



Report for: <b>ACTION</b>
Item Number:

<b>Contains Confidential or Exempt Information</b>	<b>NO</b>
<b>Title</b>	<b>Reclaim and Repurpose – Ealing Transport and Highways Programme 2024-25</b>
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<b>For Consideration By</b>	<b>Cabinet</b>
<b>Date to be considered</b>	17 <sup>th</sup> April 2024
<b>Implementation Date if Not Called In</b>	29 <sup>th</sup> April 2024
<b>Affected Wards</b>	All
<b>Area Committees</b>	All
<b>Keywords/Index</b>	Active Travel, Air Quality/Pollution, Bike Hangar, Climate and Ecological Emergency Strategy, Cycling, Elizabeth Line/Crossrail, Electric vehicle, Local Implementation Plan (LIP), Public Realm/Placemaking, Recovery, Road Safety, Sustainable Transport, School Travel, Traffic, Walking, West Ealing Liveable Neighbourhood

**Purpose of Report:**

This report sets out the council’s new approach to investing in measures to enable people and goods to move around the borough in ways that support the council’s strategic objectives – tackling the climate crisis, fighting inequality, and creating good jobs – and seeks approval for the Transport and Highways investment programmes for 2024-25 that will deliver that approach. This report enables an investment of up to £28m for the delivery of the Transport, Highways and Active Travel Programme including Reclaim and Repurposing proposals.

These programmes flow from the council’s Transport Strategy, which is currently in the process of being comprehensively revised. The Strategy will embody a strong focus on enabling the delivery of the council’s ambitions for active and sustainable travel, because these ambitions support the strategic objectives by helping to create a healthier, safer, greener and better-connected borough, one where kerbside space is reclaimed and repurposed away from use by motor vehicles and towards people walking, wheeling, cycling and using public transport.

## 1. Recommendations

It is recommended that Cabinet:

- 1.1 Notes the new approach to prioritising investment in transport and highways measures and the funding summary amounting to £28.339m in Table 5.
- 1.2 Approves the allocation of a total of £4.925m TfL and HS2 funding (TfL £2.879m capital and £0.728m revenue; HS2 £1.318m capital) for the Transport and Highways Programme in 2024-25 as outlined in 5.1, Table 1 and Appendix A.
- 1.3 Approves the allocation of £0.582m DfT Funded Pothole Scheme Programme in 2023-25 as outlined in 5.1, Table 1 and Appendix B.
- 1.4 Notes proposed S106 funding of £4.220m subject to the wider approval of S106 allocations for 2024-25 as outlined in 5.1, Table 4 and Appendix D.
- 1.5 Notes the allocation of £6.250m for the Highways Improvement Programme in 2024-25 previously included in the approved capital programme as outlined in 5.1, Table 2 and the proposed schemes in Appendix B.
- 1.6 Notes the allocation of £1.235m for the Free-range Urban Neighbourhood (FUN) pilot schemes as outlined in 5.1, Table 3 and Appendix C.
- 1.7 Delegates authority to the Strategic Director of Housing and Environment, following consultation with the Portfolio Holder for Climate Action, to implement Controlled Parking Zones (CPZ) in identified areas, subject to consideration of the outcome of public and statutory consultation.
- 1.8 Delegates authority to the Strategic Director of Housing and Environment to revise the Transport and Highways Programme for 2024-25 should the level of confirmed TfL grant for the council be higher or lower than expected, following consultation with the Strategic Director, Resources and the Portfolio Holders for Climate Action and Healthy Lives.
- 1.9 Delegates authority to the Strategic Director of Housing and Environment to take the necessary steps to implement the schemes identified in the Transport and Highways Programme (which includes those schemes funded through S106 monies) and the Highways Improvement Capital Programme as set out in Appendices A, B, C and D following consultation with the Portfolio Holders for Climate Action and Healthy Lives, subject to detailed design within the approved budgets, and the outcome of any public or statutory consultation as outlined in the Travel in Ealing Charter.

## 2. Rationale for Decision Making

- 2.1 The Council is currently developing a bold and ambitious Transport Strategy to replace the strategy that covered the period from 2019 to 2022. A great deal has happened since that previous strategy was published. In particular, it is now clear that there is not just a pressing need to enable people and goods to travel in ways that minimise a range of harms (including greenhouse gas emissions, air pollution, road danger, traffic congestion, public health and social isolation), but also a need to enable our residents, businesses and other stakeholders to participate more effectively in shaping the strategies and actions that will deliver the necessary change.
- 2.2 The Travel in Ealing (TIE) Charter, developed through extensive engagement and launched in August 2022, sets out an approach to developing the full range of transport initiatives through engagement processes that are open, transparent and inclusive. The Transport Strategy will itself be developed in accordance with Charter commitments, not least those to be open about the challenges facing us all (such as in relation to the climate crisis, road safety, air quality and other public health issues), to explain how transport proposals fit into the bigger picture, and to show the evidence base that underpins the transport initiatives we bring forward.
- 2.3 In terms of that bigger picture, transport's chief role is to enable higher order priorities to be achieved. The Transport Strategy is not as much about delivering 'transport projects', as it is about helping to achieve the Strategic Objectives set out in the Council Plan:
- Tackling the climate crisis
  - Fighting inequality
  - Creating good jobs and growth
- 2.4 The core rationale for the new Transport Strategy is therefore to show how transport and related activity can help deliver on the nine Priority Areas also set out in the Council Plan:
- Tackling the climate crisis***
- Inclusive economy
  - Climate action
  - Thriving communities
- Fighting inequality***
- Tackling inequality and crime
  - A fairer start
  - Healthy lives
- Creating good jobs and growth***
- Good growth
  - Decent living incomes
  - Genuinely affordable homes
- 2.5 The Regulation 19 version of the Ealing Local Plan contains Strategic Policies (SP2, SP3 and SP4) which go into more detail about the action that is proposed in each Priority Area. The following table shows where there are actions that relate to transport and highways-related activities.

