Visualisation of Leeland Road crossing proposal

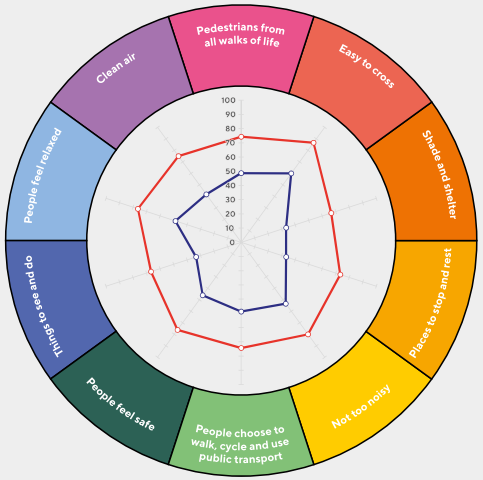
Healthy Street assessment •

Using the assessment of existing conditions as baseline, a Healthy Street Check of the entire Orchard Ring (Leeland Terrace, Singapore Road and Witham Road with Bedford Road) was undertaken.

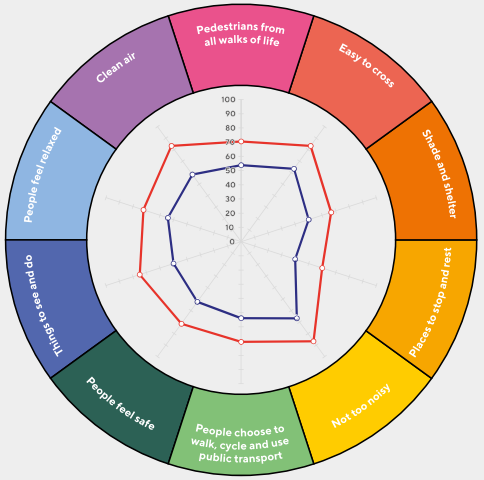
A step change in the Healthy Streets score can be achieved through the proposed package of interventions, improvements, particularly regarding conflicts between cyclists and traffic, pedestrian permeability and ability to cross.

The 'Zero Scores' highlighted in the assessment of Witham Road, in regard to carriageway geometry and poor quality of pedestrian environment are all addressed through the proposed set of interventions.

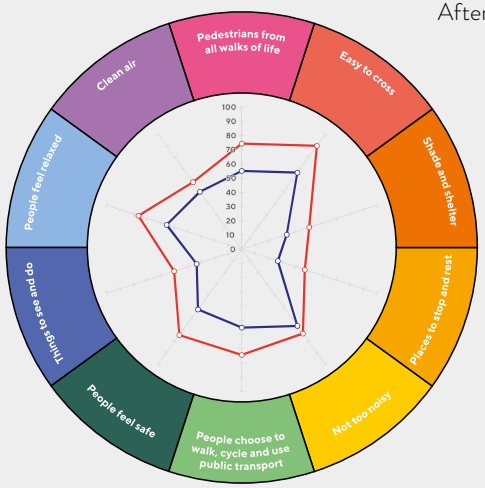
Both Singapore Road and Leeland Terrace see an uplift in the scores relating to quality of crossing facilities (raised treatments, build-outs), safety for cyclists (tight kerb radii, inset parking) and public realm (planting, shade and shelter).



