

Live West Ealing

Part of TfL's
Liveable
Neighbourhood
programme



LIVEWESTEALING



Section 2: Low Traffic Neighbourhood Engagement

A photograph of a man with grey hair and a beard, wearing a black jacket and dark trousers, riding a pink bicycle on a street. He is carrying a backpack. In the background, there is a fruit market stall with various fruits like apples and oranges displayed. A white van is parked on the right side of the street. The scene is set in a sunny, urban environment. The image is overlaid with a decorative teal pattern.

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Executive Summary

London Borough of Ealing's (LBE) Liveable Neighbourhood Programme known as Live West Ealing aims to make West Ealing's diverse communities greener, healthier and more attractive places to live, work, play and do business. As a key target for both the Mayor of London and the London Borough of Ealing's Transport Strategy is for 80% of all journeys in London to be made by sustainable means of transport (walking, cycling and public transport) by 2041. LBE wants to create a street environment that encourages people to walk and cycle rather than drive.

To help further understand local traffic related issues and identify schemes to address them, Sustrans carried out engagement and co-design activities with the local community. We delivered the engagement process into two phases:

- Discover
- Co-design

The Discover phase took place between November and January 2020. Sustrans developed a perception survey with the aim of finding out from local people what the issues related to traffic in their area are. An area wide mail out was sent to approximately 2,500 households sharing information about the project and inviting them to complete the survey and attend our drop-in sessions and co-design events. A link to the survey was also shared widely via mailing lists, posters and social media. To ensure a wide range of views from the local community were captured, Sustrans held two scheduled drop-in sessions at the Welshore Community Hub and pop-up events on Melbourne Avenue. This was an opportunity for local residents to speak to Sustrans facilitators about issues concerning traffic in their area. 129 members of the public responded to the survey which found that the most significant issue in the area was cars cutting through residential streets (rat running). Detailed analysis of the perception survey is covered in this report.

As part of the Co-design phase we held a public co-design workshop. At the workshop we shared findings from the Discover phase with the community and gave the opportunity for participants to explore solutions to the issues that were identified with a Sustrans Engineer and Urban Designer. This was done through a range of interactive activities and facilitated discussions. The workshops were attended by approximately 60 people..

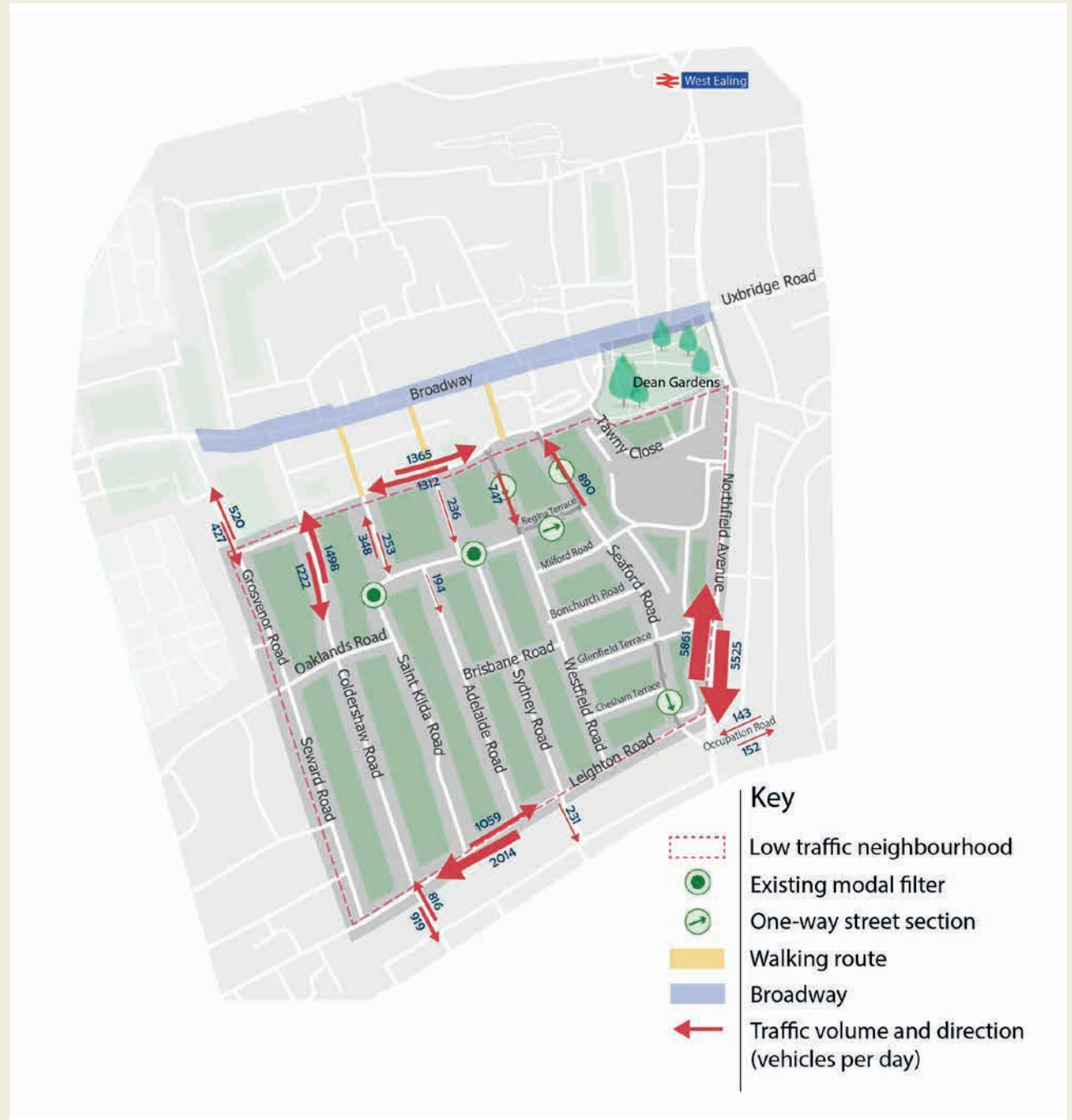


A neighbourhood walkabout attended by Cllr Paul Conlan, Cllr Dr Gareth Shaw as well as members of Sustrans and LBE.

Project area

The project area is situated south of the Broadway. It is bounded on the south side by Leighton Road, on the north by Leeland Terrace. Seward Road to the west and Northfield Avenue to the west.

The structure of the road network provides motorists with several options for cutting through the neighbourhood. The existing filters in place on St. Kilda Road and Sydney Road ensures those roads remain quiet. However, data shows high volumes of traffic on adjacent roads. Coldershaw Road, Leighton Road, Grosvenor Road and Seaford Road show high traffic flows.

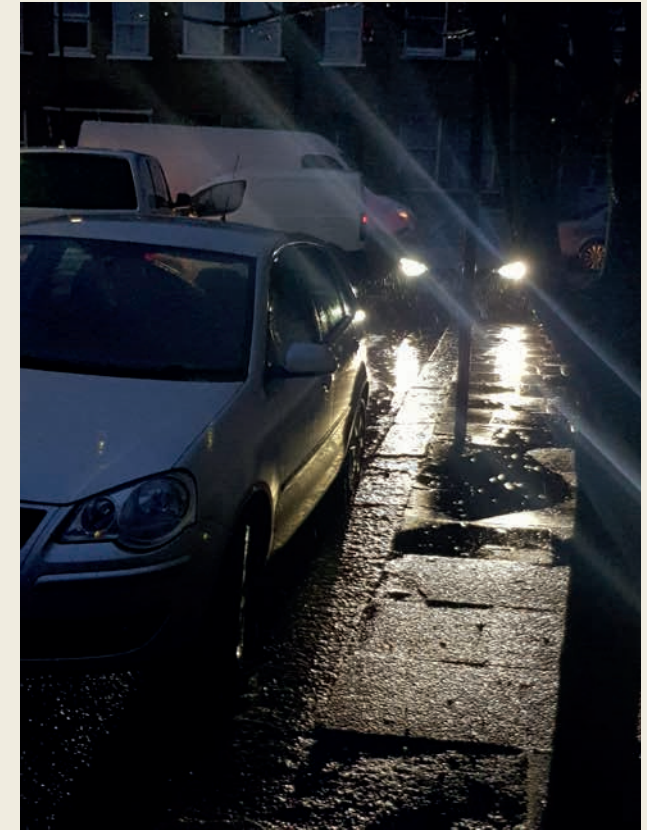




Existing 'no-entry' and contraflow cycle lane at the junction of Seaford Road and Leeland Terrace. Despite this measure preventing southbound traffic cutting through the area there are a number of alternative routes through the neighbourhood.



