Local Implementation Plan (Transport) 2007
## Contents

1. **Introduction**
   - Background
   - The Mayor’s Priority Area
   - Constraints on the Borough
   - Consultation
   - Revision and preparation of the Final Local Implementation Plan
   - Navigation of the Local Implementation Plan
   - Interpretation
   - Further Information

2. **Characteristics of Ealing**
   - Background
   - General Characteristics (2001 Census)
   - Transport Characteristics
   - Headline Characteristics
   - The Journey to Work
   - Car Ownership
   - Implications for Consultation
   - Car Ownership Variations by Ward
   - Summary

3. **Borough Policy Context**
   - Community Strategy
   - Community Safety Strategy
   - Unitary Development Plan
   - Transport of Waste
   - Biodiversity
   - Transport
   - Transport and Development
   - The Local Development Plan (LDF)
   - Draft Economic Regeneration Strategy
   - Corporate Plan
   - Transport and the Cultural Life of Ealing
   - Evolution of the Borough without the LIP
   - Summary
4. **Integration on a West London Basis**

- West London Transport Strategy
- Partnership, Programme and Progress
- Context
- The Current WLT Strategy
- West London Transport Strategy Programme
- The London European Partnership for Transport
- Park Royal Partnership
- Current Transport Challenges in Park Royal
- Sustainable Transport Initiatives - Working Together
- Park Royal Commuter Centre
- Transport Management Association
- Bus Priority
- North Acton Station
- Footway Improvements and Walking
- Cycling
- Canal
- Parking
- Priorities and Objectives
- Sustainable Transport - Looking Forward
- West London Business
- The London Plan and Sub Regional Development Framework
- West London Tram
- Issues to be addressed to 2016
- Summary

5. **Road Danger Reduction**

- Introduction
- Road Danger Reduction
- Monitoring Changes in Funding Priorities
- Danger Reduction and Speed Management
- Delivering Road Danger Reduction
- Accident Remedial Schemes
- Local Safety Schemes
- One-Way Streets
- Traffic Calming
6. **Traffic Congestion**

### Traffic Congestion

- **Targets**
- **Defining Town Centres**
- **Traffic Growth**
- **Tougher Targets?**
- **Achieving the Targets**
- **Congestion Charging**
- **Development Control and Traffic Growth**
- **Car Parking**
- **On-Street Parking Controls**
- **Parking Control and Local Businesses**
- **Traffic Calming and Congestion Reduction**
- **Controlled Parking Zones**
- **Other Initiatives**
- **Parallel Initiatives**
- **The London Road Network Forward Plan**
- **Congestion Bottlenecks**
- **Roadworks and Streetworks**
- **Longer Term Schemes**
- **Summary**
- **Targets and Performance Indicators**
7. **Bus Improvement Plan**

   - The Role of the Bus In Ealing
   - Trends in Bus Usage
   - Bus Passengers and the Local Economy
   - Inequalities for Bus Users
   - Congestion and Environmental Benefits
   - Effects on Car Users
   - Motorcycles in Bus Lanes
   - Highway Capacity
   - Gaining Acceptance
   - Achievements in Bus Priority

**Future Programmes: Whole Route Based Bus Priority**

- Former London Bus Initiative Routes (65, 260, 266)
- Flagship Routes (207, 427, 607)
- Routes to be Upgraded (94, 140)
- LBPN Route (83, 92, 105, 102)
- New LBPN Routes (E2, E7, E9, E3, 282, 297)

**Future Programmes: Location Specific Bus Priority Schemes**

- Petts Hill Scheme
- Heart of Park Royal Study
- Western Extension of the Congestion Charge Zone

**Protecting the Network**

- Enforcement
- Maintenance
- Boroughs Road Proposals

**Bus Stop Accessibility**

**Quality of Service Provision**

**Bus Service Facilities**

**Coach Parking**

**New Initiatives**

- Intensive Bus Priority Study on Route 140
- Greenford Town Centre Study
- Park Royal Transit

**New and Unmet Links**

**Section 106 Funding**

**Summary**

**Targets and Performance Indicators**

8. **Rail Strategy**

   - The Role of a Rail Strategy for the Borough
9. Travel Awareness

Background: Gaining Acceptance
Promotional Events
Other Promotions
Schools
Cycling
Overseas Links
Walkability
Car Clubs
Travel Plans
Health Issues in Transport
Transport Management Association
Safer Travel at Night (STAN)
Night Marshalling
Promotional Material
Safe Routes in Park Royal
Summary

10. Walking

Aims
Integrating Walking into New Developments
Strategic Routes
Streetscape Design and Management
Access to Stations
Safer Routes to School, Walk to School Week etc
Bus Stop Accessability
Walking and Bus Priority
Pedestrian Phases at Traffic Signals
Streets for People
Mayor’s 100 Public Spaces Programme
Ealing Town Centre
Pedestrianisation: Acton Town Square Project
Uxbridge Road Urban Realm Project
SALSA (Sustainable Access to Leisure Sites and Amenities)
Walkability: The Way Forward
Background
Objectives
Process
Rollout Programme
Walking Plan for Ealing
Summary
Targets and Performance Indicators

11. Freight
Introduction
Perivale Lorry Route Scheme
West London Transport Strategy Freight Quality Partnership
Park Royal Delivery Routes
Opportunities for Greater Use of Rail and Canal for Freight Movement
Protection of Site for Freight
Information System for Deliveries
Ealing Town Centre Loading Plan
Other WLTS Freight Schemes
London Lorry Control Scheme
Fuels
Interactions with Freight and Van Operators
Low Emission Zone
HGV Routes
Sustainable Procurement
Freight Contacts Map
Summary
Targets and Performance Indicators
12. Cycling
Ealing’s Vision For Cycling
Links to London Cycling Action Plan Objectives
Improving the Highway Environment for Cyclists
Consultation with Cycling Groups in the Community
Implementation of London Cycle Network +
Statement of Commitment to LCN+
LCN + Programmes in Ealing
Cycle Route Implementation Stakeholder Plans (CRISPs)
Implementation of the LCN
New Highway Initiatives
New maps
Accidents and Remedial Work
Cycle Audit Procedures
Cycle Parking
Cycle Parking at Stations
Schools Cycle Parking
The Concept of Marketing Cycling
Marketing Cycling: Cycle training
Levels of Training
Does it Work?
Schools Cycle Training
Cycle Training and Road Safety
Marketing Cycling: Cycling Support
Bike Buddy Scheme
Keep Riding Scheme
Dr Bike Sessions
Community and Neighbourhood Projects
Workplace Schemes
Marketing Cycling: Domestic Lockers
The Funding Balance
Monitoring of Cycling
Targets for Increased Cycling
Summary
Targets and Performance Indicators

13. Air Quality and Noise
Air Quality
West London
14. Accessible Transport, Community Transport, Taxis and Minicabs

15. Equalities Issues
<table>
<thead>
<tr>
<th>Physical Barriers</th>
<th>192</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Stop Accessibility</td>
<td>192</td>
</tr>
<tr>
<td>Station Accessibility</td>
<td>192</td>
</tr>
<tr>
<td>Shopmobility</td>
<td>192</td>
</tr>
<tr>
<td>Blue Badge and Parking Provision</td>
<td>192</td>
</tr>
<tr>
<td>Traffic Management, Parking Control and Pedestrian Crossings</td>
<td>193</td>
</tr>
<tr>
<td>Signage to Assist Mobility Impaired People</td>
<td>193</td>
</tr>
<tr>
<td>Social Inclusion</td>
<td>193</td>
</tr>
<tr>
<td>Areas of Deprivation</td>
<td>193</td>
</tr>
<tr>
<td>Access to Bus Services</td>
<td>194</td>
</tr>
<tr>
<td>Community Transport</td>
<td>194</td>
</tr>
<tr>
<td>Accessibility Indexes</td>
<td>195</td>
</tr>
<tr>
<td>Personal Security</td>
<td>195</td>
</tr>
<tr>
<td>Station Access</td>
<td>195</td>
</tr>
<tr>
<td>Town and District Centre Walking Projects</td>
<td>195</td>
</tr>
<tr>
<td>Access to Bus Stops</td>
<td>195</td>
</tr>
<tr>
<td>Communication</td>
<td>195</td>
</tr>
<tr>
<td>Community Languages</td>
<td>196</td>
</tr>
<tr>
<td>Social Barriers</td>
<td>196</td>
</tr>
<tr>
<td>Financial Barriers</td>
<td>197</td>
</tr>
<tr>
<td>The Equality Impact of Highway Schemes</td>
<td>197</td>
</tr>
<tr>
<td>Monitoring and the Ongoing Communication Processes</td>
<td>197</td>
</tr>
<tr>
<td>Equalities Impact Assessment (EQIA)</td>
<td>197</td>
</tr>
</tbody>
</table>

## 16. Streets and Structure Maintenance

<table>
<thead>
<tr>
<th>Street Maintenance Plan</th>
<th>238</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance Inspections</td>
<td>239</td>
</tr>
<tr>
<td>Winter Maintenance Plan</td>
<td>240</td>
</tr>
<tr>
<td>Local Signage</td>
<td>241</td>
</tr>
<tr>
<td>Coordination of Streetworks</td>
<td>241</td>
</tr>
<tr>
<td>Streets Taskforce</td>
<td>241</td>
</tr>
<tr>
<td>Streets Hours Policy</td>
<td>242</td>
</tr>
<tr>
<td>Strategic Road Network</td>
<td>242</td>
</tr>
<tr>
<td>Future Streetworks Developments</td>
<td>242</td>
</tr>
<tr>
<td>Network Management Duty</td>
<td>242</td>
</tr>
<tr>
<td>Asset Management Plan</td>
<td>243</td>
</tr>
<tr>
<td>Streetscape and Liveability Programme</td>
<td>244</td>
</tr>
<tr>
<td>Lighting</td>
<td>244</td>
</tr>
<tr>
<td>Bridge Strengthening Programme</td>
<td>244</td>
</tr>
<tr>
<td>Funding</td>
<td>249</td>
</tr>
<tr>
<td>Targets and Performance Indicators</td>
<td>249</td>
</tr>
</tbody>
</table>
17. Borough Core Capacity Statement
  
  Core Capacity Statement 254
  Risk 257
  Human Resources 260
  External Factors 260
  Summary 260
  Funding Implications 260
  Sources of Funding 261
  TfL (LIP Reporting and Funding Submission) 261
  TfL (Other Sources) 261
  Developer Contributions - s106 261
  Council Revenue 262
  Other Funding 262
  Funding Gap 263
  Summary 263

18. Consultation
  
  Requirements for Consultation 265
  Additional Consultation 265
  Public Consultation 266
  Summary of Consultation Responses 267

19. LIP Proposal Summary Sheet 273

20. Crosscutting Goals 278

21. Performance Measures 280

A. LIP Proposal Delivery Forms 295
Foreword

Ealing Council’s Local Implementation Plan (LIP) sets out how it proposes to implement the Mayor’s Transport Strategy over the 5-year period to 2011, taking account of the local Borough characteristics and its position in West London.

Situated between Heathrow Airport and Central London, Ealing is a unique combination of features. It has the third largest population in London and the third most diverse borough in its ethnic make-up. It has several highly urbanised centres including Ealing Town Centre and Southall amongst spacious green areas including Ealing Common and areas of significant environmental merit such as the Brent River Corridor and the Grand Union Canal. These sit side by side with areas of intense industrial activity such as in Park Royal.

Ealing has a dense network of public transport services at its core. Car use remains high, but about 30% of households do not have access to a car. The highway network is constrained by the Canal, River Brent and various railway lines, adding to the challenges of reducing congestion.

I recognise that there are significant transport challenges ahead. The Council with its partners is committed to improving transport across the borough for all its residents, visitors and workers and to this end we will be updating this plan and the schemes and programmes herein to meet changing priorities and challenges ahead. The Council’s proposed transport programme continues to be aimed at ensuring people have access to places and activities using the appropriate transport modes.

Councillor Wodoymyr Barczuk
Portfolio Holder for Transport
Introduction
Introduction

1 Introduction

Background

1.1 The Local Implementation Plan (LIP) is a statutory document required under the Greater London Authority (GLA) Act 1999 that sets out how Ealing proposes to implement the Mayor of London’s Transport Strategy between 2005/6 and 2010/11. Under the terms of the Act, the LIP has to be submitted to the Mayor of London for his approval. This approval is dependent on him being satisfied:
   - That the LIP is consistent with the Transport Strategy for London
   - That the proposals in the LIP are adequate for the purposes of the implementation of the Mayor’s Transport Strategy for London within Ealing
   - That the timetable for implementing the proposals in the LIP is adequate for these purposes.

1.2 The Mayor’s Transport Strategy can be viewed at www.gla.gov.uk

The Mayor’s Priority Area

1.3 The Mayor’s Transport Strategy has eight priority areas for implementation:

1. Improving road safety.
2. Improving bus journey times and reliability.
3. Relieving traffic congestion and improving journey time reliability, including the use of travel demand measures.
4. Improving the working of parking and loading arrangements to provide fair, reasonable and effective enforcement of regulations, recognising the needs of business for servicing and delivery as well as other road users, thus contributing to easing congestion and improving access to town centres and regeneration areas.
5. Improving accessibility and social inclusion on the transport network. Plans should have regard to safety and security for women and vulnerable road users.
6. Encouraging walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures.
7. Encouraging cycling by improving conditions for cyclists and through the use of travel demand measures.
8. Bringing transport infrastructure to a state of good repair.

Constraints on the Borough

1.4 TfL Guidance on LIPs makes it clear that the council is required to make certain responses to the Mayor’s Transport Strategy but other responses are optional.
1.5 The council’s room for manoeuvre on its transport policy and programmes is thus somewhat limited. However, it is understood that the Mayor’s Transport Strategy is to be revised shortly by TfL and for this reason our LIP includes a number of proposals that may require some adaptation and development of TfL policy and funding criteria to more effectively deliver the principles behind the Mayor’s Strategy at a local level.

Consultation

1.6 The Council undertook extensive consultation of the Draft Consultation Local Implementation Plan in November and December 2005. All statutory consultees were invited to comment on the plan including the adjoining Councils - Brent, Harrow, Hillingdon, Hounslow and Hammersmith and Fulham. Over 100 local community organisations were formally invited to comment on the plan and advertisements in local media were run requesting submissions from the public. A full description of the consultation strategy and a summary of the results are at 18 ‘Consultation’.

Revision and preparation of the Final Local Implementation Plan

1.7 Council received TfL’s assessment of the Draft LIP in March 2006. The comments supported the plan and stated those additions necessary to complete the final. The council have revised the document in line with TfL’s comments and with reference to the consultation results.

1.8 Once the final LIP has been approved by the Mayor, the council will adopt this as the strategic document for the implementation of transport initiatives in the Borough for the next 5 years, updating where necessary to meet the changing priorities of the Council and its residents.

1.9 Each year the council is required to submit a LIP Reporting and Funding (LIP R+F) Report to TfL demonstrating the progress made towards the targets and strategies set out in the LIP (See Chapter 19 – Performance Targets) and requesting funding for the projects contained therein. This presents a risk to the responsiveness of transport projects in the Borough given that new projects may be difficult to initiate if they are not already contained within the document. The first LIP R+F is due in July 2006.

Navigation of the Local Implementation Plan

To assist in the navigation of this document we have set out at the beginning of each section of the LIP the relevant TfL’s requirements (e.g boroughs MUST… or boroughs are ENCOURAGED to….) in a shaded box and ended each chapter with a summary of the main points.

1.10 The table of contents at the beginning of the document details all main headings and lists the location of the plans.

1.11 TfL have requested that The Parking and Enforcement Plan, The Road Safety Plan and the School Travel Plan Strategy exist external to the LIP document so that they can be updated freely without triggering the complex review process required of a LIP review. Please ensure that you have the latest version of these documents.
Interpretation

1.12 It may be necessary for you to contact someone who speaks your language to help you understand this document. If you would like to be directed to an interpretation centre please contact Ealing Council on 020 8825 5855.

Further Information

If you would like any further information regarding the Local Implementation Plan or the programmes herein please contact the Transport Planning Team at LIP@ealing.gov.uk or on 020 8825 8078 or 020 8825 5853.
Characteristics of Ealing
Characteristics of Ealing

2 Characteristics of Ealing

Background

2.1 Ealing is a community of sharp contrasts. It shares in west London’s successful economy but has pockets of serious deprivation.

2.2 Economic success has led to adverse consequences, such as traffic congestion, which could threaten continued inward investment. There is a major shortage of affordable housing which puts pressure on employers, including public services, to find and retain key workers.

2.3 Ealing is a suburban borough but with characteristics of both inner (e.g. Acton) and outer London (e.g. Northolt). Plan 1 shows the borough’s location in London.

2.4 The borough’s land use is an interweaving pattern of town centres, employment areas, industrial estates, freestanding retail centres such as Westway Cross, and other community facilities such as Ealing Hospital. Plan 2 shows this complex pattern of land use.

2.5 As a result, a large number of traffic movements criss cross the borough, added to a large numbers of trips inbound into the borough or passing through the borough for work, recreation, shopping and social purposes and trips outbound from the borough by borough residents.

2.6 The highway network is constrained by the canal, River Brent and various railway lines leading to congestion at specific points such as Iron Bridge. The main road network, including Transport for London’s roads (A40, A406, part of A312 and A4180), is at capacity and this leads to through traffic using local streets to try to gain a time advantage.

2.7 Traffic congestion leads to delay for residents and businesses, to high air pollution levels and to the inefficient operation of bus services. The volume of traffic and the complexity of traffic movements result in many accidents and discourage and disadvantage pedestrians and cyclists.

General Characteristics (2001 Census)

- Ealing is the third largest London borough in terms of population.
- The population was 300,948, an increase of 6% over the ten years since 1991.
- This rate of population growth between 1991 and 2001 at 6% was above the London average of 5% and above the outer London average of 4%.
- 20% of the population are under 16 years of age. 11.5% are over 65 years and the average age is 36 years.
- 41% of residents are from an ethnic minority (plus 5% ‘white Irish’ and 9% ‘other white’). This 41% is an increase from 32% in 1991. Ealing is now the fourth most diverse borough in London.
- Ealing has 118,023 households, the average size of which is 2.5 persons.
- 30.5% of households are one-person households, a little lower than the London average of 35%.
• 31% of households have dependent children, a little higher than the London average of 29%.

• 63% of households own their own accommodation or have a loan/mortgage. This is higher than the London average of 56.5% but lower than the outer London average of 68%.

• 37% of households rent their accommodation (19% from the council or registered social landlord, 16% from a private landlord).

• 19% of households are classified as overcrowded which is higher than both the London average (17%) and the outer London average (12%).

• 3.9% of residents were unemployed at the time of the census (in a way defined by the census), compared to 4.4% for London and 3.6% for outer London.

• 143,766 residents were in work. The two largest employment sectors are business services (20%) and retail (16%).

• 21.9% of Ealing residents have no formal qualifications but this is lower than the London average (23.7%) and outer London average (24.4%). Conversely a greater proportion are educated to degree level.

• 15% of residents have a limiting long term illness, similar to both the London and outer London averages.

Transport Characteristics

Headline Characteristics

• 31.7% of Ealing’s households do not have access to a car, which is lower than for London as a whole (37.5%) but higher than the outer London average (29%).

• 41.8% of residents travel to work by car, which is higher than the London average of 36%.

• 38.9% of residents travel to work by public transport, which is slightly lower than the London average of 42.1%.

The Journey to Work

2.8 The proportion of people in 2001 using different modes of transport for their journey to work is set out below with a comparison with 1991:

<table>
<thead>
<tr>
<th>Journey to Work Mode</th>
<th>2001</th>
<th>1991</th>
</tr>
</thead>
<tbody>
<tr>
<td>Working from home</td>
<td>8.5%</td>
<td>3.9%</td>
</tr>
<tr>
<td>Tube Tube</td>
<td>23.4%</td>
<td>22.0%</td>
</tr>
<tr>
<td>Train</td>
<td>4.8%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Bus or coach</td>
<td>10.7%</td>
<td>11.5%</td>
</tr>
</tbody>
</table>
In summary, there has been a fall in the proportion of residents travelling to work by car from 45.8% to 41.8% although this does not equate to a fall in traffic volumes because of the rise in population over the same period and the fact that residents of other areas driving into work in Ealing are not included in these figures.

The proportion travelling to work by public transport has risen from 36.3% in 1991 to 38.9% in 2001.

The proportion working at home has increased and walking trips have fallen. Cycle and powered two-wheeler proportions of trips have at best increased only very slightly.

In numerical terms, the numbers that have to be accommodated on the borough’s transport network (excluding people travelling into the borough to work) are:

<table>
<thead>
<tr>
<th>Journey to Work Mode (2001)</th>
<th>Number of people</th>
</tr>
</thead>
<tbody>
<tr>
<td>Working from home</td>
<td>12,256</td>
</tr>
<tr>
<td>Tube</td>
<td>33,620</td>
</tr>
<tr>
<td>Train</td>
<td>6,892</td>
</tr>
<tr>
<td>Bus or coach</td>
<td>15,376</td>
</tr>
<tr>
<td>Powered 2-wheeler</td>
<td>1,642</td>
</tr>
<tr>
<td>Car or van driver or passenger</td>
<td>60,127</td>
</tr>
<tr>
<td>Cycle</td>
<td>3,157</td>
</tr>
<tr>
<td>Walk</td>
<td>9,748</td>
</tr>
<tr>
<td>Other incl. taxi and minicab</td>
<td>948</td>
</tr>
</tbody>
</table>

Other, non census data, shows that the proportion of trips for the four main trip purposes are:

<table>
<thead>
<tr>
<th>Purpose of Journey</th>
<th>Percentage of Total Journeys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Journey to work</td>
<td>30.9 %</td>
</tr>
<tr>
<td>Shopping</td>
<td>19.4 %</td>
</tr>
<tr>
<td>Entertainment</td>
<td>18.2 %</td>
</tr>
<tr>
<td>Education</td>
<td>12.1 %</td>
</tr>
</tbody>
</table>
Car Ownership

2.14 Although 60,127 residents travel to work by car or van (93% as driver, 7% as a passenger), there are a total of 112,907 cars or vans ‘resident’ in the borough.

2.15 37,372 households have no access to a car or van.

Table 2.4 Percentage of households with access to numbers of vehicles in the borough (2001 Census)

<table>
<thead>
<tr>
<th>Access to Vehicles</th>
<th>Percentage of Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>No access to a car or van</td>
<td>31.7 %</td>
</tr>
<tr>
<td>Access to one car or van</td>
<td>46.0 %</td>
</tr>
<tr>
<td>Access to two cars or vans</td>
<td>18.4 %</td>
</tr>
<tr>
<td>Access to three cars or vans</td>
<td>3.2 %</td>
</tr>
<tr>
<td>Access to four or more cars or vans</td>
<td>0.8 %</td>
</tr>
</tbody>
</table>

2.16 Of people using public transport for the journey to work, 70.4% had access to a car or van. This may reflect a high proportion of residents working in central London where parking is strictly limited.

2.17 Despite this, ownership of a car clearly leads to a propensity to travel by car especially for shopping, leisure, visiting friends/relatives and those work trips where parking is available free or at a cost that is acceptable.

2.18 It also has to be remembered that even in households with one or more cars, the car may often not be available at any one time for all members of the household who want to make a particular trip. Thus, even if only a minority of households do not own a car, an efficient and attractive public transport, cycling and walking network would broaden the accessibility of many members of car owning families.

Implications for Consultation

2.19 Because only a minority use public transport or cycle or walk, there is the potential that schemes put to public consultation may struggle to reach a favourable majority response if people are not regular users and this can raise difficulties for the decision making process.

Car Ownership Variations by Ward

Table 2.5 Household Car/Van Ownership by Area Committee Wards (2001 Census)

<table>
<thead>
<tr>
<th>Area Committee Wards</th>
<th>% With no car</th>
<th>% One or more cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borough Average</td>
<td>31.7</td>
<td>68.4</td>
</tr>
<tr>
<td>Northolt West End</td>
<td>35.3</td>
<td>64.7</td>
</tr>
<tr>
<td>Northolt Mandeville</td>
<td>31.0</td>
<td>69.0</td>
</tr>
<tr>
<td>North Greenford</td>
<td>21.7</td>
<td>78.3</td>
</tr>
</tbody>
</table>
Characteristics of Ealing

<table>
<thead>
<tr>
<th>Area Committee Wards</th>
<th>% With no car</th>
<th>% One or more cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenford Green</td>
<td>24.6</td>
<td>75.4</td>
</tr>
<tr>
<td>Greenford Broadway</td>
<td>32.8</td>
<td>67.2</td>
</tr>
<tr>
<td>Perivale</td>
<td>22.8</td>
<td>77.3</td>
</tr>
<tr>
<td>Lady Margaret</td>
<td>20.4</td>
<td>79.6</td>
</tr>
<tr>
<td>Dormers Wells</td>
<td>34.3</td>
<td>65.7</td>
</tr>
<tr>
<td>Southall Broadway</td>
<td>31.6</td>
<td>68.4</td>
</tr>
<tr>
<td>Southall Green</td>
<td>28.9</td>
<td>71.1</td>
</tr>
<tr>
<td>Norwood Green</td>
<td>31.0</td>
<td>69.0</td>
</tr>
<tr>
<td>Hobbayne</td>
<td>32.7</td>
<td>67.3</td>
</tr>
<tr>
<td>Elthorne</td>
<td>36.9</td>
<td>63.1</td>
</tr>
<tr>
<td>Cleveland</td>
<td>31.3</td>
<td>68.8</td>
</tr>
<tr>
<td>Ealing Broadway</td>
<td>32.5</td>
<td>67.5</td>
</tr>
<tr>
<td>Hanger Hill</td>
<td>25.2</td>
<td>74.8</td>
</tr>
<tr>
<td>Walpole</td>
<td>31.1</td>
<td>68.9</td>
</tr>
<tr>
<td>Northfield</td>
<td>28.6</td>
<td>71.4</td>
</tr>
<tr>
<td>Ealing Common</td>
<td>32.7</td>
<td>67.3</td>
</tr>
<tr>
<td>Acton Central</td>
<td>37.9</td>
<td>62.1</td>
</tr>
<tr>
<td>East Acton</td>
<td>38.6</td>
<td>61.4</td>
</tr>
<tr>
<td>South Acton</td>
<td>46.7</td>
<td>53.2</td>
</tr>
<tr>
<td>Southfield</td>
<td>32.2</td>
<td>67.8</td>
</tr>
</tbody>
</table>

- The ward with the highest proportion of people without household access to a car or van:
  - South Acton 46.7% (53.2% have household access to a car)

- The ward with the lowest proportion of people without household access to a car or van:
  - Lady Margaret 20.4% (79.6% have household access to a car)

2.20 The table below shows the wards where one third or more of households are without access to a car or van, that is they have a high relative dependency on non-car modes:

Table 2.6 Wards with the highest percentage of households without access to cars (2001 Census)

<table>
<thead>
<tr>
<th>Ward</th>
<th>% With no car</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Acton</td>
<td>46.7 %</td>
</tr>
<tr>
<td>East Acton</td>
<td>38.6 %</td>
</tr>
<tr>
<td>Acton Central</td>
<td>37.9 %</td>
</tr>
</tbody>
</table>
Conversely the five wards with the least proportion of households with no access to a car or van, that is, with a relatively low dependency on non-car modes are:

<table>
<thead>
<tr>
<th>Ward</th>
<th>% With no car</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elthorne</td>
<td>36.9 %</td>
</tr>
<tr>
<td>Northolt West End</td>
<td>35.3 %</td>
</tr>
<tr>
<td>Dormers Wells</td>
<td>34.3 %</td>
</tr>
</tbody>
</table>

Table 2.7 Wards with the highest percentage of households with access to cars (2001 Census)

<table>
<thead>
<tr>
<th>Ward</th>
<th>% With no car</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lady Margaret</td>
<td>20.4 %</td>
</tr>
<tr>
<td>North Greenford</td>
<td>21.7 %</td>
</tr>
<tr>
<td>Perivale</td>
<td>22.8 %</td>
</tr>
<tr>
<td>Greenford Green</td>
<td>24.6 %</td>
</tr>
<tr>
<td>Hanger Hill</td>
<td>25.2 %</td>
</tr>
</tbody>
</table>

- Contrasts within the borough therefore are quite marked.
- The five wards with the most cars are in the north of the borough (except Lady Margaret in the west).
- The six wards with the fewest cars and most dependency on public transport, cycling and walking are in Acton or in the west of the borough in parts of Northolt, Southall and Hanwell.

Summary

Many of the demographic and socioeconomic data statistics indicate that Ealing has characteristics of both inner and outer London.

A significant proportion of Ealing’s residents do not have a car and are therefore dependent on public transport, cycling and walking. For this reason alone, these modes of travel need to be developed and expanded so as to reduce social exclusion.

There are large variations in car ownership across the borough and this variation will be targeted in scheme development.
Principal shopping areas, open spaces and employment areas (UDP policy areas)
Characteristics of Ealing

Accessibility to Public Transport

This map is for illustrative purposes only.
Characteristics of Ealing

Local Implementation Plan (Transport) 2007
Characteristics of Ealing
3 Borough Policy Context

Community Strategy

3.1 TfL Guidance on LIPs states that:

3. Po5 Boroughs are ENCOURAGED to set out their planning policy context and any plans to amend it in line with the London Plan. Boroughs are also ENCOURAGED to support improved public transport and pedestrian environments as well as sustainable forms of residential and town centre development.

3. Po6 Boroughs are encouraged to include, where relevant, their transport plans associated with the cultural life of London.

3. Po7 Boroughs MUST demonstrate how they give due weight [in Unitary Development Plans] to [government and regional planning guidance]. In particular how they support the location of high density trip generating development in areas that have or will have both high levels of public transport accessibility and capacity, sufficient to meet the needs of development and how parking provision reflects levels of public transport accessibility. Boroughs are ENCOURAGED to include reference to the use of ‘Public Transport Accessibility Levels’ as a tool for assessing public transport accessibility.

3. Po8 Boroughs are ENCOURAGED to include evidence of support for high quality, higher density and mixed use development in locations where there are, or will be, high levels of public transport accessibility and capacity. Boroughs are also ENCOURAGED to provide evidence of the provision of suitable sites for public transport and freight distribution centres and interchanges.

3. Pr5 Boroughs are ENCOURAGED to have regard to the Mayor’s Biodiversity Strategy and also to include details of how they intend to protect and enhance natural habitats and biodiversity along their transport routes (cycleways, verges etc).

3. Pr6 Boroughs MUST set out how they seek to encourage the movement of waste by rail or water or otherwise reduce the impact of the transport of waste.

4C. Pr12 Boroughs are ENCOURAGED to include a reference to their crime and disorder strategies; indicate how and when they will be updated and how the GLA and TfL will be consulted.

4M. Pr2 Boroughs are ENCOURAGED to set out any measures they are implementing on relevant issues e.g. safeguarding wharves and facilities, access to river.

4M. Po2 Boroughs MUST take account of decisions relating to safeguarding of wharves in developing relevant plans and programmes.

3.2 In June 2003 the council adopted a Community Strategy in association with the Ealing Local Strategic Partnership (LSP).

3.3 The LSP brings together the council, many of the borough’s key service providers, plus business organisations and representatives of the voluntary and community sector.

3.4 The Community Strategy is a requirement of the Local Government Act 2000 and prior to publication in 2003 was the subject of two public consultation exercises.
The aim of the Community Strategy is to improve the economic, social and environmental well-being of the borough and contribute to the achievement of sustainable development in the UK.

The Community Strategy has eight key themes around which Ealing should develop:

- A place with strong communities and neighbourhoods
- A better place to live
- A healthier place
- A safer place
- An attractive and environmentally friendly place
- A more accessible place
- A better place to grow up
- An economically successful place.

Under the theme ‘A More Accessible Place’, the Community Strategy signs up to four key strategies:

- Reducing the need for people to travel by providing services and facilities as close as possible to where they live and work.
- Developing and encouraging sustainable forms of transport as viable alternatives to the car.
- Improving our public transport infrastructure.
- Tackling and reducing congestion and air/noise pollution from road traffic.

**Community Safety Strategy**

The Safer Ealing Partnership has a statutory duty to implement a Crime, Disorder and Drugs Reduction Strategy every three years under the Crime, Disorder and Drugs Reduction Act 1998. A review of the Crime and Disorder Act has recently been completed which is likely to repeal the requirement for triennial strategies in favour of producing annual rolling three-year community safety plans.

The Safer Ealing Partnership will consult with the GLA and TfL in the development of such future plans by inviting comments on draft proposals and seeking additional actions which TfL and the GLA may wish to be involved with in the Borough.

The existing Community Safety Strategy has been produced by the Safer Ealing Partnership between the Police and the council.

The strategy covers:

- Crime reduction targets
- Quality of life in neighbourhoods, particularly in relation to anti-social behaviour and social exclusion
Borough Policy Context

- Substance misuse
- Young people

3.12 Although there are no specific transport items, the planning of transport schemes could benefit from an understanding of the geographical occurrence of crime, particularly related to station access, safer routes to school, safer travel at night and walkability projects. Officers will develop these links between crime and transport provision during the life of the LIP.

Unitary Development Plan

3.13 The revised Ealing Unitary Development Plan (UDP): ‘New Plan for the Environment’ was adopted in October 2004 following four years of public consultation.

3.14 Its role is to set out planning policies for development. It draws on relevant government Planning Policy Guidance and South-east Regional Planning Guidance and the Mayor’s London Plan.

3.15 It covers policies for:
- Environmental resource and waste
- Green space and the natural environment
- Urban design
- Housing
- Business
- Shopping and town centres
- Community facilities
- Transport
- Sites and areas.

3.16 The key policy areas in relation to the LIP are as follows:

Transport of Waste

3.17 The council’s UDP policy states that:

In new developments “the council will support and seek the inclusion of facilities for the transport of waste by canal and rail...Facilities should be designed and operated in a way that does not harm the environment; railheads will be safeguarded sidings, wharves and jetties will not be constructed in areas which are most valuable to wildlife, and the operation of barges must ensure that the risk of waste finding its way into waterways is minimised”.

3.18 Ealing is a waste collection authority with no direct responsibility for disposal. The West London Waste Authority on behalf of five other constituent boroughs carries this out.
3.19 At present, waste from refuse services and garden waste collection is transported by road to transfer stations for onward composting or landfill, predominantly by rail. Food waste and dry recyclables are transported by road for composting or reprocessing. From a local collection perspective, there is little or no scope to transport waste by rail or water. The aim is to endeavour to reduce the environmental impact of waste transport by the adoption of cost effective configuration of services.

3.20 The current integrated waste management contract provides a flexible base from which to expand recycling services whilst mitigating against the impact of increased waste haulage. The Ealing Waste Collection Strategy contains options for the maximisation of collected recyclables while capping revenue expenditure and mileage as far as possible. This may include the option of reducing the frequency of residual waste collection. With the introduction of a borough wide food waste collection service, this should be a realistic option. A review of the Council’s Waste Collection and Recycling Strategy, in line with the Mayor’s Strategy, will be completed in 2006. The review will consider the implications of all proposed options. Although the Council’s waste contractor has vast experience of recycling service design, the Council would welcome additional support in the form of guidance related to the optimisation of collection services and reduction/ capping of mileage within the borough.

3.21 The West London Waste Authority’s Joint Municipal Waste Strategy (JMWS) provides the clearest opportunity for Ealing to directly impact on waste transport sustainability. The strategy is currently in draft form and needs to be approved by the Mayor prior to formal adoption. The draft considers waste management in the context of accepted guidance i.e. waste hierarchy, proximity principle, the Mayor’s Strategy and other legislative drivers. A crucial directive in the JMWS states ‘In procurement, WLWA will encourage bids that, where practicable, preserve the rail transfer of wastes and that employ water transfer’.

Biodiversity

3.22 The UDP has a number of policies relating to biodiversity which are relevant to transport:

“The council will not normally permit development within Green Corridors, and development adjoining or affecting the setting of these corridors will be expected to enhance their visual, nature conservation and recreational qualities, and their visual and environmental continuity.

The council will promote the environmental and amenity aspects of the Green Corridors along the Grand Union Canal, and land along the river corridors of the borough.

The council will not permit development that would have an adverse impact on the water environment…”

3.23 Green Corridors provide important links between networks of strategic open spaces. They comprise roads, railways, walking and cycle routes, as well as green landmarks in their own right.

3.24 As part of the introduction of a mechanised bus gate on Currey Road in Greenford on bus route 398 which gave buses access through a width restriction, the scheme was redesigned specifically to prevent the need to pave over part of the grass verge in response to concerns expressed by the Local Agenda 21 group.
Borough Policy Context

3.25 Many of our cycle routes are very suited to adoption as Green Corridors and this concept will be pursued with relevant officers. It is already proposed to show Green Corridors on our proposed new local cycle maps (LIP section on Cycling).

3.26 The Council adopted the five year Biodiversity Action Plan (BAP) in 2001 and is compiling an evaluation report with a view to publishing a review in 2007. The action plan was written by a partnership of the council and interested local groups. The aim is to conserve and enhance habitats and species within the borough, which are considered to be important on a local and national scale. The BAP is used as policy when evaluating planning applications.

3.27 Action plans were prepared as part of Parks and Open Spaces Strategy, which include making parks more welcoming and improving access routes within them. This is linked to the borough’s Town Centre Regeneration Strategy.

3.28 There are three major areas of open space in Ealing (Horsenden Hill, Brent River Park and Northolt and Greenford Countryside park) that could be improved as major sites for active recreation. This includes path surfacing, developing signage, maps and interpretation. The Council has an annual programme of improvements to footpaths in parks, which are currently funding deficient.

3.29 Ealing Council has regard to the Mayor’s Biodiversity Strategy.

Transport

3.30 The overall UDP strategy is;

“To provide sustainable access from homes to jobs, shops and services, and from business to business, by integrating land use and transport planning, restraining car traffic, promoting improved public transport and facilities for pedestrians and cyclists and making freight distribution more sustainable. In addition the council will have regard to the impacts of international air travel from Heathrow airport, in respect of surface access, business and employment, environmental impacts and sustainability in general”.

3.31 The performance of the UDP will be tested in the light of the extent to which development approved by the council facilitates public transport, cycling and pedestrian movement, whilst reducing car use.

3.32 The specific UDP policies for transport and development are:

Development, Access and Parking

3.33 Planning permission will normally only be granted for development which ensures traffic safety, and:

- Maximises access on foot, and by wheelchair and bicycle, including provision for parking and other facilities
- Maximises public transport use by visitors, employees and residents
- Considers the availability of car parks and on-street parking in the area, and where necessary, contributes to parking control and other local traffic restraint measures, consistent with the local Area Transport Strategy
Provides off-street car parking for journeys which cannot be catered for in any of the above ways, and in any case no more than the Council's maximum requirement

Provides space for servicing and the parking of service vehicles and coaches, including adequate manoeuvring and loading/unloading space for freight and passenger vehicles, adequate means of vehicular and pedestrian access to the site and good design of the parking and servicing area

Ensures that the surrounding streets are not subject to parking stress or danger or nuisance from inappropriate on-street parking or waiting as a result of the proposed development

Provides a Travel Plan and a Transport Assessment when requested.

**Stations and Public Transport Interchanges**

3.34 The Council will encourage improvements to all stations, particularly where interchanges between different modes of transport can be enhanced. All proposals should include improved:

- Access and ease of movement for disabled people and others with mobility difficulties
- Comfort and security for passengers and staff
- Pedestrian movement and facilities for cyclists
- Provision for setting down and picking up rail passengers, especially by bus and community transport vehicles
- Access to transport information, including signage and station announcements.
- The Council will also encourage the provision of safe, well-regulated taxi and vehicle hire services that do not create on-street parking problems, or impede bus operations.

3.35 Relatively high density development for an appropriate mix and range of uses may be acceptable at stations and interchanges, on the basis that densities are appropriate in terms of the transport and social infrastructure capacity available, including any improvements associated with development.