Singapore Road
Before: Score 48; Zero Scores 2
After: Score 72; Zero Scores 0

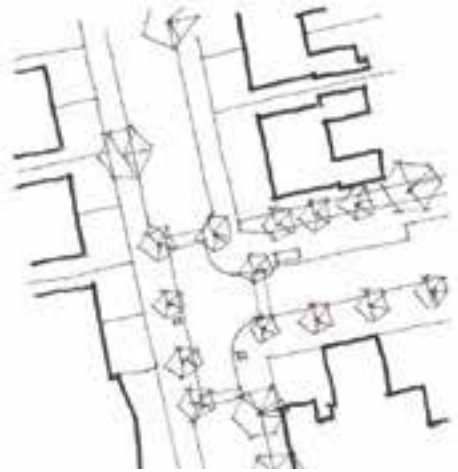


Leeland Terrace
Before: Score 54; Zero Scores 2
After: Score 67; Zero Scores 1



Witham Road
Before: Score 52; Zero Scores 3
After: Score 71; Zero Scores 0

● Existing layout
● Proposed layout

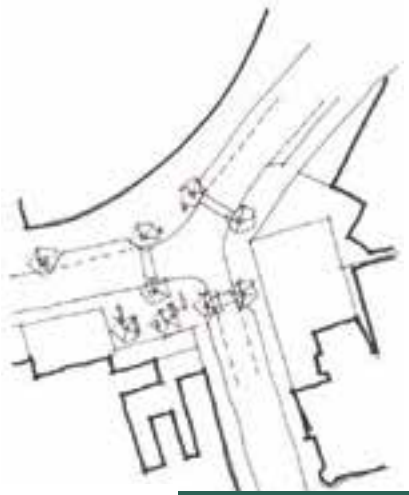


1. Ecclestone Road / Singapore Road

- Build out footways / narrow carriageway to reduce crossing distances
- Raised table to slow traffic and ease pedestrian crossing
- Tree planting
- Bike hangar / cycle parking / wayfinding

Issues

- *Loss of on-street parking close to junction*
- *Service vehicle turning movements at junction*



2. Brownlow Road

- Build out footways / narrow carriageway to reduce crossing distances
- Raised table to slow traffic and ease pedestrian crossing
- Bike hangar / cycle parking
- Re-landscape the landscape pocket on the western corner of Brownlow Road and Eccleston Road

Issues

- *Loss of on-street parking close to junction*

3. Green Man Lane to Witham Road

- Setting for magistrate's court
- Raised table to slow traffic and ease pedestrian crossing
- Reduce on-street parking to allow for wider pavements between the Broadway and St Johns School
- Road junctions designed to slow traffic speeds
- Bike hangar / cycle parking / wayfinding

Issues

- *Loss of on-street parking on Green Man Lane to the Broadway*
- *Service vehicle turning movements at junctions*

4. Witham Road

- Construct a footway on the north side of the street
- Reduce junction radii to reduce crossing distances
- Copenhagen crossing at car park entrance

Issues

- *Reduction in road width on service road*
- *Service vehicle turning movements at junctions*

5. Green Man Passage

- One-way traffic heading west
- Raised table to slow traffic and ease pedestrian crossing
- Add build outs to allow for street tree planting where space allows
- Wayfinding
- Potential for contra flow cycle lane going east along Witham Road to Bedford Road

Issues

- *Reduction in road width on service road*
- *Service vehicle turning movements at junctions*

6. Bedford Road

- One-way in from Broadway for traffic
- Enhance physical protection of existing contra flow cycle lane
- Retain existing road closure
- Tree planting
- Bike hangar / cycle parking
- Wayfinding

Issues

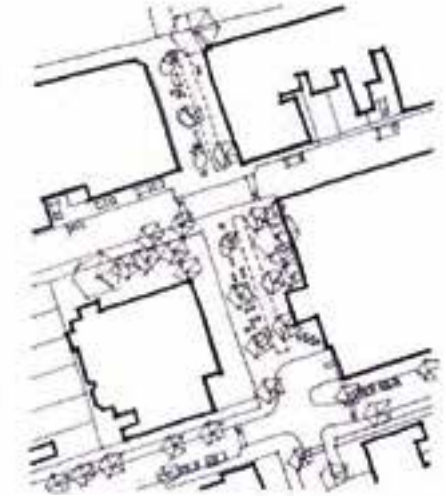
- *No on-street parking*
- *Service vehicle turning movements*

7. Coldershaw Road

- Raised table to slow traffic and ease pedestrian crossing
- Widen pavements and control on-street parking
- Tree planting for seasonal blossom
- Bike hangar / cycle parking
- Wayfinding

Issues

- *Service vehicle turning movements at junction*
- *Access to forecourt parking at junction*



8. St James Avenue

- Relocated entrance to Sainsbury's car park
- Raised table to slow traffic and ease pedestrian crossing
- Widen pavements and control on-street parking
- Tree planting for seasonal blossom
- Bike hangar / cycle parking
- Wayfinding

Issues

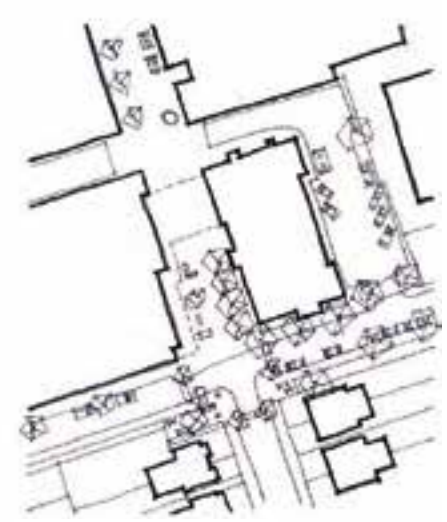
- *Service vehicle turning movements at junction*
- *Access to forecourt parking at junction*