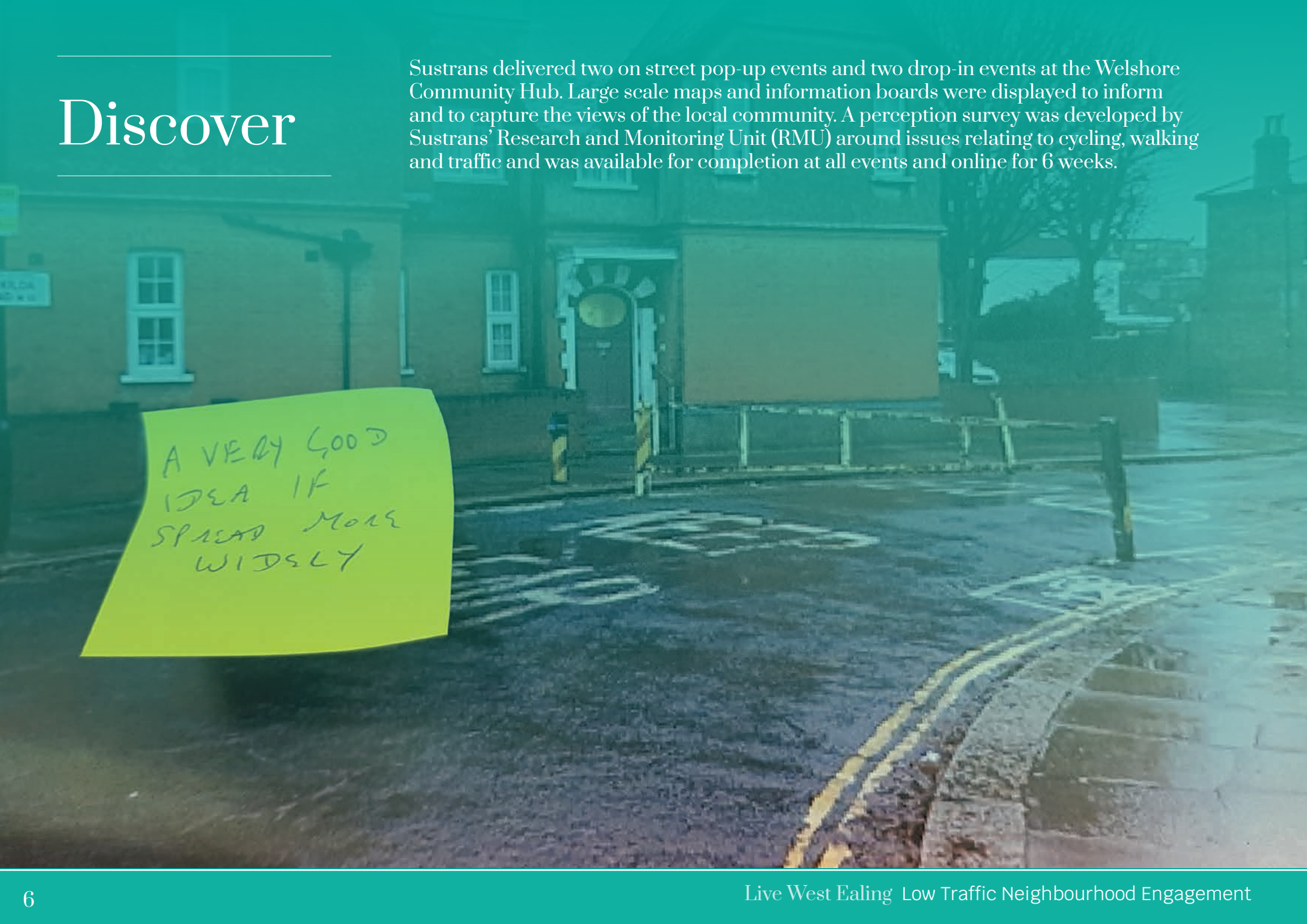
Existing filter on Regina Road helps to keep some of the streets in the centre of the neighbourhood relatively free of non-local traffic.



Traffic congestion on the southern end of Westfield Road.

Discover

Sustrans delivered two on street pop-up events and two drop-in events at the Welshore Community Hub. Large scale maps and information boards were displayed to inform and to capture the views of the local community. A perception survey was developed by Sustrans' Research and Monitoring Unit (RMU) around issues relating to cycling, walking and traffic and was available for completion at all events and online for 6 weeks.



A VERY GOOD
IDEA IF
SPREAD MORE
WIDELY

Survey information

In total, 129 people responded to the survey. Participants were asked about their relationship to the area. Of the 128 people who answered the question, 100, or 78.1%¹, said they live in the consultation area, while 31, or 24.2%, said they live near to the consultation area². All but one respondent stated either they lived in the consultation area or near the consultation area³. 22 respondents (17.2%) stated that they travelled through the area, 8 (6.3%) said they work in the area, and 2 (1.6%) said they were visiting the area. Despite there being an option to do so, no respondents said they were representing a local voluntary or community organisation.



129

people responded to the survey, of whom 100 live in the consultation area

¹ Note: all percentages are calculated based on the responses to each specific question and rounded to the nearest one decimal place unless stated. Due to rounding, some overall percentages may end up not equalling 100%.

² Percentages total more than 100% due to respondents being able to tick multiple options.

³ 4 respondents stated that they lived both in the consultation area and near the consultation area, indicating some potential confusion with regards to this question.

Local issues

Respondents were asked on the extent to which they agreed with statements relating to a range of issues that affect the local area. These issues were selected to relate to the Low Traffic Neighbourhood scheme.

The statement that the highest number respondents agreed with was that “it’s easy to get around on foot” with 80.5%⁴ of those who answered the question (103 respondents) agreeing or strongly agreeing (Figure 2). This is compared with 10.9% (14 respondents) who disagreed or strongly disagreed with this statement. The percentage of people who think it is easy to get around drops considerably when asked if it’s easy to get around with a buggy, mobility scooter or wheelchair. 30.7% of respondents (39 people) agreed or strongly agreed that it is easy to get around this area with a buggy, mobility scooter or wheelchair.

The second most agreed with comment was that “vehicles travel too fast in this area” with 68.8% of those who answered the question (88 respondents) agreeing or strongly agreeing. This is compared with 19.5% of respondents (25 people) who disagreed or strongly disagreed with this statement. This pattern is extended to respondents who felt that vehicles travelled too fast on their specific street, with 61.7% of respondents (79 people) agreeing or strongly agreeing that this was

⁴ Note that due to rounding, some percentages differ to graphic depictions.

the case⁵. As expected, there was some variation between responses depending on the street (Figure 3). Of note, a lower proportion of respondents living on a filtered street (St Kilda Road) think this is an issue



Less than a third

of respondents think it is easy to get around this area with a buggy, mobility scooter or wheelchair



Nearly 60%

of residents think there are too many cars travelling through the area



Only 10.9%

of respondents think the streets in this area feel safe and welcoming for children to play

⁵ Analysis on individual streets was only conducted on streets that had 10 or more respondents

Figure 2: Respondent views on local issues

Thinking about the area shown on the map, to what extent do you agree or disagree with the following statements?

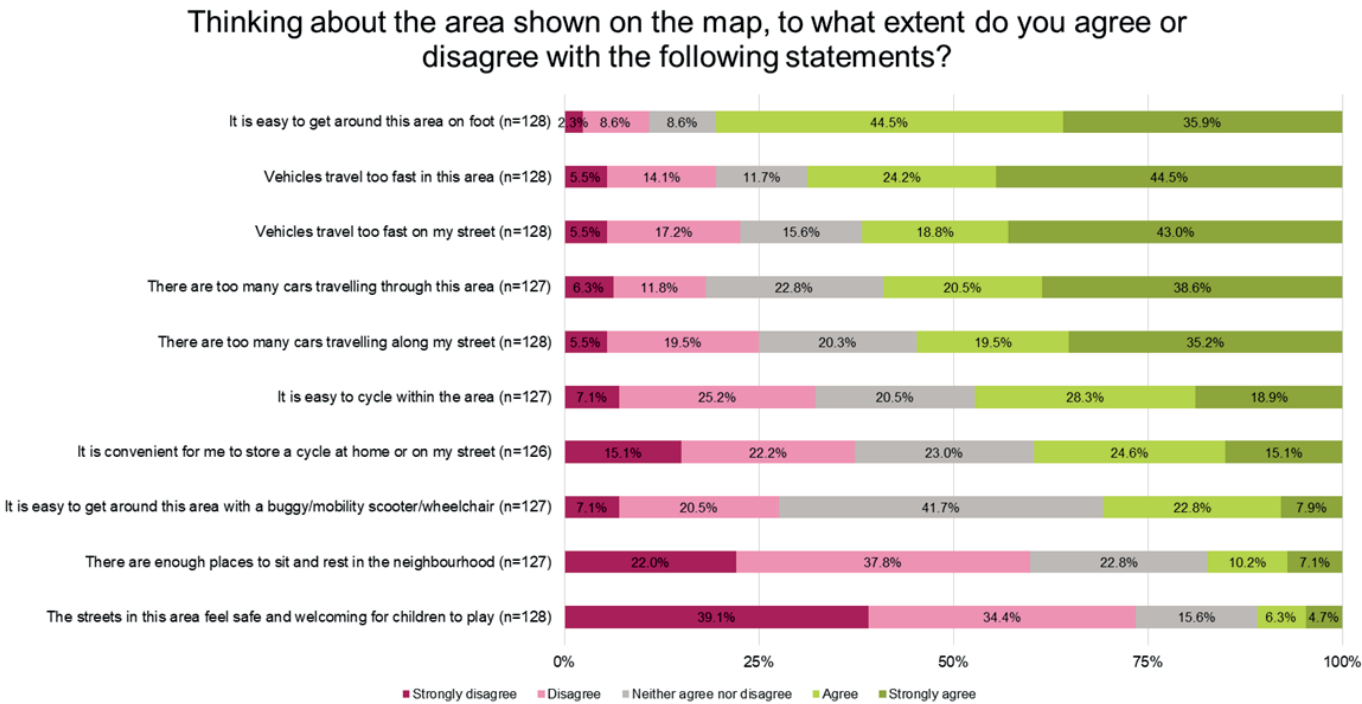
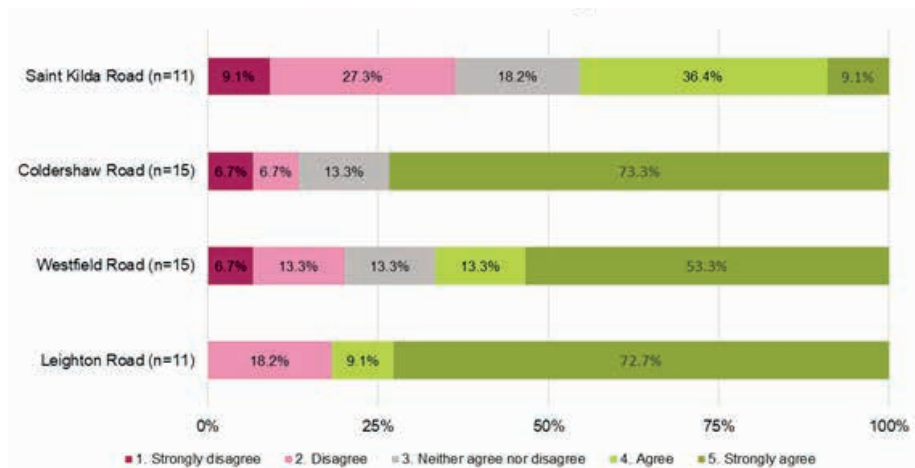


Figure 3: Views on traffic speed (by street)

