

Interim West Ealing Centre Neighbourhood Forum

16 February 2013

MOVEMENT POLICY

1. Movement into, out of and within the Neighbourhood Area (NA) should be enabled in all its forms. Historic and unnecessary barriers to movement should be removed.
2. Pedestrian permeability is essential and routes will need to be created or improved:
 - 2.1 Movement between the new Sherwood Close development and Dean Gardens, the new West Ealing Crossrail Station and the Broadway/Uxbridge Road, and the Green Man Lane (GML) development and the Uxbridge Road.
 - 2.2 Signs for pedestrians must be erected at Lido Junction to explain how the pedestrian crossing lights operate.
3. Traffic flows into, out of and within the NA must be maintained.
 - 3.1 Traffic congestion which regularly occurs for vehicles travelling east approaching the Lido Junction must be reduced. Lido Junction is the busiest and most important movement junction in the NA. Pedestrian crossing lights controls were introduced in 2012. A balance must be achieved between maintaining pedestrian safety and improving the traffic flows at this junction.
 - 3.2 The ability for vehicles to turn left (east) at the junction of Eccleston Road and The Broadway must be restored.
4. Broadway/Uxbridge Road traders, shoppers, visitors to the new Mosque, the new GML development and the new Sherwood Close development when built and shoppers are in the need more car parking spaces in the NA..
 - 4.1 Over 40 new locations for Stop and Shop spaces have been identified by the forum, in Leeland Terrace, Maitland Yard and in the currently gated space behind West Ealing library. (See Appendix). These new car parking spaces must be implemented.
 - 4.2 The Dean Gardens car park must be converted to Pay on Exit and spatially extended. Spatial extension will be south engulfing a portion of Leeland Terrace and upwards by adding another storey of car parking, This will double the capacity of this car park. This will mean that the route from The Broadway via Leeland Terrace to Coldershaw Road will no longer be traversable.
5. Ealing Hospital's Accident and Emergency, Maternity, Paediatric and other major healthcare services are being closed down. Bus route extensions and new bus routes must be established to transport patients and their carers from the NA to West Middlesex , Northwick Park and Hillingdon Hospitals. One of these new bus routes could uniquely provide a service linking Perivale with West Middlesex and for the first time offer a single bus route which traverses the main north/south Argyle Road/Northfield Avenue route.
6. The WECNF/Mackenzie Cycle Path has been approved by local cycling organisations and must be implemented. (See Appendix).