9. Melbourne Avenue

- Raised table to slow traffic and ease pedestrian crossing
- Widen pavements and control on-street parking
- Tree planting for seasonal blossom
- Wayfinding

Issues

- *Informal taxi drop off and pick up for shoppers*



10. Leeland Road crossing

- Raised table to slow traffic and ease pedestrian crossing
- Widen pavements and control on-street parking
- Tree planting for seasonal blossom
- Wayfinding

Issues

- *Access to forecourt car showroom at junction*

11. Tawny Close crossing

- Raised table to slow traffic and ease pedestrian crossing
- Widen pavements and control on-street parking
- Tree planting for seasonal blossom
- Junction improvements for enhanced access to Sherwood Close development
- Relocate / enhance entrance to Deans Gardens
- Improve legibility / accessibility of east / west cycle route
- Wayfinding

Issues

- *Access to forecourt car showroom at junction*

NEIGHBOURHOOD ROUTES

Key routes have been identified through the neighbourhood and across the Broadway that fit with current cycle network and pedestrian desire lines. The connection of these networks either side of the Broadway will be enhanced by realigning signalised crossings and upgrading those on north south cycle routes to toucan crossings.

Along these routes measures will be undertaken to encourage local residents to walk and cycle to their local schools, shops, transit stops and community facilities.

Footways will be enhanced to ensure a level and consistent walking / rolling surface and dropped kerbs added where missing to ensure accessibility for people of all abilities. Tree planting will be added to ensure a regular rhythm of planting along these streets.

Measures will be introduced to reduce vehicle speeds and to discourage rat running so that the streets are safer for all and air pollution levels are reduced. These include the creation of a well signposted 20mph zone for the whole West Ealing Liveable Neighbourhood with the necessary physical measures to encourage a reduction in speed, e.g. raised table junctions and crossovers, kerb realignment and speed cushions.

Building on the existing road closures modal filters will also be constructed at key locations to cut off rat running, and to support cycling, through the neighbourhood. The modal filters will include emergency access, tree planting, cycle parking / bike hangars and seating where appropriate.

Where demand exists, and especially where there are no opportunities for off-street parking or bike storage, existing on-street parking bays will be re-purposed to incorporate community bike hangars.

Healthy Street focus →

1. Signage and wayfinding

At key locations where the neighbourhood routes connect with the Gateway Places, Orchard Ring and Broadway information will be provided on key destinations to demonstrate how walkable and cyclable the area is.

Issues

- *Ensure that any signage does not clutter or obstruct pedestrian movement on pavements*

2. Street trees and greening

Over the years the street tree population of the neighbourhood has slowly been eroded. Street tree planting with be carried out across the neighbourhood where possible, however the initial focus of street tree planting will be on the neighbourhood routes where the greatest numbers of pedestrians can benefit from the shade and shelter.

Issues

- *Underground utilities*
- *Adjacent building foundations and land uses*
- *Obstructing access*

3. Footway improvements

While the pavements in the residential are generally in reasonable condition a programme of improvements will ensure a comfortable and even walking surface along the neighbourhood routes. Where necessary dropped kerbs will be installed and pedestrian priority maintained across garden crossovers.

Issues

- *Potential damage to existing tree roots*

4. Raised tables at junctions

Within the residential areas certain junctions are already raised, easing pedestrian accessibility and reinforcing the areas neighbourhood character. This approach will be continued where appropriate with pedestrian and cycle priority and accessibility enhanced. Where feasible build outs will shorten pedestrian crossing distances and create space for tree and shrub planting.

Issues

- *Potential loss of on-street parking*
- *Access to existing off-street parking*

5. Cycle infrastructure

Building on the existing cycle infrastructure the neighbourhood routes will be designed to encourage cycling within the neighbourhood and key destinations around such as local stations, parks, schools and town centres. Where these routes cross busy streets such as the Broadway Toucans will be installed, with cycle-able pedestrian crossings on other streets such as the Orchard Ring and Leighton Road. Where streets are one-way contraflow cycle facilities will be provided if not already installed, such as along Witham Road between Green Man Passage and Bedford Road.

