened footpaths and reduced street clutter. The additional pedestrian crossings were enhanced by a long median strip allowing crossing and bike parking.

These improvements have had a net effect of increasing pedestrian flows by 7%, increasing cycling flows and decreasing traffic (though it must be noted that this coincided with the introduction of congestion charging). Additionally, there were 68.4% fewer pedestrian accidents and 48.6% fewer total accidents on Kensington High Street after these improvements.

Other London street improvements have included or will include:

- The Seven Dials in Covent Garden; an intersection of seven streets, all converging on a restored sundial, operates as a busy junction with little or no formal traffic and pedestrian control or regulation
- Lisle Street in the West End of London near Chinatown has a raised road so that cars and pedestrians are able to share spaces equally.
- Devonshire Square in the Corporation of London, which will integrate street art into the streetscape
- Proposals for shared spaces along Exhibition Road in Kensington and Chelsea, which would totally integrate road and foot traffic

Europe

Quimby and Castle (2006) researched schemes in the Netherlands, Denmark and Germany where local authorities have introduced 'ambiguity' into previously dangerous and difficult road and pedestrian spaces. Traffic signals and road markings are removed, and motorists and pedestrians are then compelled to communicate their intentions to one another, most often by non-verbal means – eye contact at the very least. Some of the techniques employed by these schemes also included:

- Raising and levelling of the road surface to that of pavement areas

- Replacement of road markings with coloured tiles indicating roundabouts, cycle lanes and traffic lanes in order to provide limited traffic/pedestrian segregation
- An 'open square' approach with no indication of the right of way.
- Reduction of road widths
- Cobbled footways in the middle of the road to encourage pedestrians to cross

It is suggested that these changes have led to at least a small reduction in the number of accidents after these schemes were put in place.

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Appendix 4 :Proposed new north-south bus route

Overlaps **EXTENSION**

79 224 245 297	ALPERTON SAINSBURY Glacier Way
245	Ealing Road / Bridgewater Road
new	Manor Farm Road / Bilton Road
297 existing	Manor Farm Road / Federal Road
new	Wadsworth Road
new	Bideford Avenue / Aintree Road

ORIGINAL

E5	<u>STAND</u>	PERIVALE TESCO Bideford Avenue
E5 297		Teignmouth Gardens
E5 297		Perivale Lane
E2 E7 E9 E10 297 N7		Ruislip Road East / Argyle Road
E2 E7 E9 E10 297 N7		Scotch Common
E7 297		Cleveland Road
E7		St Stephens Avenue
E7 E11		Sutherland Avenue
E7 E11		West Ealing Station
new		WAITROSE Alexandria Road
E7 E11		Drayton Green Road TESCO EXPRESS
E2 E3 N11		<u>The Lido / Northfield Avenue</u>
E2 E3 N11		Sherwood Close
E2 E3 N11		Hessel Road
E2 E3 N11		Graham Avenue TESCO EXPRESS
E2 E3 N11		Northfields Station
E2 E3 N11		Lionel Road
E3 N11		Little Ealing Lane
65		South Ealing Road
65		Darwin Road
65		Great West Road NEW DEVELOPMENT
65		New Road
237 267		Goat Wharf
235 237 267		Brentford County Court MORRISONS

ORIGINAL

235 237 267 E2 E8		Brentford Magistrates Court
235 237 267		Brent Lea
235 237 267 H28		Syon Lane
235 237 267 H28		Busch Corner
267 H28		Teesdale Gardens
117 481	<u>STAND</u>	WEST MIDDLESEX HOSPITAL
	VARIANT	
195 E8		Brentford Half Acre/Police Station
195 E8		Windmill Road
195 E8		BRENTFORD STATION
H91		Great West Road / Boston Manor Road
H91		Gillette Corner
H28		SYON LANE STATION
new		Busch Corner / Spur Lane/ Green School
267 H28		Teesdale Gardens
117 481		WEST MIDDLESEX HOSPITAL

Appendix 5 Lido Junction Project Group members

Arthur Breens – Kingsdown Residents Association

Chris Gilson – West Ealing Neighbours

Lisa Hall – Chair, Five Roads Forum

David Highton – Chair, West Ealing Neighbours

Colin Izzard – West Ealing Neighbours and Manager of two local bus depots

Eric Leach – Vice Chair, West Ealing Neighbours

Mike Tyzack - EPTUG

Chris Veasey – Local resident and independent transport consultant

Appendix 6: Lido Junction and surrounding roads traffic study - Submission from West Ealing Neighbours, December 2007

Introduction

West Ealing Neighbours greatly welcomes this traffic study and, in particular, its focus on both the highly problematic Lido and St Leonard's Road junctions along with the rat-running problems faced between St Leonard's and Eccleston Roads.

You will be well aware that for many years there have been calls to try to resolve the pedestrian and traffic problems at the Lido junction and we are pleased to have the opportunity to put forward our views and ideas to the consultants.

This paper and these concerns and ideas have been co-ordinated by West Ealing Neighbours from its own members and from the Five Roads Forum (home zone) and Kingsdown Residents Association. As a result, some suggestions may be supported by one group and not by another, but our aim is to put everything possible on the table for this review, as we may not get another review of these roads for many years to come.

Lastly, we are happy to meet with and talk to the consultants about any of these concerns and ideas if that is seen to be of use.