<b>LP Priority Area</b>	<b>LP Strategic Policy (transport &amp; related)</b>
<b>SP2 Tackling the climate crisis</b>	
Inclusive economy	-
Climate action	SP2.2 A: Carbon neutral by 2030 SP2.2 B (i): 20-minute neighbourhoods SP2.2 B (ii): Active travel networks SP2.2 B (iii): Public realm, greener, healthier, safer SP2.2 B (v): Motor vehicle trip reduction SP2.2 B (vi): Sustainable logistics SP2.2 B (vii): On-street EV charging SP2.2 F (ii): Prevent increased flood risk SP2.2 F (iii): SuDS SP2.2 F (iv): Green infrastructure SP2.2 G (iii): Maximising urban greening
Thriving communities	-
<b>SP3 Fighting inequality</b>	
Tackling inequality and crime	SP3.1 B: Access opportunities & digital connectivity SP3.1 C: Safe, secure, accessible urban environments
A fairer start	SP3.2 A: Access to schools
Healthy lives	SP3.3 B: Improve air quality & tackle congestion SP3.3 C: 20-minute neighbourhoods SP3.3 F: Access to open/recreational space SP3.3 H: Mitigate urban heat island effect
<b>SP4 Creating good jobs and growth</b>	
Good growth	SP4.1 B: Development in sustainable locations SP4.1 G: Strategic transport infrastructure
Decent living incomes	SP4.2 F: Improved connectivity (to expanded Heathrow)
Genuinely affordable homes	-

- 2.6 The Transport and Highways Programme embraces a number of sub-programmes that all flow from the Transport Strategy, and all of which must clearly enable progress against at least one of these strategic policy areas, and ideally more. That is the first test of whether a transport scheme has a clear rationale. The flow chart overleaf shows how a ‘golden thread’ should be traceable from the Council Plan to every transport and highways action taken. The chart also shows the areas of activity which should be subject to engagement according to the Travel in Ealing Charter.
- 2.7 The proposed Transport and Highways Programme 2024-25 has therefore been devised to focus the Council’s ambition to invest in active and sustainable travel and support its implementation across the borough. Active travel supports all of the Council’s core objectives: enabling access to good jobs by better connecting our town centres; fighting inequality by improving access to services and amenities and enabling safer journeys for all residents; tackling the climate crisis by decarbonising journeys and shifting to low-emission modes.
- 2.8 Specifically, the proposed programme 2024-25 will play an important role in delivering the Climate and Ecological Emergency Strategy and helping the council reach the carbon neutral target by 2030 (Local Plan SP2.2) by focusing on enabling more people to travel by sustainable modes, reducing the number of motor vehicle trips in the borough, and encouraging the use of cleaner motor vehicles.



**Strategic Objectives to Transport Programmes Flow Chart**

2.9 While the new Transport Strategy is being prepared, the Local Implementation Plan (LIP) Three Year Plan 2022-25 sets out the ambitions and targets required to meet the goals of the Mayor’s Transport Strategy and provides the rationale for the Council’s spending decisions. The Council’s transport priorities are to encourage sustainable travel in response to over-arching environmental, safety, economic, public health, and social priorities, which are reflected in the LIP and will be captured in the new Transport Strategy.

2.10 The LIP is required to be consistent with the Mayor’s Transport Strategy and with other emerging strategic transport initiatives across London. It covers several of the statutory duties that the Council is required to fulfil, including improving road safety and road network management (covering asset liability), plus responsibilities such as planning, public health, equality, crime and disorder.

2.11 In accordance with the above, section 5 of this report sets out the 2024-25 investment programme designed to deliver the Council’s transport and highways priorities and, in doing so, to help achieve the Council’s Strategic Objectives.

### 3. Programme Overview

3.1 Ealing Council wants to create an active, sustainable, efficient and safe transport network. A good transport network will improve people’s health by cutting pollution and increasing active travel, reduce traffic congestion and provide people with better sustainable transport options (walking, cycling and public transport) for short trips. This will help the economy of the borough as a whole and also the local economies of the seven towns, by helping to create vibrant and well-connected places which encourage local visitors and trade, while reducing the impacts of traffic congestion.

3.2 The approach to reclaiming and repurposing the borough’s street space to create this network a key foundation for helping the Council meet its wider objectives. It is an opportunity to renew infrastructure used by all members of society, residents and businesses, but also the opportunity to increase tree planting, conversion of hard standing to green space and encourage active travel.