**Major Transport Projects**

3.36 The council, as local planning authority, will facilitate the development of major transport projects consistent with the objectives of the Plan, including:

- Crossrail
- Heathrow stopping service
- Interchange station in Park Royal
- A406 Green Corridor, Ealing
- A40 Green Corridor, Acton
- Proposed station associated with Chiswick Works development.
Borough Policy Context

3.37 The Council will seek funding for a study to identify suitable sites in the Borough for transport purposes such as public transport nodes, freight distribution centres and interchanges.

**Buses**

3.38 The Council will contribute to the improvement of bus services, by requiring:

- Provision for bus routes with new developments, so that there is a maximum walking distance of 400m between home/workplace and the nearest bus stop, and of 200m in main shopping areas
- Where appropriate, hail and ride bus services
- Funding of improvements to bus services through partnerships with developers.

**Walking and Streetscape**

3.39 The Council will ensure that development proposals include footpaths / pavements that are safe, attractive, well-lit, and comfortable for all, particularly for those who have difficulties with mobility by:

- Requiring that the layout of proposed development includes direct, and where appropriate, separate footpaths to local facilities and adjacent town centres
- Ensuring that any development proposal which straddles or adjoins a footpath identified on the borough network, includes good links to the route and contributions to its enhancement, where appropriate
- Encouraging surface-level highway crossing points for pedestrians rather than subways and footbridges
- Careful consideration of the choice and location of surface materials and street furniture, including lighting, signposts, planting, seats etc.

**Cycling**

3.40 The Council will require development proposals to have regard to the safety and ease of movement of cyclists through:

- The enhancement of strategic cycle routes which cross or adjoin development sites
- Cycle crossing facilities: to allow the safe and easy passage of cyclists where cycle routes and lanes cross main roads
- Cycle routes within the development and to local facilities, particularly to schools and leisure facilities
- Secure cycle parking facilities, including the provision of fully lockable cycle parking cages for employees, and cycle stands for short term visitors provided as near as possible to the entrance of the building and under cover where appropriate
- Showering and changing facilities for cyclists in major non-residential development.
Accessible Transport

3.41 In terms of accessible transport the UDP states:

- The Council will encourage development that makes provision for accessible transport, serving people with disabilities and others with mobility difficulties
- Designated drop-off and pick-up points should be provided within the site, which facilitate access for disabled people
- Development which generates large numbers of trips to and from the site, should contribute to accessible transport services through planning obligations

Low Car Housing and City Car Clubs

3.42 Low car housing will be encouraged where there is evidence that car ownership and use will be low enough to justify the proposal. It is expected that this type of proposal will be appropriate:

- In town centres, within 200m of stations, controlled parking zones where there is a legal agreement preventing residents from having permits, other areas where on-street parking is subject to control
- In any area of the borough, on the basis that the developer undertakes to form or contribute to a City Car Club, and that the residents and/or employees occupying the development are committed to contribute to its management as indicated in a Travel Plan and confirmed in a legal agreement.

Highways and Traffic Management

3.43 The Council will regulate development in the interests of road safety and to make the best of available road space for all users. The classification of the road to which the development would gain access is an important consideration:

- On Strategic and Main Distributor Roads, access points will be limited, with proposals to enhance bus operations, cycling and the local environment
- Development which would generate significant traffic increases on local roads will be resisted.

3.44 In considering new road schemes or alterations to the existing network, the Council will support schemes that help to reduce local congestion and improve environmental conditions and safety for all road users, provided that they do not increase overall capacity on major routes in London.

3.45 The design and layout of new roads, paths and means of access within development sites, should contribute to the quality of the environment, as a place for people, rather than the motorcar.

Freight

3.46 The Council will encourage:
Borough Policy Context

- Warehousing development in Major Employment Locations, provided that the environmental costs of heavy goods traffic do not outweigh the benefits of employment generated
- The management of goods vehicle movements by restricting the permitted hours of servicing and operation where this is appropriate
- The use of non-road freight transport such as rail and canal in industrial and warehousing development
- The development of freight partnerships for new developments in Major Employment Locations.

Public Car Parks and Private (non-residential) Parking Areas

3.47 In areas where the Council is satisfied that there is a shortage of public car parking, developers will be encouraged to enter into legal agreements so that their private non-residential car parking is made available to the public.

3.48 The Council will normally resist the creation of temporary off-street public car parks.

3.49 The Council will respond positively to applications for the alternative use and development of private non-residential parking areas, provided that the proposed development is accompanied by a travel plan which can justify the loss of parking spaces.

3.50 Further detail on the UDP is available from: www.ealing.gov.uk/planpol.

Transport and Development

3.51 The council uses s.106 funding:

- For schemes that mitigate the effect of new development on the local area such as access improvements to premises
- To expand the range of sustainable transport provision locally to the development such as the provision of pedestrian and cycle facilities and traffic management schemes
- To fund investigations into development and transport capacity (e.g. north Greenford and Park Royal). In north Greenford this will include consideration of a new heavy goods vehicle route across the Central Line to take such vehicles away from residential areas on Greenford Road.

3.52 In addition, TfL is funding a study into the business case of the ‘Gateway Link Road’ (GLR) in Southall. The GLR links the ‘Gas Board Site’ access road to the Great Western Industrial Estate on the south side of Southall. It aims to:

- Reduce through traffic in the town centre and
- Reduce the need for traffic accessing the various industrial sites to the south of Southall, including heavy goods vehicles, to pass through the town centre. Such a reallocation would have the positive effect of creating opportunities for road space reallocation to public transport, including the West London Tram and pedestrian and cycling facilities as well as giving opportunities to improve the general environment of the town centre which is totally dominated by traffic.
3.53 An engineering study found that a feasible alignment could be found but at very high cost because of the need to cross the Great Western railway lines. The current study will assess and quantify the traffic and environmental benefits.

The Local Development Plan (LDF)

3.54 The council has begun preparing a LDF for the borough, although the UDP policies retain development plan status until October 2007. The LDF will include a series of supplementary planning documents (SPDs). Three of these are transport related and are:

- Car Clubs
- Low Cost Housing
- Crossovers

Draft Economic Regeneration Strategy

3.55 The Draft Economic Regeneration Strategy proposes a set of actions to provide the economic strength and the key economic and physical links to ensure that everyone in the borough has the opportunity to prosper and live fulfilling, engaged lives in safe and cohesive communities.

3.56 The strategy states that Ealing’s regeneration will be based on the following transport dependent opportunities:

- The Heathrow-Paddington Sustainable Growth Corridor.
- Park Royal and the A40 corridor.
- Business sectors with the capacity to expand.
- Transport services that ensure these opportunities are easily accessible from all parts of the borough.

3.57 Clearly a sustainable and effective transport system is the key to achieving this.

Corporate Plan

3.58 The council’s Corporate Plan is a four-year agenda that will help to continue improving the council and the services it offers to everyone living in, working in and visiting the borough. It is very closely linked and aligned to the Local Strategic Partnership’s (LSP) Community Strategy (refer 3.1) for the whole of the borough.

3.59 The six strategic themes are:

- Environment, housing and culture: Making Ealing a better place to live.
- Safety: Making Ealing the safest place in London.
- Health and independence: To reduce health inequalities, promote wellbeing and ensure health and social services for adults and older people are responsive to needs and promote independence.
- Economy: Ensuring there are opportunities for all people and businesses to prosper.
Borough Policy Context

- Children and young people: To create a great place for children and young people to grow up.
- Organisational improvement: To be a consistently top performing organisation focused on the needs of its communities.

3.60 Transport is a key ingredient in achieving this vision and features significantly in each of the strategic themes listed.

Transport and the Cultural Life of Ealing

3.61 ‘Culture’ describes a range of events, programmes and initiatives. Active Ealing is the council’s coordinating department for sporting facilities. It is charged with the responsibility of building, improving and maintaining these facilities throughout the Borough. One of the main issues Active Ealing is addressing at the moment and will be during the life of the LIP is improving the number and type of facilities within walking distance of all residents. To this end, accession plots (based on 20 minute walking time) have been completed for artificial turf pitches, swimming pools and sports halls. Detailed plots have also been completed for cycling, public transport and driving for facilities in Northolt, Acton, Southall and Ealing. These plots will be done for the remaining areas of the borough subject to funding. They will be used to plan future facilities and route improvements. The council’s Sustainable Access to Leisure Sites and Amenities (SALSA) programme discussed in 11.11 is a set of initiatives specifically improving links between leisure facilities and residential areas.

3.62 Ealing’s population is ethnically diverse: the third most diverse borough in London after Tower Hamlets and Hackney. Therefore the Borough is rich with ethnically themed cultural events. The Ealing Summer Festival is a 5-week program of events and includes the London Mela: one of the largest one-day celebrations of Asian culture outside the subcontinent.

3.63 These events have significant impacts on the network and particularly parking. The council publishes detailed information on the internet about how to get to the site using public transport. This includes links to TfL’s website and any other provider such as Silverlink Metro and Great Western. People who register at the council’s website are notified of the events and provided with updated transport information closer to the events.

Evolution of the Borough without the LIP

3.64 The Strategic Environment Assessment (SEA) requires that the evolution of the Borough, without the LIP, be considered. This chapter clearly demonstrates that transport plays a fundamental role in the delivery of many council policies and programmes. Transport would still be regulated in the borough in the absence of the LIP, primarily through the UDP (LDF) however this is development driven and the UDP/LDF is unable to address strategic transport objectives. The LIP integrates all transport policies into one document for delivery. Without it, transport provision would be piecemeal, ad hoc and disjointed. Without an effective, efficient, inclusive and sustainable transport system the borough will suffer economically, socially and environmentally.
Summary

The council’s Community Strategy, representing the council with business organisations and the voluntary and community sector, gives wide ranging support to the Mayor’s Transport Strategy.

- The relationship between crime and transport will be developed by officers in relation to the Mayor’s ’Safer travel at Night’ initiative but also in relation to a range of schemes to improve the attractiveness of public transport, walking and cycling.

- The council has strong planning policies for new development in its UDP that support the Mayor’s Transport Strategy. These will be developed in the forthcoming Local Development Framework.

- A number of studies are underway to examine the relationship between transport network capacity and development opportunities.

- In the absence of an integrated transport planning document such as the LIP, transport provision would be piecemeal, adhoc and disjointed.
Integration on a West London Basis
4 Integration on a West London Basis

4.1 TFL Guidance on LIPs states that:

Sub-regional partnerships cannot submit a LIP...but will participate in the process in either or both the following ways:

- Developing schemes, projects or programmes for delivery in participating boroughs...
- Organising the preparation and updating of sub regional plans, policies and themes that the participating boroughs may wish to refer to in their LIPs.

4Q. Po1 Boroughs are ENCOURAGED to set out local proposals to support increased public transport capacity.

4Q. Pr7 Relevant boroughs are ENCOURAGED to take account of the West London Tram.

West London Transport Strategy

Partnership, Programme and Progress

4.2 The six west London boroughs of Brent, Ealing, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow have for several years worked together on transport issues of common concern. The partnership approach includes close liaison with other key stakeholders such as Park Royal Partnership, West London Business and the education & training, health and voluntary sector organisations. Activities are co-ordinated through the auspices of the West London Alliance.

4.3 The original West London Transport Strategy (WLTS) followed research studies undertaken in 1997. Now, in association with TfL and spurred by the development of a sub-regional transport “Network Plan” for west London, the Boroughs and their partners are revisiting their strategy and seeking to refresh their shared vision for transport serving west London. Recognising this new situation, WLTS has retained consultants to support both their continuing transport improvement programmes across the six boroughs and this new initiative. In particular WLTS will seek to ensure that the issues, concerns and aspirations of the local communities in West London are reflected in the emergent Network Plan that will help guide transport investment over the next two decades.

4.4 This transport strategy renewal is consistent with the approach of the London Plan and West London Economic Development Strategy, and, in particular the recently published West London sub-regional Development Framework (SRDF). It will be informed by, and help guide, the forthcoming revisions of the Mayor’s London Plan and the Mayor’s Transport Strategy. It will also provide the opportunity for local politicians to reassess the strategy, following the changes in political control of the Boroughs arising from the local elections in May 2006.
Integration on a West London Basis

Context

4.5 West London is a successful, thriving, multi-ethnic and multi-cultural collection of communities. Located between central London and the Thames Valley’s rapidly expanding economy, it has a very broad spectrum of businesses and employment and has benefited from the proximity to Heathrow as the primary international gateway to Britain. The west London economy is larger than that of Frankfurt.

4.6 West London has a strong network of town centres, each of which acts as a significant focus of local travel, as well as providing connections to longer distance services (e.g. Ealing Broadway, Hammersmith, Wembley and Uxbridge). It also has a very dispersed pattern of employment, with a number of different employment centres including Heathrow, Park Royal, Brunel University, The Great West Road and the various town centres.

4.7 Compared to other sub-regions, a greater proportion of its residents are employed within the sub-region, leading to a travel pattern that is less dominated by radial trips to central London. However, as public transport services are strongly radial, this leads to 40% of work trips being undertaken by private car – higher than the London-wide average. The Mayor’s London Plan proposes continuing growth in jobs (5700 per annum) and housing (3000 homes per annum) in West London. Whilst not as intensive as the changes proposed elsewhere in London, these will increase the pressure on transport facilities.

4.8 The major developments soon coming on stream at Heathrow Terminal 5 and Wembley Stadium will add to transport pressures. Already, the existing transport infrastructure is heavily utilised at peak periods. Both rail and roads are either at or close to capacity for significant periods. The transport issues diminish the quality of life for many people living and working in west London by reason of noise, disturbance, delay, inconvenience and poor air quality. Such issues could deter future investment and jeopardise the recent economic success of the sub-region. For these reasons, it is important that the transport network of west London is developed to address these growing needs.

The Current WLT Strategy

The Objectives

4.9 The current West London Transport Strategy supports and promotes the objectives set out in the Mayor’s Transport Plan for a prosperous, liveable, accessible, fair and sustainable City. The practical accomplishment for the people of West London will be that within 20 years:

- Residents will have access to a full range of employment, educational, recreational and social opportunities, using a flexible choice of integrated transport modes.

- Businesses will be able to draw on a large catchment for their employees and customers, and be able to send and receive deliveries without hazard or difficulty.

- Visitors will be able to find their way to their preferred destinations simply and easily.

The Vision

- Within 20 years West London will have a reliable and affordable public transport service that matches the convenience and flexibility of the car.
There will be a fully developed and co-ordinated strategic public transport network of orbital and radial bus, rail and underground services, coming together at interchange hubs. This network will be promoted and marketed so that it is understood and valued by residents and visitors alike.

The strategic network will be complemented by innovative local services that meet individual needs.

The application of new technologies and the planned allocation of space on the roads and the rail network will ensure that freight can be moved efficiently. Innovative means will be developed for improving and managing local deliveries.

The strategic public transport network, complemented by a new approach to the movement of goods, will enable higher density development at the major hubs and in West London’s main concentrations of economic, social and cultural activity, including its town centres.

West London’s town centres will be pedestrian-friendly places, enabling safe and convenient movement throughout, unhindered by through traffic and enjoying high public transport accessibility.

A range of transport-led initiatives to improve air quality will be in place, including cleaner vehicles and Low Emission Zones, providing cleaner air for those living and working in West London.

There is strong local support for an improved network of public transport services, serving the various town centres and other activity centres throughout the sub-region. This network needs to better developed in terms of routes, capacities and service qualities and to be presented and marketed in a more coherent way, so that is “owned”, understood and valued by the local residents. A key requirement is improved interchange, building on the well-established high capacity radial corridors to extend accessibility better throughout the sub-region. Such a network would help counter social disadvantage of those without access to a car and encourage others to leave their car behind, thereby reducing congestion and the associated adverse environmental impacts. Reduced congestion would aid business efficiency, and the reduced traffic intensity and improvement in environmental quality would provide both the stimulus and opportunity for further public realm improvements. In turn this would create the conditions for planned expansion at higher densities in those areas well served by public transport.

However, even an enhanced network of good quality public transport services cannot address all the dispersed and varied travel requirements for moving people and making deliveries. The strategy therefore envisages an innovatory approach to addressing particular needs, for example through car clubs to serve the needs of those who require only intermittent access to a car. Similarly, internet ordering of goods is leading to a plethora of delivery services and co-ordination between delivery agencies might be piloted.

As part of the West London Alliance (WLA) group of West London boroughs, Ealing is the lead borough for the West London Transport Strategy (WLTS). The other boroughs are Brent, Harrow, Hillingdon, Hounslow and Hammersmith and Fulham. The role of the West London Transport Strategy Programme is to:
Integration on a West London Basis

- Set up strategic demonstration projects that can later be rolled out across West London
- Develop sub-regional (cross-borough) schemes in West London.

4.13 Current schemes in the WLTS bid programme are:

**Town Centres**

4.14 Schemes for Ealing Broadway Interchange are set out in the Rail section of the LIP. These include the pedestrianisation of the forecourt and other pedestrian access improvements linking the station with the town centre.

**Station Access**

4.15 A ten year programme covering all stations in the borough is set out in the Rail section of the LIP. These proposals cover community audits, pedestrian access, street lighting, cycle access and parking etc.

**Freight**

4.16 Ealing’s role in the WLTS Freight Quality Partnership is set out in the Freight section of the LIP. The scheme in Ealing Town Centre is for the drawing up of a Town Centre Loading Plan including the rationalisation and local management of delivery bays.

**Bus Priority**

4.17 The route 140 Intensive Bus Priority study is set out in the Buses section of the LIP. A study to examine the scope for extending the proposed Wembley – Park Royal Transit to Acton and other parts of Ealing is also part of the WLTS bid to TfL.

**Air Quality**

4.18 Hounslow are the lead borough for a number of Air Quality projects set out in the Air Quality section of the LIP.

4.19 As lead borough, Ealing is seeking TfL funding for a WLTS Programme Manager and administrative assistant in order to better co-ordinate and track projects across the six boroughs. It would also retain a transport consultancy firm to carry out programme development and to assist with the initiation of new concepts and schemes.

**The London European Partnership for Transport**

4.20 The WLTS officer group has agreed to join the proposed London-wide partnership of five sub-regional borough organisations covering London in a London European Partnership for Transport led by LB Bromley.

4.21 The objective of this group is to increase the involvement of the London boroughs in relevant European projects relating to transport:
4.22 The proposal is subject to a bid for funding to TfL to set up a small secretariat. If successful, the group would be formed in 2006/7 with possible EU funding in 2007/8 onwards.

Park Royal Partnership

4.23 Park Royal Industrial Estate is the largest remaining industrial area in London. Some 1,900 businesses and 40,000 employees are based on the estate, which covers an area of 635 hectares. Park Royal is a major contributor to the London economy, and its convenient proximity to Heathrow (and gateway to export markets) is a significant factor in its continued success. Approximately 52% of Park Royal Industrial Estate lies within Ealing, 41% lies within Brent and 7% lies in Hammersmith and Fulham. Park Royal Industrial Estate is bordered by the North Circular on its western edge and Western Avenue (leading into the M40) on its southern edge, with six stations around the borders, making it highly accessible.

Current Transport Challenges in Park Royal

4.24 Economic and technological changes over the last three decades, particularly the increase in car dependency, have diminished many of the advantages of Park Royal as a place for doing business. Park Royal’s working population has, until recently, been declining for several decades.

4.25 General increases in car ownership across London and in the provision of significant off-street car parking in Park Royal have contributed to an increase in car dependency in the estate. 65% of daily journeys into Park Royal are by private car, with most cars only carrying one person. The subsequent increase in traffic congestion and delays on the road network are causing many problems. These include:

- Parking – the subsequent increasing demand for on-street parking and low levels of parking enforcement are undermining the efficiency of the highway network in Park Royal (these issues are addressed further in Chapter 7 - Parking & Enforcement Plan).
- Bus Reliability – delays in journey times arising from severe traffic congestion is impeding the delivery of reliable bus services.
- Freight Deliveries – unreliable journey times are also hindering the operation of essential freight and deliveries.
- Streetscape Deterioration – the urban environment has significantly deteriorated in certain areas within Park Royal where high traffic flows are prominent.
- Hazardous Conditions for Pedestrians and Cyclists – increased traffic flows are also creating hazardous conditions for cyclists and pedestrians (not forgetting that all commuters are pedestrians at some point in their journey).
- Economic Prosperity – traffic congestion, freight delivery problems and on-street parking issues in Park Royal are impeding the ability of businesses to operate effectively in the area.
To drive the regeneration of Park Royal and help overcome these significant transport issues, local businesses and public authorities established the Park Royal Partnership. PRP’s aim is simple and ambitious: it aims to raise the quality of every aspect of Park Royal for the benefit of all who invest, work, live in or visit the area.

**Sustainable Transport Initiatives - Working Together**

Ealing, Brent and Hammersmith and Fulham are working together with Park Royal Partnership to decrease traffic congestion and promote sustainable transport in Park Royal by increasing public transport links and encouraging car sharing, cycling, walking and public transport use. Together we have designed, consulted on and implemented a wide range of measures, including bus priority schemes, cycle lanes and pedestrian improvements, HGV facilities, road layout improvements, planning guidelines etc.

**Park Royal Commuter Centre**

To help overcome the severe problems of traffic congestion, PRP has established the Park Royal Commuter Centre to provide all travel information needs and commuting advice for local businesses and their employees. The Commuter Centre provides London Underground and bus tickets, timetables, maps, daily travel alerts and a business/personal Travel Plan service identifying the most effective ways for employees to commute to work, and analysing how they access work at the moment. A free Liftshare scheme aiming to ease congestion around Park Royal is also offered. In 2004 the Commuter Centre was awarded Best Workplace Travel Plan Initiative by TfL, which recognises the Centre’s achievements in making Park Royal an easier place to get around.

**Transport Management Association**

Due to the major Congestion and Transport Issues that affect Park Royal Industrial Estate each day. It was decided to facilitate the development of a TMA to enable the businesses in this area to lead on Transport problems in the Estate. PRP initiated the Transport Management Association (TMA) in 2005 and proposed a 10 year Action Plan. A Chairman was elected and Terms of Reference were agreed. The TMA has been set up to fill a number of roles. These include:

- Consultation body for Park Royal Industrial Estate
- Working Group for Transport Projects in the Park Royal Area
- Travel Awareness Group for Park Royal Businesses
- A lobbying group
- Also to be involved in transport aspects of Waste and Planning.

TfL and the Boroughs all sit on the Steering group and the businesses work with them (facilitated by PRP) to improve the Transport facilities in Park Royal. At present funded by TfL through the West London Transport Strategy LIP 05/08. In the long term it is foreseen that the TMA will be self sustainable, but the TfL will continue to contribute a small amount of funding to increase the groups impact.
Bus Priority

4.31 Proposals are being investigated for bus priority measures at the junction of Willesden Junction Station Approach and Old Oak Lane. This project is on the boundary between Ealing and Brent. In addition, Ealing is leading on a study of bus access to the redeveloped Central Middlesex Hospital from the Central Park Royal junction. PRP is also involved in network and priority planning developments of bus ways and routes through and around the area. The Priority at present is developing the ‘Fastbus’ link between Wembley and Park Royal, as the first stage of the Orbital Bus Link for Western London. Further details are in the Buses section of the LIP.

North Acton Station

4.32 The Partnership is lobbying London Underground and Government for the early development of a scheme to increase the capacity of North Acton station and to provide full access facilities for the 9000 new employees at the Southern Gateway Development.

Footway Improvements and Walking

4.33 40% of the 40,000 people employed on the estate reside in one of the three adjoining local authority areas. This would suggest that there is scope for many more people walking to their workplace on Park Royal. The Partnership is committed to promoting walking for part or whole trips. Improved lighting, pedestrian crossing facilities, footpaths, landscaped areas and pavements have been installed throughout the estate and CCTV infrastructure is now present in several areas.

4.34 The major barriers to walking include perceptions of safety and an unattractive pedestrian environment. PRP will continue to work with authorities, businesses and local groups to continue to deliver projects addressing these access issues.

Cycling

4.35 In partnership with businesses within the estate, the Borough Councils and TfL, cycling provision within the estate is improving rapidly. With funding from TfL and an active Bicycle User Group (BUG), PRP are developing new cycle routes, cycle parking infrastructure and user information such as maps to make cycling easier and more popular within the estate. The Partnership also offers cycle grants to businesses for Sheffield stand cycle parking.

Canal

4.36 A programme of canal towpath improvements to encourage walking and cycling is underway. PRP is developing plans to reduce the impact of Waste vehicle transport through out the estate. Other projects on the Grand Union Canal are set out in the Freight section of the LIP.

Parking

4.37 The Partnership works with the Council to tidy up on-street parking on the major roads in the estate - Park Royal Road, Chase Road, Victoria Road and North Acton Road are being targeted at present. The aim is to make the estate easier for Buses, HGVs, and other vehicles, to negotiate. Road markings in the form of new parking bays, bus stop clearways
and yellow lines are currently being introduced. In addition removing parking from corners and junctions should improve road safety. In order to ensure the estate is kept tidy and that on-street parking is maintained for those who need it, PRP regularly surveys the area for abandoned vehicles and reports them to the relevant local authorities for removal. Unfortunately we cannot do anything about abandoned vehicles on private land, including private roads.

- Within 20 years, Park Royal will have a reliable, affordable public transport service that exceeds the convenience and flexibility of the car;
- There will be a fully developed and co-ordinated strategic public transport network of orbital and radial bus, tram, rail and underground services, coming together at interchange hubs, throughout West London of which Park Royal will be a key area;
- The strategic network will be complemented by innovative local services that meet individual needs;
- The application of new technologies and the planned allocation of space on the roads and the rail network will ensure freight can be moved efficiently and delivered locally through innovative means;
- The strategic public transport network, complemented by a new approach to the movement of goods, will enable higher-density development at the Park Royal;
- Park Royal will become a more pedestrian-friendly place, enabling safer and convenient movement throughout, unhindered by through traffic, enjoying high quality public transport accessibility for employees and visitors; A range of transport-led initiatives to improve Air Quality will be in place.
- Park Royal Partnership seeks to address a number of key issues as part of the West London Transport group/strategy, including poor orbital links across the sub-region. West London’s roads and public transport system are laid out for radial movements to and from central London not for movement between major hubs such as Park Royal, Heathrow and Wembley;
- Congestion is seen to restrict the development of an improved bus network, which could provide a solution to the demand for local short distance trips across the area; and
- Past projects, programmes and investment have often been limited, piecemeal and lacking in strategic intent and Park Royal Partnership as part of the wider WLTS intend to assist the Mayor in addressing this.

Priorities and Objectives

4.38 The West London Partnership (WLP) brings together the West London Alliance boroughs with West London Business (WLB), the London West Learning and Skills Council and the North West London Strategic Health Authority.

4.39 West London Business has recently adopted its West London Economic Development Strategy of which transport is a key part.

4.40 The aim of the WLB strategy is to prioritise strategic transport objectives that will ‘catalyse and support the future economic development of the sub-region’. It aims to develop a transport system that both ‘safeguards and contributes to the wider economy by facilitating
the efficient movement of people, materials, goods and ideas’. Retaining current businesses and attracting potential inward investors is seen as dependant on providing high levels of accessibility.

4.41 The WLB strategy sees an effective passenger network as important in enabling socially excluded individuals to take advantage of opportunities aimed at improving their employability and skills. The transport network has an important role to play in stimulating the demand for workplace development for small businesses by improving access to training opportunities. Also the increased supply of housing foreseen for West London in the future will increase the burden on the transport network.

4.42 The nine key transport objectives of the WLB strategy are:

- To establish a clear vision and blueprint for the future of West London’s transport network that is recognised by, and influences, any review of the Mayor’s Transport Strategy for London.

- Meet or exceed the Mayor’s objective of increasing the capacity of public transport by up to 50% through a design framework appropriate to West London and improve the integration, reliability, safety, quality, accessibility, frequency and attractiveness of West London’s existing public transport system.

- Improve and expand West London’s transport interchange facilities as a means of strengthening links between radial corridors and orbital and orbital-radial transport provision.

- Reduce problems of congestion and parking through interventions based on a cost-benefit analysis for further development of the road network, managing the demand for access to the road network and providing alternatives to the road network.

- Ensure that the sub-region’s transport network plays a key role in enabling West London to strengthen and fully capture the benefit and impact of economic activity associated with Heathrow Airport and its future growth without degrading the environment further.

- Minimise the environmental impact of transport through supporting the West London air quality action plans.

- Minimise the environmental impact of high levels of freight transport by supporting the work of the West London Freight Quality Partnership.

- Achieve a modal shift to other forms of transport than the car, particularly for short trips.

- Promote and support investment in major transport infrastructure improvement through the implementation of the Crossrail proposal (and in the longer term the south-west and north-west extensions), the West London tram and improvements to the West London Line.

4.43 West London Business is currently preparing an Implementation Plan looking at mechanisms for taking these objectives forward.
Integration on a West London Basis

Sustainable Transport - Looking Forward

4.44 Park Royal Partnership’s sustainable transport initiatives are particularly pertinent in light of the additional 10,000 employees forecast in the estate by 2016. The capacity of Park Royal’s road network will not only have to accommodate this growth, but that of the 9.8% population growth forecast for West London by 2016. The construction of Heathrow’s Terminal 5 will also severely affect the capacity of the road network. In this light, sustainable transport policies are the only way forward.

West London Business

4.45 The West London Partnership (WLP) brings together the West London Alliance boroughs with West London Business (WLB), the London West Learning and Skills Council and the North West London Strategic Health Authority.

4.46 West London Business has recently adopted its West London Economic Development Strategy of which transport is a key part.

4.47 The aim of the WLB strategy is to prioritise strategic transport objectives that will ‘catalyse and support the future economic development of the sub-region’. It aims to develop a transport system that both ‘safeguards and contributes to the wider economy by facilitating the efficient movement of people, materials, goods and ideas’. Retaining current businesses and attracting potential inward investors is seen as dependant on providing high levels of accessibility.

4.48 The WLB strategy sees an effective passenger network as important in enabling socially excluded individuals to take advantage of opportunities aimed at improving their employability and skills. The transport network has an important role to play in stimulating the demand for workplace development for small businesses by improving access to training opportunities. Also the increased supply of housing forseen for West London in the future will increase the burden on the transport network.

4.49 The nine key transport objectives of the WLB strategy are:

- To establish a clear vision and blueprint for the future of West London’s transport network that is recognised by, and influences, any review of the Mayor’s Transport Strategy for London.

- Meet or exceed the Mayor’s objective of increasing the capacity of public transport by up to 50% through a design framework appropriate to West London and improve the integration, reliability, safety, quality, accessibility, frequency and attractiveness of West London’s existing public transport system.

- Improve and expand West London’s transport interchange facilities as a means of strengthening links between radial corridors and orbital and orbital-radial transport provision.

- Reduce problems of congestion and parking through interventions based on a cost-benefit analysis for further development of the road network, managing the demand for access to the road network and providing alternatives to the road network.

- Ensure that the sub-region’s transport network plays a key role in enabling West London to strengthen and fully capture the benefit and impact of economic activity associated with Heathrow Airport and its future growth without degrading the environment further.
Integration on a West London Basis

- Minimise the environmental impact of transport through supporting the West London air quality action plans.
- Minimise the environmental impact of high levels of freight transport by supporting the work of the West London Freight Quality Partnership.
- Achieve a modal shift to other forms of transport than the car, particularly for short trips.
- Promote and support investment in major transport infrastructure improvement through the implementation of the Crossrail proposal (and in the longer term the south-west and north-west extensions), the West London tram and improvements to the West London Line.

4.50 West London Business is currently preparing an Implementation Plan looking at mechanisms for taking these objectives forward.

The London Plan and Sub Regional Development Framework

4.51 The London Plan defines a number of ‘Opportunity Areas’ and ‘Areas for Intensification’ within which jobs and homes are likely to increase. The Gas Board Site in Southall is the only site specifically within the Ealing boundary. However most of the remaining sites are either partly (Park Royal) in Ealing or only just over the boundary. This means that the transport effects of these future developments will be felt very strongly in Ealing. The WLA will be working with TfL to examine the implications for this growth for the transport system in West London.

4.52 Although the London Plan looks beyond the 2011 limit of LIP programmes, it is important for the boroughs to start outline preparation for the 2011 to 2016 period.

4.53 The table below gives the projected figures. These may of course vary over time and will be reviewed in the Greater London Authority’s forthcoming Sub Regional Development Framework.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Wembley</td>
<td>5,000</td>
<td>400</td>
</tr>
<tr>
<td>White City</td>
<td>11,000</td>
<td>1,200</td>
</tr>
<tr>
<td>Park Royal</td>
<td>10,000</td>
<td>-</td>
</tr>
<tr>
<td>Heathrow/Feltham/Bedfont/Hounslow</td>
<td>5,500</td>
<td>930</td>
</tr>
<tr>
<td>Hayes/West Drayton/Stockley Park/Southall</td>
<td>35,000</td>
<td>5,800</td>
</tr>
<tr>
<td>Areas for intensification</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Wilsden Junction</td>
<td>3,600</td>
<td>500</td>
</tr>
</tbody>
</table>

4.54 The issue for Ealing is how the transport network will cope with this growth and in particular how growth in jobs and housing can be prevented from leading to growth in car and freight (van and HGV) usage on an already congested sub-regional road network. At present the proposals for new capacity are for:
Integration on a West London Basis

- Crossrail
- West London Line Improvements
- On-going investment in bus priority, cycling and walking facilities.

West London Tram

4.55 Council, at its meeting on 18 May, passed a resolution to withdraw support from the proposed West London Tram scheme, to withdraw from the option of being a joint promoter and to mandate officers to draw up the case for opposition to the scheme.

4.56 Ealing is committed to effective engagement with TfL and local stakeholders, regarding the technical aspects of the feasibility and implementation of the West London Tram project, whilst holding a different policy position from TfL.

Issues to be addressed to 2016

4.57 Growth in West London and the need for West London to stay economically competitive as against the Thames Valley and Thames Gateway mean that a number of issues need to be addressed for the period up to 2016 for which schemes, projects and studies within the LIP timeframe of 2006 to 2011 need to be compatible.

4.58 Some of the issues to be addressed include:

- How can public transport be upgraded to serve the new areas of growth and key corridors which do not have direct rail access, such as between Wembley, Park Royal and Southall / Hounslow / Heathrow?

- The big increases in public transport capacity will be in the Uxbridge Road east/west radial corridor. How can West London deal effectively with the need to upgrade orbital public transport links to connect with this radial corridor, or feed into new development along it, when the main option for such links will remain the bus?

- How can the long term pattern of rail services be brought into greater integration such as between the Great Western Lines, North London Line, Hounslow Loop and the Airtrack scheme (access to Heathrow from the South West Trains lines)?

- In the light of future investment in public transport and locational changes in jobs and homes, how can variations in accessibility between people and jobs be measured and provided for by the transport network?

- How far can (Company) Travel Plans contribute to achieving a sustainable transport system and how can we be assured that these plans are actually implemented and that businesses that are not applying for planning permission be persuaded to sign up to them?

- What role do smaller scale transport improvements such as in cycling and walking facilities play in the expanding sub-regional economy?

- How do we define the need for future road pricing mechanisms and restrictions on workplace parking to assist in reducing traffic congestion and achieving modal shift (the government is known to be considering road pricing and/or workplace charging levies for possible implementation in the long term)?
Summary

The West London Partnership, Park Royal Partnership, West London Business have all tackled the issue of defining the future policy direction for west London with a large measure of agreement.

The West London Transport Strategy and Park Royal Partnership have active cross-borough transport programmes that support and develop Mayor’s Transport strategy sub-regionally.

Although the future of east/west radial public transport capacity is clear, the London Plan growth proposals for 2016 do not have any clear relationship as yet to future transport provision for orbital trips.
Local Implementation Plan (Transport) 2007

Road Danger Reduction
5 Road Danger Reduction

5.1 Tfl Guidance on LIPs states that:

4G.Pr7 Boroughs MUST include the latest version of their Road Safety Plan as an integral part of their LIP and MUST explain how the Mayor’s targets are to be met.

4G.Pr9 Boroughs MUST include a programme for the review of road safety around all primary and secondary schools and, where relevant, other sites by 2008 with consideration given to use of 20 mph zones.

Introduction

5.2 The Road Safety Plan attached to the LIP monitors progress in accident reduction for schemes already in place as a means of informing future designs. This section of the LIP looks at the council’s policy for road safety in the wider context of encouraging sustainable modes of transport.

5.3 Road Danger Reduction is not just about casualty reduction but about changing attitudes to speed and the dominance of the car as an integral part of promoting cycling and walking.

Road Danger Reduction

5.4 For many road users, particularly the most vulnerable, the road environment is unnecessarily hazardous. The perception and reality that ‘roads are dangerous’ means that people’s willingness to walk and cycle (and especially to allow their children to do it) is severely curtailed.

5.5 Traditional road safety assumptions do not deal effectively with the problem of road danger, of which nationally 90% arises from driver actions. Roads and junctions have traditionally been designed to facilitate faster vehicle speeds and to maximise traffic throughput. ‘Safety features’ such as pedestrian guard railing, anti-skid surfacing, signing and lining, together with improved vehicle technology (seatbelts, airbags, anti-lock brakes etc) give drivers increased ‘certainty’ and therefore the confidence to driver faster with less care and attention. Most road environments reinforce the idea that vehicles have a territorial priority and status over other road users, exacerbating aggression and violations of traffic regulations such as speed limits and traffic signals on red.

5.6 The council joined the Road Danger Reduction Forum in October 2001. Its charter pledges to:

- Seek a genuine reduction in danger for all road users by identifying and controlling the principal sources of threat.
- Find new measures to define danger on the roads so as to more accurately monitor the use of and threat to ‘benign’ users.
- Discourage the unnecessary use of private motorised transport where alternative ‘benign’ modes or public transport are equally or more viable.
Road Danger Reduction

- Pursue a transport strategy for sustainable travel based on developing efficient, integrated public transport systems, thereby recognising that current levels of motor traffic should not be increased.

- Actively promote cycling and walking, which together pose little threat to the environment or other road users, by taking positive and co-ordinated action to increase the safety, priority and mobility of these ‘benign’ modes.

5.7 Some of the current problems in adopting this type of approach are:

- Encouraging walking and cycling may be thought to lead to more accidents because people who walk or cycle may be seen as more vulnerable to accidents. At the same time the car is often seen as more convenient and attractive.

- Funding for many highway schemes is based on accident reduction statistics and economic rates of return based on the valuation of injury, rather than on danger reduction and the promotion of walking and cycling or public transport use.

Monitoring Changes in Funding Priorities

5.8 A number of changes to the way in which road safety as danger is monitored are required in order to achieve a culture of road danger reduction:

- Examining the cause of accidents, for example where pedestrians or cyclists are injured by car drivers preliminary analysis is reported in the Cycling section of the LIP).

- Monitoring casualty rates per kilometre or per journey by each mode of transport (i.e. measuring the chances of an individual becoming injured).

- Monitoring damage-only collisions (perhaps through insurance claims statistics).

- Measuring driver violations, perhaps through CCTV surveys (the council is now permitted to enforce various traffic offences such as violations of right turn bans, one way streets etc as set out in the LIP Parking Plan).

- Measuring emissions from different types of vehicles to gauge the contribution of each mode of transport to pollution across the borough.

- Measuring hidden casualties of the road environment such as increased deaths and chronic illnesses from air pollution from vehicles or from inactivity caused by riding in cars as an alternative to walking or cycling or using public transport.

- Relating road danger reduction objectives to health improvement (e.g. the British Medical Association calculates that the risk of a cyclist being involved in a collision is outweighed 20 times by the benefit to that person’s health).

- Measuring perceptions of safety on the road. This is being started for School Travel Plans in the borough where children will be asked how safe they feel on their journey to school. The results from Petts Hill School in Northolt (January 2005) are set out below:

Petts Hill Primary School Northolt: Sample of 70 Children

5.9 How do you find walking along the pavement to school?
Danger Reduction and Speed Management

5.11 Information from the Department of Transport shows that:

- Collision frequency rises disproportionately with increasing speed in urban areas (for example, on urban roads a 10% increase in average speeds can lead to a 21% increase in traffic collisions.

