

200+ people Attend WECNF's Crossrail West Ealing Public Meeting

On Tuesday 22 April 2014 over 200 people crammed into The Drayton Court Hotel function room to hear about plans for the new Crossrail West Ealing Station. 100 of them had to stand for 90 minutes! Stuart Croucher an urban planner from Crossrail and Nick O'Donnell transport boss from the London Borough of Ealing (LBE) presented and attempted to field questions from the public.

A detailed design for the station apparently does not exist. Even its precise location in Manor Road is unclear. Crossrail and LBE do not see eye to eye on a number of issues. Since LBE threw out the Crossrail Ealing Broadway Station design, LBE has appointed its own architects for all five Ealing Crossrail stations.

WECNF and many local stakeholders want direct step free access to a new Crossrail West Ealing station to/from the south i.e. the High Street side of the railway tracks. Crossrail can't envisage how this might be accomplished. Many ideas came from the audience about moving the putative station location east to the Manor Road/Argyle/Drayton Green Road junction and moving it west further along Manor Road.

There was applause when someone suggested redeveloping all the run down shops on the south side of Manor Road and incorporating the re-purposing of this land as an integrated project with the design and implementation of the new station. Intriguingly Network Rail's property arm might just be looking at this at the moment.

Crossrail reviewed a range of options for Jacob's Ladder from tarring it up to making it usable by the disabled, mums with buggies and elderly people with heavy luggage. All involved variable amounts of cash that would have to be raised somewhere, somehow.

Noise and rubbish pollution along the Network Rail land immediately to the south of Manor Road was raised as a current issue and as a bigger issue when the Greenford Trains terminate at West Ealing. Building a ribbon mound of excavated soil (as per Northala Fields) was one suggested innovative way of reducing the noise.

Car parking, cycling, pick-up and drop-off, and bus service issues were all thrashed around but unresolved.

LBE and Crossrail said that things might look a bit clearer in 3 /4 months time. Crossrail EBS and Southall were the current priorities and the former is bogged down in controversy emanating from a range of sources. WECNF will attempt to get answers to as many of the unresolved issues brought up as they can and publish them at www.wecnf.org WECNF will organise another public meeting when it feels enough new information is available to be worth anybody's time turning up!

Eric Leach
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