- 3.3 Major items of infrastructure require regular investment and renewal to ensure sustainable availability and to avoid unplanned failure with unforeseen major expenditure. Footways, carriageways and structures together with lighting and road markings form part of the nation's major infrastructure, all of which need regular renewal through appropriate investment. Carriageway works will include gully repairs and line marking refresh, together with ad-hoc kerb or footway repairs where necessary, this wide scope gives many additional benefits.
- 3.4 The flow chart in 2.8 describes the following sub-programmes that constitute the wider Transport and Highways Programme in totality:
- Travel to School
  - Cycling
  - Parking
  - Public Transport
  - Free-range Urban Neighbourhoods
  - Highways Improvement
  - Major Schemes

### **Free-range Urban Neighbourhoods**

- 3.5 Of these sub-programmes, the Free-range Urban Neighbourhood (FUN) programme embodies a new approach to delivering a range of different types of public realm, active travel, urban greening and other measures, adapted to the specific neighbourhood context in which they will be located.
- 3.6 The development of the FUN programme, for which details can be found in Appendix C, has taken place as a precursor to the development of the new Transport Strategy. This is in terms of (a) how the scheme locations, objectives, measures and intended outcomes can be clearly tracked to the Council's Strategic Objectives and (b) how the packages of measures are developed with local people, as guided by the Travel in Ealing Charter (see below).
- 3.7 The FUN programme has a focus on reclaiming space currently used for the storage or movement of cars and repurposing it for people. This approach, a key element of the overall Transport Strategy, embraces a variety of approaches and interventions which recognise neighbourhood-specific characteristics, local conditions and the challenges and opportunities identified with residents. The aim is to change the use of the kerbside, and streets generally, to allocate more space for active travel, for feature to mitigate the effects of climate change, for social and play activities, and to support economic activities.
- 3.8 In its first year, the FUN programme comprises seven different pilot projects, or different characters, in different locations, and with different objectives and outcomes. The seven pilot projects have come forward for a variety of reasons detailed in Appendix C. The pilot project locations are as follows:
- Occupation Lane (Northfield ward)
  - Kelvin Gardens (Lady Margaret ward)
  - Adrienne Avenue & Woodstock Avenue (Lady Margaret ward)
  - Green Man Passage (Hanwell Broadway ward)
  - Culmington Road (Walpole ward)

- Leighton Road & Elthorne Park Road (Northfield ward)
- East Acton Golf Links (East Acton ward)

3.9 Delivering these pilot projects will help us to identify what worked well and what residents believe are successful, in a range of places, including quiet residential areas, popular cut-throughs, and pedestrian/cycle only areas. It will also enable new approaches to engagement and data collection to be piloted, allowing for a more creative and dialogue-based way to developed proposals with local residents.

### **Travel in Ealing Charter**

3.10 Engagement on the pilot FUN projects will follow the commitments set out in the Travel in Ealing Charter, which was prepared in order that all transport and highways schemes are shaped together with the communities intended to benefit from them. The Charter commits the Council to being open, transparent and inclusive in how it brings transport and highways proposals forward and also establishes ground rules for how it goes about seeking people’s views, how it will develop designs with people, and how it will make and communicate decisions.

3.11 To help ensure that the principles established by the Charter are turned into good practice, the FUN programme is also piloting the use of standardised protocols to be followed at all project stages: identification; initiation; design development; implementation; and monitoring. Again, the intention is that these approaches and protocols will be used for all projects within the Transport and Highways programme going forward.

## **4. Review of Progress**

4.1 Over the past year there has been increased focus on ensuring these complex schemes remain high on the agenda, and honing our strategic considerations of active travel. As a result, the Draft Cycle Network Plan was approved by Cabinet in December 2023: a map showing the Council’s ambitions for cycle routes across the borough for the next decade. This allows us to maintain awareness of the wider picture, even in the context of smaller amounts of funding being made available each year.

4.2 Other achievements from 2023-24 include:

- Increasing the number of bike hangars by 56, from 44 total in March 2023 to 100 total in March 2024
- Completing a safe segregated cycle lane on Greenford Road, adding to our network by 1.1km
- Works commencing on a segregated cycle lane on Kensington Road to create an additional 1km of safe and secure cycling
- Delivering TfL-funded programmes of cycle parking and cycle training, with over 1,000 residents attending cycle training sessions
- 6 new School Streets launched to encourage more pupils walking to school (a total of 27 School Streets to date and target of 50 by 2026)
- Completing a large programme of approximately 80 footway and carriageway renewal schemes, which now take a ‘whole street’ approach, not only looking to renew the road or footway, but we have built in “extras” such as improved

pedestrian crossing facilities, converting hard landscape to soft (more greening / tree planting) to give as much value for money as we possibly can

- Completion of the Deans Gardens SUDs scheme in West Ealing
- Completion of the Cross Rail Complementary Measures at Ealing Broadway