- Driver error is a contributory factor in 90% of collisions

- In urban areas 4% of collisions were directly related to speed and another 21% were due to speed-related factors.

- The probability of a belted car occupant receiving a serious injury trebles with an increase in collision speed from 20 mph to 30 mph.

- About 40% of pedestrians struck at below 20 mph are seriously injured, 90% at 30 mph.

- Carbon dioxide emissions are relatively high at low constant speed but begin to decrease on approaching 30 mph, increasing again sharply above 30 mph. At 20 mph emissions are higher but the effects would be offset by fewer accidents.

Delivering Road Danger Reduction

5.12 There is a common misconception that the role of the council is to get motorists from A to B as quickly as possible. ‘Impediments’ on main roads or distributor roads such as bus stops or the signalisation of junctions are often seen as things that have to be opposed on this basis. In fact the role of the council is to balance traffic flow against safety for all road users, environmental conditions and the need to attract people to more benign and sustainable means of local travel such as walking, cycling and public transport.

5.13 It is proposed that all traffic schemes in the borough from 2005/6 onwards should have:

- A pedestrian audit, and

- A cycle audit carried out on them at the feasibility or pre-feasibility stage so that issues about the effect of schemes on encouraging walking and cycling can be highlighted and incorporated into the design.
Road Danger Reduction

5.14 This is additional to the ‘Safety Audits’ carried out at various stages in each scheme’s progress through feasibility and design which looks at engineering issues such as sight lines etc.

5.15 Past accidents are not the only guide to the need for investing in engineering measures to prevent recurrence. Some TfL budgets are strictly limited to measures to deal with past accidents (‘Local Safety Schemes’) and schemes are prioritised on this basis. Other budgets are based around encouraging a shift from car to walking or cycling such as the Safer Routes to School budget. Under these budgets highway measures such as pedestrian crossings can be put in where a need is identified, not just where accidents have occurred.

5.16 This approach to pedestrian priority needs to be extended as a general travel demand management tool, creating pedestrian routes into town centres, stations, leisure centres, major bus routes etc. designed from the pedestrian’s perspective.

5.17 A start with this kind of approach was made with the SALSA (Sustainable Access to Leisure Sites and Amenities) schemes in Acton and Hanwell and latterly with the new ‘Walkability’ project in Hanwell where community street audits are used to define pedestrians’ needs. More information on these projects is given in the LIP section on Walking and the council looks to TfL to support such schemes with funding.

Accident Remedial Schemes

5.18 There is a range of traffic management type safety schemes that the council can bid for and these are set out and discussed in the sections below. They represent a gradation from accident remedial schemes, basic traffic calming, 20 mph zones to home zones. Each category has some road danger reduction characteristics but in most instances this is not yet the focus of the scheme.

Local Safety Schemes

5.19 ‘Local Safety Schemes’ are highway improvements and traffic management measures specifically designed to address the causes of personal injury accidents at locations where three years of data indicates a consistent accident problem. To achieve TfL funding, these locations have to be not only prioritised in terms of accidents and subject to the assessment of a ‘First Year Rate of Return’ in which the cost of the remedial scheme is measured against the standard Department for Transport figure for the cost to society of a personal injury accident, the most recent figure for which is £78,957.

5.20 The level of success of past schemes is set out in the LIP Road Safety Plan.

5.21 The programme of local safety schemes for 2006/07, funded by TfL, is:

- Acton Town Centre (Study only);
- Boston Road, Castlebar Road;
- Greenford Road – South of Broadway;
- Mandeville Road;
- South Road/Beaconsfield Road junction;
- Whitton Avenue East/West;
- Windmill Lane.
5.22 Future bids in Ealing made to TfL (2007/8 to 2009/10) for Local Safety Schemes are:

2007/08
- Southall Broadway (Study and consultation);
- Acton Town Centre (Implementation);
- Greenford Road/Broadway Junction;
- Whitton Avenue – East & West;
- Uxbridge Road/Drayton Green Road/Northfield Avenue;
- Ferrymead Avenue/Ruislip Road;
- The Vale/Eastman Road;
- Church Road/Uxbridge Road;
- The Vale/Larder Road;
- Horn Lane/Shalimar Gardens/Acacia Road/Grafton Road.

2008/09
- Southall Broadway (Implementation);
- Uxbridge Road/Coldershaw Road/Walsingham Road;
- King Street Southall;
- Greenford Avenue-North of Grove Avenue;
- North Acton Road (Park Royal);
- Uxbridge Road/Wolverton Gardens;
- Horsenden Lane South;
- Uxbridge Road/Boston Manor Road;
- Greenford Road/Rockware Avenue;
- Yeading Lane/Tangmere Gardens/

2009/10
- Greenford Road/Uxbridge Road;
- Uxbridge Road/Park View/North Road;
- Ealing Broadway;
- Uxbridge Road between Halfacre Road and Boston Road;
Road Danger Reduction

- Ruislip Road East/Argyle Road;
- Lower Boston Road/Uxbridge Road;
- The Broadway (West Ealing)/Greenman Lane;
- Adelaide Road/Norwood Road;
- Horn Lane/Noel Road;
- Greenford Road/Cowgate Road;
- Ruislip Road/Britannia Close.

5.23 The range of schemes to be considered include:
- Reviews of junction layouts including kerb realignments and lane markings.
- Anti-skid surface treatments.
- Street lighting improvements.
- Vehicle activated speed signs.
- Yellow line parking and loading controls.
- Carriageway warning signs e.g. ‘SLOW’.
- New or upgraded pedestrian crossings.
- Raised entry treatment in side roads where they meet the main road.

5.24 The Council has funding for a feasibility study on Acton High Street with a view to creating an ‘Urban Safety Zone’ with features including parking control, kerb build outs, traffic calming, side road entry treatments and better pedestrian crossing arrangements.

5.25 A recent example of a Local Safety Scheme being implemented is at the junction of Greenford Avenue with Drayton Bridge Road. Previously this junction had the highest number of site specific personal injury accidents in Hanwell (after the junctions with the Uxbridge Road). There was no formal control on traffic and the only pedestrian facility was a zebra crossing on one of the four arms, the remaining three arms had no pedestrian facilities at all. This is a very busy junction with multiple traffic turning movements, on two arms bisects a local shopping parade, has two frequent bus routes passing through it (E1 and E3) and lying a short distance along one arm of the junction is a major secondary school. The safety scheme removed the zebra and introduced traffic signals with a full pedestrian phase, anti-skid surfacing and advance stop lines for cyclists. The junction is now safer for everyone to use, even though the introduction of controls has led to some extra queuing and hence delay to vehicles.

One-Way Streets

5.26 Parking on both sides of narrow streets in residential areas often leads to difficulty for vehicles to get through because vehicles coming in opposing directions have difficulty passing each other. From a safety point of view this actually slows traffic down and discourages through traffic, but the council often receives requests for the introduction
of one-way systems in these and adjacent streets. The problem is that although it may improve convenience, it will almost certainly lead to increased vehicle speeds which in turn has road safety implications.

**Traffic Calming**

5.27 Traffic calming schemes using road humps effectively reduce traffic speeds in local streets to about 20 mph at relatively low cost. Speed tables may be used at junctions but these are expensive and if not accompanied by road humps may not have the same speed reduction effect overall.

5.28 On distributor roads with bus services speed cushions may be used allowing the bus to straddle the vertical deflection which is safer for passengers in the vehicle who may be standing or moving around. Speed cushions can reduce car speeds to 20 mph but on some distributor roads (such as were introduced on Gordon Road W5) lower cushions may be used to maintain the 30 mph limit rather than 20 mph.

5.29 Horizontal deflections (chicanes) have generally been less successful and are rarely used because they can encourage weaving at speed.

**20mph Zones**

5.30 London wide there has been a 57% reduction in anticipated killed or seriously injured casualties in 20 mph zones and a 15% reduction in traffic flows, according to research by the Transport Research Laboratory.

5.31 Ealing may not yet have achieved as high a level of reduction in accidents or traffic volumes. Before and after accident statistics are given in the LIP Road Safety Plan.

5.32 20 mph zones are popular with local people. A study was carried out of six recent 20 mph zones. The areas were:

- Hanger Hill
- Bromyard Avenue
- Grange Estate
- Brent Road
- Park Avenue
- Windmill Road

5.33 These surveys showed:

**Speed Reduction**

- The zones are perceived as having been effective in reducing speeds by between 41% and 56% of respondents except in Hanger Hill where only 38% felt the zone was effective. Most of the remaining respondents felt they had made ‘no difference’.
Road Danger Reduction

**Traffic volumes**
- Between 29% and 37% of respondents felt traffic volumes had reduced except in Windmill Road where only 16% felt traffic volumes had reduced.
- Between 44% and 53% felt there had been no difference and between 9% and 26% felt traffic volumes had increased.

**Traffic dominance**
- Between 22% and 40% felt that traffic dominance had been reduced but between 45% and 59% felt there was no difference and between 8% and 15% felt vehicles now have even greater dominance.

**Walking and cycling**
- Between 22% and 42% feel safer walking now that the zone has been implemented although between 38% and 60% perceived no change.
- Between 5% (Hanger Hill) and 20% (Brent Road) had increased their walking or cycling since the zone’s introduction.
- When asked what other measures could be introduced to encourage them to walk and cycle more, most people could not think of anything else but there was some support for cycle lanes, pedestrian crossings and footway improvements.

**Background**

5.34 The natural extension of traffic calming schemes is to create 20 mph zones. With road humps, vehicles may speed up between the humps, but the designation of a 20 mph limit makes this illegal and hence enforceable. It also creates a more visible ‘presence’ through signing at the entrance to the zone (accompanied by red surface treatment or, if funds permit, by raised surfaces) and through repeater roundels on the carriageway within it, if used.

5.35 Department for Transport guidance on 20 mph zones emphasises their accident reduction potential but adds that they ‘can help to protect children walking and cycling to and from school and may encourage other children to walk or cycle’. This recognises, to a limited extent, the need for safety measures to be accompanied by the encouragement of walking and cycling. 30 mph is seen by many as an inappropriate speed in local residential streets, highlighted when those streets are used by through traffic trying to get faster journeys by avoiding congestion on main roads. This is reflected in the popular term ‘rat-running’. However in large residential areas with long straight streets, traffic generated internally within the area can itself cause speeding problems.

5.36 There is national evidence that accident levels are higher in areas of higher multiple deprivation and this will be a consideration in the future prioritisation of the council’s funding bids and choice and design of schemes.

**Single Street Zones**

5.37 20 mph zones as large areas are what most people think of in regard to reduced speed limits but 20 mph limits can be introduced as relatively short sections of road, even on main roads, particularly where accident problems occur. They are, however, less likely to
be successful because main roads are less suited to traffic calming to a level as low as to
achieve 20 mph because of the frequent passage of large vehicles including buses and
emergency vehicles which prevent the use of speed humps. Camera enforcement would
thus be essential.

5.38 DfT guidance has a preference for area based rather than single road based schemes and
says that single road schemes should be of at least 500 metres in length. Similarly, DfT
advice recommends a 20 mph zone over a school catchment area rather than just outside
a school.

5.39 However, the implementation of 20 mph limits as part of the introduction of School Safety
Zones in the vicinity of schools has been proposed by the council for one of its proposed
Safer Routes to School programmes (Viking School in West End Ward) which lies on a
residential estate road, although the funding bid has so far been unsuccessful.

5.40 There is no standard policy as yet regarding 20 mph speed limits outside schools in the
borough but some schools may seek such a limit as part of their School Travel Plans which
are a required pre-requisite of Safer Routes to School funding by TfL. They are not a
requirement in current TfL Borough Spending Plan Guidance for school schemes but the
TfL Guidance for borough Local Implementation Plans gives them as an option.

5.41 In some cases schools located on busy distributor roads (e.g. Little Ealing Lane) could
benefit from short sections of camera-enforced 20 mph limits. Until this is possible the
same safety results have to be sought through the introduction of pedestrian crossings,
kerb build-outs and similar measures. This matter requires further consideration scheme
by scheme.

Are 20mph zones successful?

5.42 London wide there has been a 57% reduction in anticipated killed or seriously injured
casualties in 20 mph zones and a 15% reduction in traffic flows, according to research by
the Transport Research Laboratory.

5.43 Ealing may not yet have achieved as high a level of reduction in accidents or traffic volumes.
Before and after accident statistics are given in the LIP Road Safety Plan.

5.44 20 mph zones are popular with local people. A study was carried out of six recent 20 mph
zones. The areas were:

- Hanger Hill
- Bromyard Avenue
- Grange Estate
- Brent Road
- Park Avenue
- Windmill Road

5.45 These surveys showed:
Road Danger Reduction

**Speed Reduction**
- The zones are perceived as having been effective in reducing speeds by between 41% and 56% of respondents except in Hanger Hill where only 38% felt the zone was effective. Most of the remaining respondents felt they had made ‘no difference’.

**Traffic volumes**
- Between 29% and 37% of respondents felt traffic volumes had reduced except in Windmill Road where only 16% felt traffic volumes had reduced.
- Between 44% and 53% felt there had been no difference and between 9% and 26% felt traffic volumes had increased.

**Traffic dominance**
- Between 22% and 40% felt that traffic dominance had been reduced but between 45% and 59% felt there was no difference and between 8% and 15% felt vehicles now have even greater dominance.

**Walking and cycling**
- Between 22% and 42% feel safer walking now that the zone has been implemented although between 38% and 60% perceived no change.
- Between 5% (Hanger Hill) and 20% (Brent Road) had increased their walking or cycling since the zone’s introduction.
- When asked what other measures could be introduced to encourage them to walk and cycle more, most people could not think of anything else but there was some support for cycle lanes, pedestrian crossings and footway improvements.

**Prioritisation**
5.46 20 mph zones are prioritised for funding by TfL on an accident basis, the same as local safety schemes. However, whereas local safety schemes are mostly targeted on a large number of accidents in a relatively small area, 20 mph zones may have accidents scattered over the whole area.

5.47 Although accidents are the main criteria, TfL funding guidance allows for consideration of additional benefits:
- Modal shift
- Road traffic reduction
- Environmental benefits such as noise reduction, air quality improvements, long term health benefits and better environments for pedestrians and cyclists.

5.48 They also recommend that 20 mph zone bids be set in the context of ‘Areas of Multiple Deprivation’ (Plan 20 in the Equalities section of the LIP). The reason for this is that studies have shown that members of poorer communities are more likely to be involved in accidents than those from more well-off communities.
5.49 For this reason 20 mph zones may have a lower First Year Rate of Return than local safety schemes. In practice, funding constraints mean that funding is prioritised by accident reduction. It would be desirable for TfL to move towards extending the criteria to require:

- Noise and pollution measurements
- Estimates of amenity and visual intrusion measured through traffic counts
- Measures of perceived safety using sample interview surveys with local people.

5.50 The programme of 20mph Zones for 2006/07 is:

- Bollo Bridge Road Area (Funded by TfL);
- Fielding Area (Boston Manor) (Funded by TfL);
- Mount Avenue/Birkdale Road Area (Funded by TfL);
- North Village (Funded by Area Committee Budget and S106);
- Dabbs Hill (Funded by Area Committee Budget and S106).

5.51 The council’s bid programme is shown in Plan 4 and summarised below:

**2007/08**

- Sudbury Heights;
- Ferrymead Area;
- Oldfield Circus Area;
- Mount Avenue/Birkdale Road Area Extension;
- Alderney Gardens Area.

**2008/09**

- Lilian Board Way;
- Golden Manor;
- Mattock Lane;
- Medway Estate;
- Review of Cuckoo Estate;
- Review of Grange Estate.

**2009/10**

- Creffield Road Area;
Road Danger Reduction

- Middleton Avenue Area;
- Smith Farm;
- Stockdove Way;
- Lily Gardens/May Gardens;
- Cowgate Road Area;
- Review of Churfield Road;
- Review of Hanger Hill.

Features

5.52 Designation of an area as a 20 mph zone accompanied by appropriate traffic calming, will reduce traffic speeds and reduce the disparity in journey times between main road and ‘rat-run’ so making the ‘rat-run’ less attractive to through traffic.

5.53 DfT guidance states that designation and signing of a 20 mph zone alone with no additional engineering features, is not recommended where the 85th percentile of existing speeds is greater than 24 mph. In other words, designation of a zone and the signing of it will not themselves reduce vehicle speeds where they are already significantly above 20 mph.

5.54 Effective enforcement is achieved by a combination of engineering features on the highway (humps, chicanes, tables etc). The final scheme will represent a balance between local concerns, needs and the budget available.

5.55 A 20 mph zone can include other traffic management measures such as parking control, one-way streets, guardrailing etc.

5.56 The cheapest scheme, which maximises the number of schemes that can be introduced across the borough, is a combination of road humps and red surface (or ideally raised surface) entry treatments and signing.

5.57 At the other end of the scale the Home Zone (as implemented in the ‘Five Roads’ area of West Ealing as part of a government funded pilot project) redesigns the street and footway to give a high level of speed reduction plus social and environmental benefits that extend beyond the reduction of noise and pollution to improvements in the visual attraction of the area through the use of a co-ordinated pallette of quality surfacing materials, plus some reallocation of roadspace to planting, play areas and other community uses.

5.58 The problem with ‘Home Zones’ is that of their very high cost. In order to spread the danger reduction process as widely as possible, funding is more likely to be available for lower cost speed management schemes such as 20 mph zones or street by street traffic calming measures.

Funding

5.59 There are three potential sources of funding:
Transport for London through the annual Borough Spending Plan process: These are subject to the availability of TfL funds London-wide and to the specific criteria set down by TfL for bids. For 2005/6 schemes only Dormers Wells was successful out of 7 bids made by the council.

Area Committee funds: These may not be sufficient for a large 20 mph zone scheme with traffic calming unless spread over two or more years. However, the advantage is that the selection of the area and the nature of the scheme can be at the discretion of the Area Committee, without concern for specific criteria set by TfL, (though subject to basic legal, engineering and enforcement constraints).

Section 106 Planning Agreements: These obviously only arise as the development opportunities in an area arise and will be part of efforts to mitigate the effect of the development. Funding may or may not be sufficient to meet the requests of local residents.

Buses

5.60 TFL have set down passenger safety requirements for operating buses in 20 mph zones. In terms of vertical deflections this means speed cushions or tables and not road humps.

Emergency Vehicles

5.61 There is a need to balance the benefits of 20 mph zones in saving lives and injury to people through road danger reduction against the dangers inherent in reducing emergency service response times and in creating unstable conditions that make it difficult to resuscitate heart attacks patients.

5.62 However, the recent London Assembly Scrutiny found no evidence to support any significant deterioration in service by the emergency services but noted positive responses where cycle or motorcycle paramedics had been introduced.

5.63 The Scrutiny recommended closer working between boroughs and the emergency services over the design and implementation of road hump schemes as a means of trying to resolve disagreements arising out of different perspectives.

5.64 The road safety benefits of traffic calming schemes are given in the LIP Road Safety Plan.

5.65 Generally in Ealing, road humps are only used in relatively small residential areas so that the overall delay in response time for emergency vehicles will be small, taking account of the entire journey they have to make between their base and the incident. In larger residential areas such as the Cuckoo Estate, Hanwell or Oldfield Circus area, Greenford, local bus services through the estates mean that speed cushions and the occasional table are used along the bus route, which in turn makes it easier to gain access into the estate by emergency vehicles.

5.66 Overall, in Ealing the emergency services may be as likely to be delayed by traffic congestion as by road humps. Officers would welcome the opportunity to take ‘base to incident’ time measurements, divided into the different types of road, for some typical emergency journeys, in order to better inform the process of taking decisions on traffic calming measures.
Noise, Vibration and Air Quality

5.67 Recent work by the Transport Research Laboratory found no evidence of vibration damage to properties arising from road humps.

5.68 The London Assembly Scrutiny found that noise problems were likely to become a problem in only a small number of specific cases and that the reduction in traffic in such schemes would generally compensate for any increase in noise.

5.69 However, in recognition of complaints received from residents, the London Assembly Scrutiny recommended pilot studies across London that would include noise and vibration measurements in which Ealing would be willing to participate.

5.70 The Department for Transport takes the view that any increase in air pollution per vehicle passing through a traffic calmed street would be offset by a reduction in the number of vehicles using the street.

Damage to Vehicles and Discomfort to Passengers

5.71 Transport for London say that damage to vehicles should not happen if vehicles travel over road humps at 20 mph or less and DfT regulations on the design of road humps and other vertical deflections takes account of this. This similarly should apply to passenger comfort as well. 20 mph is the maximum speed permissible in a 20 mph zone, not a speed that drivers should try to reach. Much lower speeds are probably even more suited to residential areas and indeed in parts of Europe 10 mph can be achieved in scheme design and designation.

Cyclists

5.72 Humps are a cost-effective means of reducing vehicle speeds in relatively narrow streets traversed by cars and cyclists and as such appear to be welcomed by cyclist organisations subject to certain design considerations to minimise the inconvenience to cyclists. Many cyclists would prefer speed cushions which they don’t have to go up and over, but whilst cushions can bring car speeds down to 20 mph, they do not slow large vehicles as effectively.

Alternatives to Vertical Deflections

5.73 The recent London Assembly Scrutiny on speed humps (April 2004) has called for changes to regulations so that councils could enforce 20 mph zones through speed cameras.

5.74 It also recommended that councils experiment with textured surfaces, new types of vehicle responsive humps and electronic variable speed limit signs. However, the London Assembly Scrutiny report stresses that engineering measures should not be removed unless the alternatives can be shown to give equal or greater speed reduction.

5.75 Textured surfaces have been used in some boroughs. These aim to create noise inside the vehicle but not in adjacent properties. Realistically it is unlikely that this would be suitable as a means of substituting for the simple effectiveness of humps in residential streets where generally the noise of vehicles going over them is not an issue. They could however be trialled in non-residential areas.
5.76 Vehicle responsive humps (air filled rubber cells) are designed to partially deflate when a vehicle passes over them slowly. Otherwise they remain firm. Trials in the City of London have apparently been successful. Again, the council would be interested in a TfL funded pilot scheme subject to local consultation through the Area Committees.

5.77 Vehicle activated electronic signs are to be trialled in the borough during 2005/6 using Speed Camera Partnership funding. Studies elsewhere have shown they are effective in reducing speeds, but their effectiveness tends to decrease over time. For this reason Ealing would prefer to trial them as temporary signs, moving them around between sites from time to time. However the cost of moving them will fall to the Area Committees that choose to have them and this could prove substantial.

5.78 Other possible future technology including speed limiters in vehicles that respond to electronic signs or other high tech features are all for the future, but no doubt one day may replace humps.

Speed Cameras and Police Enforcement

5.79 At present only the police can enforce the law on speed limits. Because current regulations prioritise the use of fixed-site automatic speed cameras to sites where multiple speed-related accidents have occurred, the use of such cameras to enforce 20 mph zones is unlikely. However, camera enforcement is probably the answer in the longer term, particularly with new camera technology (being introduced on some roads in Britain experimentally) that records vehicle speeds on entry and exit to the zone and thus can calculate whether its actual speed overall has exceeded the limit.

5.80 The GLA Scrutiny recommended that the Department of Transport change the regulations to make it possible for London Boroughs to set up local pilot projects to use cameras instead of engineering measures. Ealing would be interested in taking part in such pilots, subject to local consultation through the Area committees.

5.81 The police do of course have discretion to use mobile camera enforcement of speed limits. This is staff intensive and the police have informed the council that they would wish the council to continue to use engineering measures so that each scheme is effectively self-enforcing. The police will not routinely enforce 20 mph zones. If, after a scheme is introduced there are still problems, then speed surveys should be conducted and if necessary the engineering features enhanced. Only when all available engineering measures have been exhausted would police enforcement be considered. It is likely that police’s limited resources would be concentrated on school safety zones as a priority.

Alternatives to 20mph zones

The 'Lawns' Scheme

5.82 An alternative to a 20 mph zone is for a road closure at certain points where residential streets meet the main road. This is only possible where the street geometry allows heavy vehicles such as refuse vehicles or delivery vehicles to turn safely in the vicinity of the road closure.

5.83 An example of a successful scheme is the ‘Lawns’ area of Hanwell in which Half Acre Road and Station Road were closed near their junction with Uxbridge Road, with Station Road remaining open at its northern end. Cycle exemptions were incorporated into the scheme and the emergency services have keys to access the gates.
5.84 In this scheme the streets were short enough not to require traffic calming measures to restrict the speed of local vehicles and so the scheme was very cheap to implement. Indeed it was not even necessary to reduce the speed limit to 20 mph for the internally generated traffic. Not only did the scheme remove the perceived road danger problem of the through traffic, it also led to environmental improvements for local residents in terms of reduced noise and air pollution.

5.85 The disadvantage of the scheme is that local residents themselves are obliged to undertake longer and slower journeys for those trips for which direct access into and out of the residential area is stopped by the closures. However, in the case of the ‘Lawns’ area, a very positive result was achieved for the scheme in the public consultation exercise, but many complaints were received from residents in adjacent residential areas who could no longer ‘rat run’ through the area themselves.

The 'Five Roads' Home Zone

5.86 The ‘Five Roads’ area of West Ealing was one of nine pilot home zones funded by the Department of Transport across Britain. Containing about 400 households, the area is predominantly late Victorian terraced and semidetached housing. Parking problems for residents were exacerbated by shopper and commuter parking and ‘rat running’ was a particular problem.

5.87 The scheme began in September 2001 and after extensive consultation was completed in April 2004. Key features include:

- A gated closure of Hastings Road to reduce rat running
- Introduction of a controlled parking zone
- 20 mph speed limit
- Gateway treatments including raised table, planter, mosaic
- Shared surface (road level raised to footway level) resurfaced in asphalt with coloured chippings
- Additional tree planting
- Renewal and upgrading of street lighting

5.88 Surveys of local residents after installation showed that about three quarters supported the scheme and thought it had made the streets more attractive and safer. About two-thirds thought there was adequate consultation and that motorists were now considerate towards pedestrians and cyclists. About half of respondents thought motorists were more considerate towards children playing in the streets and that walking home was generally more pleasant than before.
Summary

The council has an programme of local safety scheme and 20 mph zone schemes for the LIP 5/6 year period, subject to the availability of funding.

However, the council seeks to move towards the development of schemes that measure and reduce on the road for vulnerable road users. Initially it is proposed that walking and cycle audits be carried out on all traffic management schemes.

For the foreseeable future the road hump is likely to be the basis of traffic calming schemes. Any disadvantages it has seem to be outweighed by its advantages. However the council would be pleased to be involved in London wide experiments with alternative measures, subject to local consultation.

Schemes to prevent through traffic using local residential streets through road closures will be considered on a scheme by scheme basis, taking into account their traffic redistribuional effects.

Targets and Performance Indicators

Table 5.1 Targets and performance measures for road danger reduction.

<table>
<thead>
<tr>
<th>Target/P1</th>
<th>Level</th>
<th>Description</th>
<th>Definition</th>
<th>Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target 1</td>
<td>London wide and borough</td>
<td>Killed and seriously injured</td>
<td>No of adults and separately for pedestrians, cyclists and motorists. Number of children. (All to be disaggregated by ethnic group for pedestrian and vehicle type for all incidents)</td>
<td>TfL</td>
</tr>
<tr>
<td>Target 1</td>
<td>London wide and borough</td>
<td>Slight casualties</td>
<td>10% reduction in the slight casualty rate for adults and children per 100 million vehicle kilometres. Disaggregated as above.</td>
<td>TfL</td>
</tr>
</tbody>
</table>
Road Danger Reduction
Traffic Congestion
4G.Po2 In balancing the use of street space, boroughs MUST have regard to the presumptions that:

- On most ‘A’ roads there is a general presumption in favour of distribution, particularly for those making business journeys, bus passengers and commercial vehicle operators.
- On other roads there is a presumption in favour of access and amenity, particularly for residents, buses, pedestrians and cyclists and where necessary business access.

4G.Pr12 Boroughs MUST include their local traffic growth forecasts and set out how they expect their policies to contribute to meeting the Mayor’s traffic reduction targets. Boroughs MUST also set out schemes and activities to reduce traffic growth.

4G.Po6 Boroughs are ENCOURAGED to demonstrate how they are using their planning policies to achieve the objective of limiting the amount of parking provided through public off-street car parks (including temporary car parks).

4G.Pr12 Appropriate boroughs MUST not adopt policies nor implement projects that compromise the traffic reduction benefits achieved by the Central London Congestion Charge.

4G.Pr14 Relevant boroughs MUST set out their plan to implement agreed schemes (e.g. CPZs).

4G.Po5 Boroughs are ENCOURAGED to include a programme for identification, review and implementation of potential new controlled parking zones, including funding assumptions.

4G.Pr18 Boroughs MUST include a plan, including a timetable, for implementing parallel initiatives on all ‘A’ Roads and Busy Bus Routes under their control. Parallel initiatives MUST include the following elements:

- Identification of sections of the ‘A’ Roads and Busy Bus Routes to review.
- Determination of the principal functions of the section of network in terms of the different road users based on the Mayor’s Transport Strategy.
- Assessment of the problems experienced on the section of network by road users taking account of the priorities for main roads identified above.
- Design and development of schemes to address the problems identified above by 2011.

4G.Pr20 Boroughs MUST include a programme for a review of the worst congestion bottlenecks and an implementation programme for addressing these.

4H.Pr2 Boroughs MUST include an indication of any sites the borough considers suitable for park-and-ride, or any plans the borough has to conduct a review of potential sites in line with the criteria:

- Upgrade and extend provision where this will result in shortening of car journeys and an overall reduction in car use within and beyond London.
- A high priority will be given to accessible parking for disabled motorists.
3. Boroughs are ENCOURAGED to include, where relevant, their transport plans associated with the cultural life of London. Boroughs are also ENCOURAGED to indicate what transport schemes, if any, they are proposing as part of the overall transport plan for the London Olympics 2012.

6.1 Ealing recognises that different road hierarchies will have different needs. For example, with TLRN and most other ‘A’ roads there is a general presumption in favour of distribution, whilst on other roads there is a presumption in favour of access and amenity.

Targets

6.2 Although traffic congestion is already a problem in the borough, the Mayor’s Transport Strategy predicts a further 7.5% growth in traffic volumes in outer London between 2001 and 2011.

6.3 The targets set by the Mayor to deal with this are as follows:
   - An absolute reduction of 15% in central London on weekdays.
   - Zero growth in inner London.
   - Growth in outer London to be reduced by one-third i.e. limited to 5%.
   - Zero growth or absolute reductions in outer London town centres.

6.4 Subsequent to the publication of the Mayor’s Transport Strategy, TfL has divided up the targets between London’s sub-regions as set out below for the West sub-region:
   - 2% reduction of traffic in inner west London rather than zero growth.
   - 4% growth target in outer west London instead of 5%.
   - 1% reduction in outer London town centres instead of zero growth.

Defining Town Centres

6.5 In TfL’s LIP Guidance outer London town centres are defined as the ten ‘metropolitan’ centres in the London Plan. Ealing Town Centre is the only town centre defined as an outer London town centre in Ealing. However, boroughs have the discretion to include any ‘major town centre’ in the London Plan and for Ealing this would include Southall.

6.6 It is proposed in the LIP to include Southall in the outer London town centres target.

Traffic Growth

6.7 Traffic growth data is difficult to obtain at a local level, but between 1994 and 2004 DfT surveys show an increase in traffic in Ealing as a whole of 8.4%.

6.8 This follows a steady year-on-year rise since 1998 but a fall of 1.6% between 2003 and 2004. The equivalent figures for London as a whole are a growth of 4.9% between 1994 and 2004 including a fall of 0.4% between 2003 and 2004.
Traffic Congestion

6.9 The Mayor’s Transport Strategy is predicting growth of 7.5% in outer London between 2001 and 2011.

6.10 Traffic growth will come about because of increasing car ownership, population growth, growth in jobs, leisure and other facilities, and due to a lengthening of the trips people are prepared to make.

Tougher Targets?

6.11 TfL Guidance permits boroughs to offer local targets that may exceed the targets set in guidance. It is proposed that this be considered as an option during the consultation phase and considered by Cabinet for the final document in the light of comments received. In particular there is an issue as to whether Acton should be included in the more stringent ‘inner London’ target.

Achieving the Targets

Congestion Charging

6.12 The increase in the central London congestion charge from £5 to £8 plus the proposed ‘western extension’ is expected to have a small impact on Ealing as follows:

- A reduction in traffic of between 2.9% and 4.3% in Acton.
- A reduction in traffic of between 1.0% and 1.4% in the rest of the borough.

6.13 Such anticipated reductions, though small, have been welcomed by the council as potentially helping to reduce congestion and improve air quality. The problem is that the reduction in traffic could be lost if reduced congestion encourages more local car trips within Acton or across Acton that otherwise would have been made by public transport or not at all. For this reason, prior to the introduction of the ‘western extension’ the council will analyse traffic flows with a view to providing additional facilities for buses, cyclists and pedestrians so as to gain from traffic reduction.

6.14 The proposed ‘western extension’ will permit Ealing residents to cross through central London without incurring the congestion charge by using the A40 with A501 Marylebone Road, A3220 West Cross Route, Warwick Road and A3212 Chelsea Embankment and A3202 Park Lane and Vauxhall Bridge Road. The council has included a funding bid to TfL for 2006/7 funding of two possible ‘infill’ controlled parking zones in Acton:

- West of Horn Lane centred on Creswick Road.
- In south Acton centred on Bollo Bridge Road.

6.15 Both are within walking distance of stations and could come under pressure from drivers travelling in to park in these areas to avoid paying the charge. Implementation would be subject to local consultation.

6.16 In addition the council has requested that bus route 148, which was introduced at the commencement of the central London congestion charge to create a new link from Shepherds Bush to Marble Arch, Victoria, Waterloo and Camberwell for connections to south London, be extended back to start at Acton. This would mean that at the start of the ‘western extension’ there would be new bus links from Acton Town Centre and Acton.
Vale into and through the congestion charge zone without having to change at Shepherds Bush and again at Marble Arch as now. This is also a component of the council’s proposed ‘Bus Improvement Plan’ set out in the LIP section on Buses.

Development Control and Traffic Growth

6.17 The potential growth in traffic arising from new developments can be influenced through the council’s planning policies. The Unitary Development Plan (UDP) policies set out in the Borough Policies section of the LIP and its associated parking standards set out in the LIP Parking and Enforcement Plan will control the amount of growth in car parking.

6.18 The council’s development control policies seek to encourage new development in areas of high public transport accessibility where parking standards are also most restrictive. This includes the main town centres.

6.19 In addition, planning agreements over a certain size are subject to the need for the applicant to submit a Travel Plan designed to set out how the developer will promote the use of sustainable transport.

6.20 It is essential that Travel Plans are implemented, not just signed up to, and it will be necessary for the West London Transport Strategy’s TfL funded subregional travel plan co-ordinators to monitor this. Given the extra requirement for a reduction in traffic, not just in traffic growth, in the two main town centres it is recommended that particular effort be put into ensuring that town centre travel plans are implemented and that the co-operation is sought of businesses that are not applying for planning permission for the voluntary introduction of travel plans, perhaps with the help of town centre business organisations.

6.21 In Park Royal the new ‘Transport Management Association’ is seeking to go one stage further and involve businesses directly with officers in one organisation to promote sustainable commuting to work solutions at the company level.

Car Parking

6.22 Traffic congestion on the approaches to a town centre can encourage shoppers to travel to other less congested town centres or to out-of-town or non-central shopping facilities. Many motorists probably would be prepared to transfer to public transport if it was sufficiently improved.

6.23 It is important therefore not to overprovide for car parking in town centre developments. It is more appropriate to increase public transport accessibility and improve the environment and facilities for pedestrians and cyclists to enhance the attractiveness of the town centre. This is the basis of a 2005/6 TfL funded study into the potential for such enhancements in Ealing Town Centre, taking account of new developments planned or proposed, to create a transport ‘Master Plan’ for the future.

6.24 There are significant variations between the means of transport people use to travel for different purposes in Ealing. In 1991 the differences trips to Ealing Town Centre for work and shopping are shown below:

<table>
<thead>
<tr>
<th>Table 6.1 Transport modes for work and shopping trips in Ealing Town Centre (1991)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ealing Town Centre</td>
</tr>
<tr>
<td>Work</td>
</tr>
</tbody>
</table>
Traffic Congestion

<table>
<thead>
<tr>
<th>Ealing Town Centre</th>
<th>Car</th>
<th>Public Transport</th>
<th>Walk/Cycle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shopping</td>
<td>33%</td>
<td>31%</td>
<td>36%</td>
</tr>
</tbody>
</table>

6.25 Surveys by Symonds for Ealing Centre Forum in 1998 showed car use for shopping varied from 26% by local residents for ‘light shopping’ but rose to 70% for residents living further away for ‘heavy shopping’.

6.26 Other surveys carried out by Symonds found that for trips to restaurants, pubs and cafes in Ealing town centre 56% of trips were made by car. By way of contrast, of trips to the then Warner cinema in Park Royal, 84% were made by car.

6.27 These very useful surveys suggest that careful planning is needed to ensure that non-car modes are geared as far as possible to serving as wide a range of markets as possible if traffic restraint is to be achieved. Further updated surveys of this type may be required.

6.28 Because there already is a relatively high proportion of travel by non-car modes, Ealing is well placed for its town centre to develop further without the need to encourage a disproportionate number of new car trips through provision of significant additional car parking above the UDP standards.

6.29 A number of measures are being used in the borough to control car parking so as to reduce unnecessary car use where public transport alternatives are available or for short trips where cycling or walking are adequate alternatives.

6.30 A significant increase in car parking could lead to high levels of delay on the approaches to the town centre, thereby reducing its attractiveness as a centre. At Brent Cross 75% of shopping trips overall are by car compared to the 33% for Ealing. It would certainly be difficult for Ealing Town Centre to accommodate this level of growth in car use on its approach roads.

6.31 In Southall, where similar problems occur in the heavily congested town centre, a 2005/6 TfL funded study into the Gateway Link Road proposal will assess the potential for traffic reduction in the town centre, road space reallocation and associated environmental improvements.

6.32 However, in the light of the need to support the economic vitality of town centres, the possibility of rationalising public car parking in Southall, which could include provision of further public off-street parking provision, is being considered as part of a multi-modal approach to town centre access.

On-Street Parking Controls

6.33 Yellow line parking controls are mainly used for safety reasons, especially to improve sight lines at junctions as well as outside schools and to restrict parking to assist the free flow of traffic on main roads.

6.34 They also have an important role in preventing obstruction to premises, to create passing places on narrow roads and, as clearways, to enable buses to pull up alongside the kerb at bus stops.

6.35 As such, yellow line waiting restrictions have a role in reducing congestion but a more limited role in reducing traffic volumes.
Parking Control and Local Businesses

6.36 To assist local businesses, free ‘stop-and-shop’ permitted parking has been introduced at shopping parades across the borough even though this runs counter to the policy of encouraging walking and cycling for local trips. On-street short term ‘pay and display’ parking is made available in town centres where it does not obstruct traffic. This is in accordance with the Mayor’s policy of reducing long stay parking whilst maintaining and enhancing the economic viability of business and of town centres.

Traffic Calming and Congestion Reduction

6.37 Most area-wide traffic calming schemes come with the expectation of some reduction in through traffic. More recent traffic calming scheme proposals, such as in local residential streets around Greenford Town Centre, have considered more use of point closures. The Lawns area scheme in Hanwell consisted of a road closure at the two points at which the residential area gained access to and from the Uxbridge Road. In these cases through traffic is forced back onto the main roads or distributor roads where it could lead to extra traffic delay and congestion.

