

Matthew White
Surface Director
Crossrail
25, Canada Square
Canary Wharf
London E14 5LQ

14 December 2013

Dear Mr White,

I write on behalf of the West Ealing Centre Neighbourhood Forum (WECNF). WECNF became a Government designated body in March 2013. The Forum is producing the 15 year spatial plan for the West Ealing Centre Business Neighbourhood Area' under the auspices of the 2011 Localism Act. More at www.wecnf.org.

WECNF broadly supports Crossrail and welcomes the significant benefits that it could bring to West Ealing, its residents and businesses. WECNF however is concerned that opportunities are not lost and Crossrail delivers the maximum possible for West Ealing. With this in mind WECNF have been trying to engage with Ealing Council and Crossrail for a considerable period of time to get an understanding of what is proposed for West Ealing. Unfortunately up to this point few details have been forthcoming nor meetings offered to enable this engagement.

Therefore at this stage WECNF does not have enough information to be able to comment conclusively but has identified a number of areas that it would like to explore with your help;

Station Capacity & Design

What projections have been undertaken on future passenger numbers using West Ealing station?

To what extent has the impact of passengers alighting the Greenford branch trains to board Crossrail been considered when designing platform widths and circulation space at the new station? The London-bound platform needs to be able to accommodate both passengers who have journeyed directly to West Ealing station plus a full trainload of passengers coming from Greenford. WECNF questions whether the proposed 4 trains per hour are sufficient to meet this demand. The trains may be 200m long but as we understand it the platforms of West Ealing station are not being extended so boarding will be limited to only a section of the train so it is assumed that any capacity modeling has not been undertaken on the basis of a 200m train?

WECNF has always believed that the new station should have been sited to the south of the train lines to better connect in with West Ealing town centre. With its proposed site on Manor Road this is not the case but WECNF would like to know what

opportunities have been explored to provide this connection to the town centre by other means? For example has the potential to create an access through Waitrose car park via a bridge been considered? This would likely offer commercial benefits to Waitrose so have they been approached?

Are any ancillary uses proposed within the station?

What provision for drop-off / pick-up will there be?

Access to the Station

What changes to bus services to and from West Ealing station are proposed? Existing connections between the station and the surrounding area are poor with no bus route that crosses the Uxbridge Road.

What improvements to walking and cycling routes to the station are proposed? Post Crossrail more people will want to travel to and from the station and they need to be able to do so safely.

What improvements to Wayfinding are proposed to help people find the station and find West Ealing town centre once they arrive at the station?

Impact on Residents

The new station will bring an increase in footfall and traffic to Manor Road and other adjoining streets. The nearby Green Man Lane Estate, for example, being redeveloped will grow its population from 800 residents now to 2,500 residents in 2022. What level of assessment has been undertaken in respect of these increases in footfall and traffic?

What changes to road layouts, parking restrictions and any other traffic restrictions proposed?

What impact will Crossrail have in respect of operational noise for adjoining residents?

WECNF would appreciate your response on these issues and the opportunity to discuss them in more detail in the near future.

Yours sincerely,

Eric Leach
Chair