- 4.3 More widely, this report shows the synergy between Transport and Highways delivery and the ambition to connect these programmes to deliver an improved public realm that is healthier, supports active travel and brings communities together. Highway maintenance and improvement is a core part of supporting active travel, for example ensuring pavements and cycle lanes are safe and convenient to use. Hence this report draws together the LIP programme of TfL funding, the Highways Improvement Programme, the indicative spend for S106 funds for active travel, and other related programmes into one place.
- 4.4 The schemes detailed in this report will build on our achievements from 2023-24 and help to meet Council objectives: connecting residents to good jobs, opportunities, services and amenities; reducing transport's carbon emissions; and reducing inequality. They also support the London-wide objectives to achieve 80% of journeys being made by active and sustainable modes, and to achieve zero deaths and serious injuries on the roads, by 2041. They will ensure the delivery of key programmes continues to support this transition, including cycle parking, cycle training, bus priority improvements, safe cycle lanes, and the development of an ambitious new Transport Strategy.
- 4.5 The Highways and Transport Programme 2024-25 is focused on transforming the borough highway network and public realm to encourage active travel modes, reduce emissions, design in greening and support public transport. There is also a range of infrastructure and behavioural change projects, which stretch across the borough, which have been chosen based on a range of data including TfL data on buses and active travel, traffic volumes and speeds, collision stats, and more, to choose the corridors or locations in most need of improvement, whilst keeping within budget. See Appendix A.
- 4.6 For the annual Highways Improvement Programme, the 'condition rating' score indicates the road or footway in the worst condition (highest defect value), the most recent Condition Survey was undertaken in 2023-24 for sections of non-principal footways and carriageways (non 'A' class roads). This prioritised listing of the condition of footways and carriageways is carried out by an independent specialist surveyor.
- 4.7 The survey process was updated in 2022-23 and whilst considering structural condition it now also provides more emphasis on value for money with more emphasis on the road or footway within its environment. Together with this prioritised listing, indicative costs and proposed type of renewal work for each section of road are prepared. The Council is then able to decide (consistent with its statutory duties and within the priorities and available budgets) which sections of roads should receive renewal works as shown in Appendix B.
- 4.8 The footway renewal programme will also set aside funding to enable increased responsiveness for Active Travel to deal with ad-hoc footway repairs. Also following consultation and engagement with the OALTDC (Older Adults, Disabilities and Long Term Condition) Partnership Board, the footway renewal programme will set aside a



small amount of funding to enable increased responsiveness if localised repairs outside healthcare facilities are needed.

- 4.9 A number of schemes from the 2023-24 footway programme have been delivered in phases to spread the cost more evenly.
- 4.10 In addition, the delivery of Sustainable Drainage Systems (SuDS) will mitigate the risk of flooding and supports the Council priority to tackle the climate crisis as well as providing multiple benefits. The Council has worked in partnership with other key organisations that have flood risk management responsibilities, including the Environment Agency and Thames Water. Following the flood studies, the Council has identified flood mitigation measures that can be implemented for the three areas to reduce the risk of flooding and sought 'part' funding from external partners for a collaborative approach to managing flood risk (Cooperative Working Between Flood Risk Management Authorities).
- 4.11 In addition, some areas with parking issues have been identified for investigation and review for a potential controlled parking zone (CPZ). These include the existing Zone MM around Acton Main Line Station, where a petition has been received from residents requesting an increase in operating times. There are also some areas with long standing concerns or experiencing new parking issues as a result of changes in the local area (Trumpers Way Industrial, Templewood, Greenford).

## 5. Financial Implications

### Transport and Highways Programme

- 5.1 The funding breakdown for the Transport and Highways Programme for 2024-25 is shown below:

**Table 1 – Proposed Capital and Revenue Budget**

Capital Programme	Proposed Capital Budget 2024-25
	£m
Uxbridge Road Walking & Cycling Corridor	0.384
Gunnersbury Lane/ Bollo Lane Safety scheme	0.150
Horn Lane Safety Proposal	0.150
Culmington Road (Walpole Park/ Lammas Park) *	0.050
Borough Cycling	0.440
Bridge Management (Structures)	0.050
Liveable Neighbourhoods (West Ealing)	0.400
Bus Priority	1.165
Crossrail Complementary Measures	0.090
<b>Total TfL Capital Funding</b>	<b>2.879</b>
Victoria Road (Park Royal) Cycling Scheme (HS2)	1.318
Pothole Funding (DfT)	0.582
S106 schemes **	4.220
<b>Total Capital Expenditure Budget</b>	<b>8.999</b>
* Allocated to the FUN programme for Culmington Road (see also Table 3)	
** For breakdown, see Table 4	

Revenue Programme	Proposed Revenue Budget 2024-25
	£m
Cycle Parking	0.097
Cycle Training Programme	0.088
School Travel	0.258
Data and Monitoring	0.125
Active Travel Communications & Promotion	0.075
School Streets	0.085
<b>Total Revenue Expenditure Budget, funded by TfL grant</b>	<b>0.728</b>
<b>Grand Total, Capital and Revenue Budget</b>	<b>9.727</b>
<b>Funded by:</b>	
TfL	(3.607)
HS2	(1.318)
DfT	(0.582)
S106	(4.220)
<b>Total Funding</b>	<b>(9.727)</b>

**Table 2 – Highways Improvement Programme\***

Project	Proposed Allocation 24/25 £m
Proposed carriageway resurfacing works prioritised in order of condition rating	3.500
Proposed footway renewal works prioritised in order of condition rating	2.400
Active travel & junction improvements	0.100
Structures	0.050
Drainage	0.100
Signs and Lines	0.100
<b>Total</b>	<b>6.250</b>

\* Funded through Mainstream Borrowing within the approved capital programme, scheme split shown in Appendix B