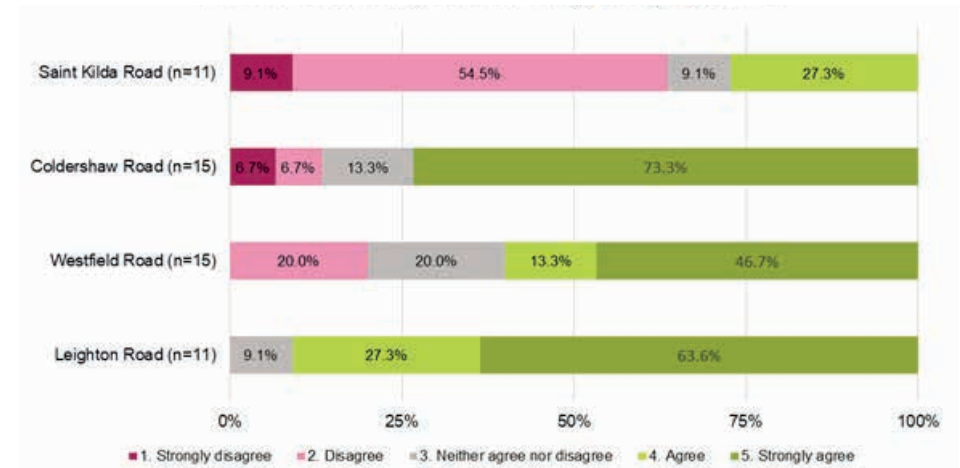
Vehicles travel too fast on my street



Importantly for this programme, the majority of respondents felt that traffic volume is an issue in the area. 59.1% of respondents agreed or strongly agreed that there are too many cars travelling through the area, compared with 22.7% of respondents who disagreed or strongly disagreed with this statement. This pattern also extended to respondents who felt there were too many cars travelling on their street, with 54.7% of respondents who agreed or strongly agreed that this was the case, compared with 25.0% who disagreed or strongly disagreed. Similarly to traffic speeds, there was some variation depending on the street. As with traffic speeds, a lower proportion of respondents living on the filtered St Kilda Road felt that through traffic is an issue, compared with those living on other unfiltered roads.

Figure 4: Views on traffic volume (by street)

There are too many cars travelling along my street



The statement that the highest percentage of respondents disagreed with was that “the streets in this area feel safe and welcoming for children to play”. 73.4% of respondents disagreed or strongly disagreed with this statement, compared with 10.9% of those who agreed or strongly agreed. These responses highlight that, while a majority of people may find it easy to get around through walking or cycling, there are still a large proportion of people who do not find it easy. Furthermore, there is a majority of people who do not find it safe or pleasant. This is further confirmed by people’s comments in the open text question.

Further insights on local issues

Respondents were invited to provide additional comments on their experience of the consultation area. A number of respondents gave further insights into some of the issues they experience in the local area. A full list of these comments can be found in the Appendix.

A high number of respondents gave further comments on the issue of rat running and through traffic, emphasising the speed and volume of traffic. Common comments included, highlighting the width of the road being insufficient for the speed and volume of cars, regular reports of aggression and frustration from drivers, and issues surrounding congestion. Many comments also sought to further emphasise the problem or give detail of places where this is a particular issue:

“Leighton Road/Elthorne Park Road has turned into a complete ‘rat run’ as it’s the only road that fully connects Northfield Avenue and Boston Road. It’s FAR too busy, with too few places for cars to pass and as a consequence drivers get very aggressive.”¹

“Coldershaw Road is a major ‘rat run’. The speed humps are ineffective. The number of cars passing up and down this street (often at excessive speed) needs to be drastically reduced.”

Other comments sought to emphasise the negative impact that traffic volumes and speeds was having on their lives:

“My three children have been going to local schools for the past ten years and walking them to class in the morning is always fraught. Cars and vans at morning rush hour rarely give way to parents and kids trying to cross the road. The air quality is terrible too which exacerbates both my and one of my son’s asthma.”

“My son is autistic and extremely sensitive to noise and the constant car horns and shouting makes him extremely distressed. I’d be very much in favour of restricted access and/or one way traffic in this area.”

While a high number of comments were concerned with both volume and speed of traffic, there were some that emphasised speed as more of an issue, while others emphasised that they did not see either as an issue.

Parked cars were raised as an issue for people’s safety, particularly relating the safety of people walking and trying to cross the road:

“[there are] lots of roads to cross and often vans/large vehicles on corners create very poor visibility for those trying to cross. Often few breaks between parked cars to cross safely. If there is an obstacle on the pavement and you need to cross it can be difficult finding a space to cross [especially if] you have a pushchair/wheelchair etc”

“Cars parked right up to corners (both legally and illegally) makes it harder for children to cross. There is little enforcement of parking restrictions - double yellow

lines and pavement parking (including protruding from drop kerbs).”

Another common issue raised by respondents was problems related to the ongoing maintenance of the street environment, in particular issues relating to leaves, litter, and the condition of pavements. This was highlighted as a key barrier to people being able to walk in the area safely, as well as affecting people’s enjoyment of the area:

“Leaf fall collection is appalling, making it dangerous for elderly/disabled/vulnerable people to use the pavements at times.”

“There is very little street cleaning in the autumn and winter. The leaves become so slippery it makes cycling and walking dangerous.”

“some of the pavements are in bad repair - the pavement between The Forester pub (Leighton Road) and number 14 is sloped and difficult to push a buggy over so assuming wheelchair too and is dangerous when sloppy (wet leaves or in frosty weather). Wheels bins left on streets hinder those walking”

“The streets are dirty with rubbish dumped and not often cleaned”

“Basic cleaning of street would help! Get that right first. Slippery, rotting leaves have been left unswept since October and THIS is the biggest danger, not cars.”

Linked to both issues around traffic and street maintenance, it was common for respondents to raise concerns about the suitability of the local

¹ Note that all quotes are written verbatim, unless stated with [square brackets]. Errors are not corrected to avoid inadvertently changing the intended meanings of respondents.

street environment for vulnerable users, particularly children and older people, as well as those with disabilities. One respondent highlights how the current street environment excludes them from using the space and effectively leaves them housebound:

“I’m disabled and need a carer to push my wheelchair. I’m mostly housebound because it is so difficult to navigate the pavements because: 1) the slabs are broken/wonky, 2) the pavements are narrow (sometime there is too little space between someone’s overhanging hedge/bush from their front garden and the tree on the pavement). Also due to volume of traffic and speed it’s very dangerous to cross the street, especially for someone in a wheelchair. I would love to leave my house and enjoy my local area, but I only make essential journeys (for medical appointments).”

An additional safety issue raised related to people’s concerns around personal security and crime/anti-social behaviour in the area. While these schemes do not directly seek to address issues surrounding crime, it is important to highlight that this may be a key barrier for people walking and cycling in the area:

“Walking at night into this area from the Uxbridge Road is risky/unpleasant, especially for women, due to the level of anti-social behaviour and loitering in the streets between the Uxbridge Road and Leeland Terrace.”

“I would love to see more plants and play areas and for the streets to feel much safer than they do at present, but for this to be accomplished the issue of drug and alcohol use (and dealing) must first be addressed. It’s a real issue in the area and new spaces will not be safe without more

being done to discourage these people from these spaces.”

“The led lighting makes the roads very dark at night. I don’t like walking home on my own after dark because of this.”

Other issues raised related to the difficulty people have parking and concerns about the existing Controlled Parking Zone (CPZ), problems with the existing filters (and vehicles unable to turn around at them), 20mph feeling too slow, and a number of comments criticising current street lighting in the area – often in relation to personal security.

Potential interventions

Views on potential interventions

Residents were asked to what extent they agreed or disagreed with statements about potential interventions for the area. The statement with the highest agreement was 'more should be done to encourage walking in the area' with 73.4% of respondents (94 respondents) agreeing or strongly agreeing with the statement, while 9.4% disagreed or strongly disagreed (Figure 5). There was a similar response to the statement that 'more should be done to encourage cycling in the area' with 67.2% of respondents agreeing or strongly agreeing and 11.7% disagreeing or strongly disagreeing with the statement.

The second most agreed with statement was 'more should be done to address air quality in the local area' with 71.7% of those who answered the question (91 respondents) agreeing or strongly agreeing. This was also the intervention with lowest levels of disagreement, only 6.3% of respondents disagreed or strongly disagreed.

Overall, residents are supportive of traffic calming/reducing interventions with the majority of respondents agreeing or strongly agreeing with the statements 'I would like to see the number of cars and vans travelling through residential streets reduced' (66.4%) and 'I would like to see more measures introduced to slow down vehicle speeds' (64.8%).

From the 10 potential interventions proposed in the survey, the only statement with less than 50% agreement from the residents questioned was 'I would like a 'Parklet' on my street' with 43.3% of respondents (55 respondents) disagreeing or strongly disagreeing with the statement.