Issues

- *Potential loss of on-street parking on one-way streets where contraflow is required*

6. Modal filters

Modal filters located at key points along the routes will be the focus for signage and bike parking. Bike hangars will be introduced along the routes, especially where there is a potential demand generated due to limited stage facilities in the terraced properties typical of the neighbourhood.

Issues

- *Potential loss on-street parking*
- *Access to off-street parking*
- *Emergency access through barrier if required*
- *Service access at tight junctions*

MODAL FILTERS

Building on the existing road closures, additional modal filters will be constructed in two proposed locations, between Westfield Road and Regina Road and between Coldershaw Road and Oakland Road.

The structure of the road network south of the Broadway means that there are several possible options for the locations of additional modal filters which would help to discourage through traffic. The two locations noted above have been chosen as they will specifically help to improve conditions for east-west cyclists moving through the area, on the existing signed cycle route between Dean Gardens and Oaklands Road, by focussing on roads that make up this route. However, these locations may be subject to refinement and revision, following more detailed analysis and intensive engagement with local residents as part of subsequent work.

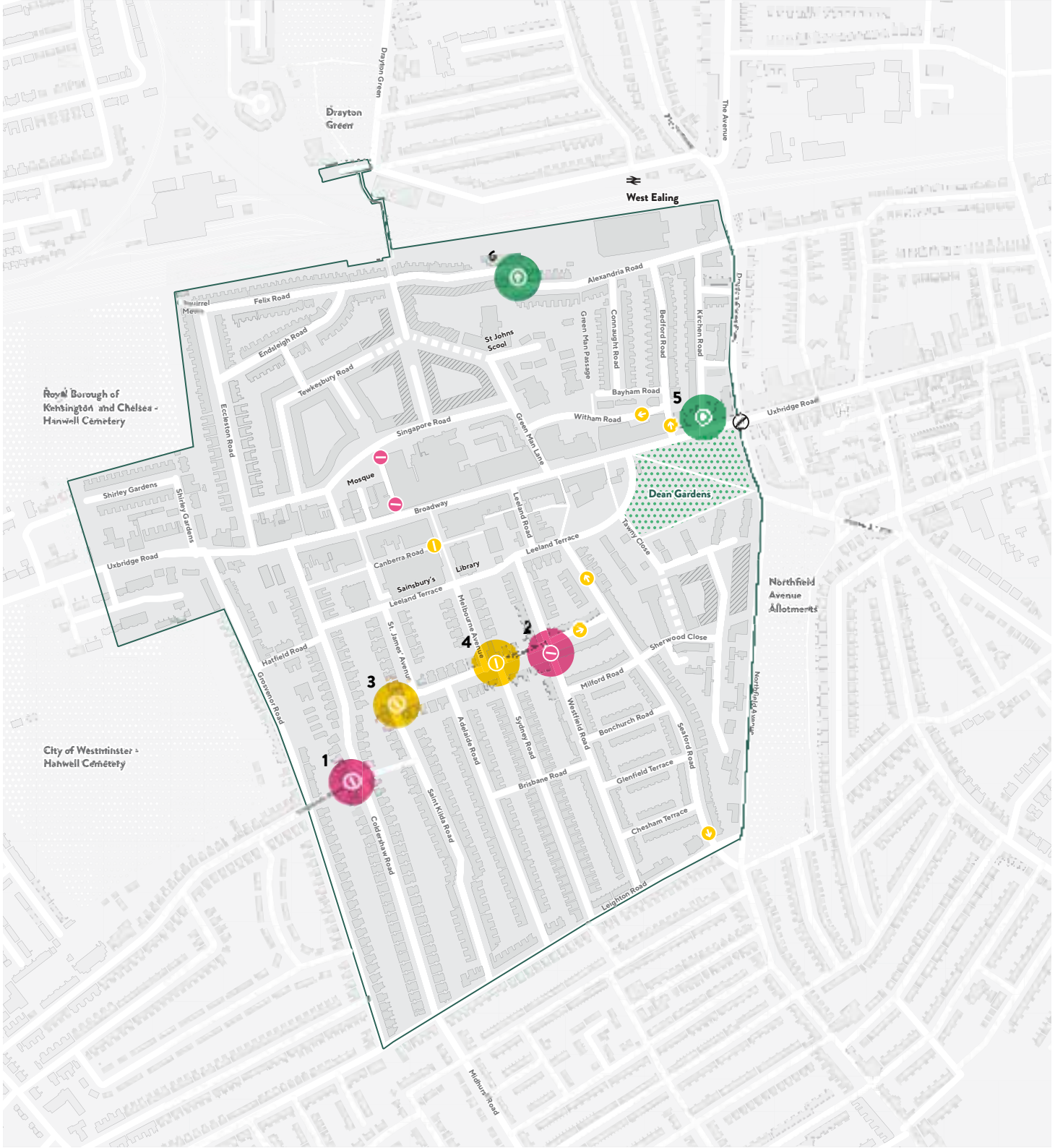
The benefits created from introducing these modal filters, and other traffic calming features, would be to cut off 'rat-running' traffic, reduce traffic speeds and create quieter routes to encourage walking and cycling. This is evidenced by the Healthy Streets Assessment that we have completed for Coldershaw Road / Oaklands Road, which illustrates the benefits to active modes.