**Table 3 - FUN Breakdown\* (see also Appendix C)**

Project	Ward	Proposed Allocation 24/25 £m
Occupation Lane	Northfield	0.120
Kelvin Gardens	Lady Margaret	0.150
Adrienne Avenue and Woodstock Avenue	Lady Margaret	0.190
Green Man Passage **	Hanwell Broadway	0.150
Culmington Road ***	Walpole	0.125
Leighton Road / Elthorne Park Road	Northfield	0.300
East Acton Golf Links	East Acton	0.200
<b>Total</b>		<b>1.235</b>

\* Within approved capital programme

\*\* This funding is part of a previously allocated £0.350m, the remaining £0.200m being for works to Brownlow Road and Jacob's Ladder

\*\*\* An additional £0.050m is available through TfL funding (see Table 1)

## Proposed S106 contributions

5.2 S106 contributions will be used to deliver various Transport and Highways projects with a focus on active travel, placemaking, urban greening, cycling infrastructure, micro-mobility, EV charging points and wayfinding in line with the requirements set out in those agreements. Appendix D shows the long term programme expected to be delivered through S106.

**Table 4 Proposed S106 Funding Allocations (Programmes)**

Area Name	Proposed Allocation 24/25 £m
Northolt Regeneration / Levelling Up Fund (LUF)	0.247
Get Southall Moving	2.103
Greenford Station and Oldfield Lane North junction safety improvements (includes £90k funding from SEGRO)	0.425
North Acton Public Realm: Park Royal Road Triangle & Gyrary De-cluttering, and Bromyard Avenue	0.420
Uxbridge Road/WELN (West Ealing Liveable Neighbourhoods)	0.280
Borough wide cycling improvements	0.745
<b>Total</b>	<b>4.220</b>

## Funding Summary

5.3 The council has plans to invest £28m in 2024~25. The scope of these programmes are not only significant in terms of the budgets and spend, but also in terms of the benefits we will deliver to residents. Each change, no matter how small or large feeds into our ambitious plans and strategies for Reclaiming and Repurposing of our streets which includes Active Travel and urban greening, which will make a contribution in to supporting the Council's strategic objectives – tackling the climate crisis, fighting inequality, and creating good jobs.

5.4 As noted throughout the report, the range of schemes is broad and range from flood management to footway renewal to Levelling Up Northolt and Get Southall Moving. Funding sources are broad and include TfL, DfT, HS2, S106and borrowing. An investment of nearly £28.3m will steer the borough towards a more environmentally friendly and sustainable future.

5.5 A summary of funding is shown in Table 5:

**Table 5 Funding Summary**

Funding Source	New funding in this report £m	Cabinet Approval Obtained Previously £m	Total £m
TfL Capital	2.879		2.879
TfL Revenue	0.728		0.728
Mainstream Borrowing Capital		6.250	6.250

FUN Capital		1.235	1.235
HS2 Capital	1.318		1.318
DfT Capital	0.582		0.582
S106 Capital*	4.220		4.220
Uxbridge Road (Cycling)		1.075	1.075
LED Lighting Upgrade		1.084	1.084
School Streets		0.870	0.870
Levelling Up Northolt (LUF)		2.470	2.470
Flood Management (SUDs)		0.576	0.576
West Ealing Liveable Neighbourhoods (WELN)		0.582	0.582
Get Southall Moving**		4.470	4.470
<b>Total Funding</b>	<b>9.727</b>	<b>18.612</b>	<b>28.339</b>

\* Cabinet notes the proposed allocation subject to further approvals of S106 allocations expected during the summer

\*\* Subject to funding by Developers/GLA/TfL (Third Party)

## 6. Legal

- 6.1 Under S159 of the Greater London Authority Act 1999, TfL may give financial assistance to the Council where they consider it would be conducive to the provision of safe, integrated, efficient and economic transport facilities or service to, from or within Greater London. This financial assistance is bound by terms and conditions that funds can only be spent on projects that contribute directly towards the goals of the MTS. TfL Guidance also specifies that London Boroughs are required to provide cycle training services using this financial assistance.
- 6.2 Money paid to the Council pursuant to a section 106 obligation can only be applied for the purposes set out in the relevant agreement and subject to being necessary to make the development acceptable, directly related to the development; and fairly and reasonably related in scale and kind to the development.
- 6.3 Money held on the Parking Revenue Account can only be applied in accordance with the requirements of section 55 of the Road Traffic Regulation Act 1984
- 6.4 The Highways Act 1980 places a duty on highways authorities to improve highway safety, and the Greater London Authority Act 1999 requires authorities to implement projects and programmes that contribute to the Mayor's Transport Strategy. The Road Traffic Regulation Act 1984 ("RTRA 1984") and the Traffic Management Act 2004 give powers to and impose duties on the highway authority to manage traffic (including pedestrians and cycles) to secure safe and expeditious movement of traffic. The WELN programme will deliver improvements in line with these duties and powers. Under the Traffic Management Act 2004, TfL has the power to approve or reject changes on Uxbridge Road that impact on capacity and buses. Under sections 44 and 45 of the RTRA 1984, the Council may (by making an order) introduce controlled parking zones (CPZs). To do so, the Council must follow the procedures set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which includes, amongst other matters, consultation requirements with statutory bodies (where relevant). In addition, the Council would be required to comply with the requirements to publish the proposed making of the CPZ, including a placing a notice in a local newspaper and making the proposals available for public inspection. The Deputy Leader and Climate Action portfolio holder has responsibility for CPZs under section 3A, Part 3 of the Council's constitution.