6.38 In a congested urban area such reductions in traffic in local streets can be difficult to achieve with conventional traffic calming. Studies of five early schemes in Ealing compared traffic counts some months afterwards and found the following effects (each area or road suffered heavily from rat running):

<table>
<thead>
<tr>
<th>Location</th>
<th>Scheme</th>
<th>Traffic Effects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hambrough Estate Southall</td>
<td>Chichanes</td>
<td>Continued rise</td>
</tr>
<tr>
<td>Alexandria Road/Felix Road, West Ealing</td>
<td>Humps, chicanes and speed table</td>
<td>Reduction achieved</td>
</tr>
<tr>
<td>Ferrymede Area, Greenford</td>
<td>Chicanes, mini-roundabouts, cushions and tables</td>
<td>Continued rise</td>
</tr>
<tr>
<td>St Stephen's Road, W5</td>
<td>Humps</td>
<td>Small reduction</td>
</tr>
<tr>
<td>Kings Avenue, Greenford</td>
<td>Humps</td>
<td>Continued rise</td>
</tr>
</tbody>
</table>

6.39 Although not all the data in the study is statistically significant, it nevertheless points to a conclusion that whilst accidents were mostly reduced (in one case there was no change), the effect of a traffic calming scheme on rat running is quite likely to be outweighed by the perceived delay to motorists caused by congestion on main roads.

- Surveys by Symonds found that traffic flows on the Uxbridge Road outside Ealing Town Hall changed little between 1974 and 1998 despite the building of the Ealing Broadway Centre. One assumption is that much of the growth of traffic has been accommodated on residential roads and local distributor roads such as Gordon Road, Castlebar Road etc as the Uxbridge Road reached capacity.

6.40 However, new surveys in 2004 showed a marked reduction in traffic volumes on the Uxbridge Road at Ealing Town Hall over the 1974/1998 period. This may reflect:

- The introduction of controlled parking zones in central Ealing since 1998 which have reduced commuter car parking spaces.
Traffic Congestion

- A modal shift from car to bus following the introduction of bus priority measures on the Uxbridge Road and the improvements in the quality of the services
- New and amended signals and signal timings, although this has not been quantified.

6.41 This reduction on the Uxbridge Road in central Ealing contrasts with the 8.4% increase in overall traffic levels in Ealing recorded by the DfT between 1994 and 2004 and projections of future growth (para 6.1.2 above).

Controlled Parking Zones

6.42 CPZs are a significant means of reducing car traffic. Although initially they will displace traffic and parking, once they have become widespread across the borough they begin to reduce traffic overall.

6.43 The Mayor’s Transport Strategy states that CPZs should be used:
- In areas where the demand for commuter, shopping or leisure parking conflicts with residents’ needs
- In helping to restrain traffic in areas well served by public transport.

6.44 The council’s CPZ programme is shown in Plan 5.

6.45 A thorough review of policy and procedures was carried out and consulted upon by the council in 2000.

6.46 CPZs are most effective in reducing peak hour journey to work trips. Indeed, as with ‘stop and shop’ schemes, CPZs can encourage short distance car journeys to shops and local facilities by residents within a zone but this is acceptable as it supports local businesses.

6.47 Less parking in streets during the day can make those streets easier to traverse by car and at higher speeds. They can therefore lead to a reduction in road safety unless accompanied by traffic calming, and to an increase in through traffic using the streets as an alternative to the main road network. However, monitoring surveys show that more people think safety has improved than worsened. The data is set out in the LIP Road Safety Plan.

6.48 Less congestion on the streets in CPZs can improve conditions for emergency vehicles. The programme commenced in residential areas immediately south of the then new Ealing Broadway Centre, in order to protect residents from shopper parking. Subsequently, a CPZ was introduced around the Thames Valley University off South Ealing Road to prevent local residential streets from being clogged with student car parking.

6.49 From these early schemes, CPZs have been developed around other town centres and busy commuter railway stations and this process is on-going as resources permit. At the same time, reviews of CPZs after they have been introduced have led to extensions and infill.

6.50 Generally, CPZs around town centres or other employment areas may need to be operational all day, at a higher cost to permit holders, in order to pay for the higher cost of enforcement. CPZs around stations may need only to operate one hour in the morning and one hour in the afternoon.

6.51 CPZs are generally only introduced in an area where a majority of residents of the area are in favour of the proposal.
Due consideration in the design and consultation of each individual scheme is given to the views of businesses within the proposed zone. Stop-and-shop and Pay-and-display bays (and motorcycle bays) are introduced as part of the design and consultation processes and fine-tuned as part of the six-monthly review process. The introduction of such bays can benefit local businesses by removing commuter parking.

CPZ permits are good value for money. A £45 per annum resident’s permit equates to only about 20 pence per day for priority parking. A £250 per annum business vehicle permit represents the equivalent of about 89 pence per day (based on a six day working week). A range of visitor vouchers and alternative permits are available, and charges for these are set out in the LIP Parking Plan.

Other Initiatives

The council’s projects on School Travel Plans, Car Clubs, Walkability, Bus priority, Freight Quality Partnership, Cycling and Station Access, set out elsewhere in the LIP, will all contribute positively towards reducing traffic volumes and traffic congestion by actively promoting a more sustainable approach to transport provision and transport use.

Parallel Initiatives

TfL’s guidance requires boroughs to apply parallel initiatives to ‘A’ Roads and busy routes. The programme until implementation is:

1. Identification of sections of these roads to review.
2. Determination of the principle sections of the network in terms of the importance of the different road users based on the MTS with TfL.
3. An assessment of the problems experienced on the section of network by road users taking into account of the priorities for main roads identified above.
4. Design and development of schemes to address the problems identified.

The ‘A’ roads in the Borough are the Western Avenue, North Circular (including Hanger lane and Gunnersbury Road), Church road and the A312 Hayes Bypass. The busy bus routes include Whitten Avenue, Greenford Road, Uxbridge Road, Horn lane Victoria Road, Merrick Road, Tentelow Lane and Boston Road.

Plan 6 shows the ‘A’ Roads and ‘Busy Bus Routes’ as supplied by TfL. The council has an active programme range of forthcoming projects on the roads identified by TfL on this map and these are set out in the table below (excluding highway maintenance and bridge strengthening). The Council believes the design and development date for all schemes (March 2011) is achievable however will be depend on the degree of funding we receive for these initiatives until that time. The council has already developed a range of schemes to address to reallocation of road space where possible to facilitate public transport, cycling and walking whilst maintaining necessary access for car and servicing needs. These are detailed below.
The guidance also states that the first 2 steps of the process above must be completed by July 2005. This has not occurred and the Council will negotiate with TfL to review these timeframes so that the design and development of schemes are identified by March 2011.

The council would welcome TfL funding for studies that would take a comprehensive ‘urban corridor’ approach to identifying inter-related and supporting schemes designed to promote sustainable transport.

We have attempted to do this:

- In the past on Uxbridge Road by combining London Bus Initiative studies into further bus priority with local safety scheme studies for pedestrians at key junctions.
- In an on-going 2005/6 study in Greenford Town Centre combining bus priority, loading facilities for shops, residents parking provision, pedestrian crossing upgrades and a safer routes to school scheme.
- In the 2005/6 preparation of a ‘master plan’ for sustainable transport in Ealing Town Centre in the context of new and proposed redevelopment.

The difficulty at present with this approach is that TfL funding streams are allocated separately by mode (e.g. bus priority, schools, cycling, road safety etc) each with its own constraints and often with funding available only in different financial years.

The Council is fully committed to a review of A Roads and Busy Bus Routes. LIP Guidance contains a map showing these routes. The work will be carried out in complementarily with the council’s Network Management Duty and its Parallel Initiatives studies. It will examine the needs for the sustainable management of people and goods on these corridors and propose schemes that meet those needs. It will include consideration of the contribution that all of the LIP categories can make:

- Bus priority
- Walking
- Cycling
- Safer routes to school
- Loading/ unloading and servicing needs
- Stop-and-shop for local shopping parades
- Controlled parking zones and other parking control measures
- Local safety schemes
- Streets for People type schemes
- Regeneration schemes to which transport can contribute
6.64 Programme:

**2007/08**

6.65 £50 K is available from TfL in 2007/8 and will be used for the A312 Mandeville Road / Church Road / Yeading Lane and will be integrated with the council’s and TfL’s studies into the future of the Northolt Bus Lanes. In addition the A 4127 Greenford Road (Iron Bridge junction to Sudbury Hill) will be studied. This will be integrated with the on-going Route 92 Bus Priority Study, the Greenford Town Centre Regeneration Project and the Greenford Green Land Use and Transport study, each of which is due for completion during 2007/8.

6.66 The following two studies will be subject to a review of funding available from September:

6.67 The A4090 Whitton Avenue which links the A312 to the A4127 at the northern end of the borough will be included in these studies. The B455 Argyle Road / Ruislip Road will also be studied. It will be integrated with the Greenford Town Centre Regeneration Project (Greenford Broadway section) and the ongoing studies into the route E2 bus priority programme for 2007/8.

**2008/09**

6.68 Subject to funding it is intended to undertake reviews of the A 4020 Uxbridge Road and B455 South Ealing Road. This will be integrated with the council’s intention to review the operation and efficiency of bus priority on these corridors. The council will also review the A 4000 Horn Lane / Victoria Road and, as part of this work, will seek to examine the case for the extension of the Wembley / Park Royal Fast Bus concept to serve the Park Royal Opportunity Area’s southern employee catchment area in Acton as well as bus links from Park Royal to the future Crossrail station at Acton Main Line. This particular study will also focus on heavy goods vehicle movements to and from the A40, A406 and Park Royal Industrial area in the context of the Opportunity area framework being developed for Park Royal in 2007/8.

6.69 The two routes in Southall A3005 (South Road / Norwood Road ) and A4127 Tentelow Lane will be reviewed at the same time. These will include reviews of the previously implemented Route 120 bus priority measures and the Tentelow Lane Local Safety Scheme. Finally, the A3002 Boston Road will be studied in the 2008/9 programme and will include a review of the 2006/7 local safety scheme.

---

**Table 6.3 Programme of parallel initiative scheme proposed along the A4020- Uxbridge Road.**

<table>
<thead>
<tr>
<th>Uxbridge Road (A4020) Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studies into West London Tram</td>
<td>Underway by TfL</td>
</tr>
<tr>
<td>Upgrading London Cycle+ Network route</td>
<td>2005/6 and 2006/7</td>
</tr>
<tr>
<td>New bus priority initiatives (Hanwell Bridge and Ealing Common)</td>
<td>2005/6 and 2006/7</td>
</tr>
<tr>
<td>Urban Safety Zone in Acton High Street</td>
<td>Bid for 2006/7 design scheme 2007/8</td>
</tr>
<tr>
<td>Signalisation of junction at Ealing Hospital</td>
<td>2005/6</td>
</tr>
<tr>
<td>Safety improvements Southall Broadway</td>
<td>Bid for 2006/7 onwards</td>
</tr>
<tr>
<td>Walkability Project, Hanwell</td>
<td>Bid for 2006/7 through 2009/10</td>
</tr>
</tbody>
</table>
### Traffic Congestion

#### Uxbridge Road (A4020)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ealing Town Centre Transport Master Plan</td>
<td>Study 2005/6, schemes 2006/7 onwards</td>
</tr>
<tr>
<td>Ealing Town Centre Pedestrian Improvements</td>
<td>2005/6</td>
</tr>
<tr>
<td>Freight Quality Partnership Scheme</td>
<td>Design / Consultation 2005/6, schemes 2006/7 to 2007/8</td>
</tr>
</tbody>
</table>

Table 6.4 Programme of parallel initiative scheme proposed along the A4127 Greenford Road.

#### Greenford Road (A4127)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus priority measures southbound to Iron Bridge</td>
<td>2005/6</td>
</tr>
<tr>
<td>Road safety measures Kings Avenue to Greenford Depot</td>
<td>Bid for 2006/7</td>
</tr>
<tr>
<td>Greenford Broadway / Greenford Road junction road safety measures</td>
<td>Bid for 2006/7</td>
</tr>
<tr>
<td>Cardinal Wiseman High School Safer Routes to School scheme</td>
<td>2005/6</td>
</tr>
<tr>
<td>Route 92 Bus Priority Study with pedestrian crossing upgrades and new loading and parking facilities</td>
<td>Design / consultation 2005/6, schemes 2006/7</td>
</tr>
<tr>
<td>Rockware Avenue junction to Greenford Green / Whitton Avenue junction: land-use and transport capacity study</td>
<td>2005/6 Possible future funding bids</td>
</tr>
</tbody>
</table>

Table 6.5 Programme of parallel initiative scheme proposed along the A4000 - Gunnersbury Lane and Horn Lane.

#### Gunnersbury Lane and Horne Lane (A4000)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Pelican Crossing outside Acton High School</td>
<td>2005/6</td>
</tr>
<tr>
<td>Revised pedestrian scheme at junction Gunnersbury Lane with Uxbridge Road</td>
<td>Bid for 2007/8 anticipated</td>
</tr>
<tr>
<td>Local Safety Scheme near Shalmar Gardens</td>
<td>Bid for 2006/7</td>
</tr>
<tr>
<td>Controlled parking zone around Gypsy Corner</td>
<td>2005/6</td>
</tr>
<tr>
<td>Reconstruction of Acton Main Line Station with new entrance on Horn Lane</td>
<td>Crossrail scheme</td>
</tr>
</tbody>
</table>

Table 6.6 Programme of parallel initiative scheme proposed along the B4492 Park Royal Road /. Acton Lane.

#### Park Royal Road /. Acton Lane (B4492)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Park Royal junction : bus access to hospital with new pedestrian and cycle facilities</td>
<td>Feasibility study and design 2005/6 Implementation 2005/6 and 2006/7</td>
</tr>
<tr>
<td>Acton Lane pedestrian crossing</td>
<td>2005/6</td>
</tr>
<tr>
<td>Acton Lane / North Acton Road junction realignment</td>
<td>Bid for 2006/7 to complete scheme</td>
</tr>
</tbody>
</table>

Table 6.7 Programme of parallel initiative schemes proposed along Old Oak Lane.

#### Old Oak Lane

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound bus lane on approach to Western Circus</td>
<td>2005/6</td>
</tr>
</tbody>
</table>
### Old Oak Lane

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Acton district centre pedestrian</td>
<td>Revised scheme 2006/7</td>
</tr>
</tbody>
</table>

Table 6.8 Programme of parallel initiative schemes proposed along South Road, Merrick Road and Norwood Green (A3005).

### Boston Road (A3002)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road safety improvements at each junction</td>
<td>Bid for 2006/7</td>
</tr>
</tbody>
</table>

Table 6.9 Programme of parallel initiative schemes proposed along the A305 – South Road, Merrick Road and Norwood Green.

### South Road, Merrick Road, Norwood Green (A3005)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Road / Beaconsfield Road junction safety scheme</td>
<td>Bid for 2006/7</td>
</tr>
<tr>
<td>Route 120 Bus Priority study</td>
<td>Additional schemes 2005/6 to 2006/7</td>
</tr>
<tr>
<td>Reconstruction of Southall station</td>
<td>Crossrail scheme</td>
</tr>
<tr>
<td>Proposed Gateway Link Road : possible junction with South Road/Merrick Road</td>
<td>Business case study 2005/6, construction 2007/8 onwards</td>
</tr>
</tbody>
</table>

Table 6.10 Programme of parallel initiative schemes proposed along the A4127 – Windmill Lane / Tentelow Lane.

### Windmill Lane and Tentelow Lane (A4127)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Gateway Link Road: possible link Windmill Lane to Gt. Western Ind. Est.</td>
<td>Business case study 2005/6, construction 2007/8 onwards</td>
</tr>
<tr>
<td>Proposed bus routes Southall to Gillette Corner and Brentford/Isleworth</td>
<td>Request to TfL</td>
</tr>
<tr>
<td>Proposed strengthening of Three bridges to take bus for proposed route Greenford / Ealing to Hounslow Town centre</td>
<td>Request to TfL</td>
</tr>
</tbody>
</table>

Table 6.11 Programme of parallel initiative schemes proposed along the B455 – High Street / Bond Street / St Mary’s Road and South Ealing Road.

### High Street / Bond Street / St Mary’s/ South Ealing Road (B455)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review of Route 65 Bus Priority schemes</td>
<td>2005/6. Possible bids for 2007/8</td>
</tr>
<tr>
<td>Footway and streetscape improvements High Street /Bond Street</td>
<td>2005/6 to 2006/7</td>
</tr>
<tr>
<td>London Cycle Network + Route 86 Link 48</td>
<td>Potential schemes 2006/7 and 2007/8</td>
</tr>
</tbody>
</table>

Table 6.12 Programme of parallel initiative schemes proposed along the A4127 – Windmill Lane / Tentelow Lane.

### Drayton Green Road / Argyle Road / Ruislip Road (B452 / B455)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>London Cycle Network + Route 86 Link 48</td>
<td>Potential schemes Drayton Green Road 2006/7</td>
</tr>
<tr>
<td>Reconstruction of West Ealing station with new entrance Manor Road</td>
<td>Crossrail scheme</td>
</tr>
</tbody>
</table>

Table 6.13 Programme of parallel initiative schemes proposed along the A4127 – Windmill Lane / Tentelow Lane.
### Traffic Congestion

#### Drayton Green Road / Argyle Road / Ruislip Road (B452 / B455)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus stop accessibility improvements</td>
<td>2005/6</td>
</tr>
<tr>
<td>Bus Priority schemes routes E2/7/9</td>
<td>Design 2005/6, implementation 2006/7</td>
</tr>
<tr>
<td>Greenford Town Centre: bus priority and pedestrian safety improvements</td>
<td>Design and consultation 2005/6, implementation 2006/7</td>
</tr>
<tr>
<td>Local safety schemes Ruislip Road between Town Centre and Lady Margaret Road junction</td>
<td>2005/6</td>
</tr>
</tbody>
</table>

Table 6.13 Programme of parallel initiative schemes proposed along Yeading Lane.

#### Yeading Lane

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accident remedial scheme junction with Kingshill Ave.</td>
<td>2005/6</td>
</tr>
</tbody>
</table>

Table 6.14 Programme of parallel initiative schemes proposed along the A312 – Mandeville Road / Petts Hill.

#### Mandeville Road / Petts Hill (A312)

<table>
<thead>
<tr>
<th>Schemes</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signalisation of junction with Ealing Road</td>
<td>2005/6</td>
</tr>
<tr>
<td>Road Safety Schemes</td>
<td>Bid for 2006/7</td>
</tr>
<tr>
<td>London Cycle Network + Route B8 Link 47</td>
<td>Potential Scheme 2006/7</td>
</tr>
<tr>
<td>Petts Hill pelican crossing (Safer Routes to School scheme)</td>
<td>2005/6</td>
</tr>
<tr>
<td>Bus lane amendments on Petts Hill roundabout</td>
<td>2005/6</td>
</tr>
<tr>
<td>Petts Hill Bridge improvements</td>
<td>2006/7 onwards</td>
</tr>
<tr>
<td>Route 140 Bus Priority review</td>
<td>2005/6. Schemes 2006/7 onwards</td>
</tr>
</tbody>
</table>

The London Road Network Forward Plan

6.70 TFL’s plan for schemes on The London Road Network (TLRN) for 2005/6 and subsequent years was issued in July 2005. The TLRN in Ealing consists of the A40, A406 and A312 White Hart Roundabout to A40 plus A4180 to borough boundary, a total of 19.5 km. This is summarised below for information and contains significant schemes only.

Table 6.15 TFL’s plan for schemes on The London Road Network (TLRN) for 2005/6 and subsequent years (July 2005).

<table>
<thead>
<tr>
<th>Schemes on the TRLN</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>A406 junction with Gunnersbury Avenue safety scheme</td>
<td>2005/6</td>
</tr>
<tr>
<td>A40 Kendal to Mansfield Road provision of shared use cycle footway</td>
<td>2005/6</td>
</tr>
<tr>
<td>Replacement of Wales Farm Road and Perryn Road bridges</td>
<td>2005 to 2007+</td>
</tr>
<tr>
<td>White Hart roundabout refurbishment with CCTV and lighting improvements</td>
<td>2005/6</td>
</tr>
<tr>
<td>Islip Manor Footbridge repainting</td>
<td>2005/6</td>
</tr>
<tr>
<td>A40 eastbound to LB Hillingdon: replace ‘ant-swoop lane’ markings</td>
<td>2005/6</td>
</tr>
<tr>
<td>Hanger Lane Underpass refurbishment</td>
<td>2005/6 2006/7</td>
</tr>
<tr>
<td>Hanger Lane Gyratory renewal of deck joints</td>
<td>2005/6</td>
</tr>
<tr>
<td>Schemes on the TRLN</td>
<td>Date</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>A312 Church Road relighting and street furniture renewal/refurbishment</td>
<td>2005/6</td>
</tr>
<tr>
<td>White Hart Roundabout spiral markings review</td>
<td>2005/6</td>
</tr>
<tr>
<td>A312 Church Road: increase bus lane hours to 7am – 7 pm 7 days</td>
<td>2005/6</td>
</tr>
<tr>
<td>A312 Church Road: reduce speed limit from 40 mph to 30 mph</td>
<td>2005/6</td>
</tr>
<tr>
<td>A406 replacement of Waldegrove Road bridge</td>
<td>2006 to 2007 +</td>
</tr>
<tr>
<td>A40 Resurfacing, safety barrier renewal, renewal of culvert at Oldfield Lane</td>
<td>2006/7+</td>
</tr>
<tr>
<td>Hanger Lane Gyratory: junction improvement on south east corner</td>
<td>2006/7</td>
</tr>
<tr>
<td>Target Roundabout: renewal of signing, lining + kerb realignment</td>
<td>2006/7</td>
</tr>
<tr>
<td>A312 Church Road relighting</td>
<td>2006/7</td>
</tr>
<tr>
<td>Junction Hanger Lane with Uxbridge Road Cycle improvement scheme</td>
<td>2006/7+</td>
</tr>
<tr>
<td>Cycle links improvement across Hanger Lane Gyratory to Lynwood Road</td>
<td>2006/7+</td>
</tr>
<tr>
<td>A4180 resurfacing</td>
<td>2007/8+</td>
</tr>
<tr>
<td>Parkway: relighting of cycle tracks</td>
<td>2007/8+</td>
</tr>
<tr>
<td>Cycle crossing of A40 at Perivale</td>
<td>2007/8+</td>
</tr>
</tbody>
</table>

### Congestion Bottlenecks

6.71 The Target roundabout and Hanger Lane Gyratory are both included in the TfL list of the top twenty of London’s ‘Endemic Pinch Points’. The council will press TfL to carry out studies in association with the council to try to resolve some of these issues.

6.72 On the Target roundabout consultants to the West London Transport Strategy have carried out technical work on route 140 which could assist with bus priority and traffic flow (this applies to the White Hart roundabout as well). The council would wish to work with TfL to prepare a joint programme of feasibility studies on such proposals.

6.73 A map of bus congestion hotspots throughout the borough is attached as Plan 7. These are congestion hotspots as identified by the various bus operators. These are listed below with an indication of the way the council is dealing with them, or would like to deal with them.

<table>
<thead>
<tr>
<th>Location</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acton Town Centre</td>
<td>Bid for 2006/7 Urban Safety Scheme will assist</td>
</tr>
<tr>
<td>Horn Lane</td>
<td>Need to extend route 266 feasibility work in 2006/7</td>
</tr>
<tr>
<td>Park Royal Road</td>
<td>Central Park Royal junction study underway 2005/6</td>
</tr>
<tr>
<td>Hanger Lane Gyratory</td>
<td>Seek joint study with TfL</td>
</tr>
<tr>
<td>Ealing Town Centre (Broadway, High Street, Haven Green)</td>
<td>TFL funded transport ‘Master Plan’ study underway in 2005/6</td>
</tr>
<tr>
<td>Pitshanger Lane</td>
<td>Bid to TfL for ‘Streets for People’ scheme 2006/7</td>
</tr>
<tr>
<td>Uxbridge Road West Ealing</td>
<td>Revisit former London Bus Initiative proposal.</td>
</tr>
<tr>
<td>Lower Boston Road</td>
<td>Needs new study</td>
</tr>
</tbody>
</table>
Traffic Congestion

<table>
<thead>
<tr>
<th>Location</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenford Town Centre</td>
<td>Routes 92/E2/E7/E9 bus priority feasibility underway</td>
</tr>
<tr>
<td>Rockware Avenue, Greenford</td>
<td>s.106 land use and transport capacity study to be commissioned during 2005/6</td>
</tr>
<tr>
<td>Sudbury Hill</td>
<td>Route 92 feasibility underway</td>
</tr>
<tr>
<td>Southall High Street / Broadway</td>
<td>Further route 207 studies may be needed</td>
</tr>
<tr>
<td>South Road, Western Road</td>
<td>Further route 105 studies needed</td>
</tr>
</tbody>
</table>

Roadworks and Streetworks

6.74 The council makes available this information and procedures for this to reach bus operators on a routine and regularly updated basis can be reviewed if necessary.

Longer Term Schemes

6.75 The London Plan estimates of growth in homes and jobs to 2016 were set out in the LIP section on West London. Clearly these will add pressure to the borough’s transport network. It is essential that outline planning for the 2011 to 2016 period (i.e. beyond the LIP programme period to 2011) starts now to identify what capacity enhancements are required.

6.76 The council is carrying out a study during 2005/6 into the feasibility of an access road across the Central Line in north Greenford to take heavy goods vehicles direct from areas of major employment out onto the A40 without needing to pass through residential areas on Greenford Road.

6.77 Similarly the Gateway Link Road (paras 3.5 and 6.2.3) will have the potential to reduce heavy goods vehicle and car based work journeys through the heavily congested parts of central Southall.

6.78 By the start of this 2011 to 2016 period the Crossrail project (LIP section on Rail) and West London Tram (LIP section 9) should be assured.

6.79 Reports in the technical press (Transit 11/02/05) suggest TfL are considering the possibility of widening the congestion charge to most of the area inside the North and South Circular Roads, probably needing very different technology to the current system. Road pricing is likely to be seen as one of the most important tools in dealing with traffic congestion in London. In the past there have been press reports of proposals to extend congestion charging / road pricing to Heathrow and its immediate surrounding area.

6.80 In addition to planning for new homes and jobs and other facilities, the Olympics in 2012 will require:

- Improved bus capacity on routes serving Wembley (83, 297) and measures to ensure that increased traffic congestion does not cause operational difficulties and makes bus use the first choice mode of travel.
- Improved services and station access on the North London Line from Acton Central and South Acton.
The council would strongly welcome TfL funding for a joint study into the public transport and highway capacity needs of the 2011 to 2016 period following implementation of Crossrail and the West London Tram so that the council can participate on behalf of the boroughs’ residents and businesses in the process of forward planning, rather than merely be the recipients of proposals at a later date.
Traffic Congestion

Summary

The council welcomes the Mayor’s targets for reduction in traffic growth across the borough and reductions in traffic volumes overall in Ealing Town Centre. We would welcome views in the LIP consultation process as to:

- The council will assess what schemes are required to draw on any traffic reduction benefits accruing from the proposed western extension of the Congestion Charge Zone.

- The council’s UDP has positive policies to control traffic growth arising from new developments and to seek the introduction of Travel Plans for those new developments.

- There is a relatively high usage of public transport for shopping trips to Ealing Town Centre and we need to build on this. An excessive increase in car parking will lead to more congestion on town centre approach roads which could damage the centre’s economy.

- Traffic calming schemes alone cannot reduce traffic volumes in residential streets but CPZs have the potential to do so by reducing the availability of parking at the trip end.

- On our main road corridors the council already has a wide range of initiatives to improve facilities for public transport, cycling and walking but would welcome funding for comprehensive ‘urban corridor’ studies that would define needs and help to co-ordinate different types of schemes with different funding streams.

Targets and Performance Indicators

6.82 Relevant targets and PIs for this section are:

Table 6.17 Relevant targets for congestion.

<table>
<thead>
<tr>
<th>Target/PI</th>
<th>Levels</th>
<th>Description</th>
<th>Definition</th>
<th>Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target 5</td>
<td>London wide and Borough</td>
<td>Traffic volumes in central, inner, outer London and town centres</td>
<td>DfT National Road Traffic Survey (not available for town centres)</td>
<td>DfT</td>
</tr>
<tr>
<td>Target 6</td>
<td>London wide and Borough</td>
<td>Traffic journey time reliability</td>
<td>TfL’s TLRN roads only (variations in a.m. peak)</td>
<td>TfL</td>
</tr>
<tr>
<td>Target 7</td>
<td>London wide</td>
<td>Modal share for personal travel</td>
<td>TfL’s London Transport Demand Survey</td>
<td>TfL</td>
</tr>
<tr>
<td>Target 8</td>
<td>Borough</td>
<td>Modal share by non-car modes for work travel</td>
<td>TfL’s London Transport Demand Survey</td>
<td>TfL</td>
</tr>
</tbody>
</table>
Traffic Congestion
Bus Improvement Plan

Southall Station

towards Ealing Hospital, Greenford or Northolt

105  120  195
435  E5  H32
7 Bus Improvement Plan

7.1 TfL Guidance on LIPs states that:

- **4F.Pr2** Boroughs MUST develop and agree a Borough Bus Target with TfL for improving bus journey times.
- **4F.Pr3** Boroughs MUST demonstrate their commitment to support provision of bus standing and garage facilities at agreed locations in association with London Buses, and identify projects they are implementing. This must include the development of appropriate planning policies.
- **4F.Pr6** Boroughs MUST detail effective bus priority programmes dealing with both streetspace allocation and hours of operation, to significantly reduce bus delay and journey time variability across the bus network.
- **4F.Pr7** Boroughs MUST set out the local clearways programme.
- **4F.Pr8** Boroughs MUST include agreed programmes, plans and proposals to demonstrate delivery of high levels of bus priority on ‘A’ Roads and Busy Bus Routes.
- **4F.Pr8** Boroughs MUST demonstrate that all borough road proposals and programmes include measures that mitigate any significant adverse impact on buses on major corridors.
- **4F.Pr11** Boroughs MUST set out their programme for making all bus stops accessible.
- **4F.Pr21** Non Central London boroughs MUST include the issue of coach parking if appropriate.

The Role of the Bus In Ealing

7.2 The bus already plays a key role in the transport of people into and through Ealing. In 2002, 32% of shopping trips to town centres for example were by bus compared to 31% by car (the rest are accounted for by train/tube, cycling and walking). However, for the journey to work the bus only accounts for 11% of total trips, partly reflecting the numbers travelling by tube or train).

Trends in Bus Usage

7.3 The trend in bus usage is upward, though only London-wide figures are available. These show a 40% increase in patronage between 1999 and 2004 Some of this is attributable to more travel by existing bus users and to population increase and to the central London congestion charge but significant increases in the number of buses, improvements by bus operators following the introduction of Quality Incentive Contracts and measures to address previous driver shortages have all contributed positively.

7.4 The sheer numbers travelling by bus and the proportion of the total travel market in Ealing that they represent in itself demonstrates the importance of ensuring a high quality of service is provided. The council is a key partner in this, not least through the provision of bus priority measures.
Bus Improvement Plan

Bus Passengers and the Local Economy

7.5 Bus passengers are important to the efficient running of businesses. Few businesses in the borough will not have a significant number of employees who rely on the bus for efficient and reliable journeys to work. For shopping trips, there is a commonly held view that bus users do not spend as much as car users because they have lower incomes and because the carrying capacity of cars encourages people to buy more. This in turn leads to arguments for creating greater car parking space in our town centres. However, this is not necessarily the case. Bus users also contribute significantly to spend in town centres: a 2004 survey for TfL showed that bus passengers spend an average of £63 per week in town centres compared to £64 per week by car drivers.

Inequalities for Bus Users

7.6 There are many inequalities for people travelling by bus as compared to car: they have to walk to the bus stop in all weathers, they have to wait around for the bus to arrive, they often have to travel in crowded conditions, they may have to change buses and in some instances will have longer walks to their destinations than car users. Again, the council’s bus priority measures can help to reduce waiting and journey time inequalities. Reducing the need to change buses is also an important factor and the LIP contains proposals for a small but significant number of new and better direct links within the Ealing network.

Congestion and Environmental Benefits

7.7 The bus contributes directly to reducing traffic congestion when improvements in the quality of service lead to modal shift from car to bus. Bus priority measures are designed to free up buses from traffic congestion by bringing the bus up to the group of vehicles that will get through a signalised junction on the next green phase, thereby by-passing most of the traffic queue.

7.8 Greater use of buses and less use of cars reduces net air pollution. The redistribution of traffic from two-lane queuing to one lane queuing can reduce kerbside pollution for pedestrians and residents by shifting the traffic lane to the centre part of the road.

7.9 The congestion reduction possibilities of bus use are considerable. During studies into the Route 140 bus priority measures in Northolt it was demonstrated that if demand increased, the (then) schedule of a bus every 10 minutes could be increased to a bus every 2 to 3 minutes. With up to 60 passengers per bus this would accommodate an extra 1140 passengers. If all these had switched from car (at an average of 1.2 passengers per car) this would mean 950 fewer cars each way per hour. This is a potential reduction of between 25% and 33% of the traffic on the busy and heavily congested section of Mandeville Road at Northolt station. Another way of looking at it is that if traffic volumes in the borough continue to grow (at nearly 1% per annum until 2011) how will Mandeville Road accommodate it as it is clearly operating at over-capacity at present? Bus priority may then be the only realistic means of dealing with the future situation.

Effects on Car Users

7.10 Bus priority and a better bus service gives car users more choice. For example, the 140 takes employees to Heathrow where BAA are trying to implement a Travel Plan that reduces congestion disbenefits by reducing car use/parking by employees. Bus priority
measures throughout the borough are designed to support such Company Travel Plan initiatives that are ever more prevalent and increasingly a planning agreement requirement for new or expanded developments.

7.11 This is not to say that bus priority measures are designed to penalise car users. In Northolt it is still faster to travel by car than by bus. There is still the same roadspace capacity for cars as there was before the bus priority scheme; the bus lanes were created either by removing kerbside parking (by commuters using Northolt station as at Mandeville Road southbound) or by moving the centre line over to create two lanes where there was only one wide lane before (eg Yeading Lane). The difference comes in the sensible rebalancing roadspace between provision for car and bus on the highway.

7.12 In a borough Residents’ Panel conducted in late 2002 the panel were asked if they supported the statement;

“There should be more space on the roads for bus/cycle lanes.”

- 51% agreed
- 28% disagreed
- 7% neither agreed nor disagreed
- 14% didn’t know

Motorcycles in Bus Lanes

7.13 The council does not support motorcycles having access to bus lanes because of their impact on cyclists. Cyclists were allowed in bus lanes so that they would not be overtaken on both sides, by buses on the one side and general traffic on the other. Motorcyclists can keep up with all traffic speeds and therefore do not need this exemption.

Highway Capacity

7.14 The capacity of a road is largely governed by the capacity of the junctions. The problem is that these pinch points remain pinch points. On the 140 within the borough these are the White Hart roundabout, the Target roundabout and Petts Hill Bridge. The White Hart and Target are TfL’s direct responsibility and radical improvement schemes have been long awaited. Petts Hill Bridge is on borough roads and Ealing has fully supported Harrow council’s initiative for a radical (and expensive) capacity improvement scheme which TfL is funding. The council is fully supporting an Intensive Bus Priority study for route 140 which will deal with the other two pinch points on this key orbital bus route in 2007/8 and beyond.

Gaining Acceptance

7.15 There is a significant gap between public perception of bus priority and officer responsibilities to ensure efficient, sustainable and cost effective use of the highway. The numbers of people travelling to town centres by bus is important for travel provision in Ealing but we have to recognise that although bus use represents 32% of trips, a conventional public consultation exercise on bus priority cannot necessarily expect majority support. This complicates the decision making process and means that better marketing of the benefits of bus service provision to everyone is needed.
Bus Improvement Plan

Achievements in Bus Priority

7.16 Ealing has been fully committed to the London Bus Priority Network (LBPN) from the start. The LBPN is a cross borough group formed in 1994. The Hanwell and Southall Bus Gates were among the first of their kind in London along a single urban bus corridor. The role of the LBPN is to provide an agreed London-wide strategy for bus priority and thus a co-ordinated approach with a lead borough and sector based working groups of boroughs. It also co-ordinates and negotiates funding bids to TfL. Standard signing has been agreed and TfL fund bus lane cameras.

7.17 The essence of the LBPN is to define, prioritise and achieve funding for highway schemes in the boroughs that aim to free buses from the adverse effects of traffic congestion.

7.18 Ealing now has 42 bus lanes covering 13.5 kilometres. 39 junctions have bus priority incorporated into the traffic signal system. In 2004 the council was awarded ‘highly commended’ for its bus priority work on route 140 in the London Transport Awards sponsored by the Centre for Transport Policy at the Robert Gordon University.

Future Programmes: Whole Route Based Bus Priority

7.19 Plan 6 in the Traffic Congestion section of the LIP shows the ‘Busy Bus Routes’ as defined by TfL. These are roads on which traffic congestion has a particularly significant effect on bus operation and thus to which bus priority measures should be targeted. Operational ‘hotspots’ as defined by bus operators are shown on Plan 7 in the Traffic Congestion section of the LIP. These are locations where buses are held up by traffic congestion and/or parking issues. They will form part of the council’s forward plan approach to developing bus priority schemes.

The bus priority programme within Ealing is shown on Plans 8 and 9 divided into five categories:

Former London Bus Initiative Routes (65, 260, 266)

7.20 With the exception of one scheme on route 260, schemes have been completed and only minor amendments or additions are anticipated currently. It would be helpful if TfL would fund a review of the operation of these routes since several sections of each of these routes continue to feature on the list of operational hotspots supplied by the bus operators (Plan 7). This suggests that further measures may need to be considered.

Flagship Routes (207, 427, 607)

7.21 These are routes where a high level of funding is available from TfL for schemes. An on-going review of potential schemes is underway.

Routes to be Upgraded (94, 140)

7.22 These are routes where TfL’s own consultants are undertaking studies and will bring forward proposals for the boroughs to consider implementing. Route 94 has a relatively short section within Ealing.
LBPN Route (83, 92, 105, 102)

7.23  These routes have ongoing studies of potential bus priority schemes with schemes to be brought forward over the next year or two. Within Ealing, route 83 is largely covered by the 207 Uxbridge Road schemes and separate TfL schemes on the TLRN (Hanger Lane).

New LBPN Routes (E2, E7, E9, E3, 282, 297)

7.24  Schemes for these routes are being developed for implementation from 2006/07 onwards. All the above routes are also covered by the bus stop accessibility programme. The current identified outline programme (at May 2006) is as follows:

<table>
<thead>
<tr>
<th>Route</th>
<th>Programme</th>
</tr>
</thead>
<tbody>
<tr>
<td>92</td>
<td>2006/7 and 2007/8</td>
</tr>
<tr>
<td>E2</td>
<td>2006/7 and 2007/8</td>
</tr>
<tr>
<td>297</td>
<td>2006/7 and 2007/8</td>
</tr>
<tr>
<td>120 Phase Two</td>
<td>2006/7 and 2007/8</td>
</tr>
<tr>
<td>65 Phase Two</td>
<td>2006/7</td>
</tr>
<tr>
<td>E3</td>
<td>2007/8</td>
</tr>
<tr>
<td>282</td>
<td>To be programmed</td>
</tr>
<tr>
<td>140 Phase Two</td>
<td>To be programmed</td>
</tr>
</tbody>
</table>

7.25  This programme and its funding implications is subject to review and will be revised for the 2007/8 and subsequent bid years. The severe shortage of traffic signal resources has already meant that works on route 92 have been extended into a second year. At the time of writing there is no guarantee that any signals works can be checked or implemented in the years 2006/07 or 2007/08. ‘Third Generation’ bus priority proposals are likely to be brought forward in the next couple of years.