73.4%

of respondents think more should be done to encourage walking in the area



71.7%

of respondents think more should be done to address air quality in the area

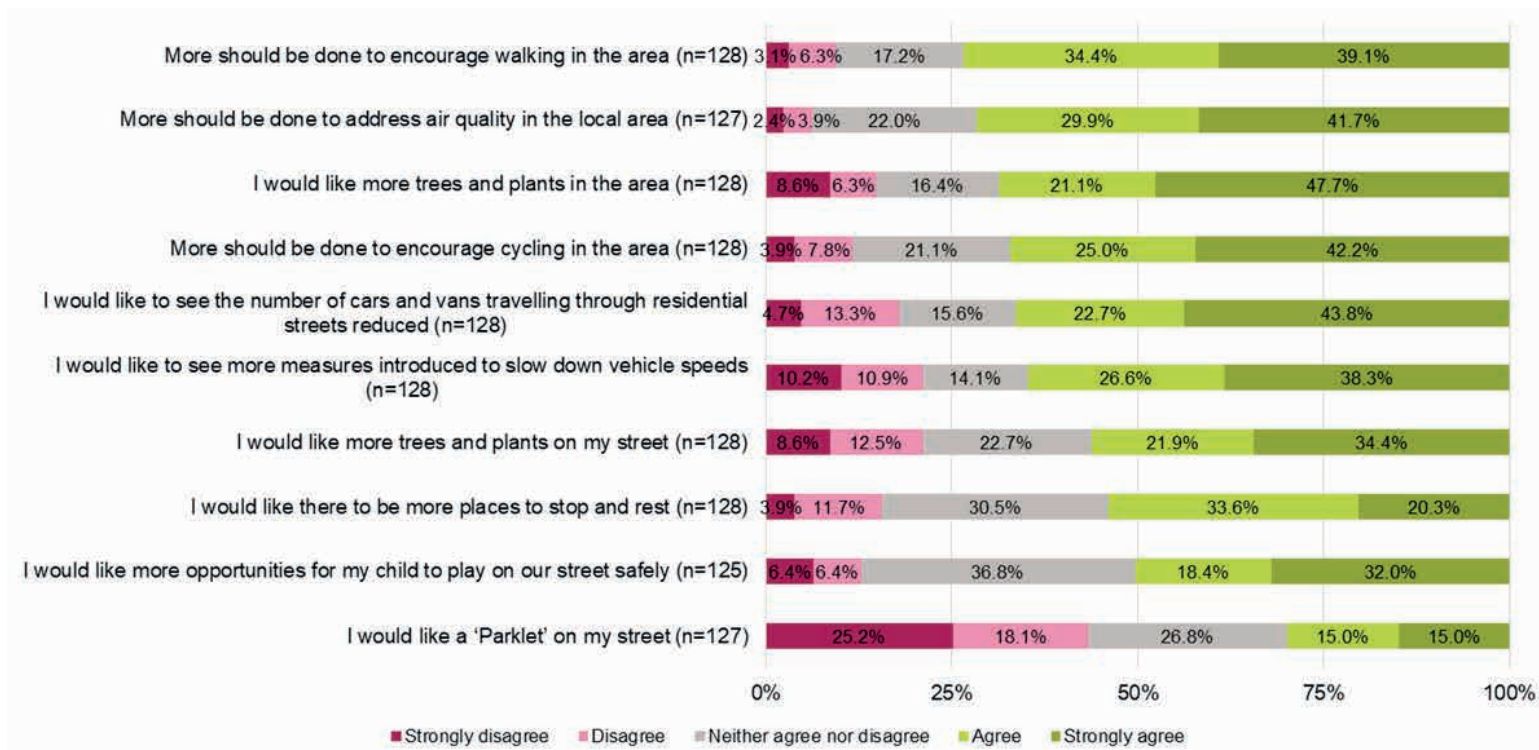


66.4%

of respondents would like to see the amount of traffic on residential streets reduced

Figure 5: Respondent views on potential interventions

Thinking about the area shown on the map, to what extent do you agree or disagree with the following statements?



Further insights on potential interventions

As well as commenting on issues in the area, a number of open text comments made suggestions or had further feedback on potential interventions.

Solutions to traffic issues

Respondents had numerous suggestions and comments on potential traffic calming and reduction schemes, many of whom were supportive of measures to reduce traffic volumes and/or speeds in the area. A common suggestion was to introduce a one-way system in the area in order to address the issue of cars being unable to pass each other. While there were multiple comments in favour of this type of scheme, there were some who raised concerns about what this would do to traffic speeds on roads with freer flowing traffic:

“There are lots of streets, Leighton road, Westfield road, that are used as cut throughs, it would be helpful to make them one way systems to control the traffic flow.”

“I’d be very much in favour of restricted access and/or one way traffic in this area.”

“The number of cars passing up and down this street (often at excessive speed) needs to be drastically reduced. However making it one way would make matters worse as cars now have to slow down to pull in to allow each other to pass. If it was one way they could speed up.”

Other respondents made more specific suggestions, including places they would like to see traffic calming measures or improved signage:

“There should be clear marking of the 20mph limit in Coldershaw Road.”

“larger speed bumps on Northfield Avenue to help with speed control”

“Bikes are allowed through the 1 way section of Seaford Road but cars turning right from Chesham Terrace always seem surprised by them and seen a few near misses. Wonder if some kind of signage can be added there to make motorists aware that bikes may be passing.”

Other comments suggested interventions that improved the area for people walking and cycling. These included improving the quality of the pavements, creating better crossing points, installing bike lockers, and improving cycling infrastructure:

“The junction of Coldershaw Road and Oaklands Rd should prioritise pedestrians crossing the road, especially during the busy school run, when there is a lot of foot traffic on narrow pavements. Either a raised junction, or a zebra crossing etc.”

“There should be breaks in kerbside parking so you can cross the street more easily with a pram / wheelchair.”

“We would like more secure bike storage such as cycle hoop in the area.”

Concerns about changes

While there was support for measures and an acknowledgement of the issues that a Low Traffic Neighbourhood is seeking to address, there was still some opposition and concerns around potential changes in the area. These tended to centre on concerns about maintaining access for residents and reducing the availability of parking, which some people felt is already an issue:

“The current traffic calming measures are already sufficient and work well - we do NOT need any more.”
“Whilst I support the reduction overall of vehicles driving through residential areas and parking of non-resident vehicles, further restrictions compound the problem for both residents and non residents”

“There is currently insufficient parking for residents. Do not reduce parking spaces further.”

A number of concerns about any interventions came from residents in adjacent areas worried about the impact of this scheme on their streets or wanting the scheme to be extended to include their street:

“Your designated area includes Leighton Road- but not the continuation of Elthorne Park Road to Boston Road. We are plagued by rising traffic, increased pollution levels, road rage and damaged vehicles. Any improvement in reduced through traffic and rat runs should also include our street.”

“I am not sure what you mean by a gateway place, it does not seem well defined. I really hope the gateway places do not end up pushing more traffic into specific streets as they close off others and I really hope gateways do not lead to cars having to perform manoeuvres that could threat cyclists and walkers should they need to turn around as a result of not being able to drive out of a road”

“We live on Midhurst road just South of the area and I’m afraid your proposals will just push traffic onto our road.”

Parklets

The introduction of parklets was the least popular potential intervention and respondents’ comments provided further insight into the reasons behind this. These included numerous concerns around anti-social behaviour, a lack of ongoing maintenance and use of existing parklets, a dislike of their aesthetic, and concerns around their impact on parking spaces:

“Parklets could encourage anti-social behaviour. This creates noise for local residents and results in disturbing the peace. Also, could encourage drunk / drug issues whereby undesirables use it as a hang out area. You need to keep people moving rather than have them hang out and disturb residents.”

“Parklets are a waste of space and not used.”

“Parklets are absolutely hideous. Tacky horrible Things. I would move out immediately if there were a parklet on my street. Plants are great.”

“Parklets are in theory a good idea, but in practice parking is already at a premium so would be less helpful”



Respondents

Gender

The survey had a slight over-representation of male respondents and under-representation of female respondents. Of the 27 people who answered the question, 45 (35.4%) said they were female while 71 (55.9%) said they were male. 1 person (0.8%) identified in another way, while 10 (7.9%) preferred not to say.

Age

Of those who answered the question, 0.8% of participants (1 person) were 16-24, 10.2% (13 people) were 25-34, 26.8% (34 people) were 35-44, 19.7% (25 people) were 45-54, 20.5% (26 people) were 55-64, 15.7% (20 people) were 65-74, 0.8% (1 person) were over 75, and 5.5% (7 people) preferred not to say. Compared to the resident population age structure from Ealing's 2011 census, these figures indicate a high under-representation of those under 25 and those over 75, while those between 25-64 are over-represented ¹.

Ethnicity

Of those who answered the question, 4.7% of participants (6 people) said they were Asian or Asian British, and 78.7% (100 people) as White. 1.6% (2 people) identified as another ethnic group while 15.0% (19 people) preferred not to say. There were no respondents from Black/African/Caribbean/Black British, Hispanic/Latinx, and mixed or multiple ethnic groups. In the 2011 Census, the frequencies of ethnic groups among Ealing residents were 29.7% Asian or Asian British, 10.9% Black or Black British, 4.5% Mixed, 6.0% Arab or other, and 49.0% White².

Disability

In terms of disability, 85.6% of participants who answered the question (108 people) were not limited in their day-to-day activities by a health issue or disability that had lasted or was expected to last at least 12 months, 4.8% (6 people) were limited a little, 0.8% (1 person) were limited a lot, while 8.7% (11 people) preferred not to say. In the 2011 census, 14% of Ealing residents had a limiting long-term illness, while more recent estimates put 15.2% of the working population as having a disability. Therefore, people with a limiting long-term illness or disability are likely be under-represented among survey participants.

¹ https://www.ealing.gov.uk/downloads/download/2316/2011_census_factsheet

² This evidence indicates that Asian or Asian British groups are under-represented among survey participants, while White respondents are over-represented. Other ethnic groups are not represented at all. However, it should be noted the survey area represents a small area and there may be significant differences in the population here compared with Ealing as a whole.

Comments

Open Text Comments

- 001 Whilst I support the reduction overall of vehicles driving through residential areas and parking of non-resident vehicles, further restrictions compound the problem for both residents and non residents. Even if traffic were reduced, a street is never a safe environment for a child to play due to the clear and obvious prevalence of antisocial behavior and crime including assault and grievous bodily harm. From my observations the parklets not only reduce the available parking but also attract undesirable gatherings of alcoholics and drug users. In Leeland Road earlier this year I was offered drugs when looking for a cafe.
- 002 The led lighting makes the roads very dark at night. I don't like walking home on my own after dark because of this.
- 003 The 20 mph speed limit is already ridiculously slow! I drive occasionally and it's just silly.
- 004 Streets would benefit from more plants, more regular cleaning and general maintenance
- 005 Parklets are unnecessary, collect rubbish and can be focal point for drinking and anti social behaviour- no thanks...
- 006 I think too many cars use Leighton road & surrounding streets as a cut through at peak times but overall the volume of traffic averaged over the week is not excessive. Parklets are absolutely hideous. Tacky horrible Things. I would move out immediately if there were a parklet on my street. Plants are great.
- 007 Speed is the problem not the amount of traffic. The big problem is that with more flats and more people there will be more cars. Any attempt to reduce the amount of parking space in this project will be grossly unfair when you consider that we have to pay to park in a CPZ. Build more flats get more cars. Simple. Blame the council not the people (drivers). There are already lots of trees and parks around West Ealing. Slow the traffic yes but don't expect the volume to go down.
- 008 Parklets are a waste of money, elderly people need a fixed bench. I have only once seen one person using one to have a cigarette. Please allow for residential car access, if you make it too difficult for me to drive and park in my road I will move away. this may be your objective I realise however I support the local area economically. The key is better public transport. Do something about crime and I might walk about a bit more!
- 009 Due to some one way sections, This is the cause of the back up and delays along certain roads as the congestion is just moved to another point in the area