- 6.5 The Highways Act 1980 also places a duty on highway authorities to maintain the highway asset or network and a Code of Practice for Maintenance Management (Delivering Best Value in Highway Maintenance) gives information about the standards to be achieved.
- 6.6 Where schemes are introduced by exercising powers under the Road Traffic Regulation Act 1984 by virtue of section 122 of the Act, the Council must exercise such functions '(so far as practicable...) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway...' and having regards to matters including the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected and any other matter appearing to the Council to be relevant.
- 6.7 The relevant procedures are set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The decision on whether to introduce controlled parking zones or transport schemes requiring a traffic order, will be taken following a full local public statutory consultation (including advertising the proposed Order in the local press and (in the case of an Order made under section 6) the London Gazette); and consideration of any comments received as a result of the consultation and advertisement.

## **7. Value for Money**

- 7.1 The Council's framework consultants and term contractors, who were engaged on the basis of competitive tendering, would carry out the design and implementation works.

## **8. Risk Management**

- 8.1 Such operations have been carried out annually and it is not expected that there are any potential major risks associated with the options and the proposed course of action. The main risk to the schemes arises from formal objections received at the statutory consultation stage that cannot be justifiably overturned, delays preventing implementation during the time frame of available funding and unforeseen problems on site. Processes are in place to minimise the impact of any such eventualities. Non-delivery of schemes may result in loss of funding, although LIP funding can be moved to other schemes with TfL's agreement.

## **9. Community Safety**

- 9.1 The Transport Strategy and LIP have an objective to "Improve road safety". Transport schemes, including new pedestrian and cycle infrastructure, are a part of planned interventions that would improve safety in the community. In addition, the Council has a statutory duty to investigate road traffic collisions and work to prevent future road casualties. Advice from TfL is that incorporating safety schemes within the LIP schemes will satisfy this requirement.

## **10. Links to the 3 Priorities for the Borough**

- 10.1 Creating good jobs. Transport links throughout the borough will be improved, particularly sustainable modes and orbital journeys. This will help local people access jobs and employers attract local people more effectively.
- 10.2 Tackling the climate crisis. Active and sustainable travel is a key priority and reflected in the focus on these modes in the proposed schemes. As part of all transport schemes the Council will ensure that transport emissions, road safety and personal security issues are investigated and addressed. The LIP will manage traffic by supporting and promoting sustainable modes. This will reduce emissions of carbon and other pollutants. Appropriate maintenance and improving the quality of the street environment are key components of schemes to encourage walking and cycling. Transport links throughout the borough will be targeted for improvement, particularly sustainable modes (walking, cycling and public transport) and orbital journeys. The focus on sustainable modes will not substantially increase wear on carriageways and footways, therefore maintaining an adequate lifespan of these Council assets before replacement is required.
- 10.3 Fighting inequality. Transport links throughout the borough will be improved, particularly sustainable modes and orbital journeys. This will help local people access education, health and other services more effectively. Transport links throughout the borough will be targeted for improvement, particularly sustainable modes and orbital journeys. This will help local businesses and people access jobs and markets more effectively. This will also provide people with access to jobs, education and services more effectively including those with disabilities and without access to a car. As part of all transport schemes the Council will ensure that road safety and personal security issues are investigated and addressed.

## **11. Equalities and Community Cohesion**

- 11.1 Equality Impact Assessments are undertaken wherever appropriate on the proposed programme of works. In addition, all schemes detailed in this report will be designed in accordance with current disability and equality guidelines.

## **12. Staffing/Workforce and Accommodation implications**

- 12.1 There are no staffing/workforce and accommodation issues as the design and works involved are carried out by consultant and contractors employed by the Council.

## **13. Property and Assets**

- 13.1 This report is concerned with the refurbishment, enhancement and improvement of footways, carriageways and parks in the borough, which are significant and key assets of the Council.

## **14. Any other implications**

- 14.1 By investing in the infrastructure will ensure that footways and carriageways are fit for purpose in the future and lead to a reduced need for reactive maintenance of those items.

## **15. Consultation**

15.1 The stages of consultation for schemes of the type detailed in this report are:

- a) As set out in the council's 'Travel in Ealing Charter' (TIE), the council is committed to being open, transparent, and inclusive and will work as hard as we can to engage as well as we can with the people and communities likely to be affected by the proposals we bring forward, so that the outcomes are the best they can be for as many people as possible.
- b) Consultation with residents and businesses in the scheme area. This varies depending on the size and complexity of the scheme and which forms of engagement are appropriate. It can include posted letter drop, postcards, workshops, co-designing, in-person surveys, Council website and social media communications, and online consultation platforms.
- c) Statutory advertising of any necessary Traffic Management Orders, using on-street notice boards, information in the London Gazette and in the local newspaper, prior to implementing a scheme. Any formal objection received at the statutory consultation stage that cannot be justifiably overturned could delay the implementation of the scheme. There is no other known potential risk at present.
- d) Publishing of Notices under Section 58 of the New Roads and Street Works Act which places certain restrictions upon statutory undertakers in excavating new surfaces.

15.2 In addition, the emergency services and bus operators are consulted where appropriate during scheme development.

15.3 Specific schemes developed through the Transport and Highways Plan would be subject to further public consultation during their detailed development and prior to any approved implementation.