Future Programmes: Location Specific Bus Priority Schemes

Petts Hill Scheme

7.26  This major scheme for improvements to Petts Hill Bridge in Northolt was initiated by Harrow Council and they are the lead authority for the project. The scheme aims to replace the railway bridge, widen the carriageway and create new pedestrian and cycle access through the bridge. Ealing Council supports the scheme which will benefit buses on route 140 through increasing highway capacity to remove congestion at this pinch point. Network Rail became a partner in the project during 2005. This has enabled the original, more limited, scheme to be revised and Network Rail is making a financial contribution to a replacement bridge, allowing a single clear space for traffic and pedestrians/cyclists instead of, as in the original scheme, providing for pedestrians and cyclists in separate passageways through the embankment. Discussions are still taking place with TfL on how the release of funding but the two councils have agreed to contribute funds from their own resources.
Heart of Park Royal Study

7.27 In 2005/2006 the Council, in partnership with Park Royal Partnership and TfL Buses, commissioned a study to examine the future access of buses to the Central Middlesex Hospital in Park Royal. The hospital was being rebuilt and included a bus interchange within the development. Bus access to and from the interchange used various routes throughout the hospital. The study sought to improve the junction to enable all buses to enter and exit from one point at the junction. The preferred design succeeded in achieving this with improvements for other road users. The design proposed a bus lane along Acton lane with a bus gate near to the junction to prioritise buses at the junction. The bus lane requires Acton Lane to be widened using land secured by s106 agreements from the Hospital and the adjacent ‘Carey’s Site’. The junction also uses land from the Asda Site and additional land from the Hospital along Abbey Road. Brent Council must ensure that any future development of the site retains the 4.0m of land for road purposes.

7.28 Detailed design will be completed by mid 2006. Initial estimates for the works indicate that significant funding will be required to complete the project largely due to the cost of stat relocations. The limited funding allocated in the 06/07 financial year will be used for partial implementation of some improvements however if the project is to be realised in its entirety significant additional funding will be required. The junction will proceed as originally designed i.e. buses will access and exit the site via a number of entries and exits rather than the preferred single point. This design does not preclude the implementation of the new design in the future.

7.29 The proposed western extension of the congestion charge zone is expected to have major implications on peripheral networks as people avoid the charge area. TfL have commissioned two studies to assess the potential affects of this on Acton Lane and Park Royal Road. Initial indications suggest that the proposal will have an adverse impact on the junction affecting bus priority in the area. For this reason the Council and its partners will be seeking funding for the implementation of the scheme in its entirety within the life of the this local implementation plan. The other hurdle for the implementation of this scheme is the availability of the 4.0 metres of Carey’s land along Acton Lane. This land has been secured by the s106 agreement with Brent Council however is not available until development of the site begins. Carey’s have indicated that they are looking at alternative development options for the site.

Western Extension of the Congestion Charge Zone

7.30 As discussed above, two studies have been undertaken on behalf of Transport for London to assess the amount of traffic diverting around the extended charge zone and its impact on bus services. Two schemes are being taken forward for feasibility: Acton Lane and Park Royal Road, both in Park Royal.

Protecting the Network

7.31 The impacts on buses of road proposals are always considered by the Council, particularly on major bus corridors. A recent example of this is the Bollo Lane Safety Scheme where additional yellow lines were provided close to its junction with Acton Lane to facilitate the movement of buses.

7.32 A bus gate gas been installed on Eastcote Lane that is enforced by a camera.
Enforcement

7.33 Camera enforcement is used on most bus lanes and bus lanes without cameras are to be included in the programme as soon as practicable. This is set out in the LIP Parking Plan.

Maintenance

7.34 Details are included in the Streets and Structures section of the LIP.

Boroughs Road Proposals

7.35 Roadwork that temporarily affects the boroughs roads including the Council's road proposals require a traffic management plan (TMP) to be prepared and submitted. The plan is assessed in terms of the works impact on all road users including buses. Where the works impact on the TLRN formal notification to TfL is required and a plan agreed between TfL and the borough to prevent any adverse impacts on the network.

At policy level Ealing in consultation with the relevant parties will consider proposals that make the most efficient use of the network both for the bus services and for other road users. From this joint consultation will formulate and implement improvement plans for bus punctuality and look at ways of increasing its bus priority network.

On an operational level to keep bus priority lanes clear of all obstructions Ealing will rigidly enforcing parking infringements by on the spot parking attendants and by use of its CCTV network. Any highway or statutory undertakers works will be discussed in full with the bus operatives where times and dates will be mutually agreed as to when the work can be carried out.

Bus Stop Accessibility

7.36 Enormous strides have been made in recent years by TfL in ensuring that buses are accessible, to the benefit of all who travel by bus. Those who have gained the most are people in wheelchairs, travelling with pushchairs, carrying shopping or luggage or with other mobility restrictions such as are found amongst the elderly population. To support the provision of accessible buses, the council has for some years had an on-going programme of improving accessibility at bus stops. This is being implemented as quickly as funding and the physical capacity of the contractors to undertake the works allows.

7.37 The programme covers:

- **Clearway markings at all stops to TfL guidance specifications** The objective is to enable buses to pull up parallel and adjacent to the kerb without this being blocked by parked cars.

- **Raising and reprofiling kerbs.** The objective is to achieve a kerb height at the bus stop of between 125mm and 140mm required for the extendable ramps on buses to be used.

- **In addition, helping people reach the bus stop is addressed by providing dropped kerbs on the approaches to some stops.** Safety is a further consideration and internal discussions have been started with a view to providing security cameras and help points at key locations.
Bus Improvement Plan

7.38 The council is implementing £244k of accessibility works in 2006/07 with funding of £300,000 provided by TfL. The remaining bus stop accessibility programme is shown on Plan 10 and will form the basis of programmes for forthcoming years. This includes revisiting some schemes implemented earlier to ensure compliance with current standards.

Quality of Service Provision

7.39 Council officers meet regularly with TfL London Buses and bus operators to identify problems in the provision of bus services and seek solutions. Many concerns arise from public complaints and suggestions from councillors. The Council cannot achieve its goals of greater modal shift from car to bus, and greater accessibility for those dependant on bus services, if the service provided is substandard or lacking in certain features. No amount of bus priority or bus stop works can counter a poor standard of service provision. These standards cover matters such as the following which have all been raised with officers recently:

- Driver standards including speeding, not pulling up into the kerb
- Gaps in service
- Accurate information provision at bus stops eg timetables for correct direction of travel
- Ensuring bus stops and shelters are in the correct locations and adjacent to each other
- Improved electronic information at bus stops
- Adequate lighting of shelters

7.40 The council would recommend to TfL that it fund councils to carry out a rolling programme of audits of quality standards on different bus routes, concentrating on the items set out above.

7.41 The council particularly welcomes the prospect of improved ‘next bus’ information and is aware of the technical limitations of Countdown.

Bus Service Facilities

7.42 The council in principle supports the provision of necessary facilities for the efficient operation of bus services. These include garages, driver toilets and ticket machines.

7.43 However, each of these requires planning permission and it will necessary for TfL to work closely with officers to ensure that all planning considerations, including the concerns of local residents, are addressed in the submitted schemes.

7.44 In addition, the council has provided mechanical bus gates at three locations on bus routes E10 and 398 that allow the bus to use sections of road that are barred to other heavy vehicles or are barred to all traffic. These have proved unreliable and prone to vandalism and are expensive to repair, drawing heavily on the highway maintenance budget. With financial assistance from TfL these are now being replaced by camera-enforced ‘no entry’.

7.45 Hail and Ride services operate on parts of the 398, E5, E10, E11 and PR1. These were set up by TfL and in most instances have proved popular with local people. There is now a conflict with the bus stop accessibility programme as hail and ride by its very nature does
not define stopping places. In many instances passengers have to be picked up and set down in the street and make their way through parked cars to reach the kerb. This matter is currently unresolved but it seems inevitable that a move towards fixed stops should take place.

7.46 The Council welcomes recent improvements in bus service frequency made by TfL and will work closely with TfL Officers to provided adequate bus stands where bus routes terminate. However, due consideration will need to be given to environmental considerations, traffic flow and safety.

Coach Parking

7.47 There is one small privately owned coach station in Southall which has very limited capacity. There is however a considerable demand for long distance trips to Southall and better coach parking facilities are needed. The council will endeavour to identify how this demand can be met, particularly in the context of trying to reduce the pressure for car access to Southall at weekends which is intense and leading to demands for more and more car parking to be provided. There are no specific proposals at this stage for the provision of the formal coach parking facilities in the Borough. At present, coach companies are directed to Parking Services who issue permit exempting coach companies from parking restrictions in the Borough for the duration of the permit. This process appears to be effective in addressing coach parking in the Borough however no formal assessment of this has been undertaken at this time.

7.48 The Council will review this practice and if it is deemed unsatisfactory, commits to producing a strategy and programme for the provision of coach parking in the borough.

New Initiatives

7.49 Officers are developing a number of new initiatives that could improve bus services in the borough. These include:

Intensive Bus Priority Study on Route 140

7.50 This work is intended to take the conventional bus priority measures already implemented on route 140 a stage further and look at ways to deal directly with congestion hotspots. The Petts Hill project, although set up separately, is a pointer to the type of radical solutions needed on this key orbital route.

7.51 Key issues in Ealing are capacity at the Target and White Hart roundabouts. The Target roundabout has been identified as one of the top 20 ‘endemic pinch points’ in London for traffic. The West London Transport Strategy identified a number of improvements at the Target and White Hart Roundabouts and the council is keen to progress these proposals through to public consultation. Because of the level of funding required, this project is seen as taking up to ten years to fully implement to 2016.

Greenford Town Centre Study

7.52 This work is attempting to define how bus priority measures can contribute positively to the economic vitality and development of the town centre. It focuses on bus priority measures on routes E2/7/9 and 92 but includes consideration of how pedestrian facilities and loading and servicing facilities can be upgraded and safer routes to school schemes can be integrated into a ‘package’ of measures that benefits the town centre as well as
Bus Improvement Plan

people using the bus services. It takes place in the context of the GLA’s ‘Sustainable Suburbs Toolkit’ report which used Greenford Town Centre as one of its defining areas. In this way it is hoped that local people and town centre businesses will be able to see bus priority measures as assisting the town centre rather than being an imposition on it. Consultation has started with councillors and representatives of local organisations.

Park Royal Transit

7.53 The council welcomes Brent’s initiative in preparing proposals for fast bus services into Park Royal from Wembley using a combination of bus priority, new routes and express sections. Park Royal is a major employment location served by railway stations that are entirely on its periphery. Bus access is relatively low frequency and some bus routes take an indirect routing, leading to extended journey times.

7.54 The council is seeking funding for a study to investigate how the Park Royal Transit concept could be extended to Acton and central Ealing and Southall which has no direct public transport links to the main employment opportunities in Park Royal.

New and Unmet Links

7.55 There have been significant and welcome increases in bus frequencies over the last few years in the borough as well as extensions of operation to include Sundays on routes that did not have Sunday services before. In addition, extra resources have been put into the network to ensure greater reliability on existing routes. Undoubtedly, however, having to change buses is a considerable disincentive to people and officers regularly receive requests for new and unmet links.

7.56 There are approximately 500 buses at peak times on routes that serve Ealing and of these perhaps 200 or more would be operating within the borough at any one time. A 10% increase in resources would therefore contribute 20 more buses to the operating fleet in Ealing which could help to develop new links. Potential new links are listed below and shown on Plan 11:

- North Greenford (Northolt Park / Wood End) to Greenford Town Centre and Ealing Broadway (possibly by northward extension of E1). The Wood End area has no north/south links at all at present and the Wood End Estate is relatively isolated from bus services. Local residents have petitioned for a service.

- Southall, Norwood Green, Tentelow Lane, Windmill Lane to Gillette Corner Tesco and Brentford or West Middlesex Hospital. There is no link at present between Southall and this part of the A4 ‘Golden Mile’ employment area.

- Ealing Broadway, Popes Lane, Acton Town Station, Bollo Lane, Chiswick Business Park. This route would create new links to and from Ealing Broadway from residential areas to the south and also create new links to the Piccadilly Line.

- Acton High Street to South Acton (Bollo Bridge Road) to Acton Town Station to Acton Town Centre (possibly by extension of route 70). This is principally to introduce access from the large South Acton estate and adjacent residential areas to the Piccadilly Line.
Extension of route 148 back from Shepherds Bush to Acton Town Centre to give a link from Acton Town Centre to Marble Arch, Victoria and Waterloo. This has been sought by the council as a new link to be introduced as part of the western extension of the Congestion Charge. Route 148 was itself introduced as part of the Central London Congestion Charge package of measures.

Extension of route 427 to Acton Vale to improve the frequency of the service between Acton Town Centre, Acton Central Station (North London Line) and Ealing Broadway, West Ealing, Hanwell and Southall.

Extension of route E5 to Perivale Tesco, replacing the loop around Medway estate. It now looks likely that this will come about during 2006.

An alternative would be to extend from Medway Parade to Bideford Road (near Tesco) to Bilton Road and Alperton. This would improve links within Perivale, link Medway to two supermarkets and link Alperton and the whole of Perivale to Greenford and Southall for the first time.

Diversion of route E9 to serve the Grange Estate in Northolt at the request of local residents.

Extension of route H32 from Southall Town Centre to terminate at Hayes ByPass to give a south to west service within Southall (from King Street and Western Road area to shops on Southall Broadway) for the first time.

Extension of Route 94 from its terminus at Acton Green to Chiswick High Road and Chiswick Business Park thereby creating a new link to shops and employment and relieving pressure on the stand at Acton Green.

Restoration of the recently truncated 805 link between Northolt, Smiths Farm Estate, north Southall and the employment sites on the south side of Heathrow.

Investigation of a new link between Ealing Town Centre and Hounslow Town Centre / Heathrow.

Investigation of a link between Ealing Town Centre and Harrow. The two authorities have been pressing for a direct bus service for many years. As has local pressure groups and members of the public.

The extension into Acton and Ealing/Southall of the proposed Wembley/Park Royal Transit (para 7.18.3 above).

**Section 106 Funding**

7.57 Where possible the council will seek s.106 funding from large land use developments for pump priming new bus services in conjunction with TfL. This has led to extensions to route 398 and 226. Such funds are also directed towards Community PlusBus Services. Early liaison with TfL London Buses to determine routes, service patterns and costings will be essential to ensure adequate funds are negotiated.

7.58 S.106 funding is also available for certain highway improvements that will benefit bus operation, an example being the Central Park Royal junction study set out above.
Bus Improvement Plan

Summary

The council has for some years had an active bus priority programme.

Further ‘whole route’ projects are planned on nine routes as a key part of its move to promote the bus as a feasible option to the car.

The need for more intensive bus priority measures to deal pro-actively with remaining traffic bottlenecks on the key orbital route 140 has been identified.

An active programme of bus stop clearway and kerb works is underway to make bus services accessible to all.

In the Greenford Town Centre proposals, the council is developing new ways of working to integrate new bus priority measures with town centre improvements to parking, servicing, pedestrian facilities and safer routes to school, so that bus priority is seen as contributing to wider town centre highway improvements.

The council also hopes to work with Brent on developing new and improved bus transit links to Park Royal.

A range of new and unmet links in the bus network has been identified, reflecting public or ward councilor concerns or which have been formally proposed to TfL and which the council would like to see developed.

Targets and Performance Indicators

7.59 Relevant targets and PIs for this section are:

<table>
<thead>
<tr>
<th>Target/P1</th>
<th>Level</th>
<th>Description</th>
<th>Definition</th>
<th>Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target 3</td>
<td>London wide</td>
<td>Bus excess wait time</td>
<td>Minutes per passenger for high frequency routes</td>
<td>TfL</td>
</tr>
<tr>
<td>Target 4</td>
<td>Borough</td>
<td>To reduce, or maintain 2005 levels, bus journey times on London Bus initiative Initiative (LBI) Bus routes</td>
<td>Average journey times and bus speeds in each of the am peak, inter peak and pm peak Monday to Friday and periods as appropriate and agreed with TfL eg. Sundays 1200 to 1700.</td>
<td>Borough</td>
</tr>
<tr>
<td>P1</td>
<td>Borough</td>
<td>Bus lanes</td>
<td>Total bus lane kilometres / hours in operation per Borough</td>
<td>Borough</td>
</tr>
<tr>
<td>P1</td>
<td>Borough</td>
<td>Bus priority junctions</td>
<td>Number in Borough</td>
<td>TfL</td>
</tr>
<tr>
<td>P1</td>
<td>Borough</td>
<td>Accessible bus stops</td>
<td>Number and percentage in the Borough</td>
<td>Borough</td>
</tr>
</tbody>
</table>
Bus Improvement Plan

Bus Network:

- Bus Priority
- Bus Route Study Complete
- London Bus Initiative route
- Whitton Avenue
- Location of main schemes

- Station

- Approach to White Hart Roundabout
- Argyle Road
- Eaton Rise
- Pitshanger Lane
- Ruislip Road
- Steyne Rd
- Uxbridge Road
- Victoria Road

This map is based upon OS material with permission of OS on behalf of the Controller of HMSO.
Bus Stop Accessibility:
Existing and Proposed Clearways

- Existing Clearways
- Routes programmed for 2006-07
- Remaining Clearways (+ Hail & Ride)
- Revist, extend Clearways (120, E3, 94)

This map is based upon OS material with permission of OS on behalf of the Controller of HMSO. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. LB Ealing Licence No 100019807 2005
Bus Improvement Plan

Petts Hill Bridge Scheme

New Initiatives

Unmet Links

Routes shown are indicative only and do not define specific roads.
Rail Strategy
Rail Strategy

8 Rail Strategy

8.1 Tfl Guidance states that:

**London Underground**

4C.Pr12 Relevant Boroughs are ENCOURAGED to include a reference to their crime and disorder strategies; indicate how and when they will be updated and how the GLA and Tfl will be consulted.

**Underground and Rail**

4C.Pr12 Relevant Boroughs are ENCOURAGED to include ways in which they promote Tfl’s ‘Safer Travel at Night’ initiatives as well as their own proposals for improving personal safety and security in getting to and from the Underground and national rail stations.

**National Rail**

4E.Pr7 Boroughs are ENCOURAGED to set out their planning policy context with regard to a phased programme, co-ordinated with franchise replacement, for the implementation of the London Metro concept and any plans to amend it in line with the London Plan.

4P.Po2 boroughs are ENCOURAGED to include a commitment to work with Tfl and other partners to improve interchange and access...

4P.Po2 Boroughs are ENCOURAGED to provide details of how they will improve direction signing for accessible routes to assist mobility impaired people, especially in town centres and at tourist and other attractions.

4E.Pr9 Boroughs MUST include supporting measures/schemes to significantly improve the sense of security felt by rail passengers when using rail stations, and to raise more stations in London to the ‘Secure Stations’ standard.

4E.Pr9 Boroughs are ENCOURAGED to include ways in which they promote Tfl’s ‘Safer Travel at Night’ initiatives.

4P.Pr5 boroughs MUST set out their programme(s) to reduce transport related crime and the fear of crime.

4E.Pr10 Boroughs are ENCOURAGED to set out their programmes to implement their elements of the Interchange Plan.

4E.Pr13 Boroughs MUST set out programmes for projects to contribute towards improved accessibility of rail stations.

4E.Pr14 Boroughs are ENCOURAGED to set out proposals, if any, for parkand-ride.

4E.Po3 Boroughs are ENCOURAGED to include a programme for review of existing parking provision.

The Role of a Rail Strategy for the Borough

8.2 The council firmly believes that a frequent, reliable, affordable rail service providing adequate capacity for those who seek to use it, is essential to the achievement of a sustainable transport strategy. Merely because the council is only the highway authority
does not mean that it should not actively pursue high quality rail provision in the borough. Without adequate rail services, traffic congestion and all its associated problems cannot be resolved and with a deteriorating level of service provision, as has been seen recently on the Great Western lines, traffic congestion will get worse not better.

8.3 In addition the rail service is essential to the economic prosperity of the borough. Rail services provide important access to employment centres in the borough and access for borough residents to employment elsewhere such as central London and Heathrow. Rail lines and stations are shown in Plan 12.

What Constitutes an Adequate Rail Service?

Frequency

8.4 Rail services have to match the kind of service provided by bus and tube if they are to play a role in the transport network.

8.5 This in effect means a metro ‘turn up and go’ service of four trains per hour. Anything less is substandard for a major city like London.

8.6 Currently services are half hourly on the Greenford Line and on the Chiltern Line at Northolt Park. Services at Hanwell and Acton Main Line were recently reduced to half hourly and the council is very strongly of the view that a four trains per hour service should be reinstated with the new Great Western franchise in 2006. The number of trains calling at other stations was also reduced.

8.7 A survey by the Ealing Public Transport User’s Group showed that the service reductions led to a reduction in the number of passengers using the stations, something that runs directly counter to the objectives of a sustainable transport strategy.

8.8 The council completely rejects the proposal by the Strategic Rail Authority to reduce the off peak Greenford Line service to one per hour. Given that this forms an orbital public transport service across the borough, links the West Ruislip branch of the Central Line to West Ealing and Ealing Broadway, serves a significant employment area in north Greenford and the out-of-centre Westway Park Retail Park, the SRA should be making efforts to increase the service, market it and so stimulate demand.

8.9 The Silverlink service on the North London Line currently meets this target of 4 per hour as do Great Western services at Southall, West Ealing and Ealing Broadway. All the tube lines in the borough currently meet the frequency standard.

Hours and Days of Operation

8.10 Recent lifestyle changes that involve more services and activities being available on Sundays have been reflected in improvements to bus services but not to rail services.

8.11 Similarly, there has been a welcome growth in the provision of late and all night bus services which has not been matched on rail. The council seeks late evening departures up to at least 0030 from central London to all local stations.

8.12 Train services should be available on Sundays to Hanwell, West Ealing and Acton Main Line and on the Greenford Line which also lacks a late evening service.

8.13 Possible improvement to the hourly Northolt Park service on the Chiltern Line will be sought in association with neighbouring boroughs (the nearby Sudbury and Harrow Road and Sudbury Hill Harrow stations have no Sunday or late evening services).
Rail Strategy

8.14 Services on the North London are considerably better although the four per hour daytime service becomes three per hour in the evening and two per hour on Sundays.

8.15 The council will seek to work with TfL Rail to achieve a more uniform and generally improved evening and Sunday service. Having a good evening service is very pertinent to TfL’s concerns for enhancing ‘Safer Travel at Night’ as better train services will mean less waiting around and more people travelling especially to smaller stations.

Capacity

8.16 There have been complaints about inadequate capacity on some services, particularly on Great Western Lines. This needs to be addressed at the refranchising stage and realistic projections of passenger numbers built into train planning systems.

8.17 Another problem is the carriage of bicycles on trains, not normally permitted on peak hour services. New franchises should ensure that reasonable capacity for bicycles is provided.

Affordability

8.18 The new half hourly ‘Heathrow Connect’ service linking Ealing Broadway, West Ealing, Hanwell and Southall to Heathrow, introduced in 2005, created a welcome new link. But at premium fares for many users (£7.80p single from Hanwell to Heathrow) the value of the service is reduced (airport workers get some discount).

Access to Stations, Interchanges and Station Facilities

8.19 Improving interchange is fully accepted by the council as essential to encouraging the use of public transport.

8.20 “Ealing is committed to working with TfL to improve interchanges, supports TfL’s Interchange Plan, and is also committed to following best practice accessibility guidelines (Inclusive Mobility SRA code – Train and Station Services for Disabled Passengers BS8300 etc).”

Ealing Broadway Interchange

8.21 Ealing Broadway is the borough’s busiest station and serves the borough’s main town centre. For several years the council has participated in an Ealing Broadway Interchange Group, chaired by TfL, which has drawn up and implemented a range of improvements to access to the station through the West London Transport Strategy. This reflects the importance of the station in west London and the need to demonstrate the importance being given within that strategy to rail and to sustainable access to stations. About 8000 people enter the station in the three hour morning peak.

8.22 The improvements include:

- A new controlled pedestrian on the western side of Haven Green to improve pedestrian access
- Traffic signal control with a pedestrian phase at the junction of Haven Green with Castlebar Road to improve pedestrian access.
- A bus lane on the north side of Haven Green to improve the accessibility of buses bringing people to the station.
8.23 The council has also drawn up plans to pedestrianise the forecourt, removing the car parking places and the pick up and set down space that currently take up so much of it. Loading bays will be provided on The Broadway instead of within the forecourt. the scheme will make access to and from the station user friendly for the vast majority of passengers who arrive on foot or walking from nearby bus stops. In addition, the scheme will use high quality materials that will very considerably enhance the pedestrian environment.

8.24 At public consultation, there was a very positive response from station users to the proposals. TfL are funding the scheme which will be implemented immediately legal matters relating to leases can be resolved.

8.25 The council is fully aware that the entrance and interior of the station is totally inadequate for the numbers using it and for its role in the transport system of west London. The opportunity to re-order the station to provide a more satisfactory passenger environment will come with Crossrail and is dealt with below.

8.26 The Ealing Broadway Interchange Group continues to examine scenarios for future improvements. During 2005/6 TfL funded a Borough initiative for the creation of an overall plan for transport in Ealing Town Centre that will look at further proposals to improve access to and from the station for pedestrians and cyclists in the light of development potential and proposals at sites in the town centre which could affect access routes and traffic levels.

8.27 TfL Interchange has undertaken a feasibility study looking at options for the creation of a Bus Station at Ealing Broadway and measures that could be taken (with or without Crossrail) for congestion relief at Ealing Broadway station. Options for the creation of a bus station were found to be not financially or practically viable. However, options for improving existing bus facilities are being progressed along with further appraisal of congestion relief options at Ealing Broadway station.

8.28 Cycle parking at the station, including informal parking, is about 50 cycles at any one time, which accounts for less than 1% of passengers. Further cycle parking will be needed and the council is pressing for the rebuild for Crossrail to include cycle parking within the station. An LCN+ proposal for a contra-flow cycle lane from Uxbridge Road to the station will be examined during 2005/6 in the light of its implications for traffic flow and pedestrian movement on the very busy but congested link between the station and the town centre.

Station Access

8.29 The council is seeking to roll out an active programme of station access improvements across the borough, line by line, from 2006/7 through the West London Transport Strategy.

8.30 The station access improvement programme will involve:

- Auditing walking and cycling routes and in so doing defining any improvements needed. This process would include talking to existing station users.
- Attempting to set up a local community advisory group to work with the council to identify needs and solutions.
- Reviewing crime statistics in partnership with the local police to see if there are any preventative measures that could be introduced
- Reviewing road crossing points for pedestrians
Rail Strategy

- Upgrading direction signage from the local catchment area
- Improving and extending information provision on rail services (e.g. to town centres)
- Reviewing the need for and type of car parking at stations and in particular seeking access for people with disabilities
- Increasing cycle parking availability including secure cycle parking
- Defining lighting improvement needs especially with regard to improving safety for pedestrians
- Access improvements at the station (e.g. reopening the southern entrance to Hanwell Station which serves the town centre and Ealing Hospital)
- Reviewing bus stop location
- Providing cab booking telephones to approved taxi and/or minicab firms where not already provided.

Crime and Disorder Reduction Strategy

8.31 The Crime and Disorder Reduction Strategy has identified a number of priorities to be addressed based on analysis of local crime and disorder data and public concern arising from consultation. Although transport crime was not identified specifically, any of the priority crime types that occur in relation to this will of course be treated as priorities. Under the National Intelligence Model, Ealing Police undertake a Strategic Assessment every 6 months which examines crime trends, information and predicted future events to make recommendations in relation to priorities for intelligence, prevention and enforcement. The information contained within these reports is fed through a number of levels to result in a weekly Tactical Tasking and Co-ordinating Group leading to the appropriate deployment of resources. Recently, during 2005/06 this has been expanded with the introduction of a Partnership (based on the Crime and Disorder Reduction Partnership) Co-ordinating and Tasking Group, which meets on a bi-weekly basis to consider problem issues and respond accordingly. All crime and the fear of crime, including transport related, will be addressed through these processes, including partnership operations and initiatives where appropriate, for example with British Transport Police.

8.32 The council supports TfL’s ‘Safer Travel at Night’ initiative. Improvements to station access are essential if rail travel, particularly at smaller stations, is to become an attractive as well as safe means of travel in the borough.

8.33 The first programme, for 2006/7 is for seven stations on the Great Western line (Southall, Hanwell, West Ealing, Acton Main Line, Drayton Green, Castle Bar and South Greenford).

8.34 This first bid supports the significant on-station investment by TfL in 2005 in new or enhanced CCTV, Help Points and anti-vandal shelters at most of these stations.

8.35 Collectively, the impact of improving access to these seven stations will help us to improve road safety and personal safety and security for station users, thereby making rail travel significantly more attractive to local residents, generating more rail passengers and reducing car usage. In addition, upgrading the attractiveness of stations and station access in this way will help to encourage more people to travel not only to major centres such as Ealing and Southall but also into the local centres such as Hanwell and West Ealing and the Brent River Park, served by Hanwell Station.
8.36 The indicative programme for following years is planned as:

- 2006/7 Great Western Line stations
- 2007/8 North London Line (Acton Central and South Acton)
- 2008/9 Chiltern Line (Northolt Park plus access to stations just across the borough boundary at Sudbury Hill Harrow and Sudbury and Harrow Road and including Sudbury Hill Piccadilly Line station).
- 2009/10 Piccadilly Line (Boston Manor, Northfields, South Ealing, Acton Town, North Ealing, Park Royal). [Hanger Lane and North Acton stations will be part of Park Royal Partnership bids].
- 2010/1 District and Central Lines (West Acton, Greenford, Perivale, Northolt, Chiswick Park and Ealing Common).

8.37 The programme will of course concentrate on highway facilities for which the council has responsibility but we will endeavour to encourage Network Rail, TfL Rail, the Rail Operating Companies and London Underground to improve on-station facilities including measures to enhance personal security and facilities such as toilets, accessibility and cycle parking where possible. Station staffing is another issue that will be pursued.

Car Parking and Park and Ride

8.38 The council does not encourage the provision of car parking at stations. Indeed, its programme of controlled parking zones should gradually reduce the amount of parking in residential streets around stations, something that is welcomed by many local residents as parking by commuters in residential streets causes significant problems for road safety, the environment generally and for local traffic congestion.

8.39 The Council does not intend to review this policy.

8.40 This policy means that people are encouraged to use their local station, interchanging to other lines as necessary, rather than drive to a station, often in an inner travelcard zone or to a station on a line that doesn’t serve their home area. In some cases Underground stations advertise their station car parks and TfL should review this policy: for example, the station car park at North Ealing is advertised on direction signing on the A406 North Circular Road.

The North London Lines Partnership

Common Statement from LB Brent - North Orbital Rail Partnership

Purpose and Membership

8.41 NORP consists of a partnership of all 18 Boroughs served by the existing Silverlink Metro franchise and will liaise with TfL to obtain the best results from investment to ensure improvement to the train services and stations. The current membership list is:


These local authorities form the NORP Steering Group which will meet at least twice a year, although currently it is around four times a year. NORP has a Lead Borough (currently the London Borough of Brent) and an Executive Group which includes officers from the London Boroughs of Brent, Camden, Hackney, Hammersmith & Fulham, and Waltham Forest and the SWELTRAC Partnership. The Executive Group will meet approximately every three months, although currently it is around six times a year.

**Aim**

NORP’s aim is to influence the outcome of three main strands of work affecting North London Railway services to be undertaken by TfL over the next few years which are:

- Safety, CCTV, lighting, information and related enhancements on Silverlink Metro trains and within stations.
- Route Corridor Plans—providing the optimum mix of frequency, capacity and route network.
- The refranchising of the Contract currently held by Silverlink Metro.

**Activities**

NORP encourages more use of an enhanced group of train services on the Watford DC, West London and Gospel Oak—Barking lines, i.e. the North London Railway. This is designed to reduce car dependency, improve the urban environment, stimulate regeneration, sustain town centres and reduce social exclusion; the Partnership will develop proposals for improving accessibility, safety, security and other improvements on the approaches to stations, in conjunction with TfL London Rail and other organisations as appropriate. NORP also lobbies Network Rail, TfL London Rail and DfT to ensure that sufficient line capacity is provided for North London Railway trains so that TfL London Rail and the NORP Partnership can achieve their objectives. On behalf of all the London Boroughs that are members of NORP, NORP will submit Funding Bids as part of its own Local Implementation Plan to TfL Borough Partnerships for off-station and other schemes that are complementary to TfL London Rail’s current on-train and on-station investment programmes.

The aim of the Funding Bids will be to secure projects in the areas surrounding and on the approach to stations served by TfL London Rail—North London Railway stations.

NORP will particularly encourage Funding Bids for projects that have matchfunding from non-TfL sources. These sources will include Section 106 grants from developers of redevelopments close by, or associated with, stations on the North London Railway.

The projects will need to be complementary to the enhancements that TfL London Rail will be achieving for the stations on the North London Railway.

The projects will also be complimentary to other enhancements that the relevant London borough(s) will themselves be co-ordinating in the area of, and on the approach to, the stations. These could include schemes such as:

- Town Centre regeneration schemes.
• Area based schemes.
• Fulfilment of London Opportunity Areas, as defined in the London Plan.
• Traffic Calming schemes that encourage the increased use of non private transport and especially rail.
• Major and minor developments that are either in the area of the station or will affect the usage of the station.

8.50 NORP intend to ensure that as TfL London Rail-led enhancements to stations and services on the North London Railway are achieved that the areas outside of, and on the approach to those stations will be enhanced at the same time. The object of co-ordinating these enhancements (i.e. both inside and outside the stations) would be to:
• Further increase the use of railway services.
• Achieve better integration between different rail services and between rail and all non-private modes of transport in London, mainly including buses, taxis, cycling and walking.
• Increase the level (and perception) of safety whilst using public transport.
• Reduce some of the increasing passenger demands on LUL services by encouraging people to use services to North London Railway stations instead of the Underground.

Ealing Priorities for NORP

8.51 Ealing has two stations on the North London Line at Acton Central and South Acton. The train operating company has funded a range of station and on-train improvements and further work on-station is planned by TfL Rail. There is considerable scope for improving access and interchange at these two stations. At South Acton a major regeneration project on the adjacent housing estate plus the need to provide for travel to the neighbouring Chiswick park development means that improvements are needed. Acton Central station lies some distance from the main road (Uxbridge Road).

8.52 Yet it has enormous potential for interchange between the frequent bus routes (207, 607, 266, 70) and especially the radial express route 607 and the orbital rail service. Indeed, at present the express service 607 does not even stop at the nearest bus stop to the station. There is therefore an urgent need to upgrade the walking route to and from the station, possibly in connection with development of adjacent railway land. For the longer term, there needs to be a scheme to relocating the station to front the Uxbridge Road as complementary to the West London Tram proposal. In 2005 a North London Lines Partnership was set up to represent all boroughs with stations on the Silverlink Metro Network including the North London line.

8.53 The aim of the partnership is work closely with TfL London Rail using its influence to ensure that the standards of service and infrastructure on these routes are improved particularly in the context of re-franchising in 2006/7. It will seek to influence investment by the operator and TfL in safety, CCTV, lighting, information and related enhancements on stations and on trains.

8.54 In addition, the partnership will prioritise possible funding opportunities in relation to their scope for assisting borough’s objectives for reducing road congestion and achieving regeneration and will make bids for TfL funding for station access improvements.
The partnership will also have to deal in a collective but sensitive manner with possible future service changes that may be proposed or be necessary and with the relationship between North London Line and West London Line services. Overall, however, the enhancement of this important strategic orbital route should be achieved.

Consideration will also need to be given to the role of the line for freight. This is particularly significant for part that part of the line that runs through Ealing. There is thought to be pressure for additional freight services over the line although it is not expected to lead to, and would not be acceptable leading to, a reduction in the 4 trains per hour passenger service. There are implications for the use of the level crossing on Churchfield Road of increasing the number of trains.

**Longer Term Schemes**

The council welcomes studies into the longer term development of the rail network. Work is progressing through the Park Royal Partnership into enlarging and improving North Acton station, incorporating full accessibility.

There are also proposed new links between the Central Line and Park Royal Station on the Piccadilly Line funded by a planning agreement.

We would also welcome a study into the possible extension of the Greenford Line to the Chiltern Line at West Ruislip in order to maximise the potential of this orbital public transport link.

At the previous re-franchising of the Chiltern Line, the opportunity for creating a ‘Chiltern Metro’ service was lost. This was a joint proposal by the local councils in London and the London Transport Users Committee. When the time comes again for franchise renewal, it is hoped to be more successful with this approach.

**Crossrail**

The council has welcomed in principle the Crossrail proposals because the scheme will:

- Greatly enhance the accessibility of employment, leisure and other opportunities in central and east London for Ealing residents through faster journey times and new direct links
- Potentially provide a much needed increase in capacity on the Great Western Lines.
- Assist regeneration and employment growth in west London through greater accessibility from other parts of London Service patterns have not been finalised but a minimum of four trains per hour at all stations, and far more at Southall and Ealing Broadway will be sought by the council.

Crossrail complements the West London Tram proposals by providing the longer distance link to the tram’s local access functions on this major radial corridor. Together the schemes will radically upgrade the provision and scope of public transport through the borough. The Crossrail proposals have been presented to the public in a series of exhibitions. Stations will be rebuilt (at Hanwell only for platform extension) and station entrances/exits will change.

In west London, it is absolutely essential that Crossrail remains, as currently planned, primarily a railway serving London and the areas immediately beyond it, and that the scheme does not succumb to becoming a regional line serving towns in the wider Thames
Corridor. It is after all, the London parts of Crossrail that are most in need of the regeneration benefits and access to employment opportunities that Crossrail can bring to the area. Whilst supporting Crossrail in principle, the council has nevertheless prepared a petition against certain aspects of the Bill in order to safeguard certain matters for the benefit of local people. It should be possible to resolve these matters if the Crossrail promoters take adequate care with their proposals.

8.64 The main issues are:

**During construction**
- Air quality, dust, noise and vibration.
- Goods vehicle access
- Removal of waste
- Co-ordination of building works with the West London Tram to minimise disruption.
- Agree with the council any temporary traffic diversions, stopping up of footways etc
- Restoration of land taken
- Provision of replacement buses whilst rail services unavailable.
- Provision of alternative car parking where removed during construction.
- Preparation of a travel plan for construction workers

**Non-transport effects**
- Any effects on Listed Buildings, Conservation Buildings, Archaeological sites to conform with council policies
- Effects on green corridors, nature conservation sites and public open space to conform to council policies.
- Potential to over-ride council’s powers in planning and highway matters
- Meet the council’s recommendations for use of renewable energy
- Station proposals to not over-ride the development potential of sites e.g. Arcadia site
- Loss of allotments resisted.

**Ensuring adequate transport benefits**
- Capacity of stations for projected passenger growth.
- Guarantees that all stations will be fully accessible for people with disabilities and that all internal facilities be accessible.
- Provision of toilets at stations
Rail Strategy

- Provision of security features at stations
- Incorporation of ‘Shopmobility’ features.
- Provision of adequate cycle parking at stations
- Provision of bus stop facilities and car club bays at stations
- Ensure safe pedestrian access to stations.
- Re-opening of Hanwell Station entrance (south side)
- Design to ensure the capacity is there to run an adequate train service at local stations.
- Southall Station design to include provision for the ‘Gateway Link Road’ and Tram access.
- Provide a new station east of Acton Main Line where Crossrail and the North London Line cross each other.

8.65 It is not proposed that the Greenford Line become part of the Crossrail scheme. Instead the Greenford Line will terminate at West Ealing (in the former goods yard / milk depot). The council will seek assurances that facilities are sufficient to allow a four trains per hour shuttle service to Greenford to run and quick and efficient interchange onto Crossrail services at West Ealing be provided. The council will press TfL Rail to undertake a full examination of ways to develop the Greenford Line as set out above.

Summary

The council is adamant that the recent decline in Great Western Line service provision must be reversed.

A four trains per hour frequency is the most important attribute for local services, but capacity, evening and Sunday services and provision for cycles are all important features of a train service that is a realistic part of the local transport network.

The council welcomes TfL’s financial commitment to station security measures.

Station access is an integral part of encouraging people to travel by rail and the council has a programme for the period of the LIP to improve station walking and cycling access routes for which it is seeking TfL funding.

The North London Line comes up for re-franchising soon and the council has joined a partnership of boroughs to try to take a co-ordinated whole route approach to the improvement of this line.