Rat-running is currently a significant portion of the traffic through the neighbourhood: through the introduction of modal filters, it would be possible to reduce this, and therefore create a quieter, more pleasant and less polluted area. Furthermore, these modal filters are proposed in strategic locations to support cycling, by creating a quieter east-west alternative cycling route.

While introducing modal filters would reduce rat-running and encourage walking and cycling, these can potentially affect the residents' routes around the neighbourhood. It is believed however that rather than a disadvantage to the residents, modal filters would represent an additional incentive for residents to walk/cycle to local shops, avoiding the use of cars.

Principles:

- Modal filters along cycle Quietways
- Reduce traffic volumes cutting through residential area
- Easy to cross
- Tree planting and cycle parking / bike hangars where space allows
- Allow for emergency / service access
- Wayfinding



MODAL FILTERS

1. Coldershaw Road / Oaklands Road
2. Westfield Road / Regina Terrace
3. Regina Road / St Kilda (existing)
4. Regina Road / Sydney Road (existing)
5. Kirchen Road
6. Alexandria Road

Existing banned turn

Existing one-way

Existing road closure

Proposed one-way

Proposed road closure

1. Coldershaw Road / Oaklands Road

- Diagonal road closure
- Bollard / gate opening
- Build outs with tree planting
- Raised table to slow traffic and enhance accessibility
- Kerb alignment to take account of service vehicles – refuse
- Bike parking

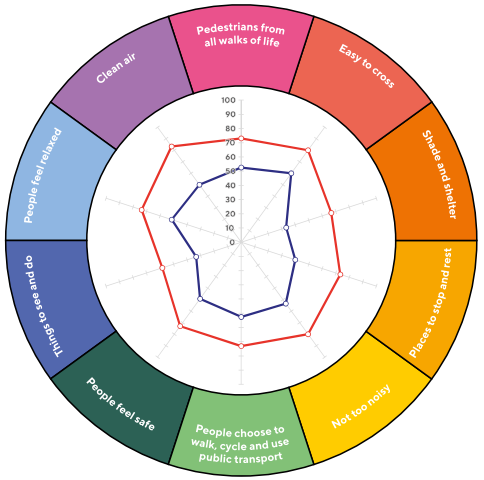
Issues

- *Kerb alignment to take account of service vehicles – refuse*
- *Emergency vehicle access*
- *Vehicle access to off-street parking*
- *Loss of on-street parking*

↓ Healthy Street assessment

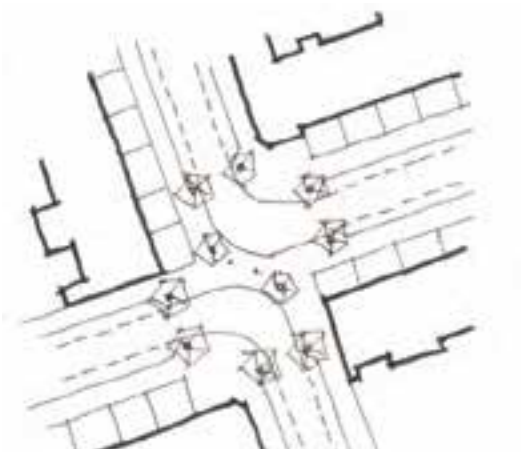
Using the assessment of existing conditions as baseline, a Healthy Street Check of the proposed Coldershaw Road / Oaklands Road modal filter design.