## 16. Timetable for Implementation

16.1 The outline timetable shows indicative milestones for the Transport and Highways schemes that are funded to the end of the 2024-25 financial year. Where schemes extend beyond one financial year, the date of each project lifecycle will be increased accordingly reflecting the size and complexity of each project. The Highways Improvement programme will commence works on site from June 2024 onwards.

<b>Typical Project Lifecycle</b>	<b>Date</b>
Preliminary design	May – September 2024
Consultation	June ~ October 2024
Detailed Design	July 2024 ~ January 2025
Works commencement on site	July 2024 onwards
Works completion	March 2025

16.2 The proposed programme is indicative and may vary subject to:

- constraints identified requiring additional study to obtain scheme approvals
- issues raised at consultation stage which may require design changes
- unresolvable objections being received at the statutory consultation stage
- approvals by other boroughs on cross borough schemes
- approvals required by TfL where relevant
- alterations to programme through mutual agreement with TfL.

16.3 The schemes listed in Appendix A are at varying stages of development across their respective project lifecycles. Some are at relatively early concept stages whereas others have already been designed and are merely awaiting funds for construction.

## 17. Appendices

- a) Appendix A – Transport and Highways Programme 2024-25
- b) Appendix B – Highways Improvement Programme 2024-25
- c) Appendix C – FUN strategy and pilot schemes 2024-25
- d) Appendix D – S106 Projects

## 18. Background Information

- Transport and Highways Programme 2023-24 Cabinet Report, April 2023
- Travel in Ealing Charter
- Corporate Plan
- Ealing Climate and Ecological Emergency Strategy, Cabinet report, January 2021
- London Streetspace Plan, TfL, 2020: <http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>
- Local Implementation Plan (Transport) 2019-22 – Cabinet Report, February 2019
- Transport Strategy, Cabinet Report, June 2018
- Mayor’s Transport Strategy – Mayor of London, 2018
- Relevant S106 Agreements

## 18. Report Consultation

Name of consultee	Department	Date sent to consultee	Response received from consultee	Comments appear in report para:
CLlr Deirdre Costigan	Deputy Leader and Cabinet Member for Climate Action	21 <sup>st</sup> March 2024	4 <sup>th</sup> April 2024	Throughout
Nicky Fiedler	Strategic Director of Housing and Environment, Environmental Services	14th March 2024	27 <sup>th</sup> March 2024	Throughout
Earl McKenzie	Assistant Director, Streets and Direct Services	14th March 2024	27 <sup>th</sup> March 2024	Throughout
Helen Harris	Director, Legal and Democratic Services	14th March 2024		
Patrick Kelly	Principal Regeneration Lawyer, Legal and Democratic Services	14th March 2024	21 <sup>st</sup> March 2024	Throughout
Russell Dyer	Assistant Director, Accountancy	14th March 2024	21 <sup>st</sup> March 2024	Throughout
Yalini Gunarajah	Senior Finance Business Advisor	14th March 2024	21 <sup>st</sup> March 2024	Throughout



## Report History

<b>Decision type:</b> Key decision	<b>Urgency item?</b> No
Report no.:	Report author and contact for queries:
	Tony Singh, Chief Highways Engineer extn 8894

## Appendix A: Transport, Highways and Active Travel Programme

<b>Safer Corridors &amp; Neighbourhoods Schemes</b>	
<b>Gunnersbury Lane/ Bollo Lane Safety scheme (feasibility study)</b>	Data collection, optioneering, consultation and design of scheme to improve pedestrian and cycle safety. Subject to feasibility, the initial proposal is to convert roundabout to "dutch style roundabout", convert refuge to raised zebra on Gunnersbury Lane and investigate other safety concerns.
<b>Horn Lane (feasibility study)</b>	Whole street/healthy streets approach to improve active travel/safety of vulnerable road users, accessible bus stops and consider congestion issues/air quality. Potential measures include removing parking and moving loading to side roads to add segregated cycle lanes and improve bus journey times, potential for additional pedestrian crossings across Horn Lane (desire lines to be investigated), side-road junctions to be tightened/level pedestrian crossings, assess bus stops with new TfL accessibility criteria, investigate Taxi Rank at Acton Main Line station.
<b>Uxbridge Road cycle route: Hanwell to Iron Bridge</b>	Continuation of Uxbridge Road cycle scheme; segregated cycle lanes and footway from Hanwell Bridge (link to Boston Road) and Iron Bridge (link to Windmill Lane) to make active travel more accessible and easier. Opportunity to improve bus lanes and bus stops/waiting experience at Ealing Hospital.
<b>Culmington Road (Walpole Park / Lamma Park)</b>	Conversion of island into shared crossing for pedestrians and cyclists, to enable safe travel between the two parks.
<b>Cycle Hangars</b>	Installing cycle hangars on residential streets across the borough, prioritising areas whose housing tenure means residents lack access to safe cycle storage.
<b>Active Travel Infrastructure</b>	Cycle parking (including sheffield stands). Provision of sheffield stands at locations to be confirmed, but particularly focusing on schools, high streets, key corridors and near key employment sites.
<b>Cycle Training</b>	Cycle support measures including cycle training for schools, children & adults, and Dr Bike sessions as follows: <ul style="list-style-type: none"> <li>- Dr Bike sessions</li> <li>- Bikeability level 1 and 2, adults' and children's cycle training</li> </ul>