The council welcomes Crossrail but is using the Parliamentary petitioning system to try to ensure the maximum benefits are achieved and as few disbenefits as possible, particularly during the construction period.
Travel Awareness
9 Travel Awareness

9.1 TfL Guidance on LIPs states that:

4P.Pr4 Boroughs MUST set out programmes to encourage the use of more sustainable modes of transport and set out how relevant promotional work e.g. travel plans, travel awareness, demand management etc is being progressed and how these meet the communication requirements of local residents.

4H.Pr3 Boroughs with car share/car club schemes MUST set out their programme for the further establishment and development of car share and car club schemes, where justified by local conditions.

3.Pr7 Boroughs are ENCOURAGED to demonstrate how they will contribute to improving the health of Londoners, e.g. by promoting workplace and school travel plans and thus reducing accidents. Boroughs are also ENCOURAGED to review and summarise how they interact with the London Health Commission on transport related activities.

Background: Gaining Acceptance

9.2 It can be very difficult to explain, let alone gain peoples’ acceptance of the need for sustainable transport policies and related schemes. This problem is regularly seen at all of the council’s seven Area Committees whenever transport schemes are being discussed. It can make the consultation and decision making process on sustainable transport schemes lengthy and fraught.

9.3 Many are frustrated by traffic congestion and the delays to their journeys that it causes, they are aware of the pollution and noise that motorised traffic imposes on them but cannot see how making travel changes as individuals will change anything.

9.4 Despite significant improvements to frequency and reliability in recent years, many regard bus services as a mode of transport that is slow and unreliable, particularly if their journey would require one or more changes, something that is extremely inconvenient to people. Bus priority proposals are met with scepticism at best, and many car users fear incorrectly that bus priority means even more delay and frustration for them.

9.5 Rail services, especially on the Great Western lines have become noticeably less frequent at some of the smaller stations and what should increasingly be thought of as a fast and efficient local public transport service is seen as being in decline.

9.6 Similarly walking and particularly cycling are seen as having safety problems associated with them and some oppose cycle schemes as a waste of money because ‘so few people cycle’, despite the fact that cycle training is widely advertised as available at nominal cost and is specifically designed to show people how to cycle safely in Ealing’s traffic conditions. This unnecessarily negative attitude to sustainable transport is of concern to the council and needs to be tackled in a comprehensive approach to marketing transport policy and the types of schemes that the council seeks to implement so that people understand why such schemes are being brought forward.
Travel Awareness

Promotional Events

9.7 The council uses funding made available by TfL to develop three events programmes throughout the year:
   - Walk to School Week
   - National Bike Week
   - Good Going Week

9.8 In each of these events the emphasis is on the marketing and promotion of sustainable and healthier travel choices. This year they are being advertised through the local paid-for and free delivery local newspapers in an effort to ensure as many people as possible hear about them. We hope that many of the events will be sufficiently newsworthy to get reports and photographs into these newspapers afterwards.

9.9 The LIP consultation was also launched within the ‘Good Going’ programme, enabling people to feel they are able to influence the council’s transport programmes.

9.10 The council would be more than happy to increase its marketing and promotional activities if funding became available.

Other Promotions

Schools

9.11 Further detail on the extensive programme promotional work in schools, which of course also reach out to parents as local residents as well as the children themselves, is set out in the LIP School Travel Plan section.

Cycling

9.12 Further details on activities that promote cycling through the council’s active programme of on-road cycle training and Bicycle Support work are set out in the LIP Cycling section.

Overseas Links

9.13 In Spring 2006 the council is seeking to develop joint school and cycle based promotional activities and comparative studies with its twin town in a suburb of Lille in northern France.

Walkability

9.14 The new ALG funded ‘Walkability’ project in Hanwell which involves Community Street Audits carried out with local people is also an important new way of involving local residents and businesses in the transport planning process from the very beginning instead of just being the recipients of proposals worked out by engineers and on which they are invited to comment.

9.15 Further details are given in the LIP Walking section.
Car Clubs

9.16 Car clubs provide neighbourhood based short-term car hire to members for periods as short as one hour. They can function as either residential or workplace schemes and the combination of both ensures the greatest usage of the car. Most private usage occurs after hours and on weekends and most corporate use occurs between business hours. Car clubs help to promote sustainable transport by emphasising that cars need only be used when needed rather than be a ‘must have’ for everyone regardless of need and the effect on the environment and other road users. Car clubs result in a reduction in car miles driven, with members walking or cycling more, using public transport more often or simply re-arranging how they make journeys and travelling less. Belonging to a car club makes it easier for residents to meet their transport needs without running their own car, or in some cases without owning a second car. This means people are free to choose the best option for each journey. Research in the UK and overseas has found significant changes in travel behaviour once the link between car use and car ownership is broken. Car club members typically drive less and make more use of public transport, cycling and walking.

9.17 Car club users typically give up owning a first or second car on joining; others defer purchasing one due to using the car club instead. The result being that each car club car typically replaces 6 private cars.

9.18 The trial concluded in March 2006 and a report was prepared discussing the future of car clubs in London from information gained by the 6 Boroughs over the 4 year period.

9.19 Initially TfL funded the car club consortium but withdrew financial support to continue the project in 04/05 – 05/06. Funding from the Liveability Project was used to continue to support the scheme in Ealing. The bulk of the funding has been used in establishing on-street bays as this represents a significant cost averaging at £2000.00 for a standard Traffic Management Order (TMO). Over the course of the 4 years Ealing established 17 on street bays in total. It is proposed to install up to 60 bays in the Borough by 209. Ealing still maintains this ambitious target however without funding to cover costs of the TMOs it is unlikely that Ealing can meet this. Therefore this may have to be revised in future submissions. The report investigated a number of models for the future of car clubs in London. Ealing has decided to allow multiple operators access to the on street bays and allow the operator to apply to install on street bays in locations preferred to them. Every operator has stated that it is unlikely to afford to pay for the full cost of the application that is in the vicinity of £2000.00. The continued expansion of bays in the borough is essential for the continued growth of the car clubs. TfL funding will be essential over the 5 years to establish a comprehensive network of bays. The Council will continue to develop Planning Guidance to support the use of car clubs in Low Car Housing and where appropriate seek contributions to be made to support local car clubs.

9.20 Motivator operators are seeking off street spaces in the Borough to supplement those on street spaces provided by Council. On street bays have advantages over off street spaces because of exposure and are generally preferred by operators.

Travel Plans

9.21 The council’s UDP recommends that significant new development applications in Ealing should be subject to the applicant producing a Travel Plan to demonstrate how they will commit to promoting sustainable forms of transport at their site and in so doing reduce the potential for the generation of new car trips.
Travel Awareness

9.22 The West London Transport Strategy funds Travel Plan Co-ordinator posts through TfL. This is a complicated process at present but the future proposal is for this to be consolidated from 2006/7 through the appointment of two subregional Travel Plan Co-ordinators covering the six West London boroughs.

9.23 Their role will be to complete a database of travel plans across West London so that there can be monitoring of the situation. They will also give advice to companies setting up travel plans as a result of submitting planning applications or considering travel plans voluntarily as good practice.

9.24 Ealing wishes to move forward towards targeting specific areas such as Ealing Town Centre, as has been done successfully in the Freight Quality Partnership, to concentrate resources on a range of companies in a single geographical area who can then benefit from promotional work, local cycle training, joint funding of pedestrian schemes etc. A similar approach is being used in Park Royal.

9.25 The council has a draft Travel Plan of its own. Car Club membership is available to council departments and/or individuals and cars and bays provided. Cycle training and support services are also available and there are proposals to reduce the amount of staff car parking.

Health Issues in Transport

9.26 The council has a range of cross-departmental health promoting activities including Active Ealing (leisure and sports services), Environmental Health (Air Quality Action Plan etc) and Social Services. Transport policy and programmes can contribute positively to improving the health of borough residents through promoting alternatives to reliance on physically untaxing car use. In particular the School Travel Adviser works with the Healthy Schools Co-ordinator to show schools how School Travel Plans have a direct link to health improvement at both the personal and community level. Much of the publicity around events such as ‘Walk to School Week’ also lays emphasis on health benefits. The council would welcome the opportunity to extend health promotion into the debate about other transport programmes such as bus priority through the funding of suitable publicity materials.

9.27 Sub Regional Travel Plan Co-ordinators are employed on behalf of the West London Transport Strategy Group (which includes: Ealing, Brent, Harrow, Hammersmith & Fulham, Hounslow, Hillingdon). Linkages between health and sustainable travel options have been identified as key objectives of the role. As part of an ongoing work program, the West London Co-ordinators have developed a set of initiatives to build relationships with relevant stakeholders from both sectors;

9.28 1. Direct contact with the health service providers –
   - Organisiation of a North West London NHS Travel Plan Network Forum including NWL SHA, PCTs, NHS Trusts, Acute Mental Health Trusts - with the aim of promoting the benefits of TP’s by providing an opportunity for discussion with like minded organisations sharing many of the same issues.
   - Working with the NWL SHA to develop innovative pilot projects to assess the possible health benefits of sustainable travel modes.

9.29 2. Development/Promotion of Travel Planning to businesses and organisations –
Work with organisations of all sizes to encourage the take-up and development of Travel Plans for their sites. Using the Health angle as one way of promoting the benefits of reducing single occupancy car travel to individual sites. Organising health/transport promotional events in conjunction with local stakeholders - residents, PCT, LA’s, local groups, businesses - whilst also involving London/nationwide stakeholders such as the good going Campaign, Olympic Committee, Sport England to raise the profile of the health/sustainable transport agenda.

Transport Management Association

9.30 The Park Royal Partnership, of which Ealing is a part with Brent and Hammersmith and Fulham, has set up a Transport Management Association (TMA). This will develop the existing ‘Commuter Centre’ to give advice on public transport including tickets, cycling and walking, car clubs, setting up car share schemes etc. An important innovation of the TMA is to bring employers into the organisation as partners in, and contributors, to the whole process.

Safer Travel at Night (STAN)

9.31 The GLA launched its Safer Travel at Night (STAN) programme in 2002. STAN is now entering its fourth year with initiatives aimed at improving transport and the safety of Londoners at night. The GLA have categorised STAN initiatives the following 5 measures:

1. Delivery of Safer Transport Services
2. Off Street public transport measures
3. Improved public transport information
4. Improved enforcement
5. Public awareness

9.32 Ealing and to a lesser extent Acton, are the entertainment areas of the Borough with a high concentration of late night venues. On Friday and Saturday nights people congregate around the key transport nodes particularly the Ealing and Acton High Streets, the Broadway and Haven Green waiting to be transported home. The night-bus services N11, 65, 95, 83, N207, N7 are available from the Ealing High Street and taxi stands are located on Haven Green and the High Street in Acton.

9.33 The high number of patrons leaving establishments at the same time results in competition for transport, particularly taxis. The town centres also experience high levels of noise and disturbance due to people ‘hanging around’ or walking home. Under the new Licensing Act pubs and clubs are required to work with the Police, Fire Brigade, the Local Government and the Community to deliver good town centre management. It is through this forum that the Council will pursue a range of initiatives promoting the GLA’s London wide initiatives (such as advertising and targeting unlicensed minicabs), providing travel advice and information about late night transport options to the public and encouraging the safe movement of people from the town centre to their homes.
Travel Awareness

9.34  There exist a number of local forums where STAN initiatives can be developed and pursued. The Council will advance to the promotion of STAN in the Borough over the lifetime of the Local Implementation Plan. There are 3 projects that the Council and its partners would like to pursue immediately.

Night Marshalling

9.35  Of particular interest to the Forum is the employment of night marshals at key locations to facilitate and coordinate the transfer of people into transport such as taxis or provide advice as to the options available. The presence of a night marshal would also discourage illegal cabs.

Promotional Material

9.36  The GLA produce and distribute a range of generic promotional materials for the STAN programme such as the ‘Do you know what you are getting into’ campaign. The council will pursue its free media options such as the Internet and ‘Around Ealing’ to support the GLA’s campaigns. The council will also prepare a wallet type ‘quick find’ brochure detailing specific late night transport options for the Borough. Brent Council have recently printed a brochure of this nature. Poster materials of the same information will be produce so that these can be displayed in venues.

Safe Routes in Park Royal

9.37  Nighttime safety in Park Royal is a particular interest because of it is largely industrial land use and high 9-5 workforce. There are however key sites within the precinct that operate 24 hours a day such as the Central Middlesex Hospital and ASDA. Employers have stated that night time safety is a major issue for their employees and a major deterrent for employees using public transport. Park Royal Partnership through the Council are investigating a range of improvements to the precinct to improve the safety and perceptions of safety at night. The key initiatives will initially focus on improving routes by providing better lighting and better maintenance of streetscapes to remove overhanging vegetation and street clutter and providing night travel advice to employers. Future works may include designated late night routes between nodes with superior lighting and pavements – a ‘yellow brick road’ concept has been considered.

Summary

There is a great need to improve people’s understanding of why we introduce certain types of transport schemes.

The marketing of sustainable transport policies is under funded at present.

Within these limitations the council is actively participating in a number of events that are part of sub-regional or national promotions.

Other activities such as Car Clubs, Travel Plans, Cycle Training, School Travel Plans, all help to reach part of the population and give them some idea of the reasons behind policy but there is still no overall marketing strategy at the borough level.

Initiatives such as Safer Travel at Night (STAN) will require the support of town centre businesses, the police and the community.
Walking
10 Walking

10.1 TfL Guidance on LIPs states that:

4I.Pr2 Boroughs MUST include programmes and plans for infrastructure improvements and promotional activities to deliver better conditions for pedestrians.

4I.Pr2 Boroughs MUST also include proposals for improving personal safety and security, especially for women and vulnerable groups, particularly at night.

4I.Pr3 Boroughs MUST include information on how they will contribute towards the effective implementation of the Walking Plan.

4I.Pr4 Boroughs MUST describe the management principles relating to the operation of pedestrianised area projects that are being developed.

4I.Pr6 Boroughs MUST include programmes and schemes to improve existing strategic routes. Boroughs MUST protect these routes through their planning documents. Local promotion of routes must consider the communication requirements of local residents.

4I.Pr7 Boroughs MUST set out the priorities and programmes for the investigation and introduction of pedestrian phases. Mitigation measures to minimise significant adverse impacts on buses must also be taken into account and must take account of any impacts on targets.

4I.Pr8 Boroughs MUST set out their programmes of footway improvements, including access improvements and accessibility improvements to bus stops.

4I.Pr8 Boroughs MUST consult on local pedestrian priorities when preparing programmes of access improvements.

4G.Pr10 Boroughs MUST include a programme for identification and review of potential ‘streets-for-people’ schemes as well as programmes and funding assumptions for implementing agreed schemes and in particular supporting the Mayor’s programme for 100 public spaces.

4P.Pr3 Boroughs are ENCOURAGED to include proposals on how they will add to and improve TfL’s Journey Planner facility e.g. specifying location of walking and cycling routes etc.

Aims

10.2 A high quality environment for pedestrians is essential for ensuring the safety and integrity of the transport network. The LIP Road Safety Plan shows that 250 personal injury accidents occurred to pedestrians in 2004. Walking is something that even car users do as part of most journeys, particularly at the destination end and particularly in town centres. But the main aim of the council’s walking programmes is to achieve a modal shift from car to walking for short trips which can easily be made on foot with all the attendant health and environmental benefits.

Integrating Walking into New Developments

10.3 The council’s Unitary Development Plan requires new developments to cater for, and encourage walking through the provision of access footpaths, surface level road crossings and suitable street facilities such as lighting, signposts, planting, seats etc.
10.4 This policy for new development is designed to reduce the need to travel by encouraging local walking routes and to make attractive and safe access on foot available to all, both as an alternative to the car and also to provide inclusive local access for those without cars.

Strategic Routes

10.5 The UDP (Plan 13) designates three strategic routes in the borough:
- Grand Union Canal
- River Brent
- Inner Orbital Link

10.6 The council will seek partnership opportunities to develop these routes as the opportunity arises.

Streetscape Design and Management

10.7 In 2004 the council produced streetscape guides for its town centres and district centres. This are part of a wider ‘Liveability’ project which seeks to improve the overall environment of these centres in a positive way but many of the practical benefits are going to be felt by people walking.

10.8 The core aims are:
- To keep the street layout as free from clutter as possible.
- To give pedestrians priority in terms of the amount of space they are given and in the quality of the environment which they can expect.
- ‘Pedestrian travel zones’ should be the means to evaluate the quality of pedestrian space and as a design tool in assessing proposals
- Durable materials should be used to reduce long-term maintenance liabilities
- Existing pedestrian links to surrounding areas, particularly residential zones, must be retained and enhanced and new links created where appropriate.

10.9 The guidelines cover design of the entire streetscape down to detail of street furniture. They are mainly going to be used to guide all street design work.

Acton Town Square, London

10.10 A partnership consisting of Ealing Council, TfL, the ODPM, along with local businesses and residents, the regeneration agency and a number of other voluntary and public sector organisations was set up to begin transforming Acton town square in 2003. This scheme is shortlisted under ‘Walking and Public Realm’ at the London Transport Awards, 2007

10.11 The aim of the project lay in making Acton Town Square a functioning public space and increasing its public use, accessibility, visibility, safety, and quality.
Management of the Square

10.12 The Council’s Park Rangers, who are internally funded by the council, patrol the area and deal with streetcare issues on a daily basis. These involve antisocial behaviour, reporting defective infrastructure and providing local feedback to the council’s street management teams.

10.13 The council has also been able to strengthen its partnership with local agencies including:

St Mungo’s

10.14 A charity that helps homeless and other vulnerable people, it was brought in to work alongside street drinkers and provide support to tackle this form of anti-social behaviour

Metropolitan Police

10.15 Local knowledge and site-specific advice on ‘designing out’ crime contributed to the design proposal.

Action Acton

10.16 Appointed to assist Ealing Council in running the new town centre market, which will, “police” daytime anti-social behaviour.

10.17 The project has been one of the first Mayor’s 100 Public Spaces to be realised, with the cost of the works totaling £1.2 million. December 2006 saw the official opening of the square with the first of the weekly open-air markets. People will experience a new degree of proximity between the community, retail, business and commercial uses, and for the first time in three years the space will become properly public.

Access to Stations

10.18 Through the TfL funded West London Transport Strategy, the council has implemented a series of pedestrian improvement measures in the Haven Green area to encourage walking to Ealing Broadway station.

10.19 Pedestrianisation of the forecourt of the station will also go forward once certain legal problems are resolved.

10.20 Plans for future pedestrian access enhancement schemes are to be prepared, particularly for the narrow and congested pedestrian link between the station and the Uxbridge Road (The Broadway) and the town centre.

10.21 The council has a forward programme for access to stations that incorporates road safety, personal security and safer travel at night concepts. These proposals will eventually reach out to all stations in the borough.

10.22 These programmes are described and set out under the Rail Strategy section of the LIP.
Safer Routes to School, Walk to School Week etc

10.23 The council employs a School Travel Adviser who works with schools to develop school travel plans that emphasise the need to switch from car to walking, cycling and using public transport for the journey to school.

10.24 As part of the School Travel Plan process, highway schemes are identified to facilitate safe and attractive walking to school such as pedestrian crossings.

10.25 Promotional activities such as ‘Walk to School Weeks’ and ‘Walk on Wednesdays’ are encouraged at as many schools as possible in conjunction with organisations such as ‘Living Streets’.

10.26 Further details are given in the School Travel Plan Strategy section of the LIP.

Bus Stop Accessability

10.27 A large scale programme of improvements at bus stops is underway in the borough that introduces clearways of adequate length to enable buses to pull right up alongside the kerb and kerb adjustments to match the height of the kerb as near as practicable to the bus entrance/exit.

10.28 Further details are set out in the Bus Improvement Plan section of the LIP.

10.29 Using the bus means walking some distance for most people and accessing the bus easily is an important part of the total journey concept especially for elderly or disabled people or those carrying shopping, luggage or travelling with young children. The council will examine walking routes to bus stops and prepare funding bids for 2007/8 onwards.

Walking and Bus Priority

10.30 Where bus services are upgraded through the introduction of bus priority measures, it is desirable to incorporate pedestrian improvements so that the benefits in encouraging travel by bus can be increased. Everyone using a bus has to cross the road on at least one leg of the journey, outbound or return and these needs should be recognised in funding allocations, though generally they are not at present.

10.31 However, in some instances, provision of a bus lane means that existing refuges or zebras need to be upgraded to controlled crossings on safety grounds. In a current study of proposals in Greenford Town Centre (Routes 92 and E2/7/9) this means that the proposed bus priority scheme will fund pelican crossings outside the town centre supermarket and outside the local junior school, both on different parts of Greenford Road. This not only benefits bus travellers but improves pedestrian safety and the walking environment in the town centre.

Pedestrian Phases at Traffic Signals

10.32 There are three busy signalised junctions along the Uxbridge Road that do not have pedestrian phases at them at all:

- Hanwell (Church Road)
- West Ealing (Northfields Avenue/Drayton Green Road)
- Acton (Gunnersbury Avenue)
Walking

10.33 Significant numbers of pedestrians cross at each of these junctions (for example in the case of Hanwell, 228 persons per hour on one arm crossing Uxbridge Road). There are also a significant number of pedestrian accidents at each junction.

10.34 It is difficult to see how a policy to improve road safety and a policy to increase walking can be compatible with not introducing pedestrian phases at these signals.

10.35 Undoubtedly, however, there would be delays to general traffic and buses would need to be protected by lengthening the approach bus lanes.

10.36 It is the intention to revisit the situation at these junctions in conjunction with TfL to design schemes that meet policy requirements particularly for buses, pedestrians and traffic flow in an integrated way. A pedestrian phase was added to the Askew Road junction with Uxbridge Road on the boundary of Ealing and Hammersmith and Fulham without the additional traffic delays predicted in the modelling actually occurring to any unacceptable degree.

Streets for People

10.37 The council has an on-going programme of streets for people schemes for which bids to TfL are made through the BSP process. The 2006/7 schemes are at Pitshanger Lane (W5) and Bilton Road (Perivale). Further schemes will be brought forward each year. The Streets for People schemes include raised surface entry treatments across side roads, traffic calming on the main road and rationalised parking and loading.

Mayor's 100 Public Spaces Programme

10.38 The second phase of the Mayor’s 100 Public Spaces Programme includes 3 sites in the Borough: Ealing Broadway, Acton Town Square and Southall Gas Works Site. All of these projects have commenced in some form. Implementation of the improvements to Acton Town Square will be completed in the 2006/07 financial year.

Ealing Town Centre

10.39 The Council have commissioned consultants to undertake a feasibility of improvements to Ealing Broadway. The final report is due in September 2006. The outcomes of the study will determine the level of financial commitment the Council will seek from TfL and the implementation schedule over 2007/2008 and beyond. The Ealing Broadway forecourt is a key component of any pedestrian improvement to the centre and has been delayed until recently by legal issues.

Pedestrianisation: Acton Town Square Project

10.40 Acton Town Centre is currently the focus for a number of regeneration and public realm initiatives. The town centre is divided by the busy Uxbridge Road and as a consequence lacks a sense of ‘place’. It is also one of the borough’s three top crime hotspots.

10.41 As part of the council’s ‘Liveability’ project a successful bid was made for improvements to Acton Town Square. The square is one of the Mayor of London’s 100 Public Spaces programme. Consultants were appointed to prepare a scheme which was then put to public consultation.
The priorities of the scheme are to:

- To enhance and add to present functionality and location of public uses
- To reduce clutter and open the space up to all of the community
- To increase access, visibility and usability of the space
- To link it with the rest of the centre
- To assist in the generation of walking, cycling and public transport trips

A successful bid was made to TfL for works in 2005/6 and further bids have been made through the BSP process for 2006/7 and 2007/8.

**Uxbridge Road Urban Realm Project**

The Uxbridge Road corridor forms the transport spine of the borough and passes through five town centres: Acton, Ealing, West Ealing, Hanwell and Southall. A strategy to promote a holistic approach to enhancing the public realm of this corridor has been under development for some time. It is due to be submitted to Cabinet for formal approval in June 2006. It brings together and builds on various existing policies and strategies in order to facilitate a coordinated high quality process for scoping, designing and implementing improvements. Funds and initiatives will come from a number of sources including transport schemes, contributions of funds and/or space in new developments, and the Council’s parks service. The transport element will, in turn, come under various headings including Walking, Streets for People, Town Centres, as well as the West London Transit scheme.

The tables below sets out all the identified locations and schemes which include a transport element. Some of these will form complete LIP R&F submissions in their own right but many will combine funding and activity from several sources. A few have already been identified under current programmes. A bus stop was relocated in 2005 to the site in The Mall in Ealing and obstructive parking and uneven dropped kerbs inhibit movement in the direction of Ealing Broadway station and the main shopping area. At Hanwell, studies are under way to remove the ‘teardrop shaped bus lane’. Additional funds would enable the area to be made good if removing the buses proves feasible.

The indicative costs are for overall scheme costs and the support sought from TfL will be considerably less than the totals shown.

**Table 10.1 Examples of projects proposed to be completed in Stage 1 of the Uxbridge Urban Realm Project**

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Project Name - Description and Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ealing</td>
<td>Ealing Broadway Station Forecourt. Improvements for pedestrian access, safety, legibility, and quality.</td>
</tr>
<tr>
<td></td>
<td>Barns Pikle. Improved linkage, lighting, signage, through this passageway and beyond, to the north and south of the site.</td>
</tr>
<tr>
<td>West Ealing</td>
<td>Leeland Road Market; car park and road spaces to be improved and better connected to surrounds as part of development. Improve space at the west next to Deans Gardens</td>
</tr>
<tr>
<td></td>
<td>Space in front and after Sainsbury’s in West Ealing and cul-de-sac opposite. Improvements in terms of linkage to adjacent spaces, footway materials, decluttering, and organisation</td>
</tr>
</tbody>
</table>
### Phase 1

<table>
<thead>
<tr>
<th>Site</th>
<th>Description and Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hanwell</td>
<td>Clocktower Square. Works complete, but further improvements required.</td>
</tr>
<tr>
<td>Southall</td>
<td>Land in front of Phoenix House. Public space improvements to tie in with street space.</td>
</tr>
</tbody>
</table>

### Subsequent Phases

<table>
<thead>
<tr>
<th>Area</th>
<th>Site</th>
<th>Project Name, Description and Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acton</td>
<td>Acton Park</td>
<td>Improve access from Acton Central station, Churchfield Road to Uxbridge Road.</td>
</tr>
<tr>
<td></td>
<td>Acton Park</td>
<td>Improve access from Acton Central station across the park.</td>
</tr>
<tr>
<td></td>
<td>'The Vale'</td>
<td>Improvements to railway bridge over Uxbridge Road.</td>
</tr>
<tr>
<td></td>
<td>Town Centre</td>
<td>Dropped kerbs in town centre. Livability fund enabled only half.</td>
</tr>
<tr>
<td></td>
<td>Town Centre</td>
<td>Improvements to streets and public space links to west end of town centre.</td>
</tr>
<tr>
<td></td>
<td>Uxbridge Road</td>
<td>Examining moving of westbound bus stops to facilitate pedestrian flow.</td>
</tr>
<tr>
<td></td>
<td>Stations and streets in town centres</td>
<td>Phased creation of proximity interchange between station/bus routes/ signage/ paths lighting.</td>
</tr>
<tr>
<td></td>
<td>Gunnersbury Lane</td>
<td>Safer route between station and Uxbridge road supporting redevelopment of Acton high school, including Fire Station pavement extension.</td>
</tr>
<tr>
<td></td>
<td>Twyford Crescent</td>
<td>Improve transport to school through making road one way.</td>
</tr>
<tr>
<td></td>
<td>Mansell Road</td>
<td>Improve access from Acton Park to Southfields Recreation Ground.</td>
</tr>
<tr>
<td></td>
<td>Birkbeck Crescent</td>
<td>Improvements to link Acton Central and Uxbridge Road. Improve safety and lighting.</td>
</tr>
<tr>
<td></td>
<td>South Acton Estate</td>
<td>Improve links from South Acton Estate from Uxbridge Road in terms of access, safety, hardscape and signage.</td>
</tr>
<tr>
<td></td>
<td>Ealing Common</td>
<td>Pedestrian access to and from park for events. Improvements to cycle/footway.</td>
</tr>
<tr>
<td></td>
<td>The Mall</td>
<td>Improvements to widened footway at 'Foxton Square' (54 The Mall) and new bus stop, including crossing entry on west side and enhancing existing group of trees.</td>
</tr>
<tr>
<td></td>
<td>Uxbridge Road</td>
<td>Enhance widened footway before three properties near 123 Uxbridge Road including upgrading footway and trees.</td>
</tr>
<tr>
<td></td>
<td>Railway Footbridge</td>
<td>Enhance footbridge over railway line and improve route to Sainsbury’s on Uxbridge Road.</td>
</tr>
<tr>
<td></td>
<td>Drayton Green Park</td>
<td>Improve and upgrade link to socially deprived Estate.</td>
</tr>
<tr>
<td></td>
<td>Castlebar Park Station</td>
<td>Improve infrastructure and links to Copley Close and Drayton Green Station. Improve access to Uxbridge Road corridor.</td>
</tr>
<tr>
<td></td>
<td>High Lane Estate</td>
<td>Improve access from priority estate to Uxbridge road via Greenford Avenue. Improve footpaths and lighting.</td>
</tr>
</tbody>
</table>
Subsequent Phases

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gateway to West Ealing</td>
<td>Improve small square, on south side of Uxbridge Road near Grosvenor Road, to create a gateway to West Ealing.</td>
</tr>
<tr>
<td>Hanwell</td>
<td>Hanwell Station</td>
</tr>
<tr>
<td>Brent River Park</td>
<td>Improve connection from Hanwell Town Centre to Brent River Park.</td>
</tr>
<tr>
<td>Uxbridge Road</td>
<td>Teardrop shaped bus lane by Brent River Park removed to create new parking and green space.</td>
</tr>
<tr>
<td>Southall</td>
<td>Spikes Bridge Park</td>
</tr>
<tr>
<td>Havelock Estate</td>
<td>Improve connection to Uxbridge Road. Improve allotments.</td>
</tr>
<tr>
<td>Southall Station</td>
<td>Improve route from station, over bridge, to roundabout.</td>
</tr>
<tr>
<td>Uxbridge Road</td>
<td>Improve western gateway to Southall including canal side improvements.</td>
</tr>
<tr>
<td>Southall Consultation</td>
<td>Public involvement program to identify community development projects and strategies in Southall.</td>
</tr>
</tbody>
</table>

**SALSA (Sustainable Access to Leisure Sites and Amenities)**

10.48 This project was originally funded by the European Union LIFE Programme and was launched in 1999 to extend the Safer Routes to School concept to other places children and their parents visit on a regular basis including parks, sports centres, play centres and libraries.

10.49 SALSA addresses the common fear of allowing children to travel on their own to such facilities. At two leisure centres in the borough it was found that 70% of trips under two miles were made by car.

10.50 The SALSA concept was to create signed and repaved, walking routes with new pedestrian crossings between residential areas and local leisure sites.

10.51 Three SALSA routes were implemented before EU funding ceased in 2001 and these are shown on Plan 13.

10.52 Since then a successful bid was made for TfL funding for schemes in 2005/6 in Dormers Wells (pedestrian crossing to leisure centre) and Northolt Park (widening and lighting of approach path).

10.53 For 2006/7 a bid has been made to TfL for funding for footpath improvements at Brent Lodge Park, for a new pedestrian crossing on Beaconsfield Road outside the sports centre as well as for a cycle access scheme to the Swift Road Sports Centre in Southall.

10.54 Further funding bids will be made in future years. These routes are ideally suited to inclusion in the TfL journey planner facility.
Walkability: The Way Forward

Background

10.55 The Association of London Government (ALG) has funded ‘Living Streets’ to undertake a study to demonstrate how walking can be encouraged for access to four outer London District Centres suffering decline. It will provide a template for a similar approach in local centres elsewhere in the borough and elsewhere in London.

10.56 Hanwell was one of the centres chosen. As a district centre, Hanwell has the following characteristics:

- It is dominated by traffic
- It is bisected east-west and north-south by main roads including the A4020 Uxbridge Road.
- It is in considerable need of regeneration
- It has a poor quality street environment and in parts very narrow footways.
- It has one major signal controlled junction with no pedestrian phase.

Objectives

10.57 The objective was to draw up a comprehensive portfolio of schemes that will significantly enhance the walking experience thereby stimulating more people to walk to these centres and to walk rather than use their cars. Only by effectively tackling all aspects of the walking experience, or the potential walking experience, can walking become attractive to local people as a first choice mode.

10.58 The proposals are intended to

- Raise the profile of walking for day-to-day routine access to local facilities in the context of the TfL Walking Plan for London.
- Contribute to the Mayor’s commitment to achieve an increase of at least 10% in journeys made on foot per person between 2001 and 2015.

10.59 The specific outcomes of the Walkability project will be:

- Recognition amongst the local population of a step change in provision for walking
- Improved road safety, personal security and health benefits for local people including safer travel after dark and at night
- An improvement in the economic condition of the district centre.

10.60 For too long walking as a mode of transport has merely been seen as an adjunct to accident remedial schemes or to routine footway relay or lighting renewal programmes. The ‘Walkability’ project tackles directly the need to get people walking as first choice for local trips by defining all the elements of how people perceive walking and what they want to see improved.
Process

10.61 A key feature of the study was the use of ‘Community Street Audits’ in which local residents, ward councillors and officers walked a selection of routes and had their comments recorded. The consultants then converted this into an Action Plan. The use of the ‘Community Street Audit’ process ensures community buy-in from the beginning and the matching of scheme proposals to community defined needs. The Action Plan was presented to the local Hanwell Area Committee and was welcomed by members. There are seven main categories of schemes. These are shown below with the main proposals for each category. Funding will come from various sources including TfL.

Rollout Programme

10.62 A bid for funding for those parts of the project that are appropriate for TfL funding has been made in the BSP for years 2006/7 through 2009/10. If successful the Walkability concept will be extended to other local centres in the borough.

10.63 Once introduced, these routes would feed into the TfL journey planner facility as pedestrian friendly routes linking residential areas to the local railway station, to the local shopping centre, to the library, to the health centre, to buses on the Uxbridge Road and to the Brent Valley Park where it will link in to one of London’s strategic walking routes.

10.64 We intend to extend the Walkability concept:

- To the two local primary schools and the local high school
- To the station access programme being developed under the WLTS programme.

10.65 In this way the concept of walking as a first choice mode for all local trips will be promoted.

A breakdown of the main schemes identified in the first stage Walkability Action Plan carried out by Living Streets are shown below:

Table 10.3 A breakdown of the main schemes identified in the first stage Walkability Action Plan carried out by Living Streets as shown below:

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Location and Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road space reallocation</td>
<td>Widen the narrow footways on Cherington Road (access to library) and Boston Road</td>
</tr>
<tr>
<td></td>
<td>Improve the location of Church Road bus stop</td>
</tr>
<tr>
<td></td>
<td>Create a shared surface at Maudsville Cottages</td>
</tr>
<tr>
<td></td>
<td>Traffic calming on Cherington Road and Church road to reduce the impact of traffic.</td>
</tr>
<tr>
<td>Improved connectivity</td>
<td>Introduce a pedestrian phase at signals on Uxbridge Road at the Church Road junction.</td>
</tr>
<tr>
<td></td>
<td>Introduce full pedestrian phase at Clock Tower junction with Uxbridge Road (one arm only at present).</td>
</tr>
<tr>
<td></td>
<td>New crossing on Hanwell Hill to link residential area to bus stops and nursery school.</td>
</tr>
<tr>
<td></td>
<td>Raised surfaces at minor junctions and business crossovers to create step-free access routes.</td>
</tr>
<tr>
<td>Facilities and signage</td>
<td>Create a network of seats.</td>
</tr>
<tr>
<td></td>
<td>Increase the number of litter bins</td>
</tr>
<tr>
<td></td>
<td>Review sign clutter and redesign signs to a common standard.</td>
</tr>
<tr>
<td>Purpose</td>
<td>Location and Scheme</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Reopen southern entrance to Hanwell station</td>
<td>Introduce area and walking route maps</td>
</tr>
<tr>
<td>Footway surfaces and obstructions</td>
<td>Footway and drainage defects to be identified and prioritised</td>
</tr>
<tr>
<td></td>
<td>Review of railings, bollards and footway obstructions with a view to rationalisation.</td>
</tr>
<tr>
<td>Maintenance and enforcement</td>
<td>Bid for Town Centre Wardens to be submitted.</td>
</tr>
<tr>
<td></td>
<td>Graffiti and fly-tipping to be identified for action by council specialist teams.</td>
</tr>
<tr>
<td></td>
<td>Seek to improve footway cleanliness.</td>
</tr>
<tr>
<td></td>
<td>Seek funding for bridge netting to prevent pigeon fouling.</td>
</tr>
<tr>
<td></td>
<td>Review effectiveness of planning enforcement, parking enforcement and traffic regulation enforcement (e.g. left turn ban Cherington Road to Uxbridge Road).</td>
</tr>
<tr>
<td>Personal security</td>
<td>Prioritise lighting under PFI scheme and identify any supplementary lighting needs.</td>
</tr>
<tr>
<td></td>
<td>Seek funding to replace ‘solid shutters’ with other more pedestrian-friendly shop security measures.</td>
</tr>
<tr>
<td>Aesthetics</td>
<td>Seek funding to extend the shop front improvement programme</td>
</tr>
<tr>
<td></td>
<td>Consider options for public art etc.</td>
</tr>
</tbody>
</table>

**Walking Plan for Ealing**

10.66 A walking plan for the entire borough has not been completed at this time however preliminary work has begun on this and the Council commits to completing this plan over 2006/07.

10.67 The ‘Living Streets – Walkability’ programme above is seen as a very important step in the completion of the walking plan for the borough.
Summary

The council’s UDP protects walking in new developments.

It also protects three parts of the London strategic walking routes.

The council’s new Streetscape Design Guide will lead directly to an enhanced pedestrian environment in town centres.

Station access, safer routes to school and bus stop accessibility programmes will all contribute positively to improving the walking environment, including personal safety and security.

A particular problem is the need to provide pedestrian phases at some of the busiest signalised junctions in the borough. This has implications for traffic flow which have to be designed for in an integrated way.

The pioneering EU SALSA project is being extended through TfL funding

A major new ALG/Living Streets initiative, the ‘Walkability’ project has been set up in Hanwell as a way to transform the walking experience through Community Street Audits leading to an Action Plan for walking.

The Uxbridge Road Urban Realm Project brings together and builds on various existing policies and strategies in order to facilitate a co-ordinated high quality process for scoping, designing and implementing improvements on this major corridor.

Targets and Performance Indicators

10.68 Relevant targets and PIs for this section are:

Table 10.4 Relevant targets and performance indicators for the walking section.

<table>
<thead>
<tr>
<th>Target/P1</th>
<th>Level</th>
<th>Description</th>
<th>Definition</th>
<th>Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target 12</td>
<td>London wide</td>
<td>Volume and rate of walking trips</td>
<td>Number and rate per person of walking trips per annum</td>
<td>TfL</td>
</tr>
</tbody>
</table>
Walking

Footpath System

September 2005

Local Implementation Plan (Transport) 2007
11 Freight

11.1 TfL Guidance on LIPs states that:

4K.Pr1 Boroughs are ENCOURAGED to include a commitment to work with TfL to achieve the aims of the London Sustainable Distribution Partnership (LSDP) e.g. by facilitating trials and providing information from surveys.

4K.Pr2 Boroughs are ENCOURAGED to set out strategies and schemes to be adopted to achieve the LSDP freight related objectives including participating in sub-regional partnerships as appropriate and implementation of activities and schemes.

4E.Pr8 Boroughs are ENCOURAGED to identify sites for freight handling in their planning documents.

4K.Pr2 Boroughs are ENCOURAGED to identify freight forum representatives and a freight contacts map covering freight related activities including waste planning, development planning, fleet vehicle manager (goods vehicles), environmental health officer (delivery noise abatement).

4K.Pr3 Boroughs MUST include a commitment to engage with the London Lorry Control System (LLCS) consultation process, commitment to seek ways to work with the ALG to modernise, where appropriate, the requirements of the LLCS in respect of vehicle specifications, routing requirements and driver training, or equivalent measures in response to the proposal.