Open Text Comments

- O10 I walk and cycle everywhere (don't drive). Issues I notice include...speeding cars (Leighton Road is a particular hotspot for this), lots of roads to cross and often vans/ large vehicles on corners create very poor visibility for those trying to cross. Often few breaks between parked cars to cross safely. Eg if there is an obstacle on the pavement and you need to cross it can be difficult finding a space to cross esp if you have a pushchair/wheelchair etc Would like to see tougher action on fly tipping as there are often obstacles on the pavement. Also some of the pavements are in bad repair - the pavement between The Forester pub (Leighton Road) and number 14 is sloped and difficult to push a buggy over so assuming wheelchair too and is dangerous when sloppy (wet leaves or in frosty weather). Wheels bins left on streets hinder those walking Would like to see more bike stands on side streets so that if you visit someone by bike you can lock it nearby (a lot of the street furniture is too wide to pass a bike lock round) As a cyclist the speed humps are uncomfortable and pot holes should be addressed. The light emitted by newer street lamps casts light higher up but does not illuminate pedestrians or cyclists well Bikes are allowed through the 1 way section of Seaford Road but cars turning right from Chesham Terrace always seem surprised by them and seen a few near misses. Wonder if some kind of signage can be added there to make motorists aware that bikes may be passing.
- O11 The current one-way restrictions are not enforced.
- O12 Leaf fall collection is appalling, making it dangerous for elderly/disabled/vulnerable people to use the pavements at times.
- O13 More cleaning as slippery pavements with leaves etc
- O14 The junction of Coldershaw Road and Oaklands Rd should prioritise pedestrians crossing the road, especially during the busy school run, when there is a lot of foot traffic on narrow pavements. Either a raised junction, or a zebra crossing etc.
- O15 20 mph zones are ignored and almost unenforceable (and difficult to drive at that speed if traffic is free flowing). Humps are tricky to navigate. Width restrictions might help. Best option is to make roads one way in alternating directions
- O16 please address issues regarding litter and lack of sweeping of leaves before introducing more street furniture and trees. It has been dangerous on the pavements with all the slippery wet leaves left lying around for weeks and weeks and weeks. The school run (a 10 min walk through these streets to primary school) has been very slippery on some days.
- O17 I think that cars are a necessity. I think that one max 2 cars per household should be allowed and anything further should incur much higher taxes to discourage multiple vehicles per household which I think is the biggest problem.
- O18 "Places to stop and rest" tend to be occupied by drug users. They are not very attractive to anyone else.
- O19 The traffic on Leighton frequently speeds at more than the 20mph limit. The road is polluted and the more traffic calming measures are required.
- O20 Ealing council fails to manage the existing trees in the area, there are dead trees and young trees with very low branches on my road, how will they manage even more trees?
- O21 The streets are dirty with rubbish dumped and not often cleaned

Open Text Comments

- Q22 There is a significant fly tipping issue across West Ealing which must be stamped out. The area is not inviting for children or adults at this present time due to a) the volume of cars/vans/vehicles and b) the rubbish. I fear a parklet, though a wonderful idea, could encourage the 'wrong sorts' of people to linger as we also have a drug-user problem in the area with people 'lingering' in the streets during the working day (I work from home and have had to call the police on a couple of occasions due to drug dealing for example). I think the improvements across West Ealing will be a two pronged approach 1) address air quality, improve 'rest sites' and general 'image' of the area with plants, trees and parklets etc. but 2) have the police/police community support officers involved where possible so the streets do genuinely feel safe not just tidier/cleaner.
- Q23 Many of the roads in and around this area already have speed bumps, which do slow down most people, however it seems to me these do little to discourage dangerous driving in people who speed habitually. I'd like to see other measures that might be more effective. In addition, I would love to see more plants and play areas and for the streets to feel much safer than they do at present, but for this to be accomplished the issue of drug and alcohol use (and dealing) must first be addressed. It's a real issue in the area and new spaces will not be safe without more being done to discourage these people from these spaces.
- Q24 More electric charging points for vehicles Parklets are in theory a good idea, but in practice parking is already at a premium so would be less helpful
- Q25 Parklets need maintaining, the one near Abu zaad, and Leeland road are not welcoming. The end of St Kilda Road is cycle only - mopeds at speed need to be stopped. Traffic is too fast - bumps do not slow down a delivery van. There should be breaks in kerbside parking so you can cross the street more easily with a pram / wheelchair.
- Q26 We live on Leighton Road and the traffic is a nightmare - high volumes of cars throughout the day often driven at high speed. The speed bumps have little effect and there's frequent arguments and gridlocks. My three children have been going to local schools for the past ten years and walking them to class in the morning is always fraught. Cars and vans at morning rush hour rarely give way to parents and kids trying to cross the road. The air quality is terrible too which exacerbates both my and one of my son's asthma. There are obvious solutions but nothing seems to be done about it. I hope this is a genuine attempt to end some of the misery for local families.
- Q27 We live on Midhurst road just South of the area and I'm afraid your proposals will just push traffic onto our road. This is exactly what led to increased car parking over 15 years, commercialisation of the roads and increased accidents resulting in damage to my property. Please consider the effects of your proposals on neighbouring areas as I believe you are under a legal duty to do so.
- Q28 This Coldershaw Road is become a highway. Cars has been driven with excessive speed some cars are being driven faster than on the A roads. 40 years ago one of the child from number 89 Coldershaw has been killed by car and there was nothing done. This road must require ONE-WAY traffic system or the traffic lights to be installed to control one-way traffic as cars are parked both side of the road and there is no place to stop to give way and due to there is always fighting and argues are happening on a daily basis. It is about time the council should act upon it and solve this nightmare.

Open Text Comments

- 029 This Coldershaw Road is become a highway. Cars has been driven with excessive speed some cars are being driven faster than on the A roads. 40 years ago one of the child from number 89 Coldershaw has been killed by car and there was nothing done. This road must require ONE-WAY traffic system or the traffic lights to be installed to control one-way traffic as cars are parked both side of the road and there is no place to stop to give way and due to there is always fighting and argues are happening on a daily basis. The council should make this street One Way.
- 030 Leighton Road/Elthorne Park Road has turned into a complete 'rat run' as it's the only road that fully connects Northfield Avenue and Boston Road. It's FAR too busy, with too few places for cars to pass and as a consequence drivers get very aggressive. My son is autistic and extremely sensitive to noise and the constant car horns and shouting makes him extremely distressed. I'd be very much in favour of restricted access and/or one way traffic in this area.
- 031 Parking is very difficult & there are lots of cars using Coldershaw Road as a cut through from Northfield Avenue/Boston Manor to Uxbridge Road. They also go at great speed & it is a wonder there haven't been any serious accidents, particularly where Coldershaw Road turns into Leeland Terrace behind the church.
- 032 Drivers need to be discouraged from using the area as a rat run.
- 033 The roads are reasonably quiet already - we would not like reduced vehicle access making more difficult to park
- 034 Your designated area includes Leighton Road- but not the continuation of Elthorne Park Road to Boston Road. We are plagued by rising traffic, increased pollution levels road rage and damaged vehicles. Any improvement in reduced through traffic and rat runs should also include our street. You need to address the issue of through racing & daily confrontations from Northfields Avenue to Boston Road. Stopping the right turn into Boston Road and increasing the safety on the pedestrian crossing between there and Elthorne Park would do a great deal to remedy this situation for residents and pedestrians- young and old. The pavements in these local roads are often uneven and poorly maintained, adversely affecting people with children, as well as the old with wheelchairs. Too many adults are still cycling on foot-paths, endangering young and old. It is not safe enough for young people to play outside in this area because of the above points, and because of speeding motorists. A one way street would just speed up traffic flow and increase tha quantity of polluting vans and other vehicles. It is imperative that you include Elthorne Park Road in any such scheme.
- 035 The volume of traffic in our road often leads to frayed tempers among motorists and honking of horns because it is impossible for two cars to pass each other and drivers have to thread their way down the street. It has become a rat run when it is not suitable for this purpose. I believe sat navs are directing people to take this route. Crossing the road is hazardous and air quality could be improved. I have long considered that making the street one way would lead to some improvement.
- 036 A one way system should be introduced to stop Leighton Road and Westfield Road being a cut-through.
- 037 We would like more secure bike storage such as cycle hoop in the area.
- 038 Brisbane Road is a street without any house entrances backing onto it. As a result of this it is often used for fly tipping and anti social behaviour. I have seen people drinking alcohol there late at night and smoking. It therefore feels unsafe at night and due to fly tipped items it is unsafe for children during the day. Fly tipped items create an obstacle and often have sharp edges or dangerous parts. Dog fouling is also an issue in this neighbourhood.

Open Text Comments

- 039 This area is far quieter than most, thanks to the filters at Oaklands Road and St. Kilda. We should have more filters to cut down traffic on Grosvenor, Coldershaw and Leighton Roads.
- 040 Allowing pay-by-phone parking for non-residents encourages more vehicles in the area. Ealing council claim to want to reduce pollution, but then make it easy and cheap for cars to park in some of our streets! These newly introduced parking zones must be removed.
- 041 Do we need parklets, how about just an old fashioned bench?
- 042 Leighton Road/Elthorne Park Road has the biggest problem with rat running.
- 043 There is very little street cleaning in the autumn and winter. The leaves become so slippery it makes cycling and walking dangerous. I would also love a bike locker on every residential street (or perhaps every 20 houses)
- 044 The lighting is terrible and I (female age 73) so not feel safe at night. Sometimes I walk in the middle of the road to feel safer. When this poor light is combined with wet leaves on the pavement it is a real hazard for older/poor sighted people. The council should come down heavily on people dumping rubbish.
- 045 Your plan does not include Ealthorne park rd which boadering your plan there heavy traffic in the evening hence more pollution
- 046 Higher humps and more one way systems exiting onto main thoroughfare turning right OR Left
- 047 My comments relate to vehicles passing through the area, not visiting. We need delivery vans etc to have access, and plenty of parking. Encourage people not to pave over gardens, and to have seats in front gardens.
- 048 If more trees and plants are put around the streets the regular street cleaning should also be put in place. The streets thus autumn have been covered in leaves which are now turning to muddy, slippery mush and is dangerous for elderly and infirm.
- 049 You could not let your children play in the street because of the perverts and muggers. Do something about crime and people will walk more. Parklets are a waste of space and not used.
- 050 Too many vehicles travelling in excess of 20 MPH.
- 051 We do want more quiet are however it is also important for us to be able to drive and park by our house. It's not clear to me what the plans for this area are?
- 052 I do not think that through-traffic is a particularly pressing concern, and a lot of these measures are a waste of money, which would be better spent helping the homeless and drug users in the area. There is only just enough parking in the area for residents' cars - if this is taken away with parklets and road barriers there will be more pollution from cars circling around trying to gain access and park. The main source of pollution is the Uxbridge Road, not the local streets. You are trying to address a problem which does not exist.