Below we outline our main concerns and some suggestions of how to improve some of the problems:

1. The junction of St Leonard's Road and the Uxbridge Road is particularly difficult for traffic in St Leonard's Road wishing to turn right, going westwards on to the Uxbridge Road and for traffic wishing to turn right off the Uxbridge Road north up St Leonard's Road. We suggest that this junction could be traffic light controlled, perhaps at peak hours, and a pedestrian crossing installed. In addition, the possibility of a boxed junction here should be investigated to keep the exit clear for the fire engines based at the fire station on the north-west corner of St Leonard's Road and the Uxbridge Road.
2. There should be a review of the traffic flows in Broomfield, Dane and Arden Roads to see if these should be one-way or if there is a way to improve traffic flow in these very narrow side roads off the Uxbridge Road between St Leonard's Road and the Lido Junction.
3. Chapel Road and Kirchen Road should only be one-way traffic onto the Uxbridge Road.
4. The right turn at the Lido Junction down Northfield Ave for traffic coming from West Ealing is dangerous as oncoming cars from Ealing Broadway only get into the westbound nearside lane very late because of the bus lane. If this bus lane were stopped at, say, Ealing Boards and Timber, it would allow traffic to move in earlier and prevent some of the problems currently caused by traffic trying to squeeze into the nearside lane close to the Lido Junction. If this is implemented it should allow the right hand lane of the westbound Uxbridge Road at the Lido Junction to be clearly marked as only for traffic wishing to turn right up Drayton Green Road.

5. Another option to the above is to widen the junction at the south east side by demolishing some of the shops in the Uxbridge Road between Chapel Road and the Lido Junction. These would have been compulsorily purchased if the tram plans had been implemented.
6. Currently, only one of the four pedestrian crossings at the Lido Junction allows a safe, pedestrian signal controlled crossing on foot. This crossing on the west side of the junction (north/south across the Uxbridge Road) is controlled but anyone wishing to cross the other three ways has to take their chance and hope for the best. This is just plain dangerous for old, infirm and disabled people and just risky for everyone else. This junction should be fully controlled to allow safe pedestrian crossing. One way used successfully in other countries is to allow people to cross all these roads at one time, including diagonally, whilst no traffic moves at all. Otherwise, there needs to be an appropriate sequence to allow safe pedestrian crossing on all four sides.
7. One of the biggest challenges is how to improve the lives of residents who live in Alexandria Road, Felix Road and Endsleigh Road, all of whom are on what is now one of the main routes between the Uxbridge Road and Drayton Green Road. A lot of traffic coming from the Hanwell direction turns north up Eccleston Road, along Felix and Alexandria Road and out north on to Drayton Green Road. The same is true vice versa with traffic turning right into Alexandria Road and eventually out west on to the Uxbridge Road. Many of our members in these roads talk of regular road rage incidents as these narrow roads become congested. This is only likely to get worse once Luminosity, the Sinclair House redevelopment and other residential developments are occupied. Underlying this problem is the thorny question of how heavier traffic coming eastwards from the Hanwell direction and wanting to get north up to the A40 can do so. It is well nigh impossible for lorries to turn left up Drayton Green Road, as the turn is too tight. Some therefore try to fight their way along Eccleston, Felix and Alexandria Roads usually with fairly dire consequences. Yet, the conundrum remains - how do they get to the A40? Perhaps they go through Ealing Broadway and up Hangar Lane. Whichever way they go, WEN strongly urges the consultants to make a particular study of how heavy traffic moves through these streets to see if there are any changes and improvements that can be made. Perhaps even, putting in width restrictions in Alexandria, Felix and Eccleston Roads if these would improve the situation.
8. At the Eccleston Road and Uxbridge Road junction, there is no left turn into the Uxbridge Road for traffic coming down Eccleston Road. Instead, traffic is sent left into Singapore Road and onto the Uxbridge Road that way. Is it really necessary to maintain this no left turn here? Depending on what happens to the Green Man Estate, it may make more sense to allow a left turn here as long as the pedestrian light to allow crossing is appropriately phased.
9. One significant reason for traffic using these narrow roads is the lack of a right turn from Drayton Green Road on to the Uxbridge Road. There used to be such a turn but it was stopped some years back. We suggest that investigating the possibility of re-instituting this right turn should be a priority for the consultants. That still leaves the question of traffic turning up Eccleston Road to reach Drayton Green Road. Will the consultants be liaising with Ealing Council over plans to redevelop the Green Man Estate? These plans are a crucial element in seeking solutions to this particular problem as they open up a once in a generation opportunity to build a new road system which could, with careful planning, help alleviate some of these problems.

For example, the very awkward kink where Alexandria and Felix Roads meets could be eliminated and a new road built linking Alexandria Road with Singapore Road which would take traffic away from Eccleston and Felix Roads. An even more radical option would be to build a new road bridge over the railway line to replace the unsafe and much-despised Jacob's Ladder footbridge. Traffic could then flow up past Drayton Green and on northwards.

10. Given the amount of traffic on Drayton Green Road we suggest parking is banned on the east side of the road and parking is made available for residents living on this side of the road in the surrounding streets. The small number of cars parked on the east side cause a disproportionate problem by blocking one complete lane and narrowing this road to such an extent that buses are often held up here for some minutes until the situation eases.

11. In addition, residents of Felix Road voted for a CPZ but the Council on a seemingly arbitrary basis turned this down. The notion of a CPZ should be looked at again and the Council should talk to Waitrose about the possibility of its staff using their car park rather than the surrounding streets. This alone would help improve some of the congestion in these roads.

12. There should be a pedestrian crossing installed in Alexandria Road, opposite Waitrose, where there is currently a raised section as there is currently no safe crossing for all the people going to and coming from Waitrose and, sooner or later, there will be an accident here because many older people assume this raised section gives them right of way - which it does not.

13. More contentiously, are the consultants able to look at the impact of the Five Roads home zone scheme which, for example, blocks off Hastings Road? As you can imagine there are very different views on this as this scheme was fought for long and hard and is much cherished by its residents. It may be outside the scope of this review but we wanted to raise this matter as it may be many more years before another review happens again.

West Ealing Neighbours

David Highton

3rd December 2007