4K.Pr4 Boroughs MUST set out how they are progressing Low Emission Zone (LEZ) proposals. In particular their commitment to the London-wide scheme.

4K.Pr4 Boroughs MUST identify potential facilities for alternative cleaner fuels and the strategy to be followed in their increased provision and use.

4K.Pr4 Boroughs MUST also identify measures to encourage waste transport by rail, river and canal where appropriate and taking account of environmental impacts.

3.Pr6 Boroughs MUST set out how they seek to encourage the movement of waste by rail or water or otherwise reduce the impact of the transport of waste.

4M.Pr2 Relevant boroughs are ENCOURAGED to set out any measures they are implementing on relevant water freight issues such as safeguarding wharves and facilities...

4M.Po2 Relevant boroughs MUST take account of decisions relating to safeguarding of wharves in developing relevant plans and programmes.

4K.Pr5 Boroughs are ENCOURAGED to set out measures to protect potential new and existing rail freight transfer locations.

Introduction

11.2 The council takes the problems caused by freight vehicles very seriously whilst recognising the importance of freight deliveries and collections to the economy of the borough. As funding opportunities have arisen, the council has become actively involved in projects to designed to minimise and rationalise the problems caused by the movement of freight.
Perivale Lorry Route Scheme

11.3 Perivale is characterised by several industrial estates lying side by side with residential areas.

11.4 Heavy lorries accessing the industrial areas cause serious environmental problems by using residential streets and local shopping streets through the area to reach the trunk road network as directly as possible. In addition surveys have shown that a significant number of HGVs use the residential and local distributor roads to bypass the Hanger Lane Gyratory.

11.5 Some physical restrictions have been introduced in residential side roads to prevent heavy lorries using them, but the council cannot introduce physical barriers on the distributor roads through the area such as Bilton Road, which as well as being residential, are on a bus route and are local shopping parades which themselves require access for servicing vehicles.

11.6 There is limited opportunity for heavy vehicles to turn within the industrial estates so even if, say, a heavy lorry comes in directly from the A40, it may have to exit via local roads in the area.

11.7 In 2003/4 TfL awarded the council funding to carry out a Perivale Lorry Routing Study concentrating on the Wadsworth Road Industrial Estate. Where there are well over 100 businesses of varying size and type. Of 32 responding businesses as many as 1919 deliveries a week were claimed, an average of about 10 per day (this includes deliveries by van and car as well as by HGVs).

11.8 The objective is to encourage as many HGVs as possible to use the shorter southern approach to the industrial estate from the A40 via Teignmouth Gardens and Bideford Avenue.

11.9 Following an examination of lorry routes and vehicle numbers, advisory signs were erected at the edge of the industrial estate to encourage those truck drivers that did have turning facilities within the companies to which they were delivering, to enter and exit from the area by the preferred direct route to the A40 rather than via Bilton Road.

11.10 Traffic surveys were carried out before the signing was erected. This was followed up by a one-to-one survey of premises in the Wadsworth Road Industrial Estate to gain more information on delivery/collection problems such as the ability of heavy vehicle drivers to turn within premises.

11.11 The council is now seeking TfL funding for a series of ‘after’ traffic surveys to monitor the extent to which lorries have re-assigned within the local network following the introduction of the advisory signing.

West London Transport Strategy Freight Quality Partnership

11.12 Ealing is the lead borough in the West London Transport Strategy (WLTS) and an active participant in its Freight Quality Partnership (FQP) which was established in April 2003 with TfL funding.

11.13 The Steering Group has representatives of the West London Boroughs, TfL, Freight Transport Association, Road Haulage Association, the Metropolitan Police, Park Royal Partnership, BAA, Ealing Centre Partnership and West London Business and some of its constituent companies.

11.14 The WLTS FQP is currently focusing on five active schemes:
Freight

- A lorry access signing strategy on the approaches to, and within, the Park Royal industrial and commercial area.
- A study of improved rail and water freight on the Grand Union Canal
- An information system for deliveries
- A Loading Plan for Ealing Town Centre involving rationalisation and local management of delivery bays.
- An assessment of the impact of overnight deliveries at supermarkets on local residents in Hounslow

11.15 Each of these schemes is a demonstration project that has the potential to be rolled out across West London in the future. Collectively, the schemes are contributing to the key objectives of the WLTS FQP to:

- Develop a better understanding of distribution issues and problems across West London, and to
- Develop improvements that are sustainable, i.e. that reconcile the economic need for the movement of goods in West London with environmental and social concerns.

Park Royal Delivery Routes

11.16 Park Royal has 1900 companies and 40,000 employees. About half of it lies in Ealing. The project seeks improved signage for drivers and an accompanying freight map to counter inappropriate routing of heavy vehicles and delays in deliveries.

11.17 The problem is that many delivery drivers who are not regulars, have difficulty finding addresses in Park Royal and existing signing, based on a zoning system, does not help them sufficiently. In particular, current signing is not always consistent and does not always direct drivers to the best entry point to Park Royal from the external main road network.

11.18 A new signage strategy has been agreed and was implemented in October 2005 involving Ealing, Brent and Hammersmith and Fulham and TfL roads. A freight delivery route map showing preferred and most suitable access into and through Park Royal will be published at the same time.

Opportunities for Greater Use of Rail and Canal for Freight Movement

11.19 Although just outside the borough, there is an investigation into the use of rail for freight is being investigated including the replacement of LIFE, Wembley and Willesden sidings.

11.20 The FQP with TfL are examining the opportunity for the movement of nontime dependent waste, recyclables and construction materials on the Grand Union Canal. A new Materials Recycling Facility at Old Oak Sidings just over the boundary in Hammersmith and Fulham will include a wharfside. Park Royal Partnership are examining the opportunity this presents to look at the possibility of using the canal to transport waste and recyclables out of Park Royal to an area where it can be processed and are making funding bids for this. In addition, TfL are commissioning a project to provide a turnaround for freight on the West London canal network.
Protection of Site for Freight

11.21 The sites at Acton and Park Royal were identified as Mineral Aggregate Distribution sites in the Strategic Land Use map in the UDP. The Southall site has not been identified in published planning documents, possibly as a result of potential conflict with either Crossrail or West London Tram (Southall station link) – these proposals were current when the UDP was adopted. The Council makes a commitment to consider protecting these sites in future reviews of the UDP/LDF.

Information System for Deliveries

11.22 As part of the development of the London Travel Information Service (LTIS) the FQP consultants are working with TfL to identify all the legal loading/unloading locations, loading restrictions, advisory lorry routes and all weight, width and height restrictions etc in the West London boroughs that are pertinent to lorry movements.

11.23 These will be fed into an electronic system being developed through TfL that will enable delivery companies to plan suitable routes and avoid penalty charges. The system will also be able to incorporate planned road works and real-time traffic information and hence should result in more efficient lorry movements.

Ealing Town Centre Loading Plan

11.24 Ealing Town Centre suffers from traffic congestion and servicing problems for the many businesses that do not have off-street loading/unloading facilities.

11.25 A survey of the usage of kerbside deliveries and servicing in Ealing Town Centre was carried out in 2004 (New Broadway, The Broadway, The Mall, Springbridge Road, High Street, Bond Street).

11.26 There are 130 shops/businesses in the area surveyed. A total of 1048 deliveries/servicing were carried out in the survey week (Monday to Saturday). The peak day was Wednesday with about 275 deliveries. The lowest was on Saturday with only 74 deliveries.

11.27 Some 62% of vehicle deliveries were illegal (69% on Saturdays). This causes traffic congestion and environmental nuisance. It is also hard to enforce and anyway reflects a situation in which the delivery arrangements for local businesses need to be rationalised and improved.

11.28 A survey was undertaken of the attitudes of frontager businesses to options for possible improvements. Of 83 respondents, only 4% favoured night time delivery, 22% tighter on-street parking controls and enforcement, 33% improved signage for legal and designated loading bays, 43% off-street loading facilities (which would be hard to find), and 81% more convenient kerbside loading facilities.

11.29 There was an acceptance in principle by many businesses of the FQP proposal for the creation of a limited number of loading bays including some inset bays that would be available to groups of businesses who would cooperate through a telephone or electronic booking system for use of the bay. Loading/unloading would then be completely banned along the rest of the roads.

11.30 The proposals would make enforcement by camera possible which would be more efficient, would reduce illegal on-street loading and unloading, spread peak deliveries and hence the impact on traffic of multiple lorries arriving at one time and seeking to park, whilst at the same time improving the reliability of deliveries for businesses.
Freight

11.31 This scheme is at an early stage and a number of issues have to be ironed out but design and consultation is on-going. The programme of works will commence in 2006/7 subject to funding and consultation and extend through 2007/8.

11.32 Eventually it is intended that this type of scheme could be rolled out to each of West London’s congested town centres.

Other WLTS Freight Schemes

11.33 A number of other projects are on-going by consultants to WLTS that will directly benefit Ealing:

- Promoting Best Practice through the FQP Website
- Database of freight movements
- Research on servicing needs to inform borough planning documents
- Working with retailers to enhance the sustainability of home delivery arrangements including the use of alternative vehicles.

11.34 The WLTS is also bidding for a feasibility study of the introduction of freight consolidation centres in west London linked to stricter delivery curfews. The Consolidation Centre would:

- Operate cleaner vehicles when delivering to town centres and other locations in west London
- Use vehicles more effectively to reduce mileage and so lead to improvements in air quality and noise.

11.35 Funding bids for these schemes have been submitted to TfL

London Lorry Control Scheme

11.36 Set up in 1985, the LLCS is an environmental control measure to stop unnecessary lorry movements (over 8 tonnes) at night and at weekends. It is enforced by the ALG on behalf of the boroughs. A map of prescribed permitted routes is available to operators. Basically, in Ealing lorries are only permitted on the A40, A406, A312 south of the A40, the Greenford Road between the A40 and Rockware Avenue for access to industrial premises in north Greenford, and roads into and within Park Royal. However, permits are issued by the ALG for those with essential business elsewhere and a team of enforcement officers is employed.

11.37 The council will work with its partners in the WLTS FQP to seek to assess the London Lorry Control Scheme as it functions in West London, reviewing routes, times of operation etc in the context of the WLTS FQP objectives of balancing economic needs of West London against environmental and social concerns. Such assessments need to be undertaken on a sub-regional basis given the nature of freight movement. For example in the Ealing Town Centre survey, business respondents estimated that only 34% of deliveries came from within 10 miles, the remaining 66% coming from between 10 and 100+ miles away.

11.38 The Council commits to engaging with the LLCS consultation process.
Fuels

11.39 The council will also seek to work with its WLTS FQP partners and with the WLTS Air Quality Group, led by LB Hounslow, to develop proposals related to cleaner fuels and cleaner fuelled vehicles. The Air Quality Group are proposing to identify primary freight routes and destinations to establish a core network of freight movement in West London. This, when ready, will enable proposals to be developed to establish infrastructure along such routes including the addition of CNG/LPG at petrol stations and even the development of hydrogen stations.

11.40 Please refer to chapter 13 – Air Quality and Noise for further details.

Interactions with Freight and Van Operators

11.41 The WLTS FQP co-operated with TfL, the Police, the Vehicle and Operator Services Agency and the Freight Transport Association to hold a ‘Freight One-Stop-Shop’ for freight and van operators at Greenford Hall in March 2005.

11.42 At this, operators were able to find out not only about the WLTS FQP which had a stand there, but also about:

- Route planning and telematics
- Operator licensing
- Driver safety and risk management
- The latest fuel efficient vehicles and particulate traps
- Insurance and vehicle financing
- Driver training
- The London traffic Control centre

11.43 An Ealing council officer attended with the FQP consultants. This event was an excellent way of making contact with operators and should be repeated in the future.

Low Emission Zone

11.44 Ealing is part of the West London Borough Cluster group for the proposed Low Emission Zone which TfL is to implement. The council is committed in principle to the proposal but awaits further advice from TfL on the legal processes involved. It is believed that TfL is working towards October 2007 as the date for implementation. Many boroughs are concerned over costs being passed back to them and are seeking more details of the case for a LEZ and its practicalities.

11.45 A number of problems remain to be resolved including:

- Detection and enforcement
- Adequate vehicle inspection and certification procedures
Agreement on the emissions criteria

The effect of extra costs on businesses

However, the advantages of the LEZ Include:

- It will remove the oldest and most polluting lorries and coaches from London’s streets.
- It directly tackles the need to meet tougher new targets by 2010 for PM10 and Nox.
- The costs of the scheme (set up and running costs) would be offset by the economic benefits as estimated by TfL’s consultants, including £222million of health benefits London-wide.

HGV Routes

During 2005/6 the council is carrying out two studies into new heavy goods vehicle routes:

- A study of land use and transport capacity in north Greenford which will include consideration of a new access road across the Central Line to take heavy goods vehicles directly to the A40, so avoiding the need to pass residential properties on Greenford Road.
- A study of the business case of the proposed Gateway Link Road (sections 3.5 and 6.2.3) which will enable heavy goods vehicles to access new development sites and existing industrial estates directly without the need to pass through Southall Town Centre.

Sustainable Procurement

The Improvement & Development Agency has prepared a document entitled “Guidance on Implementing Sustainable Procurement in Local Government” and all Council procurement officers are bound by this in terms of local procurement activity.

In the absence of a borough fleet, Procurement applies this guidance when contracting a new contractor to promote the uptake of cleaner fuelled vehicles and other sustainable measures such as recycling road base.

The 5 key corporate priorities for the sustainability policy are:

1. Protect and enhance the environment
2. Promote economic development and regeneration
3. Ensure social inclusion
4. Promote healthy living
5. Promote good practice

The procurement process can have a clear influence in the achievement of policy goals by consideration of the following criteria:
- Fitness for purpose and value for money
- Resource, energy and water efficiency
- Minimum use of virgin and non-renewable materials
- Maximum use of post-consumer materials
- Non, or reduced, use of polluting chemicals (toxic, CFCs, ozone etc)
- Maximum durability, reparability, reusability, recyclable and upgradeability
- Minimum packaging
- Design for disassembly
- Fault controls to prevent unnecessary waste
- Health & safety standards
- Biodegradability

**Freight Contacts Map**

**11.52** The key freight contacts in Ealing at the time of writing are:

<table>
<thead>
<tr>
<th>Area</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Freight Issues</td>
<td>Anne Stevens</td>
<td>020 8825 6791</td>
<td><a href="mailto:stevensa@ealing.gov.uk">stevensa@ealing.gov.uk</a></td>
</tr>
<tr>
<td>Planning and development (e.g. safe guarded rail depots)</td>
<td>Anne Stevens</td>
<td>020 8825 6791</td>
<td><a href="mailto:stevensa@ealing.gov.uk">stevensa@ealing.gov.uk</a></td>
</tr>
<tr>
<td>Waste Transport</td>
<td>Earl McKenzie</td>
<td>020 8825 6000</td>
<td><a href="mailto:mckenzieE@ealing.gov.uk">mckenzieE@ealing.gov.uk</a></td>
</tr>
<tr>
<td>Fleet vehicles</td>
<td>Earl McKenzie</td>
<td>020 8825 6000</td>
<td><a href="mailto:mckenzieE@ealing.gov.uk">mckenzieE@ealing.gov.uk</a></td>
</tr>
<tr>
<td>Environmental Health</td>
<td>Liza Ctori</td>
<td>020 8825 6587</td>
<td><a href="mailto:ctoril@ealing.gov.uk">ctoril@ealing.gov.uk</a></td>
</tr>
</tbody>
</table>

An updated contact list can be found at:

www.westlondonfqp.com/members.htm
Summary

The council has instigated the Perivale Advisory Lorry Route scheme and is seeking TfL funding for follow up surveys and engineering measures in 2007/8.

The council is the lead borough in the West London Transport Strategy Freight Quality Partnership which has a number of on-going projects including the Park Royal Delivery Routes and Signing project and the Ealing Town Centre Local Management of Delivery Bays project which will improve town centre deliveries.

Projects relating to canal and rail freight across the borough boundary are being co-ordinated by the West London Transport Strategy and Park Royal Partnership.

The council supports the review of the London Lorry Control Scheme and proposals for a London Low Emission Zone.

Targets and Performance Indicators

11.53 Relevant targets and PIs for this section are:

Table 11.2 Relevant target and performance indicators for freight.

<table>
<thead>
<tr>
<th>Target/P1</th>
<th>Level</th>
<th>Description</th>
<th>Definition</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>Borough</td>
<td>Business satisfaction</td>
<td>Business satisfaction with fairness of enforcement of parking and loading regulations.</td>
<td>TFL and business organisations</td>
</tr>
</tbody>
</table>
Cycling
Cycling

12 Cycling

12.1 TfL Guidance on LIPs states that:

4J.Po1 Boroughs are ENCOURAGED to set out how they consult with cyclist user groups and undertake and support measures to make cycling environment safer and more convenient.

4J.Pr1 Boroughs MUST include details of local borough action to support London Cycling Action Plan objectives.

4J.Pr3 Relevant boroughs MUST set out implementation programmes for the LCN.

4J.Pr4 Relevant boroughs MUST set out their implementation programmes for LCN+

4J.Pr5 Boroughs MUST include a programme for review of key cyclist accident locations and a programme for the implementation of traffic management solutions. On ‘A’ roads and Busy Bus Routes this must be incorporated into the ‘parallel initiatives’ as set out by 4G.Pr18.

4J.Pr6 Boroughs MUST include details of their cycle audit procedures.

4J.Pr7 Boroughs MUST include details of programme proposals for additional cycle access and secure cycle parking facilities.

4J.Pr8 Boroughs MUST include details of programmes for the implementation of cycle training measures.

4P.Pr3 Boroughs are ENCOURAGED to include proposals on how they will add to and improve TfL’s Journey Planner facility e.g. specifying location of walking and cycling routes etc.

Ealing’s Vision For Cycling

12.2 Ealing is one of the leading boroughs in London in supporting cycling for everyday transport.

12.3 The council believes that the case has been well made for cycling as a form of transport that is more socially and environmentally benign than motorised transport, particularly private motorised transport. The health benefits are now better known, and the environmental disbenefits of motorised transport are also understood to the point where support for genuinely sustainable transport is more urgent than ever.

12.4 However, cycling’s share of the transport mix is particularly low in London in general, and Outer London in particular. Furthermore, recent counts indicate that no significant sustained increase in cycling has occurred in Ealing over the last three years, despite increases in resources allocated to supporting cycling.

12.5 This position can only be changed by a commitment from DfT and TfL to reduce or reverse the growth in motor vehicle traffic. Above all, an ideological and cultural change is required which sees car and other motor vehicle use in terms of its problems and the need to reduce it and its ill-effects. Alongside this, the use of cycling, should become more clearly accepted as a preferred mode of transport for local trips.

12.6 Central to this is the need to see cycling as a normal, everyday activity carried out by people of a wide variety of ages and backgrounds.
Links to London Cycling Action Plan Objectives

12.7 The Council fully supports the London Cycling Action Plan and its objectives. The following chapter of the LIP details the range of programmes that exist and are proposed to address the LCAP.

Table 12.1 Links between the chapter references and the LCAP.

<table>
<thead>
<tr>
<th>LCAP Objective</th>
<th>Chapter Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 1</td>
<td>Introduce quality conditions on the London Cycle Network plus (LCN+)</td>
</tr>
<tr>
<td>Objective 2</td>
<td>Increase cycle safety, access, and priority</td>
</tr>
<tr>
<td>Objective 3</td>
<td>Increase cycle parking provision</td>
</tr>
<tr>
<td>Objective 4</td>
<td>Support innovative cycling schemes</td>
</tr>
<tr>
<td>Objective 5</td>
<td>Promote cycling and improve its status</td>
</tr>
<tr>
<td>Objective 6</td>
<td>Provide incentives and support for target groups</td>
</tr>
<tr>
<td>Objective 7</td>
<td>Increase mutual awareness and respect between cyclists, pedestrians and other road users</td>
</tr>
<tr>
<td>Objective 8</td>
<td>Promote cycle links and interchange schemes</td>
</tr>
<tr>
<td>Objective 9</td>
<td>Optimise the contribution to cycling from other schemes</td>
</tr>
<tr>
<td>Objective 10</td>
<td>Improve co-ordination and partnership</td>
</tr>
</tbody>
</table>

Improving the Highway Environment for Cyclists

12.8 The borough’s Cycling Action Plan for Ealing was published in July 2003, in compliance with the requirement in TfL’s London Cycle Action Plan. Ealing’s plan outlines more than 20 priority areas, setting out the council’s programmes for improving Ealing’s cycling environment and to support TfL’s objectives. These initiatives include:

- An extensive cycle training programme
- Implementing facilities on the LCN+
- A rolling programme of targeted remedial safety schemes
- Opening one-way streets for cycles to increase access
- Installing cycle parking facilities.
- Opening up routes through parks and green corridors are also being established.

12.9 In addition, an important part of cycle planning is ensuring that traffic management schemes, bus priority schemes etc, do not make road conditions worse for cyclists.

12.10 Cycling should be a normal part of everyday life. As such, cycling will take place on all roads in the borough. To improve the cycling environment means addressing the permeability of the borough to cyclists, rather than merely improving a limited number of designated routes.
Consultation with Cycling Groups in the Community

12.11 The Council’s Cycling Officer/s attend all monthly meetings of the Ealing Cycling Campaign (ECC) to discuss schemes and programmes in the borough. ECC is consulted on the annual cycling programme including Cycle Route Implementation Stakeholder Plans (CRISPs) and is a participant of the annual launch of ‘Marketing Cycling’. This relationship is an important source of local information particularly regarding new locations of cycle parking and lists of people wanting maintenance and training. In addition the council’s Cycling Officers are in regular and frequent contact with the Cyclists’ Touring Club. Seeking advice from, and co-operation with the English Regional Cycling Development Team and its successor Transport Initiatives LLP frequently takes place.

12.12 The success of this process resulted in Ealing Council winning the 2005 National Cycling Project Award for promoting cycling from the Cycling Tourist Club (CTC) and the Federation of Cycle Campaign Groups (CCN). The council intends to maintain this high level of co-operation with our cyclist user groups. The local branch of the London Cycling Campaign (LCC) are on the list of consultees for all highway schemes, and are always consulted at or before the statutory consultation stage.

Implementation of London Cycle Network +

Statement of Commitment to LCN+

Policy Context

12.13 The Mayor’s vision is to make London a city where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle whenever it suits them. Cycling is integral to the Mayor’s vision to develop London as an exemplary sustainable world city.

12.14 The Mayor’s Transport Strategy (MTS) includes a commitment to prepare a plan to guide the development of cycling initiatives. To meet this commitment Transport for London published the London Cycling Action Plan (LCAP) in February 2004. LCAP includes a target increase in cycling of at least 80% by 2010, and 200% by 2020 when compared to year 2000 levels.

12.15 LCAP sets out a balanced package of measures that will help achieve the Mayor’s vision and deliver all the economic, social and environmental benefits of an increase in cycling.

12.16 Objective 1 in LCAP is to complete the delivery of the London Cycle Network+ (LCN+) by 2009/10. This is to be a 900 Km long network of strategic routes that will provide cyclists with fast, safe and comfortable conditions.

12.17 This authority is committed to the implementation of LCN+ network links numbered 47, 48, 51, and 249 on land under its control (as shown on the attached map (page ?)). We confirm that these routes and sites are safeguarded, to give protection against contrary proposals.

12.18 Additionally this authority commits to working with TfL’s Lead Borough (London Borough of Camden, LBC) and TfL and other stakeholders to achieve this.

12.19 The Traffic Management Act imposes a network management duty on all local traffic authorities to secure the expeditious movement of traffic (including pedestrians and cyclists) on their road networks, and to facilitate the expeditious movement of traffic on other authorities’ networks.
12.20 In fulfilment of its responsibility to deliver LCN+ schemes, this authority is committed to securing the expeditious movement of traffic including pedestrians and cyclists), and will ensure a balance of network capacity and safety for all modes. Given that cyclists are particularly vulnerable road users, this borough undertakes to pay particular attention to accommodating their needs through sites where works are taking place.

Programme

12.21 LCN+ is programmed to be substantially completed by 2009/10. The table below is an outline programme to deliver the LCN+ network over this period.

<table>
<thead>
<tr>
<th>Link Number</th>
<th>Crisp Study (yr)</th>
<th>Works Commence (yr)</th>
<th>Works complete (yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>47</td>
<td>05-06</td>
<td>06-07</td>
<td>08-09</td>
</tr>
<tr>
<td>48</td>
<td>06-07</td>
<td>06-07</td>
<td>08-09</td>
</tr>
<tr>
<td>249</td>
<td>04-05</td>
<td>06-07</td>
<td>08-09</td>
</tr>
<tr>
<td>51</td>
<td>06-07</td>
<td>Ongoing</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

Process

12.22 The LCN+ programme for the London Borough of Ealing will be developed with our officers and the LCN+ team at LBC.

12.23 In order to ensure that the LCN+ network requirements are to be met, the individual scheme proposals will be initiated through the Cycle Route Implementation Stakeholder Plan (CRISP) process. This is a feasibility assessment on an LCN+ link that is intended to support this borough in scheme planning, programming, design and implementation by engaging stakeholders at an early stage. Using information gathered on existing conditions, opportunities and constraints, the CRISP assessments will recommend strategic solutions on each link. This borough is committed to use the CRISP process.

12.24 Additionally, this borough is committed to ensuring that schemes are designed in accordance with the TfL’s London Cycling Design Standards (LCDS). In pursuance of this commitment, this borough will send scheme design proposals to TfL’s Lead Borough (LBC) for checking using the ‘LCN+ Design Check Procedure’.

12.25 All the links within the LCN+ network will have been subject to a CRISP assessment by 2007/8.

12.26 This borough commits to using existing and new processes that may be developed to support the delivery of this programme, including for example:

12.27 the Monthly Monitoring (MM) reporting forms and the variation pro-forma, for network and scheme change control. This borough commits to using road safety audit procedures on cycling schemes.

Monitoring and Performance

12.28 Delivery of LCN+ by 2009/10 is a key task in LCAP as a contributor to the achievement of the LCAP objective of an 80% increase in cycling in London.
Cycling

12.29 Progress on the LCN+ programme will be measured by:

- the number of CRISP assessments completed,
- schemes designed and ready for implementation,
- additional route length delivered.

12.30 A method for measuring additional route length (based on measures of level of service) is being developed by TfL.

12.31 The above is reported through the LCN+ Annual Report produced for TfL by LB Camden.

12.32 Another action arising from LCAP is the need to support highway authorities to maintain cycling routes and facilities to give confidence and demonstrate the long-term commitment of TfL. A pilot asset management initiative was undertaken in 2004/05 and this will be reviewed and developed further in 2006/07.

LCN + Programmes in Ealing

12.33 28 km of LCN+ routes lie within LB Ealing, and the Council will continue to work with the LCN+ Project Management Team and its resident consultants to bid for, design, consult on and implement cycling improvements along these routes. The Council aims to complete the LCN+ network of routes in the borough by 2009/10.

12.34 A summary of the first stage of the LCN+ programme to 2008/9 is appended at the end of this section.

Cycle Route Implementation Stakeholder Plans (CRISPs)

12.35 Cycle Route Implementation Stakeholder Plans have been undertaken for three north/south cycle routes across the borough (Plan 14). These involve a series of meetings, including site meetings, involving

- Council officers
- TfL Street Management
- TfL Cycling Centre of Excellence
- LCN Highway Design consultants and Project Managers
- Local Cyclist representatives such as Ealing Cycling Campaign

12.36 The police, ward councillors, local businesses, schools, residents’ associations, TfL London Buses, TfL Traffic Signals Team, etc along each route are also invited to contribute.

12.37 In addition, data is collected on traffic flows, cycle flows, accidents, highway and footway capacity etc.

12.38 The CRISP process is an excellent way for all interested parties on a LCN+ cycle route to be actively involved in the design of the route from its inception. Of course once the CRISP has been produced then the normal council process of public consultation and committee approvals takes place leading to approved, or if necessary amended schemes.
Implementation of the LCN

12.39 The LCN+ are the LCN routes which TfL have prioritised for implementation. The LCN itself is a much more extensive network (Plan15). Because of the limited geographical coverage of the four routes comprising the LCN+, the council sees it as important that some progress resumes on the wider LCN.

12.40 The following programme shows our plans for implementation over the next 10 years. This shows the LCN in Ealing broken down into coherent parts that give good links for medium distance cycling within the borough.

New Highway Initiatives

12.41 The Council will continue to develop shared cycle and pedestrian paths in parks, along rivers and canals, and on former railway lands (Green Corridors). The Council is drawing up plans to bid to improve facilities along the Grand Union Canal towpath, 19 km of which flows through the borough.

12.42 In 2006/07 and 2007/08 the Council plans to develop routes in the area around Horsenden Hill and Berkeley Fields, Greenford, linking the LCN+ route 86 and the canal towpath. Later on, we hope to improve east-west routes across Pitshanger Park, Perivale Park and the Brent Valley Park. Opportunities to create short cycle links across open spaces will be taken as they arise, anywhere in the borough. The Council would like to improve and divert the path parallel to Brunel Road Acton to make it safer and more useful. A longer-term project Council will pursue subject to funding is the upgrade of the existing footpaths along the River Brent to create a north south cycle route.

12.43 In addition, the Council has implemented parts of the old London Cycle Network which are not now on the LCN+. The Council intends to modify these routes as and when budgets become available for this. We also have a network of local (non LCN or LCN+) cycle routes. The programme is shown on Plan 16.

12.44 We have also bid for funding for engineering measures to resolve problems for cyclists, whether or not these roads lie on the LCN, LCN+, or local cycle routes.

12.45 The Council do not have a specific, long-term programme of cycle improvements, other than the LCN+. The cycle network comprises all roads plus many off road routes and therefore we implement measures as and when the need arises (and funding is obtained). Decisions on which locations to prioritise are based on (1) an annual review of cyclist collisions in the borough; (2) Consultation with local cyclists and others; (3) A list of new routes that could be developed and (4) Opportunities arising from developments and other highway schemes. This council believes that this is the most effective way to programme works for the coming year allowing works to be prioritised in accordance with the information gathered annually.

New maps

12.46 The council welcomes the popular TfL cycle maps and distributes these across the borough.

12.47 However, the council wishes to develop a series of new maps on a much larger scale showing routes from local residential areas to:

- Town centres
- Schools
Cycling

- The hospital
- Leisure centres
- Major employment areas

12.48 That show:
- Cycle routes
- Quiet roads
- Shared use paths
- Cycle parking facilities, with all roads graded according to the proficiency in cycling required to use them.

12.49 The maps would also have information on our on-road cycle training courses, Dr Bike sessions, Bike Buddy schemes etc. This approach would greatly enhance the attractiveness of neighbourhood biking and biking to work by providing the sort of information people need to encourage them to cycle. This information would feed information into the TfL Journey Planner facility.

Accidents and Remedial Work

12.50 Several years ago, the council’s Cycling Officer carried out a pioneering study with TfL of accidents along the Uxbridge Road which highlighted accidents caused by vehicles turning into and out of busy side roads and not paying sufficient attention to cyclists using the advisory cycle lanes. This led directly to the programme of green surfacing of advisory cycle lanes with added cycle symbols where they cross such junctions.

12.51 Ealing now has an annual rolling programme reviewing key cyclist accident locations across the borough. The programme, undertaken in partnership with the Metropolitan Police, assesses contributory factors at 10 sites with the highest numbers of cyclist casualties per year. Remedial treatments are implemented where appropriate. Current sites are listed in the Council’s Road Safety Plan for Ealing.

12.52 The Road Safety Plan also contains an analysis of the causes of accidents to cyclists across the borough carried out by the Cycling Officer in July 2005.

Cycle Audit Procedures

12.53 The Council undertakes safety audits on all new major highway/transport infrastructure and traffic management schemes, including both non-cycling schemes and cycling-specific schemes. Ealing also welcomes the TfL checklist of cyclists’ needs within bus and other non-cycling schemes.

12.54 Features which can cause safety problems for cyclists include:
- Narrow traffic lanes
- Kerb build-outs and traffic islands which cause pinch points where cyclists cannot be safely overtaken
• Poorly-chosen parking places
• Lack of advanced stop lines for cyclists at junctions.

12.55 For traffic management schemes implemented in the past, the council has a programme of remedial measures funded through the BSP process.

12.56 Features that cause delay and inconvenience for cyclists include;
• One-way schemes
• Point no-entries
• Banned right turns etc.

12.57 Cycle exemptions are now normally incorporated in these types of scheme. In particular, Ealing has a commitment to opposing all new one-way schemes unless they are shown to be absolutely necessary, and for cycle exemptions or treatments to protect cyclists affected by one-way schemes to be included in any new one-way schemes. In addition, existing one-way schemes are being treated to reduce or remove the problems for cyclists created by such schemes.

12.58 A list of planning applications is sent to the cycling officer weekly who in turn reviews and informs planning officers of any concerns about cycling provision.

12.59 For new traffic management measures (local safety schemes, 20 mph zones, controlled parking zones and section 106 or other non-TfL funded schemes), the council’s Traffic Management Team are required to consult the Cycling Officer at the feasibility and preliminary design stages.

12.60 Highway schemes in the Borough have a quality management check sheet that is completed before the engineers sign off a project with the contractors. It is proposed that a formal record of a cycle audit having been carried out be included in this checking mechanism as an additional safeguard. This should be in place by early 2006.

12.61 The Council welcomes the new London Cycle Design Standards to facilitate the development of consistent, high quality cycle schemes across London. The council uses these as its standard for the provision of cycle infrastructure and therefore does not have its own separate standards.

Cycle Parking

12.62 Ealing has a pro-active cycle parking policy and will continue to ensure that cycling as an everyday mode of travel for local as well as longer distance trips is fully catered for. The council’s programme for cycle parking provision seeks to provide at least 100 new publicly accessible cycle parking stands each year. At the end of 2004/5 there were approximately 750 stands (providing 1500 parking places) with about another 300 stands (600 parking places) to follow.

12.63 The borough has adopted the ‘Bike Parking and Security Association Quality Cycle Parking Standard’. The general policies for installing these stands are: Stands to be constructed of stainless steel, usually located parallel to and about 0.8 metres from the kerb near shops or other establishments with short term visitors. There will generally only be one stand
Cycling

in each location. Greater numbers of stands will be provided where there is high demand (e.g. at stations) and undercover if possible. Priority will be generally given to those areas requested or where there is observed demand.

12.64 The street cycle parking programme is intended to provide on-street cycle stands conveniently close to all shops, eating, drinking, and entertainment establishments in the borough, with additional provision where there is proven demand.

12.65 In addition, the council recognises that different uses will require different types of cycle parking provision: secure covered parking for workers and students; open sheffield stands for visitors; lockers or CCTV security for station cycle parking and this is integral to the programme. Cycle parking at four schools annually, and 25 new cycle lockers is also proposed.

12.66 The Council has a GIS database of all cycle facilities, including on-street and public cycle parking facilities. This is continually updated as changes occur.

12.67 Additionally, the Council's UDP requires developers to provide good cycle access to the development, install secure cycle parking and provide showers, lockers and changing facilities.

Cycle Parking at Stations

12.68 The council will continue to liaise with Network Rail and London underground to improve the amount and quality of secure cycle parking at stations. The council is particularly keen, where feasible, to implement secure cycle parking inside stations, helping to deter theft and encourage overnight use. The Council intends to increase cycle parking facilities at Ealing Broadway Station, as part of the station forecourt remodelling redevelopment which will occur in the 2006/07 financial year. As the major transport hub in the borough, there is a high demand for cycle parking at Ealing Broadway station.

12.69 Cycle parking at most local stations is inadequate and available space for on footway parking cannot alone meet anticipated demand. We are keen to work with London Underground, Network Rail and train operating companies to address this problem to encourage cycle access to stations.

12.70 There are 24 stations in the borough, and 4 on Ealing’s border with other boroughs. Eight Ealing stations have no cycle parking at all (Northolt, South Greenford, Castle Bar Park, Drayton Green, Southall, Hanger Lane, South Acton, and Acton Main Line). In addition, there is no parking within Ealing at Sudbury Hill, or Sudbury Town.

12.71 Cycle parking at Ealing stations seems to be declining, possibly as a result of cycle theft. Parking at stations should be secure and under cover, so that people feel they can leave a bike there all day. This would ideally mean that it is within the station visible to staff or under CCTV surveillance. Only two stations fulfil both these requirements: Greenford and Chiswick Park, with Northfields having the next best quality parking.

Table 12.3 Existing cycle parking at or near stations

<table>
<thead>
<tr>
<th>Station</th>
<th>Existing cycle parking provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acton Central</td>
<td>8 Sheffield stand places near Western entrance</td>
</tr>
<tr>
<td>Acton Town</td>
<td>11 new Sheffield Stands, 9 more to be installed soon nearby</td>
</tr>
<tr>
<td>Boston Manor</td>
<td>6 Sheffield stand places within 20m of entrance</td>
</tr>
</tbody>
</table>
### Table 12.4 Proposed improvements to cycle parking (as at April 2005)

<table>
<thead>
<tr>
<th>Station</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action Central</td>
<td>By subway railings on eastern platform (8 covered)</td>
</tr>
<tr>
<td>Acton Main Line</td>
<td>Opposite ticket window (4 open). On platforms under stairs (12 covered)</td>
</tr>
<tr>
<td>Acton Town</td>
<td>Provide roof SW of station entrance. Add 12 extra stands</td>
</tr>
<tr>
<td>Boston Manor</td>
<td>Liaise with Hounslow borough</td>
</tr>
<tr>
<td>Castle Bar Park</td>
<td>Add 3 Sheffield stands in west side bus shelter (6 covered)</td>
</tr>
<tr>
<td>Chiswick Park</td>
<td>Add 8 Sheffield stands in booking hall (16 covered)</td>
</tr>
<tr>
<td>Drayton Green</td>
<td>Add 3 Sheffield stands in east side bus shelter (6 covered)</td>
</tr>
<tr>
<td>Ealing Broadway</td>
<td>Erect shelter over some Haven Green stands. Add 12 Sheffield stands when forecourt is modified. Ensure rebuilding plans incorporate space for at least 100 covered Sheffield stands inside station (-8 open, 20 covered, pre-development)</td>
</tr>
<tr>
<td>Ealing Common</td>
<td>Add 4 Sheffield stands inside station (8 covered)</td>
</tr>
<tr>
<td>Greenford</td>
<td>Add 4 Sheffield stands inside station (8 covered)</td>
</tr>
<tr>
<td>Hanger Lane</td>
<td>Install 4 Sheffield stands on walkway near station entrance (8 open)</td>
</tr>
<tr>
<td>North Acton</td>
<td>Add 4 Sheffield stands on walkway near station entrance (8 open)</td>
</tr>
</tbody>
</table>
### Cycling

<table>
<thead>
<tr>
<th>Station</th>
<th>Proposals</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Ealing</td>
<td>(Existing provision is under used)</td>
</tr>
<tr>
<td>Northfields</td>
<td>Build matching cycle shed on other side of entrance (12 covered)</td>
</tr>
<tr>
<td>Northolt</td>
<td>Build a bike shed south of the station entrance (32 covered)</td>
</tr>
<tr>
<td>Northolt Park</td>
<td>Build a shelter with 10 Sheffield stands nearby (20 covered)</td>
</tr>
<tr>
<td>Park Royal</td>
<td>Add a shelter to existing provision (-14 open, 14 covered)</td>
</tr>
<tr>
<td>Perivale</td>
<td>Add 3 Sheffield stands at front under station canopy (6 covered)</td>
</tr>
<tr>
<td>South Acton</td>
<td>Add 3 Sheffield stands each side of the station canopy (12 open)</td>
</tr>
<tr>
<td>Southall</td>
<td>Find space for Sheffield stands on the platforms (20 covered)</td>
</tr>
<tr>
<td>South Ealing</td>
<td>Liaise with LU to get up to 10 stands installed inside the station (target 20 covered)</td>
</tr>
<tr>
<td>South Greenford</td>
<td>Access to platforms is via separate long ramps. This means parking a cycle will require a long walk to collect it. Long-term, a subway between the platforms is needed, with CCTV and cycle racks (0)</td>
</tr>
<tr>
<td>Sudbury Town</td>
<td>Add 2 Sheffield stands as near to the borough boundary as possible (4 open)</td>
</tr>
<tr>
<td>Turnham Green</td>
<td>Add 5 Sheffield stands on corner of Acton Green (10 open)</td>
</tr>
<tr>
<td>West Acton</td>
<td>Add 3 Sheffield stands between the two station entrances (6 covered)</td>
</tr>
<tr>
<td>West Ealing</td>
<td>Liaise with Thames trains to get up to 10 stands installed inside the station (target 20 covered)</td>
</tr>
</tbody>
</table>

#### Schools Cycle Parking

12.72 The Borough has been a major participant in the Mayor’s Cycling Initiative for Children and Young People – A Programme for the Provision of Cycling Facilities at Schools & Colleges. We have also provided cycle parking at schools from Safer Routes to Schools budgets. The council supports the provision of cycle parking, in association with on-road cycle training and bicycle support work as essential to encouraging young people to cycle.