Open Text Comments

- 053 I'm disabled and need a carer to push my wheelchair. I'm mostly housebound because it is so difficult to navigate the pavements because: 1) the slabs are broken/ wonky, 2) the pavements are narrow (sometime there is too little space between someone's overhanging hedge/bush from their front garden and the tree on the pavement). Also due to volume of traffic and speed it's very dangerous to cross the street, especially for someone in a wheelchair. I would love to leave my house and enjoy my local area, but I only make essential journeys (for medical appointments). I am also asthmatic and opening the windows sets off my asthma due to the volume of traffic.
- 054 The plans that I have read are a brilliant idea
- 055 I like trees, but unfortunately they have caused subsidence to my property. But more importantly the council need to sweep up the leaves, which they haven't done once on my street, the leaves are left to rot on our pavements and cause allergies for our children my daughter now suffers from hayfever due to the tree pollen, sort basic cleaning streets before planting .
- 056 Basic cleaning of street would help! Get that right first. Slippery, rotting leaves have been left unswept since October and THIS is the biggest danger, not cars. The current traffic calming measures are already sufficient and work well – we do NOT need any more.
- 057 Coldershaw Road is a major 'rat run' . The speed humps are ineffective. The number of cars passing up and down this street (often at excessive speed) needs to be drastically reduced. However making it one way would make matters worse as cars now have to slow down to pull in to allow each other to pass. If it was one way they could speed up. There should be clear marking of the 20mph limit in Coldershaw Road. Cycling is difficult in this area and in all the side streets in Northfields as cars pass too close at excessive speed and pull out turnings without looking (near misses occur regularly). Cars parked right up to corners (both legally and illegally) makes it harder for children to cross. There is little enforcement of parking restrictions – double yellow lines and pavement parking (including protruding from drop kerbs). Walking at night into this area from the Uxbridge Road is risky/unpleasant, especially for women, due to the level of anti-social behaviour and loitering in the streets between the Uxbridge Road and Leeland Terrace.
- 058 Make the roads one way, problem solved
- 059 There is too much traffic passing in both directions along Coldershaw Road. It is often travelling too fast. The number and speed of vehicles need to be reduced. However a one way street would make the problem worse as vehicles would no longer have to pull in to let each other pass. The speed humps are ineffective and the 20mph limit is not clearly marked. Cycling is difficult in this area and in Northfields as cars travel too fast/close and pull out of side turnings without looking. Parking restrictions are not enforced. Too much parking over pavements. Too many 'lurkers' in the streets between Uxbridge Road and Leeland Terrace and in Deans Gradens may make walking home at night more risky or unpleasant.
- 060 We have ineffective and ugly street lights in this area. Some years ago the original lamps were removed – with no consultation – and replaced with lamps that are incongruous and do not light the roads effectively at night. I have noticed that the original lamps in the northfields area throw out better lighting than ours and I would like to see the original street lamps reinstated in keeping with the housing stock in this area.
- 061 Main concerns; lack of cycle paths down northfields ave, bumpy pavement, no cycle bunkers on street, difficult to drive past foresters pub

Open Text Comments

- 062 Lighting on Coldershaw road is poor and I would like to see the traditional street lights (Edwardian) that are to be found in other nearby streets (i.e Midhurst). More trees please particularly replace the one remove from outside 120 Coldershaw Road).
- 063 I cannot understand why my and surrounding streets have been selected. You are only going to shift car usage to neighbouring streets, like Boston Manor and Northfields ave, which at peak times have long queues. Get rea, you need more than a little project to stop car usage. It's a waste of money to try and reduce car usage in these streets. What needs improving is the high street. I have no desire to sit in the area other than the local parks. I am a car user during the week but walk in the area at the weekend so I think my resposnse in well considered.
- 064 In my experience so far, the parklets are not used & not particularly inviting. If we want to reduce car use we have to improve public transport at the same time. Cycling isn't always practical & many people are not confident to cycle. Travelling just short distances locally eg between local town centres take ages on buses & involves too many changes. We have to fix this before we prevent people from driving.
- 065 There is often antisocial behaviour and refuse left on Brisbane Road.
- 066 There are lots of streets, Leighton road, Westfield road, that are used as cut throughs, it would be helpful to make them one way systems to control the traffic flow. Also larger speed bumps on Northfield Avenue to help with speed control.
- 067 There are sufficient trees on my street. The council is not clearing fallen leaves and maintaining these trees, resulting in slippery pavements for pedestrians. Tree roots are a risk to foundations of houses here, especially when the council does not trim the trees regularly. Money should be spent on on going maintenance rather than planting new trees and creating parklets. There is currently insufficient parking for residents. Do not reduce parking spaces further.
- 068 Once the street is blocked by gate..where is the room to do 3- point turns on street?If you live near gate you would have to reverse down at least 50 meters or so,so puts risks of accidents higher(fact). You should allow turning circle zone area as it will be near enough impossible to do any 3- point safely on street when all the residents ar3 parked up.
- 069 i would really like to see less large vehicles thundering through Northfields Ave area, it really is becoming polluted and noisy at all times of day and night

Co-design

The Co-design phase of the project was an opportunity to share the findings from the Discover phase with the community, and to explore design solutions using a variety of interactive activities and facilitated discussion.

Outline of activities

A co-design workshop took place at the Welshore Community Hub. The workshop was an opportunity to present the data collected through the perception survey, as well as traffic data, and focussed on four specific workstations with the aim to better understand how local people felt about various interventions to address traffic issues in the area.





Workstation One – Best Practice Infrastructure

This workstation focussed on providing information about the types of solutions that could address the issues that were raised in the ‘Discover’ phase. A Sustrans facilitator worked closely with participants to explain the different types of solutions on offer and photos of London-wide examples were on display for participants to explore. The solutions presented included modal filters, banned turns, one-ways etc.



Workstation Two – Exploring the Solutions

The second workstation focused on finding out solutions to the issues that were raised in the ‘Discover’ phase. After participants had explored examples of types of solutions from other areas in London, they had the chance to discuss with a Sustrans Engineer and Urban Designer how these solutions would work on the roads in the project area. We used large maps of the area which allowed residents to situate themselves and discuss the movement of traffic through the area and possible solutions for their streets. Participants could then, in discussion with a Sustrans Engineer and Urban Designer, mark the map with comments and potential intervention types and locations.



Workstation Three – Gateways

The third workstation focused on “gateways” into the neighbourhood. The aim is to create a unique entry point into the neighbourhood and give pedestrians, cyclist and vehicle drivers the sense that they are entering somewhere different. Participants were encouraged to use tracing paper, markers and a model kit to find ways of improving the gateway locations.

The feedback at the ‘exploring the solutions’ workstation demonstrates a clear desire to find workable solutions to what is widely considered to be a significant problem, associated with the volume and speed of traffic in the neighbourhood. There was a desire to see the reduction of traffic by the implementation of modal filters as well as with the use of one-ways. However, much like the results of the perception survey, there was concern about traffic speed and how the introduction of a one-way system might mean cars travel even faster.

There were 94 separate suggestions for solutions at the co-design workshop and they are categorised by road in the following lists:

Coldershaw Road comments/suggestions

- Modern street lighting on Coldershaw road is fine for drivers but dark for pedestrians. It doesn't feel safe walking after dark
- Street lighting is poor (unlike heritage area)
- As a woman I walk further along Broadway and down Grosvenor Road as it feels safer
- Making Coldershaw one-way will make speeds faster
- Improve lighting and surfaces/pavements
- Places to sit, obviously concerns around street drinkers. St. James Av and Melbourne Av – feels unsafe coming home at night
- Lighting has gotten worse
- Walking down to Coldershaw road from Uxbridge road does not feel safe late at night – top of Coldershaw tyre business – quiet/dark – St. James Avenue dark – lots of drinkers round bins – Melbourne Ave dark, Leeland Terrace dark and quiet
- I want vehicle access for deliveries visitors even though i don't have a car
- Coldershaw is a rat run
- Coldershaw is a nightmare but don't make it a one way as the 2 way keeps traffic slow
- Mixed feelings about making Coldershaw a one-way. Makes speeds faster if you do
- Traffic on Coldershaw pushed there by filters and people not wanting to go through traffic lights
- Traffic heavy and fast on coldershaw-2 way traffic at least slows it down. one-way would be a nightmare
- Coldershaw road is (i believe) 20mph but there are no signs
- speed humps low and ineffective
- Coldershaw Rd – like the M1
- Speed humps don't work
- A regular cycle journey from Coldershaw Road to Northfields IStation I experienced a near miss in the side streets more than once per week on average

- Opposing one-ways for Grosvenor and Coldershaw
- Major problems are Coldershaw road and Leighton Road
- High volume of traffic
- High speeds
- Arguments and road blocking
- Coldershaw Road traffic issue are traffic speed, one-way is worst option as it will cause traffic to speed up
- Coldershaw Road needs filters, access-only for residents

Leighton Road comments/suggestions

- Major problems are Coldershaw road and Leighton Road
- Leighton Road, quite high volume of traffic, so if you block any other roads going south/east, you may increase volume on Leighton
- Leighton Road and Elthorne Park Road is a major problems. Needs to be reduced (traffic)
- I live on Leighton Road, could you please consider ‘access-only’ as an option as we take the brunt of the through traffic
- Daily conflict on Leighton Road by Seaford Road
- Leighton Road speed humps are not slowing the traffic down
- We need crossing on Leighton Road, walking to school from Sydney Road to Burns Road is unsafe
- There is conflict between drivers on Westfield Road between Regina and Leighton Road
- Walking to Fielding Primary is inconvenient because of Leighton Road.
- Walking to Elthorne Park High School is along busy roads including Leighton and Elthorne Park Road

Leeland Terrace comments/suggestions

- Leeland doesn't feel safe.
- Don't like walking down parts of Leeland Tce where there are no windows.
- Poor lighting and some loitering around Leeland Terrace.
- Leeland Terrace would make a good east/west cycle route instead of Broadway but needs less traffic.
- Leeland Terrace/Coldershaw dangerous junction, could do with safety measures.
- New crossing on Leeland Terrace close to St James Avenue.
- Melbourne Road residents currently volunteer to maintain small green area on Leeland Terrace.
- More cycle parking by shops, Leeland Terrace.

