

APPENDIX A

Proposal that the east to west cycle route through central Ealing be upgraded

In order to relieve congestion on our roads and improve the quality and sustainability of life we need to encourage more people to cycle, thus reducing our dependence on motor transport. Ideally if we encourage the younger generation as early as possible, they will get into the habit from a younger age.

Cycle routes need to be:

- Safe for all, but especially for children
- Without obstacles such as high kerbs, street furniture, gates.
- With a flat, well-maintained surface without potholes, raised ironworks.
- Joined up to make a sensible route network for real journeys
- With as few stops (give way, traffic lights etc) as possible
- Quiet and pleasant to ride on

Hazards to cyclists

Buses: buses and cyclists often travel at roughly the same average speed, but different varieties of speed. Cyclists sometimes get squeezed between buses and the kerb. Buses sometimes have to crawl behind a slow bicycle when drawing to a bus stop. **Solution: Avoid bus routes where possible.**

Pedestrians: On roads with shops on both sides and lots of crowds, pedestrians often step out into the road in front of cycles. **Solution: avoid major shopping areas. Where possible separate cycles from pedestrians.**

Parked vehicles: Vehicles often park in designated kerb-side cycle lanes. **Solution: put cycle lanes around parking bays.**

Loading: Large goods vehicles often need to park to load outside shops and businesses and because of their width are hazardous for cyclists to pass. **Solution: avoid major shopping areas.**

Volume of motor traffic: vehicles turning left, noise, toxic fumes. **Solution: avoid main roads where possible.**

Where possible cycle routes would be best planned along quieter residential streets, through parks and green spaces and along canal towpaths (where wide enough to be safe) etc. Given the nature of London's motor transport network, the likelihood is that these routes would probably run parallel to, and close to, existing major traffic routes.

Example:

Ealing Common Railway Bridge to Hanwell avoiding the Uxbridge Road.

Links with existing cycle route along Uxbridge Road in Acton and to Hanwell Bridge. This is also a more direct and shorter route.

1. Ealing Common Station
2. Existing Cycle Path across Ealing Common: improve eastward access to Uxbridge road
3. The Grove: widen the cycle gap outside St Saviour's school

4. **Mattock Lane: rationalise the crossing and cycle lanes at Northfield Ave which currently are worse than useless**
5. **Existing Cycle Path through Dean Gardens: improve access at both ends. The east end feeds onto a narrow shared pavement. The west end has a locked gate with pedestrian gap which does not match up with the dropped kerb.**
6. **Leeland Terrace**
7. **Hatfield Road**
8. **Grosvenor Road**
9. **Rejoining Uxbridge Road: pavement is wide enough to facilitate separate cycle lane not using busy bus lane.**

**This route needs better signposting / coloured tarmac-ing, better crossing at Northfields Avenue and improved accessibility around Dean Gardens.
East to west works better than west to east.**