12.73 In general, primary schools will have cycle stands, sometimes under shelters and high schools will have individual lockers or enclosed shelters.

12.74 Since December 2003 cycle parking has been installed at the following schools:

- Featherstone High
- Notting Hill and Ealing High
- Twyford High
- Elthorne Park High
- Dormers Wells High
- Acton High
The Concept of Marketing Cycling

12.75 The traditional approach to providing for cycling has been to make changes to highway infrastructure (cycle lanes, advance stop lines, shared use paths and various minor engineering features). On-street cycle parking has gradually become accepted and there is now an active programme of installing stands.

12.76 Much of the engineering approach is based on the need to make cycling safer and make the cyclist more conspicuous. Important as they are, the problem is that these features alone are not going to achieve significant modal shift from car to cycling. This is particularly the case for short trips e.g. from home to local shopping parade or to school, on which the cyclist anyway is unlikely to travel on any route designated as a ‘cycle route’. Yet these sorts of trips are eminently transferable to cycling.

12.77 To achieve a culture of day-to-day neighbourhood biking it is necessary to provide far more support for the potential or new cyclist, addressing their individual needs and concerns and supporting them throughout the process from the stage of giving consideration to cycling to becoming a confident cyclist.

12.78 In turn, increasing the number of people cycling each day leads to the creation of a ‘critical mass’ of cyclists whereby the sheer number of cyclists has a direct positive effect on cyclists’ safety on the road.

12.79 There are a number of components to this process, and these are set out below. They are drawn from the council’s publication ‘Marketing Cycling’ (Robert Davis of Ealing Council and Ian Pearson of Cycle Training UK) copies of which are available on request.

Marketing Cycling: Cycle training

12.80 The Council’s cycle training programme provides private and group tuition for anyone who lives, works or studies in Ealing, from complete beginners to returning cyclists.
Apart from an initial £5, subsequent training is provided free of charge and is funded by TfL although we are increasingly endeavouring to supplement this through e.g. s.106 agreements and other sources as they arise.

The Council is committed to using the National Accreditation System and Standards for cycle training of children, teenagers, adults, and professionals. Training is delivered for the council by Cycle Training UK Ltd who meet or exceed Best Practice as defined by the National Standards in all aspects of their work.

Instructors meet trainees at any location in the borough, on any day of the week and at any appropriate time requested. A loan-bike system is available.

Levels of Training

In level one trainees are taught bike control skills away from traffic. For adults, one and a half hours at most is likely to be enough to bring them to a point where they are ready to go on-road. Young children will be given preliminary one hour training first.

The training programme recognises that every person will have a different learning profile and the amount of training offered is geared to this.

The essential aim is to train people on the actual roads they are going to use. For this reason all level 2/3 training is carried out on-road in locations which reflect the suitable requirements of the trainee, e.g. in terms of traffic levels. Training at this level is usually carried out on a one-to-one basis. Where trainees have a specific goal such as cycling to work or to their local shops, training can be directly geared to this. If their journeys need to cross the borough boundary, this can be accommodated.

In addition to improving their own skills, parents can be offered training to learn to ride protectively when travelling in a family group or with one or more of their children. Because different members of the family group may at very different levels of ability from one another, some preliminary individual training may be needed. In addition, the adults can be given professional advice on riding with a trailer bike or child carrier.

So far there have now been 102 individual children, 151 individual adults and 13 family groups trained.

Does it Work?

Since cycle training started in Ealing some years ago there has been an enormous response from people seeking training indicating a huge pool of goodwill towards cycling and a large suppressed demand for gaining the skills and confidence necessary to actually get riding. There have been no safety problems.

In October 2003 a survey on the effectiveness of one-to-one cycle training delivered by Cycle Training UK Ltd. between 1998 and 2003 was commissioned by Transport for London. A postal questionnaire surveyed 2,200 people and received a significant response rate (28%).

The survey results show that 81% of trainees who responded cycle more, or more confidently, now than they did before training and there was an 89% satisfaction level with training. Following training there is a significant shift towards trainees cycling more frequently, further and more out of their locality, and cycling all year round.
Schools Cycle Training

12.92 School and youth group training is based on courses of six trainees for level 1 and groups of 4 to 6 for level 2/3 with two instructors per group. The basic package is a six-hour course (two hours in the playground followed by four hours on-road).

12.93 Where funding exists, a classroom session is undertaken with all pupils in the class from which trainees are drawn, designed to promote cycling as a form of transport, thereby inducing a positive attitude and to raise awareness of cycling as a good way to travel around the locality. As part of this students almost invariably react positively to cycling.

12.94 There have been 42 primary school courses, 5 secondary school courses, and one youth group course. The total number of trainees has been 517.

12.95 There are approximately 5000 students per year in Ealing schools. A 4 day introduction to road riding course for 14 pupils costs £1400.00 (£100 per pupil). Current funding of approximately £50000.00 allows 500 children to be trained.

12.96 Demand for child cycle training is at least 33% of children. £130000.00 a year would be required to train 15-20% of each group of children, plus a modest increase in training of individuals and family group. This would total to approximately 1300 people in the borough.

12.97 The Council are now trying to promote a more advanced version of the above course. This would enable pupils to make the transition to secondary school with a section of route selection and riding to school. This would cost approximately at £1700.00 for 14 pupils or £120.00 per individual. Not all courses will be at this advanced level (it necessitates 1 extra day at the school and is most appropriate for years 6 and 7). It is also difficult to predict how many schools will be at this level.

Cycle Training and Road Safety

12.98 On-road cycle training gives people the confidence to cycle but it also gives them the skills to cycle safely. The two are completely integrated in our training programme.

12.99 As well as individual safety, the scheme also addresses problems such as cycling on footways and gives trainees clear guidance on their responsibilities as cyclists to other road users. We feel strongly that cycling training programmes ensure safe and responsible cycling significantly more than casual cycle use by people who do not take part in on-road training programmes.

Marketing Cycling: Cycling Support

12.100 The council has set up a ‘Bicycle Support Team’ which is a partnership between council officers, Cycle Training UK and Community and Neighbourhood organisations, employers etc where appropriate.

12.101 The purpose of the BST is to extend the on-road training programme into local communities and workplaces to provide a deeper level of support for people wishing to take up cycling on a day-to-day basis. Even with on-road training many new or returning cyclists will have further needs:

- Cycle maintenance training
- Contacts with local bike shops
Cycling

- Help with planning suitable routes
- Advice on purchasing equipment or clothing
- Advice on locks etc
- Assistance with home parking
- Special on-road training needs such as advanced skills or night-time riding

12.102 The BST aims to meet and assess these individual needs and provide all the back-up the new or returning cyclist requires. The Ealing Bicycle Support Team was the first programme in Britain to encourage modal shift to cycling through a form of direct marketing of cycling and outreach to neighbourhoods and businesses and is now in its fourth year.

12.103 These objectives are being achieved in the following ways:

**Bike Buddy Scheme**

12.104 This scheme gives personal support to someone who has learnt on-road cycling skills but is wary or unsure of a particular regular journey they may have to make.

12.105 For example, a trainee may be accompanied by an instructor on his/her journey to work in order that they can become confident about a specific regular route.

**Keep Riding Scheme**

12.106 Winter darkness and bad weather are often perceived as strong deterrents to cycling. Trainees can be taken out by an instructor in these conditions and given assistance with choice of clothing, bicycle maintenance, positioning of reflectors etc.

**Dr Bike Sessions**

12.107 New cyclists may give up when problems arise with the bicycle itself. Fixing punctures, adjusting brakes, indexing gears, replacing brake pads and cables can all be taught and the equipment needed demonstrated. These take place in a flexible programme of maintenance training in groups or in a series of publicly advertised Dr Bike sessions held in the borough throughout the year.

**Community and Neighbourhood Projects**

12.108 The BST is seeking to expand its activities into four neighbourhoods and five workplaces each year for the next ten years.

12.109 As an example, in 2004/5 Notting Hill Housing Trust, the landlords of the Drayton Bridge Estate provided match funding to that supplied by TfL for cycling support work to be carried out on their estate.

12.110 The Drayton Bridge Estate has historically been associated with high levels of crime, social deprivation and anti-social behaviour.
12.111 The Community Caretaker joined the Bicycle Support Team for this project and played a crucial role in ensuring it as a success. It included training, Dr Bike sessions and the salvaging, repairing and refitting of 29 redundant bicycles which were then donated to the estate. In addition, fifty secure cycle lockers were provided for the estate. A ‘Bike polo’ event with specially adapted bicycles also helped to get residents interested in the fun side of biking.

12.112 The aims of the partners in the project were fully complementary:

- For the council it was a way of encouraging cycling as a cheap and efficient form of local transport for an estate on which 80% of local residents receive state benefits of some kind
- For the Housing Trust it helped to bring about an improved social environment on the estate by providing activities especially for youths and by providing them with actual maintenance skills.

12.113 The project was ‘open’ over 15 days. And 315 people from the estate took part (65% youths, 25% children and 10% adults).

12.114 A more detailed report on the project (Drayton Bridge Summer Bike Project by Ian Pearson and Ian McNulty is available on request). Other Community and Neighbourhood Biking Events that have taken place have been on the Acton Vale Estate, Windmill Estate, Haymill Estate and Dr Bike sessions at Safeway, Acton, and Southall High Street and on Ealing Green.

Workplace Schemes

12.115 Businesses are encouraged to take cycle training, especially as part of Travel Plans. The council normally provides 50% (match) funding for this and Dr Bike sessions. Advice is given on secure cycle parking and/or the postcoding of bikes with UV markers.

12.116 So far nine events have taken place at seven locations. The council is particularly keen to expand this activity because it directly targets modal shift on the journey to work.

12.117 A ‘Faster Commuter’ one-day training package, combining basic maintenance, practical on-road training, advice on clothing, equipment and diet and fitness is to be undertaken for employers during 2005/6.

12.118 The Council works with partners such as Park Royal Partnerships (PRP) and other organisations such as Southall College to promote work place cycle schemes but this depends on the funding available.

Marketing Cycling: Domestic Lockers

12.119 In 2003 TfL funded 65 secure lockers for installation on Drayton Bridge and Acton Vale estates. Without secure cycle lockers on estates like this, the rate of theft would be so high as to render cycling virtually impossible. Lockers are only allocated to residents who cycle regularly and who sign a contract that they will only use the locker for storing bicycles and accessories (estate managers hold an over-ride key). In 2005 the first stage of a lockers programme on Windmill Park Estate was carried out. This programme involves working with three different housing associations, youth and community workers and the police.

12.120 Estates with lockers also receive on-going support with Dr Bike sessions and offers of cycle training.
12.121 Ealing was the first Borough in London that installed cycle lockers for residents on estates financed by TfL. These estates are characterised by a high level of deprivation, and this programme assists our commitment to neighbourhood renewal as well as crime and community safety.

12.122 In 2004/05 we piloted the installation of 3 subsidised ‘Bikebunker’ lockers at private residences, as well as giving free wall/floor mounting brackets to assist in home cycle parking. The council’s cycling officers give advice on secure cycle parking in public areas, and we regularly give assistance with marker pens, advice on insurance etc.

12.123 Due to the success of these pilot schemes, the Council proposes to roll out a programme of domestic cycle parking and lockers. We do not consider that a comprehensive programme to encourage people to cycle can ignore the need to help people with secure cycle storage at home. Without this programme we are effectively ignoring one of the key building blocks of increasing cycling.

12.124 About half the households in London live in flats. Even conventional houses sometimes have problems for the storage of bicycles. We believe that a programme of installation of secure cycle parking at home, in association with the range of other services for cyclists already provided, are critical and essential in expanding cycling in London.

12.125 TfL have expressed concern about the cost of assisting in the provision of domestic cycle parking and seek to rely on the provision through the planning process for new housing developments. However, the introduction of new cycle parking through new development opportunities will not provide much extra parking even in the medium term. A ‘Bikebunker’ type locker with storage for two or three bicycles costs approximately £350, with the prospect of cheaper equipment becoming available with increased demand. We regard this as the kind of sum which should be available.

The Funding Balance

12.126 The council’s commitment to training for adults and children with some or no cycling experience is based on the principle that it provides good value for money with funding providing a direct relationship with increased numbers cycling.

12.127 The numbers trained so far have been small compared to the number of new cyclists who will be needed to meet the targeted increase in cyclists that we would like to see.

12.128 However, cycle training and the range of cycle support measures outlined in this section of the LIP has a more direct influence on an individual’s chances of starting and continuing cycling regularly than is the case with the implementation of engineering measures on the highway.

12.129 An estimate of £500 per person for training, storage and other support can lead to a very high chance of gaining a new cyclist. This compares to the equivalent of one and half years of subsidy for every bus passenger.

12.130 Ealing believes that there is an imbalance in the amount of funding invested in the LCN+ compared to the development of borough routes and cycle support schemes including training. On the Uxbridge Road in Ealing recent cycle counts show no sustained increase in cycling despite a large investment over several years in engineering measures.

12.131 We also believe that the overall level of funding for cycling is extremely low and should be rebalanced from other transport budgets within TfL.
One of the problems is that cycling continues to be seen as a peripheral transport activity. In allocating transport budgets, insufficient weight is given to the benefits of a modal shift to cycling.

In particular, insufficient attention is given:

- To the health benefits of cycling in terms of the years of extra life that can be gained from regular cycling.
- To the reduction in the external costs of motoring that would flow from a significant modal shift from car to bicycle.

Monitors of Cycling

In a Residents’ Panel conducted in late 2002, opinions were sought on the following statement:

“*There are enough good cycle routes*”

34% agreed
29% disagreed
4% neither agreed nor disagreed
32% didn’t know.

Then the following statement was put to the panel:

“*It is easy to find somewhere safe to park a bicycle*”

21% agreed
24% disagreed
6% neither agreed nor disagreed
49% didn’t know.

The results from the Panel indicate a higher level of uncertainty about the cycling facilities available to people with only between 21% and 34% happy about cycling provision. This indicates that a lot has yet to be done in the borough to make it a cycle friendly place for its residents.

In order to assess progress, Ealing conducts two types of count on Borough roads:

Twice-yearly counts at five locations on the Uxbridge Road A4020 (LCN+ Route 39). These are 12-hour counts which include and specify the amount of cycling off the carriageway. They have been carried out at 4 of these locations for five years. A good series has been built up. Despite an indication in March 2004 that numbers of cycle trips were increasing, this declined by November 2004.

Counts of the number of cycles parked, taken annually at nine locations, with averages taken of three counts taken an hour apart at each site. The last set of counts taken in 2004 also suggest a decline in cycling.
Cycling

According to the 2001 Census, 4.2% of London’s population live in the Ealing yet LATS shows we have 5.9% of London’s cycle trips. This is heartening because it means that in London terms we have more cyclists than our population would suggest. It is the suggestion of failure to sustain an increase in cycling that is worrying and that leads us to seek a radical and urgent overhaul of cycling policy and resource allocation.

Targets for Increased Cycling

Ealing has in the past been a firm supporter of the original targets proposed within the National Cycling Strategy. These have now been revised downwards.

We have also been critical of the limited increase in cycling targeted by TfL, namely an increase of 80%, i.e. from 1.5% of trips to just 2.5% of all trips.

We believe that a genuinely sustainable transport policy in London should be able to clearly state an objective of around 5% of all trips by bicycle by 2010.

This should be seen in the context of a target by the old London Planning Advisory Committee of 10%, percentage proportions of trips made by bike in British towns and cities such as Oxford, York and Hull well into the double figures, and greater proportions in some European cities.

Summary

Ealing has one of the most forward looking cycle programmes of any borough in London

There is an active cycle route programme (LCN+, LCN and local cycle routes) and an active cycle parking programme.

Cycle audits of all traffic management schemes are now being established and are having a positive effect on the design of such schemes.

On-road cycle training is seen as essential to giving new cyclists the knowledge and confidence to cycle on busy urban roads. This includes schoolchildren.

The council’s cycle support team project has a range of ‘back-up’ assistance and support for the borough’s cyclists.

Community and neighbourhood projects on housing estates have proved highly successful in meeting both transport and social goals.

The council is seeking to expand its ‘domestic lockers’ programme whereby people at home or on estates get help with secure cycle parking.

The schools on-road cycle training programme and school cycle parking programme is actively promoted and very successful.

Targets and Performance Indicators

Relevant targets and PIs for this section are:
Table 12.5 Targets and performance indicators for Cycling.

<table>
<thead>
<tr>
<th>Target/P1</th>
<th>Level</th>
<th>Description</th>
<th>Definition</th>
<th>Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target P13</td>
<td>London wide</td>
<td>Volume and rate of cycling trips</td>
<td>Number and rate per person of cycling trips per annum</td>
<td>TFL</td>
</tr>
</tbody>
</table>

12.145 Summary of proposed LCN+ Programme 2006/07 to 2008/9

12.146 This program is indicative only and depends on the outcome of further studies and consultations.

Route 39 (Uxbridge Road)

Table 12.6 Summary of LCN+ programme on Route 39.

<table>
<thead>
<tr>
<th>Location</th>
<th>Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iron Bridge</td>
<td>Re-design of approaches to improve cycle safety</td>
</tr>
<tr>
<td>Uxbridge Road</td>
<td>Advanced stop lines and widening of cycle lanes where feasible.</td>
</tr>
<tr>
<td>Uxbridge Road</td>
<td>One-way exemption on side routes where feasible.</td>
</tr>
<tr>
<td>Whole Route</td>
<td></td>
</tr>
</tbody>
</table>

Route 85 (Pope Lane – Ealing Broadway Station – Hanger Lane)

Table 12.7 Summary of programme on LCN+ Route 85.

<table>
<thead>
<tr>
<th>Location</th>
<th>Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windsor Road</td>
<td>Junction alignment improvements to improve cyclist safety</td>
</tr>
<tr>
<td>Kenilworth Road</td>
<td></td>
</tr>
<tr>
<td>Ascott Avenue</td>
<td></td>
</tr>
<tr>
<td>Elderberry Road</td>
<td></td>
</tr>
<tr>
<td>Popes Lane</td>
<td>Cycle Lane and junction improvements for cyclists</td>
</tr>
<tr>
<td>Lionel Road North</td>
<td>Cross-section upgrade</td>
</tr>
<tr>
<td>Lynwood Road</td>
<td>Minor Junction improvements</td>
</tr>
<tr>
<td>Birkdale Road</td>
<td></td>
</tr>
<tr>
<td>Birkdale Road</td>
<td>Resurfacing, widening and lighting</td>
</tr>
<tr>
<td>West Road / West Walk</td>
<td></td>
</tr>
<tr>
<td>Moutfield Road to Ealing Broadway Station</td>
<td>Cycle crossings through roundabout</td>
</tr>
<tr>
<td>Ealing Broadway Station to The Mall</td>
<td>Contra-flow cycle lane (subject to further consideration)</td>
</tr>
<tr>
<td>Whole route</td>
<td>Signing and surfacing improvements</td>
</tr>
<tr>
<td>Westgate</td>
<td>Create surface route bypassing gyratory</td>
</tr>
<tr>
<td>Norbreck Parade</td>
<td></td>
</tr>
</tbody>
</table>
Cycling

<table>
<thead>
<tr>
<th>Location</th>
<th>Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleverly Crescent</td>
<td></td>
</tr>
<tr>
<td>NCR Sliproad</td>
<td>Safety improvements for on-road cycling</td>
</tr>
</tbody>
</table>

**Route 86 (South Ealing Road – West Ealing Station – The Avenue – Horsenden Lane – Sudbury Hill Station)**

Table 12.8 Summary of programme on LCN+ Route 86.

<table>
<thead>
<tr>
<th>Location</th>
<th>Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whole route</td>
<td>Prepare 'Cycle Route Implementation and Stakeholder Plan'</td>
</tr>
<tr>
<td>South Ealing Road</td>
<td>Station access improvements, cycle lanes and review of signal crossing at junction with Popes Lane</td>
</tr>
<tr>
<td>Churchfield Road</td>
<td>Minor junction improvements</td>
</tr>
<tr>
<td>Northfield Avenue</td>
<td>Rationalise cycle / pedestrian crossing arrangement at Mattock Lane Junction</td>
</tr>
<tr>
<td>Drayton Green Road</td>
<td>Junction improvement</td>
</tr>
<tr>
<td>The Avenue</td>
<td></td>
</tr>
<tr>
<td>Scotch Common</td>
<td>Minor junction improvements</td>
</tr>
<tr>
<td>Kent Avenue</td>
<td></td>
</tr>
<tr>
<td>The Avenue</td>
<td></td>
</tr>
<tr>
<td>Pitshanger Park</td>
<td>Path upgrade</td>
</tr>
<tr>
<td>A40</td>
<td>Upgrade access where feasible</td>
</tr>
<tr>
<td>Melville Avenue / Whitton Avenue junction</td>
<td>Junction improvements at crossing point. Other junction improvements to be investigated on route through Perivale and North Greenford.</td>
</tr>
<tr>
<td>Greenford Road / Whitton Avenue Junction</td>
<td>Upgrade cycle crossing through junction and introduce cycle lanes on carriageways.</td>
</tr>
<tr>
<td>Whole route</td>
<td>Signing upgrade and surfacing improvements.</td>
</tr>
</tbody>
</table>

**Route 88 (Church Road / Mandeville Road Northolt)**

Table 12.9 Summary of programme on LCN+ Route 88.

<table>
<thead>
<tr>
<th>Location</th>
<th>Scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>TLRN</td>
<td>Liaison with TfL on cycle facilities at grade separated junctions</td>
</tr>
<tr>
<td>Church Road / Maudeville Road</td>
<td>Supplementary measures to LBI bus lanes</td>
</tr>
<tr>
<td>Petts Hill</td>
<td>Cycle facilities within and on approach to Petts Hill Bridge scheme</td>
</tr>
<tr>
<td>Whole Route</td>
<td>Signing upgrade and surfacing improvements.</td>
</tr>
<tr>
<td>Ruislip Road</td>
<td>Upgrade crossing</td>
</tr>
<tr>
<td>Near Wayfarer Road</td>
<td>Upgrade off-road section</td>
</tr>
</tbody>
</table>
London Cycle Network + routes in Ealing

Link 47, LCN+ 88
Link 48, LCN+ 86
Link 249, LCN+ 85
Link 51, LCN+39

This map is based upon OS material with permission of the Controller of HMSO. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

This map is subject to OS copyright and must not be reproduced at any time or in any form without written permission. All rights reserved. OS 000067/2009. LCN+ is a registered trade mark of the London Cycle Network.
LCN Future Programme

Route 42 - Canal towpath
Surface towpath sealed 1.5 - 2.5m wide
Under bridge lighting
Upgrade and sign access points

Route 43 - Canal towpath
Resurface as necessary
Improve link to Fitzherbert Walk
Sign access points

All canal work in partnership with British Waterways

Route 41 West Ealing - Southall
1. Divert via Bedford and Manor Road
2. Upgrade Jacob’s Ladder bridge for cycling
3. Upgrade off-road section with ramp and surface, and legalise cycling
4. Create safe crossing over Greenford Road
5. Allow cycling between road and Spikes Bridge and resurface

Route 87 - Northolt Park
1. Upgrade Toucan approaches
   (requested by school crossings officer)
2. Shared use path over railway
3. Short cut
4. Improve interchange with towpath
   (LCN 42)
5. Direction signs
6. Sealed surface 2.0m wide
7. Upgrade and sign southbound route
8. Remove cycle lanes
   from door opening zone

Unnumbered Route - Southall
Upgrade and improve link to towpath (LCN 43)

Unnumbered Route - Ealing
1. Create and sign off-road alternative to north
2. Upgrade route through Pitchanger Park to Argyle Road

Route 41 West Ealing - Southall
Bull’s Bridge to Manor Farm

Route 42 Canal Towpath
Bull’s Bridge to Brentford

Route 43 Canal Towpath
Bull’s Bridge to Manor Farm

Route 87 Northolt Park
Green Drive/Glade Lane

Unnumbered Route - Southall
Brunswick Road/Meadvale Road

Unnumbered Route - Ealing
Brunswick Road/Meadvale Road

September 2005

Local Implementation Plan (Transport) 2007
Local Implementation Plan (Transport) 2007

Air Quality and Noise

Ealing
www.ealing.gov.uk
13 Air Quality and Noise

13.1 TfL Guidance on LIPs states that:

3.Pr2 Boroughs MUST have regard to the Mayor’s Air Quality Strategy and are ENCOURAGED to set out how they are addressing its priorities relevant to their transport responsibilities.

3.Pr2 Boroughs MUST set out their policy response to the key proposal for an Low Emission Zone.

3.Pr2 Reference MUST be made to boroughs’ Air Quality Management Area Action Plans where relevant.

3.Pr4 Boroughs MUST state their policies with respect to traffic and transport related noise and relevant borough activities relating to reducing traffic and transport related traffic noise.

4K.Pr4 Boroughs MUST identify how the uptake of cleaner fueled vehicles is to be encouraged and improved vehicle maintenance standards supported. Boroughs MUST identify a strategy for uptake of cleaner fueled vehicles within the borough’s own transport fleet and the freight fleets of contracted vehicles.

Air Quality

13.2 The council declared the whole borough as an Air Quality Management Area in December 2000 under the Environment Act 1995. The declaration followed a review and assessment of air quality in the borough, which predicted that levels of two pollutants nitrogen dioxide and PM10 (fine particles) would fail to meet nationally set objectives. Air quality monitoring across the borough has subsequently confirmed this prognosis.

13.3 Road traffic has been identified as contributing to 50% to 80% of the nitrogen dioxide concentrations measured within the borough, and to 13% and 40% of PM10 concentrations.

13.4 Maps of areas where targets will be exceeded are shown as Plans 18 and 19. Some of the roads with the greatest problems (A40, A406, part of A312) are the responsibility of TfL and their programmes for air quality improvement are awaited. Other roads include parts of Uxbridge Road, Horn Lane, Wales Farm Road and Victoria Road.

13.5 Modelling has confirmed that one single measure will not be enough to ensure that the borough will meet future air quality targets, and that a combination of policy options would be needed. The Council published its ‘Air Quality Action Plan’ in 2003. This contains proposals to improve air quality in Ealing by a combination of many individual measures. It takes full account of the Mayor’s Air Quality Strategy and many of the measures form an integral part of the Council’s transport programme.

13.6 There are six key areas to the Action Plan:

1. Traffic reduction
2. Reducing the need to travel
3. Cleaner technologies and alternative fuels
4. Improving environmentally friendly forms of transport
5. Non-traffic measures (e.g. industrial emissions)
6. Awareness raising

13.7 Within these broad categories, a number of measures are seen as potentially having the most impact. The Council believes that the scale of the air pollution problem in London requires new and innovative ways of reducing road traffic emissions. This is why the LB Ealing welcomes TfL’s proposal to introduce a Low Emission Zone (LEZ) for London. The Council will continue to work with its partners and support TfLs efforts in this matter. Firm proposals for a London wide LEZ and cleaner fuels for lorries and coaches are set out and supported in the LIP section on Freight.

13.8 Other measures the Council is actively pursuing include:

- Implementation of company travel plans
- Improving bus speeds and reliability
- New and upgraded infrastructure for cycling
- Improving pedestrian facilities and encouraging walking
- Encouraging responsible vehicle usage and raising awareness regarding the transport choices that people make.
- Improving the Council’s own vehicle fleet and that of its contractors, and ensuring the Council promotes a positive message by leading by example.

West London

13.9 The Council is also working as part of the West London Alliance to tackle cross boundary pollution issues. The geographic location of the West London boroughs, results in considerable transiting traffic, due to their relative locations with respect to Central London and London Heathrow Airport. This places substantial pressure on local roads and increases the problems of maintaining acceptable air quality within the Boroughs. In 2002 the West London Air Quality Cluster group, led by Hounslow, published a West London Air Quality Strategy. In 2003, the West London Air Quality and Transport Groups, via the West London Transport Strategy was successful in their bid for funding to TfL and led directly to the action plan for joint air quality improvements namely ‘New Solutions to Shared Pollution’.

13.10 A number of projects have been identified under the New Solutions to Shared Pollution action plan, and these have been developed over two phases so far. The first phase focussed on measures to reduce emissions from road transport via three work streams:

- To identify air quality hotspots in West London and suggest suitable measures to addressing these.
- To suggest possible measures to encourage the use of cleaner fuels and new vehicle technologies in the region
- To identify public transport hubs and links within West London, and to highlight areas of improvement to ensure the optimisation in the use of these services.
Phase Two built upon the research outcomes determined in Phase One and comprised 2 main objectives.

- To investigate road freight operations and to determine their impact on local emissions and air quality within selected areas; and
- To identify strategic travel desire lines in West London with an aim of developing an assessment methodology for improving accessibility of these routes. As part of this, the ‘Longitudinal assessment of route characteristics’ (LARCs) was developed.

In parallel with the ‘New Solutions to Shared Pollution’ projects, additional projects have also been undertaken.

One is the development of specific West London traffic model, which will provide a more accurate baseline from which to perform future air quality modelling, and also to more accurately assess the impacts of future transport management and infrastructure changes across West London.

Another is the development of a Best Practice Guide for Assessment of Traffic and Air Quality Impacts. This is to provide a consistent approach across the West London region for the assessment of traffic impacts and their effect on air quality, and is primarily aimed at transport planners.

Projects

Cleaner Vehicle Fleet Coordinator

Improving emissions from the it’s own vehicle fleet is imperative if the Council is going to meet commitments set out within the Mayor’s Air Quality and Transport Strategies. The Council’s Air Quality Action Plan includes measures to promote the take up of cleaner vehicles and fuels in the borough and it is important the Council is seen to lead by example. Further impetus is provided by the proposed introduction of a London-wide Low Emission Zone in 2007.

The ‘New Solutions to Shared Pollution’ Phase 1 report highlighted some strategic recommendations that could be applied to improve local air quality.

One was to explore the possibility of creating ‘green fleet plans’ with businesses so that a commitment to cleaner vehicles or reducing mileage can be undertaken, along side the provision of alternative refuelling stations. Another was to use the tendering process within the Council to acquire alternative transport technologies and to investigate the potential of initiated demonstration projects to trial new vehicle technologies.

This proposal involves recruitment of a Fleet Coordinator to report on all aspects of the Council fleet and to produce an Action Plan for improvements. The remit of the Fleet Coordinator will also extend to liaison with local businesses and fleet operators to facilitate the development of fleet management plans, encouraging the greater take up of cleaner vehicles, reduce car use and reduce mileage.

The Coordinator would:

- Produce an Action Plan for improvements to the composition and efficient operation of the vehicle fleet.
Air Quality and Noise

- Plan the adoption of an Environmental Management System to monitor environmental performance and the setting of targets for improvement.
- Investigate the potential of trialing new vehicle technologies within the Council.
- Liaise with local businesses and fleet operators in order to produce Fleet Management Plans to clean fleets and reduce mileage.
- Liaise with local businesses and fleet operators to ensure the smooth transition to lower emission vehicles in anticipation of the introduction of a Low Emission Zone.

13.20  Funding for this post would require approximately £40,000 per year for the next three years, with an additional £5,000 for projected project costs each year.

A40 Green Corridor Project

13.21  As part of the 04/05 Borough Spending Plan, Ealing was awarded £60,000 for projects concerning the A40 Green Corridor. One project was the commissioning of air quality monitoring equipment at a location along the A40 to assess nitrogen dioxide concentrations along the corridor. The results are helping to inform consideration of future planning applications for development within and adjoining the A40 Green Corridor in Acton.

13.22  This monitoring data is also used to calculate the impact that transport measures in the Air Quality Action Plan have on local pollution levels and is used to help the Council carry out its statutory duties under the review and assessment process. Hourly pollution data is disseminated through the London Air Quality Network (LAQN) and is reported on the Council’s own website and is used to keep this monitoring site and to maintain a continuous dataset, the total funding required is approximately £13,000 per year. This covers instrument repair and maintenance, calibration, validation and data collection and dissemination to the LAQN.

Travel Awareness

13.23  Ealing’s Air Quality Action Plan contains measures to raise awareness of the consequences of an individual’s transport choice. By highlighting the issues surrounding air pollution, its causes, its effects and possible solutions to the problem. It is hoped that people will be encouraged to think more about the choices they make and hopefully steer them towards more environmentally friendly and sustainable options. There are two strands to this project. One is to undertake a publicity campaign (in partnership with retailers and local businesses) to encourage people to travel to shopping centres by public transport. The other is the publication of a Sustainable Transport Guide to the Borough providing a meaningful information on the range of sustainable transport choices available to people.

13.24  It is anticipated that both these strands would require approximately £13,000 per year, over a two-year period.

Major Projects

13.25  Ealing is a keen supporter of Crossrail. Should this major scheme go ahead, the construction phase has the potential to add significantly to the workload of Environmental Health Officers in relation to noise and air quality impacts.
Liaison with contractors will be vitally important to ensure that agreed upon mitigation measures are, and do remain in place to prevent dust and noise nuisance from construction practices. The air quality impacts of not only displaced traffic, but of site traffic and the site compounds themselves will need to be monitored, as will any improvements resulting from the finished works.

The costs associated with this extra workload are difficult to assess at present but the additional monitoring requirements are expected to run to several thousand pounds per annum over the duration of the construction phase. In light of this, funding to the tune of approximately £20,000 per year will be required to adequately fulfil its statutory duties.

The Council strongly supports the principles and proposals in the Mayor’s Ambient Noise Strategy to minimise the adverse impacts of road noise across London. The Council is committed to working in partnership with government, TfL and the London boroughs to develop a better understanding of traffic noise exposure and to integrate noise management into day-to-day operations on London’s streets. It should be noted that TfL’s roads, and especially the A40 and A406 contribute significantly to noise levels in the borough and the council is keen to work with TfL to mitigate the adverse impacts on Ealing residents.

Furthermore, LB Ealing believes that ambient noise level targets (both daytime and night-time) need to be established to adequately protect human health. A large proportion of Ealing residents are exposed to ambient levels beyond the recommended levels. Therefore, the Council advocates the establishment of London-wide ambient noise level targets to protect the health of all Londoners.

The Council will work with all relevant parties to fulfil the requirements of European Union Directive 2002/49/EC (Assessment and Management of Environmental Noise). Under the EU Directive, member states may be required to develop strategic noise maps by June 2007, detailing noise generated by major roads, and rail and airport facilities. An action plan may be required to be submitted to the Commission explaining how identified issues will be managed and noise levels reduced.

Work to fulfil the requirements of the EU Directive and the Mayor’s Ambient Noise Strategy will include:

- Noise monitoring and measuring, including relating noise measurements to traffic flow and road surface type.
- Interactive Road Noise Mapping, using GIS-based interactive programme to enable the effects of various traffic noise mitigation tools (such as low-noise road surfaces and traffic management schemes) to be modelled.
- Education campaigns, including continuing to distribute leaflets advising the public of the harm that idling engines cause in terms of both air quality and noise pollution.
- Co-ordination of streetworks, ensuring the number and operation of nighttime works is managed to minimise disruption to residents (contractors must notify the Council and affected residents of all streetworks operations). All works are undertaken to meet Environmental Health requirements to minimise work duration, inconvenience and disruption to the public.
Air Quality and Noise

- Low road noise surfaces – the Council is committed to using low road noise surfaces such as Stone Mastic Asphalt wherever practical (e.g. on roads with high traffic volumes) and is considering the use of recyclable materials.

- Freight Quality Partnerships – the Council is establishing partnerships with freight distributors to co-ordinate the delivery of freight to businesses, to help minimise disruption caused by freight unloading activities. This work is set out in the Freight section of the LIP.

- The council will continue with its programme of traffic management measures to reduce traffic speeds and hence reduce noise levels. These include 20 mph zones, traffic calming. In addition, many of the proposals in the Mayor’s Ambient Noise Strategy relating to new vehicle technology, lorry bans, improved bus/coach/taxi driver training and home shopping are all consistent with the aims of the borough’s Air Quality Action Plan. The Council supports all these proposals on both noise and air quality grounds.

Aircraft Noise

13.32 Aircraft dominate the noise environment of West London and have done so for the last 40 years. The West London boroughs, alongside those authorities affected by aircraft noise outside Greater London area, work together to share ideas, develop good practice, and monitor aircraft noise in order to provide the community with relevant information. This partnership is known as the Local Authorities Heathrow Air Noise Working Group.

13.33 The Mayor’s Ambient Noise Strategy seeks to minimise the adverse impacts of aircraft noise across London (policy 37), especially at night (policy 42). It also recognises the value of runway alternation at Heathrow (policy 41) and supports the need for better understanding of how people are affected as aircraft numbers, size and other factors change over time (policies 40, 47 and 50). It also recognises the value of independent information (policy 48).

13.34 Given the above emphasis it can be seen that strategic policies consider aircraft noise a critical environmental constraint. Aircraft noise monitoring makes a valuable contribution to ensuring policy compliance.

13.35 Heathrow airport is undergoing a period of particularly rigorous community scrutiny due to a number of factors:

- Terminal 5 which will open in 2008

- The project for the sustainable development for Heathrow (“Project Heathrow”) led by BAA will examine operating practices such as the Cranford agreement, mixed mode operation, westerly preference, and runway alternation with a view to the maximisation of runway use

- The issue of a third runway at Heathrow to be considered should certain environmental objectives be achieved.

13.36 Traditional assessment methods (using noise contours) do not always reflect how changes in some of these practices would be perceived by those affected. There are considerations within the implementation of the environmental noise directive including the programme of noise mapping under Directive 2002/49/EC, which will require a level of validation.
Local authorities in the Heathrow area must be able to maintain, in partnership, a monitoring and scrutiny role on behalf of the community. To this end the West London authorities will maintain and where necessary expand their capability to monitor and report the noise impacts of aircraft. In addition the local authorities will endeavour to assist wherever they can in implementing the provisions of the Mayor’s Ambient Noise Strategy and Transport Strategy, providing data and policy options as appropriate.

The council’s July 2005 BSP submission to TfL seeks funding to employ consultants to:

- Conduct a baseline noise monitoring programme in areas likely to be affected by new or more intensively used flightpaths
- Use predicted flight volumes and fleet mix data to model the predicted increase in noise in the affected areas.

**Other Opportunities**

The Council is committed to exploring other opportunities to support the promotion and expansion of cleaner fuels and technologies in the borough and other means to improve air and noise quality. To this end, the Council commits to exploring opportunities for driver training, maintenance training and developing schemes such as parking discounts for electric cars etc.

**Summary**

**Air Quality**

The council has identified areas of the borough where air quality targets will not be met.

The Air Quality Action Plan gives full support to a number of fundamental transport policies in the borough and should be the basis of support for transport schemes.

The council is working within the West London Transport Strategy to develop a number of new programmes relating to air quality and transport and is seeking funding for a Borough Fleet Co-ordinator.

**Noise**

The council has a series of transport related programme proposals to help implement the Mayor’s Ambient Noise Strategy.

The council will continue to work with other boroughs in west and south west London to develop responses on behalf of residents to future proposals for development at Heathrow.
Number of days with daily mean PM10 levels greater than 50 µg/m³ for 2004, based on 1996 meteorology.