

West Ealing Centre Neighbourhood Forum (WECNF) has big plans for Leeland Terrace.

The regrettable loss of car parking due to the Green Man Lane development to the north of the Uxbridge Road in West Ealing means that more effort has to be made to provide parking to the south in order to sustain businesses. We aimed to:

- Try to improve the current situation by providing more on-road spaces without great expense.
- At the same time we are using some of the data from the CROW Design Manual for Bicycle Traffic to propose a cycle track, the so-called Mackenzie Cycle Track, along the south side of Leeland Terrace.
- We plan to confine the free parking 30min and 60min duration to the north side of Leeland Terrace...the side nearest the shops. This would separate the cycle track from the parking cars and their opening doors.
- We also hoped to increase the number of bays using a build-out for the pedestrian crossing from the northern curb.
- A complaint (3 Oct 2012) was made to the Chief Executive concerning the officer proposal to extend the 30min element of the existing bays by 2hrs using phone technology. The reply from the officer failed to acknowledge the economic reasons for bay rotation or indeed the presence of a nearby car park. There seemed no explanation for this proposal and the officer offered none.
- As Leeland Terrace bends northwards to join the Uxbridge Road we were proposing parking bays on the outside of the bend where there are now only three. There is an entrance that is seldom used to Dean Gardens with a dropped curb, across which the bays might be extended.
- There is the possibility of another single bay at the end of Westfield Road.
- We seem to be short of disabled bays! You probably have a standard ratio for disabled bays to standard bays.
- There needs to be a loading bay for shoppers, dial-a-ride and minicabs right at the end of Melbourne Ave.
- We believe that the above may provide us with more extra bays at lower cost than bays proposed in the Uxbridge Road in the current 1c drawings.
- Canberra Road offers more parking but this could be arranged at an angle. At its eastern end wardens appear not to enforce the double and single yellow lines.
- Lorry traffic over the expensive paving to Melbourne Ave (£400,000) Urban Realm investments is causing damage. We think you were correct to propose we look at this on Tuesday. We might also look at the area behind the library that used to house the mobile library. Can we make use of this to provide loading for Lidl to prevent their delivery lorries further damaging the paving to Melbourne Ave. We might also look at car movements across Melbourne Ave. The footfall is high so why isn't it pedestrians only?
- We might discuss the problems of Melbourne Ave urban realm design. This is the nearest we have to a town square but the fixed seating makes it completely unadaptable. No one fixes the furniture in a house. Seats are moved back for parties, towards the fire in winter and around the table for dinner. Good design allows for the same in a public space.
- We would like officers to consider the proposal to access the Sainsbury car park from Leeland Terrace. This would give us some communal space free of traffic to the east of St James. This might be used for swings etc. This whole area is rather short of amenity space now. A big influx of households is proposed. This together

with the additional parking would attract more people to this area. To afford this, money could be saved by not progressing the urban realm improvements to St James Avenue. The current brick planters could go and the red brick pavoids might reflect the brickfields that were common nearby. Quite large trees can be held in 1 cubic meter planters with pallet type bases. (See Sion Park) These could be unfixed and moved as could seating for events. 8-10 double sockets to 17th Edition Regs could be provided for events. Events might be articulated lorries for audiometry/health screening/police/ blood transfusion donor sessions etc. or say a steel band with 20 players or a craft market.

- Similarly money could be saved in the already rejected (Walpole Ward Forum) modifications to Leeland Road. Portobello Road houses many stalls on a Saturday. Their backs are against the curb and fronts towards the crown of the road. Somehow the Farmers Market doesn't adopt this format. This simple modification will solve any problems of congestion on pavements and release money for more pressing items.
- The whole area to the back of these shops should be looked at to regulate deliveries. Ideally we would prefer all deliveries to be to the back of premises thereby keeping the Uxbridge Road free for buses and other traffic.

Arthur Breens 7th Dec 2012.