General comments/suggestions

- In general, not supportive of point closures no entry one way restrictions which cause drivers to take longer route.
- So called "rat running" is a response to congestion on main roads/at junctions -this problem needs to be addressed. Lido Junction/Broadway/Northfield Avenue.
- As a pedestrian my main concern are the routes north from Uxbridge road especially to WE Station and south to my home in Adelaide road. Routes don't feel safe at night. Lack of windows, need more CCTV
- This year in particular the pavements were dangerous/slippery because leaves were not swept up. They turned to sludge in the rain.
- Street lighting is poor (unlike heritage area)
- Top of Melbourne Ave and St. James Ave are both subject to high levels of antisocial behaviour especially late at night, problem for women getting off buses late.
- Improve lighting and surfaces/pavements.
- Places to sit, obviously concerns around street

drinkers. St. James Av and Melbourne Av – feels unsafe coming home at night.

- Lighting has gotten worse.
- I want vehicle access for deliveries visitors even though I don't have a car.
- Waiting for a cycle route from St. Kilda to Uxbridge Road.
- I walk from Uxbridge Rd down to Adelaide and up to WE station. Lots of alleys that I avoid after dark.
- Don't go through passageway places at night.
- No to parklets. They take up useful parking places, they become messy and full of dead plants and no-one wants to sit out on the street.
- Cycling in the area is particularly difficult particularly for inexperienced cyclists.
- Closing back streets will cause more queuing on main roads and therefore more pollution.
- Traffic isn't fast on Coldershaw as you have to negotiate to pass.
- You could put in camera controls to allow residents only but what about visitors?
- Don't block off anymore roads, you'll just shift.
- Why have these roads been chosen, why not the rest of the borough.
- Don't make roads one-way, it only makes more cars speed.
- Don't close off the roads, this is not fair, all roads should share the traffic.
-

Fast moving traffic, difficulty in crossing, unsafe for school children who cross through the gateway locations and a lack of greenery were some of the key issues identified at this work station. Several suggestions for improvements were made including raised tables, planting, zebra crossings as well as measures to restrict vehicle movements with interventions such as banned turns and pedestrianisation.

A full list of comments/solutions is categorised by location is in the following lists:

Coldershaw Road comments/suggestions Forester Pub Gateway comments/solutions

- Don't make the roads one-way
- Turning at various points in this junction is tricky
- Ped crossings essential to get people through the junction
- Zebra south of the junction should be relocated because of tree.
- 20mph has made it harder to cross
- Possible pedestrianisation to reduce traffic entry into area
- Parking and fast moving cars make it difficult to cross
- Close off Leighton Road alongside triangle
- Dangerous left turn form from Seaford into Leighton
- Cut out street in front of new flats
- More zebra crossings and introduce parallel crossings
- Island treated like a roundabout by drivers
- Install bollards to filter street, maybe filter diagonals?
- Make the middle (the island) prettier and more colourful
- Make the space into a market space. It looked great with an xmas tree in the middle
- Was better for pedestrians when small bit of Seaford was closed
- Traffic turning in lots of different directions is dangerous
- Too dark at night as lighting is not good enough
- The contraflow on Seaford is not good enough
- Someone crashed into my car on Seaford road south of Leighton
- Remove buildout at junction of Seaford and Northfield Avenue
- Layout is confusing
- Need something in the centre of island but not blocking the view
- Difficult to cross by the pub and not helped by parked cars
- Too many cars, very hard for pedestrians

Leighton Rd/Sydney Rd Gateway comments/solutions

- Can we have a diagonal crossing?
- Road surface is poor
- Traffic too fast and not enough calming features
- Poor visibility due to parked cars
- Dropped kerbs should be better placed
- More HGVs head south on Burns Road since they introduced the width restriction on Leighton

Coldershaw Rd Gateway comments/solutions

- Raised table, please
- Hard to see traffic when crossing
- Planting as part of the gateway would be managed by residents as there is a lot of interest in gardening

Oaklands Rd/Grosvenor Rd Gateway comments/solutions

- Need priority for cyclists and pedestrians
- Cycle route connection through the neighbourhood towards Dean Gardens
- Can we remove parking as part of the gateway
- Can we modernise the existing filter on Oaklands?

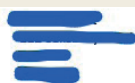
General Gateway notes

- Lots of school children cross the gateways
- Must have raised tables
- Raised tables must have shallow ramp
- Street lighting not adequate
- Artwork only if stylish
- Don't waste money on artwork
- Wayfinding a good idea
- Seating only used by street drinkers
- Return the old heritage lighting
- Planting can be looked after by residents

Appendix

Additional engagement and correspondence

Response from Ealing Cycling Campaign



By email only to:
Brian.madden@sustrans.org.uk
stantonjo@ealing.gov.uk



please reply to:



info@ealingcycling.org.uk

Re: Live West Ealing (Liveable Neighbourhood) Consultation

15 November 2019

Dear Brian and Josh,

I am writing from Ealing Cycling Campaign, the local group of London Cycling Campaign in response to the consultation on the West Ealing Liveable Neighbourhood Scheme. Ealing Cycling Campaign supports most of the proposals, but we are concerned that the current scheme does little to remove through traffic in the area south of the Broadway, and doesn't provide any north-south cycle ways in this area.

It would have been helpful if the council had produced an updated version of the borough cycle network before the WELN scheme has progressed as far as it has. Any links forming part of the borough network within the WELN could then be earmarked for special treatment. Without this wider framework there is a risk of inconsistency between the borough-wide and WELN improvements for cyclists. Subject to that proviso, here are our comments on the current proposals.

We support the plan to install wheeling ramps on Jacob's Ladder Bridge. Ideally there should be wheeling ramps on both sides of the stairs, but if there is only space for a single ramp or channel, this should be on the right hand side when walking upwards.

We support the proposal to ban motor vehicles turning into Walsingham Road from the Broadway, and out of Walsingham Road to the Broadway. We hope that cycles will be exempt from this restriction as Walsingham Road provides the best link to cross the Broadway from St. James Avenue.

We support the proposals to pedestrianise Brownlow Road.

We support the proposal to add a contra-flow cycle lane along Witham Road.

We support the proposal to protect the contraflow cycle lane on Bedford Road. Currently moped delivery riders use this as a place to congregate. It is important that an alternative space is found for them. Also note that there is an issue for cyclists trying to exit the cycle lane onto the Broadway. The narrow exit is often blocked by stationary vehicles queuing at the traffic lights. We hope that the design of the Broadway will make it easier for cyclists to exit and to turn right here.

1

We support all the plans for extra cycle parking throughout the scheme. For Sheffield stands, demand is likely to be highest close to the shops. Also note that delivery riders ideally need cycle stands close to take-away restaurants.

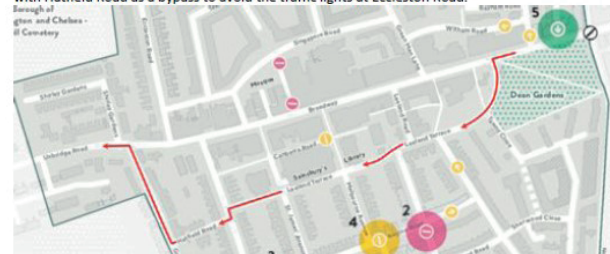
We support the plan to relocate the path across Dean Gardens (running from Northfield Avenue to Tawny Close), so it connects directly with Leeland Terrace.

We support the plan to make Leeland Road one-way provided there is a cycle exemption so people riding bicycles can enter from the Broadway and access Leeland Terrace. This is marked as a cycle route on the TfL Local Cycling Guides so it is important it remains a two-way route.

We support the concept of opening up St James Avenue as a quiet cycleway. One concern is that the junction with Leeland Terrace may become busy with vehicles turning to access the Sainsbury's car park.

We are undecided about the proposal for one-way motor traffic flow and cycle exemption on Alexandria Road. It's unlikely that this alone would reduce through traffic enough to make it a safe route for children cycling to school, so we suggest the council adopts it as a School Street – one that only pedestrians and cyclists can use in either direction at school start and finish times. At other times of day, the usefulness of making this road one-way will depend on the nature of traffic using the road at present. An interview survey to establish origins and destinations would be useful. If a significant proportion is destined for Waitrose from the west, such traffic will divert via Drayton Green Road and pass through junctions that are already congested. This will affect all road users including cyclists and could increase total pollution levels. If however nearly all the traffic on Alexandria Road is longer distance traffic that could readily transfer to more suitable roads outside West Ealing, the one-way closure could be helpful. Without O/D information it is not possible to form a considered view.

We support the idea of making Leeland Terrace, Singapore Road and Witham Terrace – the "Orchard Ring" – safer for cyclists. However, we are concerned that the proposals won't significantly reduce motor traffic on the southern section of this ring. Page 94 of the consultation document states that, "Leeland Terrace is essentially a traffic through route". The proposed modal filters will do little to change this. All roads connecting with Leeland Terrace to the south will continue to provide through routes to motor traffic. In addition, the route appears to be used in the evening rush hour together with Hatfield Road as a bypass to avoid the traffic lights at Eccleston Road.



As a result we feel that Leeland Terrace will remain intimidating to inexperienced cyclists.

2

We support the idea of the Culmington Road Gateway and signing the southern route to avoid the Lido junction. We also support the signing of routes to the north and south at this location. Although this area is outside of the main scheme, we would like to see a cycle crossing of the Uxbridge Road in this area – possibly connecting Broughton Road to Broomfield Road with the traffic signals repositioned to allow uninterrupted cycle movements between these two roads in either direction.

We support the modal filter of Seaford Road at its junction with Northfield Avenue. We support the additional cycle parking – especially outside the Forester pub and the chip shop.

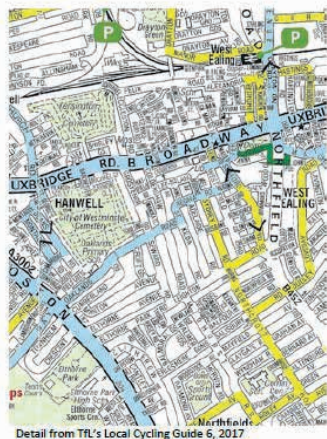
As mentioned earlier, the proposed modal filters, 1 and 2, will do little to reduce rat-running. Almost every north-south road through the area south of Leeland Terrace will still carry through traffic – as indicated by the red lines on the map below.