The diagonal closure proposed along Oaklands Road and the provision of raised tables and build outs in correspondence with side roads have a noticeable positive effect on all metrics, from ability to cross to noise and air quality (linked to traffic reduction).



Oaklands Road
Before: Score 52; Zero Scores 1
After: Score 71; Zero Scores 1

- Existing layout
- Proposed layout



2. Westfield Road / Regina Terrace

- Diagonal road closure
- Bollard / gate opening
- Build outs with tree planting
- Raised table to slow traffic and enhance accessibility
- Kerb alignment to take account of service vehicles – refuse
- Bike parking

Issues

- *Kerb alignment to take account of service vehicles – refuse*
- *Emergency vehicle access*
- *Loss of on-street parking*

3. Regina Road / St Kilda (existing)

- Full road closure
- Gate opening
- Enhance bike access
- Tree planting / SUDS
- Bike parking

Issues

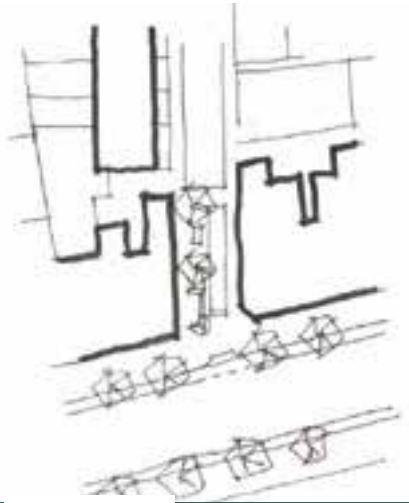
- *Emergency vehicle access*
- *Vehicle access to off-street parking*
- *Loss of on-street parking*

4. Regina Road / Sydney Road (existing)

- Full road closure
- Bollard opening
- Enhance bike access
- Tree planting / SUDS
- Bike parking

Issues

- *Loss of on-street parking*
- *Implications for off-street access*

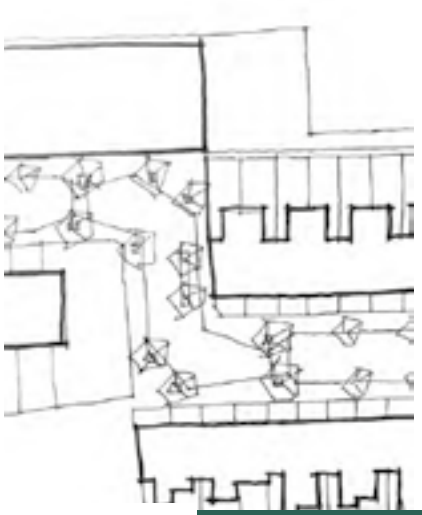


5. Kirchen Road

- Partial road closure – southbound
- North bound cycle filter
- Build out / parklet
- Tree planting / SUDS
- Bike parking

Issues

- *Loss of on-street parking*
- *One-way access*
- *Removal of residential area cut through*
- *Link to solution for Lido junction*



6. Alexandria Road

- Partial road closure – west bound traffic allowed
- Outside school rear entrance
- Two way cycle filter
- Build out / parklet
- Tree planting / SUDS
- Bike parking

Issues

- *Link to solution for Lido junction*
- *One-way access*
- *Impact on Waitrose customers*
- *Removal of residential area cut through*

GATEWAY PLACES

To celebrate and mark the entry into the West Ealing Liveable Neighbourhood the key arrival points will be enhanced to create a unique identity for the area.

The objective will be to give pedestrians, cyclists, bus users and vehicle drivers the sense that they are entering somewhere 'different'. For pedestrians and cyclists this will mean an improved walking and cycling environment. For drivers it will mean that while access will be allowed, speeds will be low and routes may be less direct.

The Gateways are located on the edge of the area, where key neighbourhood paths converge and on routes that link the neighbourhood with destinations outside of its area – such as schools, train stations and local shopping parades. Where possible they are positioned where there are adjacent land uses that will help generate on-street activity, such as pubs, shops, and bus stops.

Typical interventions will include:

- Raised table junction / crossing
- Widened footways / narrowed carriageways
- Seating / bins
- Cycle parking / bike hangars
- Decorative / feature lighting to complete street lighting
- Artwork to reinforce a sense of identity
- Tree and shrub planting
- Wayfinding finger posts or totems

Healthy Street focus →