

# Getting around

Ealing Broadway is one of west London's best connected centres, but isn't always easy to get around once you're here.

One way to improve matters is to look at ideas to make Ealing more pedestrian friendly, improve accessibility to the car parks and provide some free short-stay on street parking.



Shoppers want to get around without having to negotiate traffic. It's too easy for visitors to lose their bearings and signage is poor. There have long been calls to tackle pedestrian congestion at Ealing Broadway station, with more obvious links to the rest of the town.

Tackling these issues means we should make the centre easier to visit, so we can attract more people to come here to shop, work and enjoy time out. Part of this is ensuring better links between different modes of travel, including walking, cycling and car as well as public transport.

**Your ideas on what would make the centre easier to visit and get around produced several suggestions. The options are set out on the form opposite; please tell us your choices.**



## Your choices (*one per question*)

Objective: - to have a network of attractive streets and public spaces which encourage pedestrian use and cycling and which move the balance away from the dominance of cars.

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- Q1. How can central Ealing be made more attractive to visit?**
- (a) Do nothing. Ealing should not try to be a tourist destination. 25 (11%)
  - (b) Encourage businesses to market the town centre. 25 (11%)
  - (c) Promote central Ealing as a destination for convenience shopping and leisure/dining visits, particularly for the increasing population within easy travel distance and for hotel guests. **177 (78%)**
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- Q2. How can we improve all public transport options?**
- (a) Allow transport providers to plan their services separately. 6 (2.2%)
  - (b) Work to ensure better connections, particularly north-south services, with improved information and signage. **223 (97.4%)**
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- Q3. What should be done to improve access to the town centre through Ealing Broadway station?**
- (a) Take no action – Crossrail will do it all. 5 (2.2%)
  - (b) Ensure the station rebuild is of good quality design, spacious and easy to navigate, with good access to buses, taxis and parking (car and cycle), improved drop-off facilities for the less mobile and those with luggage, and has adequate servicing for commercial premises. **161 (69.4%)**
  - (c) Ensure any comprehensive redevelopment of the station complex provides a fully integrated transport interchange. 66 (28.4%)
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- Q4. How can bus services be improved?**
- (a) Leave it to TfL. 20 (8.8%)
  - (b) Improve arrangements to bring stops closer to the station; combine stops for buses to similar directions; reduce or eliminate stands from around green open space; restrict private shuttle bus services; re-examine the use of the BBC car park for bus stands; and provide better service information. **207 (91.2%)**
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## Getting around *(continued)*

### Your choices *(one per question)*

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**Q5. How can traffic congestion be reduced?**

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|--|-------------|
| (a) No action needed.  | 19 (8.7%)   |
| (b) Reduce causes of congestion, by requiring all new development to provide rear servicing; provide limited loading bays on the south (west bound) side of Ealing Broadway, to allow single lane working together with a cycle lane and improved footpaths; removing traffic lights at the Grove Road/Ealing Green junction and remodelling it as a roundabout. | 199 (91.3%) |

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**Q6. How do we create public realm which will be attractive to residents and visitors?**

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|---|-------------|
| (a) Do nothing special.   | 3 (1.3%)    |
| (b) Develop a strategy for the area which sets targets for its extent, how segments interconnect, and standards for street furniture and maintenance, but leave implementation to local owners and occupiers.   | 30 (13.3%)  |
| (c) Take the initiative to implement such a strategy, through removing unnecessary signage and street clutter; support the extension of TfL's "Legible London" signage across the whole centre; remove railings and other items that reduce pedestrian mobility wherever this can be done safely, including the provision of alternative cycle parking where necessary. | 192 (85.4%) |
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