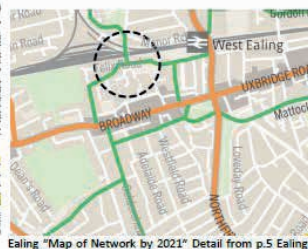
Only the small area marked in green will have no through vehicles and be safer for cyclists. The Coldershaw Road modal filter may make the situation worse for cyclists using the east-west LCN 41 route (running from Mattock Lane to Oaklands Road), as it will divert north-south traffic onto the cycle route at the east end of Oaklands Road, and cyclists will lose their priority at the junction of Oaklands Road and Coldershaw Road.

The proposed scheme fails to create any new cycle routes through this area. There is a need for safe north-south routes to connect the residential area to the south with the shops along the Broadway. The TfL cycle guides have Sydney Road marked as a recommended route, and the council's "Map of Network by 2021" shows Coldershaw Road as part of the cycle network. We would like to see both these roads designated as cycle routes, and modal filters installed to remove through motor-traffic from them.

3



Detail from TfL's Local Cycling Guide 6, 2017



Ealing "Map of Network by 2021" Detail from p.5 Ealing Mini-Holland Stage 2 Bid, Summary Report, Dec 2013.

We support the any plans to run segregated cycle routes along the Broadway. We would also welcome the provision of cycle crossings to make it easier for people to cross the Broadway.

Yours sincerely,

Martin Gorst

Martin Gorst
Ealing Cycling Campaign

GOOD FOR LONDON...GOOD FOR YOU!

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Comments received by email from a local resident

West Ealing Design Workshop Low Traffic Neighbourhood.

Notes from workshop 11 Jan 2020

13 Jan 2020 Summary notes for Sustrans

1. Dangerous junction Leeland Terrace and Coldershaw Road. Right of way is counter-intuitive. Drivers, cyclists and walkers assume Coldershaw Road has right of way for obvious reasons....and...surprise, surprise it isn't and thereby stands the problem.
2. An energy audit needs to be conducted for each proposed road closure. If it leads to more miles for vehicles to travel then it should not be installed.
3. A fact often forgotten is that one person's road closure produces relief at another's cost. The use of the words "rat-running" is not useful in developing a scientific approach to planned road use. Plans to reduce traffic along Leighton Road (diagonal SE to NW) may affect congestion/emissions along the Uxbridge Road.
4. Modern vehicles returning high fuel mileage figures are closer to the ground than the previous generation of cars. Drivers of newer cars may avoid routes with road humps for smoother more economic journeys. 20mph restrictions may not be the best for emissions. Most vehicles have an optimum consumption in a higher gear and at higher speeds. Road humps of different configurations are not helpful for the smooth progression of cycles or cars. These should be standard.
5. The classic mistake made in the recent past by the council was to engineer for many more vehicles onto the roads subject to analysis at this workshop. All vehicles for the refurbished Sherwood Close Estate should have entered and left by way of Northfield Ave. At the time of this decision only an antique hedge was posed as reason for not doing it. My personal feeling was that no one in the council understood this issue. Certainly no one could discuss it with WECNF or the two professional transport engineers we had on board.
6. Another council error is the recently installed cycle and pedestrian crossing of Northfield Ave at Lido House. Two residents' associations complained and still the officer thought it was fine. He only appeared after we complained to Sustrans but still thinks it OK. I am upset because this was a major element in the Quiet Road route to Ealing Common. It looks dangerous and for £90,000 it could have been designed to be safe and more importantly feel safe.
7. It would have provided part of the fast/safe route through back streets as an alternative to the Uxbridge Road **that is not safe for cyclists** 2 major accidents recently (one a death). Too many pedestrians walking looking at phones, too many pedestrians crossing where they will and not at lights and too many buses stopping and starting and too many other vehicles and delivery vehicles.
8. Uxbridge Road is not suitable for cyclists because of very poor road surfaces due to many utilities (IC cover collapse), heavy traffic and roughened distorted road surfaces and big holes hidden by puddles. In the past the police did not keep accident information for cyclists coming off due to road surface problems.

9. Jacob's Ladder should be step-free to facilitate safe cycle route from the hinterland.
10. The cycle route leaving West Ealing for the north has to negotiate a sharp gradient at the railway bridge on Drayton Green Road. This is dangerous and a well-designed bridge and straight approaches with clear views instead of Jacob's Ladder would provide a real alternative. The council have no idea of the Geographers' concept of "hinterland" and have allowed the developers to build/block the route from Jacob's Ladder through the estate while it is being built (2 years). Households living nearby but to the north have to take long detours to get to West Ealing facilities. It should be a short quiet cycle ride away to shops and services in West Ealing.
11. West Ealing is a shopping/leisure/worship destination. The council haven't a clue about how or a will to sustain it. The newly resurfaced part of St James Avenue! What does that do? If it were in northern France it would be a car park for part of the week and stalls on Friday and Saturday. Maybe a music venue Tuesday evening. Making more parking along one side of Leeland Terrace might encourage elderly shoppers from further afield to come to this area and help prevent them driving around the residential areas to the south seeking pay-by-phone parking and other gaps. Hey and fancy closing the library. Even the police used that as a substitute for their counter service lost elsewhere. This is not your brief but it is rather central to what you are trying to achieve.
12. North to south routes are not frequent here so people do drive both ways on Coldershaw and Grosvenor and it might be worthwhile making one northbound only and the other southbound to aid movement. 13. Pavements and lighting!

13 Jan 2020

Materials and resources used throughout the engagement process:

Sent: 29 December 2019 14:46
To: Cycling <Cycling@ealing.gov.uk>
Subject: Cycle parking

Hi

We have been desperate for more access to secure Cyclehoop bicycle lockers in our area, and would purchase two bike permits immediately.

All the current options in the area are full and our requests for more directly through Cyclehoop and Ealing council haven't produced any results.

We recently went down from two cars to one in our household, in the hope of cycling to work instead, but unless we can store bikes somewhere that isn't in our flat it's not particularly sustainable for us, so a local Cyclehoop locker would be very welcome.

Many thanks in advance

xxxxxxxxxx
Sydney Road
W13 9EY

Email received from resident

Felix Road Traffic Survey						
Survey Point: 20 Felix Road W13						
Date: 20/07/18						
Date	Sample Times	Westbound Motor Vehicles	Westbound Bicycles	Eastbound Motor Vehicles	Eastbound Bicycles	Total Traffic
20/07/2018	0810-0910	91	1	100	1	193
20/07/2018	0910-1010	100	4	84	4	192
20/07/2018	1010-1110	123	1	86	0	210
20/07/2018	1110-1210	99	5	83	1	188
20/07/2018	1210-1310	110	0	83	2	195
20/07/2018	1310-1410	136	0	109	2	247
20/07/2018	1600-1700	124	2	98	0	224
Sample Totals (7 hours):		783	13	643	10	1449
Average Daytime Hourly Traffic:						207/hr
Average Daytime Bicycle Traffic:						3/hr
Estimated Peak Level Traffic:						250/hr
Estimated Daily Traffic Total (Daytime 12 hours):						2520
Current useable road width at eastern end of Felix Road						5.8 metres
Proposed useable road width between CP2 parking bays						4.7 metres

Additional road traffic data provided by local resident

Low Traffic Neighbourhood

Following on from public drop-in events and feedback received from residents, we would like to invite you to work with us further on how we can design the Low Traffic Neighbourhood in the area south of the Broadway.

Please join us for a design workshop at:
Welshore Community Hub, 99 Broadway W13
1pm - 5pm on Saturday 11th January

Please complete our short survey on or before 5th January, to share your thoughts

<https://sustrans.onlinesurveys.ac.uk/ltl>

Information leaflet

LIVE WESTEALING Ealing TRANSPORT FOR LONDON GET MOVING

In March 2018 Ealing was awarded funding for the Live West Ealing initiative as part of the Mayor of London's Liveable Neighbourhood programme. The Live West Ealing programme aims to reduce motor traffic dominance whilst supporting communities and local businesses by making the town centre more attractive and accessible.

Through feedback received by the council, residents have reported high volumes of motor traffic passing through the residential streets south of Broadway. This is a view supported by comprehensive traffic count data we have recorded in the area.

The next phase of Live West Ealing is to work with residents to design a low traffic neighbourhood in the area south of Broadway. A low traffic neighbourhood is a group of residential streets where through motor traffic is discouraged so that the neighbourhood is made more accessible to all, in particular for children, older people and those who may be more vulnerable to the impact of high motor traffic volumes and speeds.

LTN Engagement Timeline

Traffic data collection
2018-2019

Pop-ups and drop-in events
December 2019

Co-design workshops
January 2020

Showcase event for LTN proposals
January/February 2020

Please complete the short survey at livewestealing.org

We want to hear from you. How does it feel to move around? What are some of the issues that you face on a daily basis? What improvements would you like to see?

LIVE WESTEALING Ealing TRANSPORT FOR LONDON GET MOVING

Live West Ealing: Low Traffic Neighbourhood

Here are some examples of the interventions that could be included in the scheme.

Priority for pedestrians at junctions

On-street cycle storage for residents

Access-only streets (modal filter)

On-street 'hankies' or 'pocket parks'

Please complete the short survey at livewestealing.org

We want to hear from you. How does it feel to move around? What are some of the issues that you face on a daily basis? What improvements would you like to see?

LIVE WESTEALING Ealing TRANSPORT FOR LONDON GET MOVING

The Healthy Streets Approach

As outlined in his Transport Strategy, the Mayor of London wants to increase the proportion of trips Londoners make on foot, by bicycle or using public transport to 80 per cent by 2040. This means an average of 1 million fewer car journeys in London each day. The Healthy Streets Approach is central to achieving this ambition. Measures to reduce motor traffic on certain streets while allowing pedestrians and cyclists to pass, banned turns, one ways, and timed closures outside schools during pick up and drop off times are among the ways to help make vulnerable road users, including children and the elderly, feel more comfortable making journeys on foot or by bike.

"My vision to create 'Healthy Streets' aims to reduce traffic, pollution and noise, create more attractive, accessible and people-friendly environments where everybody can enjoy spending time and being physically active, and ultimately to improve people's health."

Sadiq Khan, The Mayor of London

Priority for pedestrians at junctions

On-street cycle storage for residents

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We want to hear from you. How does it feel to move around? What are some of the issues that you face on a daily basis? What improvements would you like to see?

LIVE WESTEALING Ealing TRANSPORT FOR LONDON GET MOVING

Get in touch

Sustrans is the charity making it easier for people to walk and cycle. If you'd like to know more about our work, we'd love to hear from you.

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www.sustrans.org.uk

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