

Appendix A

WECNF/WEN/KRA* Meeting with Ealing Council Transport Officers to Discuss W13 Project 1c proposed Changes to Pavements and Carriageways 26 November 2012

Q1. Have these plans already been approved by LBE?

Q2. If these plans have not been approved by LBE why do Corridor 1c 2012/13/14 budgets appear on the LBE web site?

Q3. Do you believe in evidence based problem definition?

Q4. Do you believe in evidence based solutions' definition?

Q5. What is the overarching rationale with regards to the proposed changes?
+ Safety – pedestrians, cyclists, vehicle drivers and passengers, buses, trucks, etc
+ Reducing vehicle congestion
+ Spending cash bequeathed to LBE by TfL
+ Vehicle speed reduction

Q6. What is the evidence to justify installing raised tables?

Q7. What is the evidence to justify installing 20 mph speed limits on West Ealing Broadway/Uxbridge Road W13?

Q8. What measures is LBE proposing to reduce the current unacceptable congestion of vehicles approaching Lido Junction from the west and at some times of day from the east?

Q9. Why are you relocating pedestrian crossings?

Q10 WECNF and KRA can find no sensible justification for building Pay and Display bays anywhere along West Ealing Broadway/Uxbridge Road W13. However we do want such bays in other locations. These include:

+ South side of Leeland Terrace between junctions of Seaford Road and Westfield Road. At this point are redundant 'no parking for large vehicle turning' markings. Up to 10 bays could be located here.

+ North side of Leeland Terrace between the junctions of Leeland Road and Coldershaw Road. Up to 10 bays could be installed which would replace the handful of bays on the south side of Leeland Terrace.

Q10. What problem(s) is the Leeland Road design attempting to solve?

Q11. What problem(s) is the St James Avenue design attempting to solve?

Q12. What problem(s) is the Green Man Passage design attempting to solve?

Q13. Why are there so many bus stops? Can't we reduce the number of them?

Q14. What are the historic reasons for the location of bus stops? What is the current logic with regards the siting of bus stops?

Q15. Three bus stops in the area covered suffer from unacceptable levels of pedestrian congestion. They are:

+ At the northern end of Northfield Avenue, across the road from Lido House/alongside Dean Gardens. Solution - take back the Dean Gardens fence. Alternative solution is to set up a new E3 bus stop around the corner of Dean Gardens on Uxbridge Road as the E3 bus follows that route and there is a huge width of pavement there. This would make the existing Northfield Avenue bus stop exclusively for use by E2 bus passengers and would be less congestion on the pavement.

+ Outside 46, Uxbridge Road W13. The fruit and vegetable shop there spills into the pavement and is opposite a tree. Solution – review the situation as to where this bus stop could be re-located.

+ Next door west of the Brighthouse Shop. Narrow pavement at the most used bus stop in West Ealing centre. Possible solution – add another, additional bus shelter immediately to the east of the existing one in the hope that waiting passengers would gather along the length of the road rather than across the pavement.

Q16. Major initiatives are in play throughout LBE to encourage cycling. We must enable young people to cycle safely on the Uxbridge Road. What work has LBE done on this? Have Officers studied the findings and recommendation made in the WEN/KRA/Five Roads Forum report of September 2009 entitled 'Improving pedestrian safety at the Lido Junction; and improving traffic flow and pedestrian safety in nearby roads'?

Q17. So much needs to be done to 're-engineer' all modes of movement in and around the centre of West Ealing especially catering for the future need of the 1,200 new residents at Green Man Lane Estate and the 250 new residents at the new Dean Gardens Estate. The Corridor 1c LBE proposed changes are largely 'cosmetic' and don't seem to us to be as important as developing and implementing a holistic movement plan for central West Ealing. The latter plan is

in preparation by the Interim West Ealing Centre Neighbourhood Forum, under the auspices of the 2011 Localism Act (see www.wecnf.wordpress.com).

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WECNF = West Ealing Centre Neighbourhood Forum
WEN = West Ealing Neighbours
KRA = Kingsdown Residents Association