**Identifying Issues & Options: Transport & Public Realm**

| **What is the issue?** | **Is it a matter for:** | **Is there existing planning policy relevant to this issue?** ***(see policy extracts attached)*** | **What are the options? (Include possible implementation dates.)** | **How was the issue identified?** |
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| **planning policy?** | **other solution?** |
| 1a. Manage and reduce conflicts between the needs of through and local traffic in the town centre; plan to reduce causes of congestion and pollution.1b. Tackle specific causes for areas of congestion and plan for solutions.1. Achieve a balance between the need for vehicle and pedestrian access to shopping and service areas, with improvements to the public realm.
2. Provide adequate parking to support the commercial centre without encouraging increased traffic
3. Improve public transport facilities to encourage their use in preference to private cars.
4. Encourage cycling in and across the centre

. 1. Ensure redevelopment of Ealing Broadway Crossrail station and the surrounding area provides facilities to meet the needs of all, including bus passengers, pedestrians and those with restricted mobility.
 | **Yes****No****Yes****Yes****No****Yes****Yes****Yes****Yes****No****Yes****Yes****Yes****Yes****Yes****Yes****Yes** |  YesYesYesYesNo YesYes YesYesNo Yes No No NoYes | **NPPF**Para 35**London Plan:** 6.1 B, 6.11 B**Local Plan** Policy 2.1 (b)Policy 2.5 (e), (f)**NPPF**Para 35**London Plan:** 6.1 B., 6.10 C (e) **Local Plan** Policy 2.5 (e)**NPPF**Paras 39, 40**London Plan:** 6.13 E (c & (d)**Local Plan** **NPPF**Para 38**London Plan:** 6.1 B. **Local Plan** Policy 2.5 (e )**NPPF**Para 35**London Plan:** 6.1 B. **Local Plan** Policies 2.1 (d), 2.5 (f)**NPPF**Para 35, 41**London Plan:** 6.1 B, 62 C, 67 B. **Local Plan** Policy 2.1 (b), 2.5 (e)& (f) | 1. Require all significant new developments to have rear and/or basement delivery.2 For lesser developments and existing uses, where rear access is not possible, require suitable space to be provided for street loading bays which do not unduly restrict carriageway widths.3. Encourage all significant new developments to provide traffic free through pedestrian and cycle routes, where possible converting existing streets.Reduce congestion at the junction of The Grove/The Green by replacing traffic light controls with a roundabout, with separate signal controlled pedestrian crossing.1. Improve pedestrian experience and quality of public realm by developing an overall public realm strategy for Ealing – where is it, how to interconnect it, street furniture, standards for cleanliness, maintenance etc
2. Adopt a High St Ken approach to road space in the Town Centre – to make it a shared space.
3. Remove railings and other items that reduce pedestrian mobility
4. Remove unnecessary signage and street clutter.
5. Require all new developments to provide safe access to off-street parking, especially for new offices, within London Plan standards.
6. Plan for better access to parking on the periphery of the town, to reduce traffic movements across the centre
7. Encourage more efficient use of public parking facilities through better signage and flexible charging regimes including stop-and-shop.
8. Encourage enhanced public transport options – e.g. connections to orbital rail, more practical buses, better bus signage.
9. Move bus stands from east of Haven Green and from diagonal road to more appropriate areas
10. Designate old BBC car park as a bus waiting/interchange area.
11. As 3 for waiting only. Concentrate bus stops on east side of Haven Green which would be made two-way while reversing traffic flows on the diagonal road.
12. Improve cycling access on the north-south routes, including provision of new cycle-only tracks.
13. Require new developments to provide secure cycle parking and storage
14. Designate undercroft of BBC car park for secure cycle parking

Ensure redevelopment of the station1. Is of a quality appropriate for its position as the major gateway to the town centre, in terms of general design and impact on surrounding conservation areas
2. minimises the environmental impact of increased passenger numbers, through control of bus feeder services (location of stops and stands) including private contract services
3. allows level as well as step free access for those of limited mobility outside as well as inside.
 | **Evidence:**Detailed analysis of the existing passenger usage for trains/buses/road and comparison with the Crossrail forecasts.Source / Destination surveys for Ealing all available transport modes**Identify the zones that will have materially different speeds of access under Crossrail****Traffic analysis*** **destination versus thru flowing traffic**
* **modal demand**
* **Junction / lane capacity**
* **Traffic speeds**
* **Accessibility of car parks**

**Pedestrian flow analysis****Desire lines****Perception analysis****Crossing patterns and accident records****Clutter/signage****Parking and servicing****Locations****Price and convenience (historically and in comparison with other locations)****Impact of business (servicing, custom)****Loading bay distribution – location and timing versus servicing demand****Source and destination surveys for public and private transport usage on E-W and N-S routes into the Town Centre**Detailed analysis of existing bus demand and servicesIntegrated with Crossrail driven additional demand |
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