<b>School Travel</b>	Borough-wide activities including supporting active travel campaigns, such as walk to school week; big walk and wheel; bespoke active travel maps for the school journey; active travel training sessions – scooting and balance bike; road safety skills training; supporting Junior Travel Ambassadors; STARS workshops; Air Quality lessons.
<b>School Streets</b>	Implementation of 8 school streets: the Council has a data led approach to prioritising schools for school streets based on a wide range of factors. Schools are offered the chance to join the scheme based on this priority, therefore we are unable to specify which schools will take part during 2024/25. However there will be 2 tranches of implementation - 4 in autumn term 2024 and 4 in spring term 2025. In January 2024, priority schools were invited to join the programme and 4 will be selected. If any decline, we will offer a scheme to the next prioritised school. The same process begins in May 2024 to select the next 4 schools.
<b>Data and Monitoring</b>	Data collection to support optioneering, consultations and design of schemes. We will collect data on pedestrian activity, desire lines, safety and healthy streets criteria to support walking schemes, and data on borough-wide cycling activity to support cycling schemes. We will also collect data on parking, to inform and support EV charge points, bike hangars and school streets, as well as a potential kerbside strategy in future. To ensure schemes are delivering as expected, we will monitor after implementation and gather data (quantitative and qualitative) on successes and lessons learned. We also aim to gather wider data on health, air quality and economic indicators, to build a stronger data-led foundation for our schemes.
<b>Active Travel Communications &amp; Promotion</b>	Behaviour change schemes will be implemented alongside a coordinated campaign of communications and promotion, linking the scheme to its benefits for air quality, health, climate change and cost of living. Plans for 2024/25 include 'Try before you bike' trial schemes; provision of a community cargo bike scheme and promotion of cargo bikes; organising borough bike rides and cycling events; promoting walking through developing a walking plan, and promoting local walking routes.
<b>Bus Priority Schemes</b>	
<b>Popes Lane between A406 and South Ealing Road</b>	Feasibility study overview of the area in terms of road safety, parking issues, options for reallocating space to active travel.
<b>Zebra crossing Greenford Road (north of the A40)</b>	Conversion of the zebra crossing into a signal crossing, to include footway widening and provisions for cyclists.
<b>Twyford Abbey Road</b>	Bus gate enforcement including bus gate upgrade to allow bus rerouting/removal of gyratory (bus route 224).
<b>Ruislip Road, between Broadmead Road and White Hart Roundabout (eastbound only)</b>	Location identified by consultants with input from the council and TfL, as having potential for achievable bus priority measures. Potential for a new eastbound bus lane.

<b>Lady Margaret Road, Northbound toward Ruislip Road roundabout</b>	Location identified by Jacobs, with input from the Council and TfL, as having potential for achievable bus priority measures including bi-directional cycle lane.
<b>E11 Ealing Common Hail and Ride</b>	Westbound Bus Lane towards White Hart Roundabout.
<b>Cycle Routes</b>	
<b>Park Royal "Big X" (feasibility study)</b>	Upgrade of difficult junction between ASDA and Central Middlesex Hospital to improve cycling facilities and safety.
<b>Boston Road</b>	Implementation of cycle route – segregated where possible along length of Boston Road to tie in with existing facilities in London Borough of Hounslow
<b>Uxbridge Road (West Ealing Liveable Neighbourhood)</b>	Cycle improvements through West Ealing town centre.
<b>Greenford Road Southbound</b>	Implementation of segregated cycle route from the town centre to Uxbridge Road (Northbound scheme already implemented).
<b>Victoria Road, Park Royal</b>	Introduction of cycle infrastructure in the vicinity of Victoria Road and Old Oak Common.

## Appendix B: Highways Improvement Programme & DfT Pothole Programme 2024-25

Plane and Lay Carriageway Surfacing Prioritised in Order of Condition Rating					
Road Name	From	To	Ward	Condition Rating	Budget Allocation £m
South Road	Railway Station	The Green	Southall Green	100	0.096
The Green	South Road	Osterley Park Road	Southall Green	100	0.105
Greenford Road	1149 Greenford Road	Whitton Avenue East	North Greenford / Central Greenford	100	0.085
Havelock Road	Merrick Road	Hunt Road	Norwood Green	94	0.142
Clarence Street	Spencer Street	Sussex Road	Southall Green	93	0.128
Cleveland Road	Argyle Road	Kent Gardens	Pitshanger	91	0.224
Ennismore Avenue	Horsenden Lane North	Whitton Avenue East	North Greenford	90	0.145
Millway Gardens	Eastcote Lane	End	Northolt Mandeville	90	0.042
Benham Road	Bordars Road	Westcroft Crescent	North Hanwell	86	0.083
Northfield Avenue	Leighton Road	Elers Road	Northfield	86	0.138
Copley Close	Matlock Court	Framfield Road	North Hanwell	85	0.166
Ruislip Road East	Costons Lane	Greenford Avenue	North Hanwell	85	0.069
Aintree Road	Bideford Avenue	Bilton Road	Perivale	85	0.165
Laurel Gardens	Half Acre Road	Station Road	Hanwell Broadway	84	0.079
Winchester Street	Uxbridge Road	Avenue Road	Southfield	84	0.134
Salisbury Street	Winchester Street	Acton Lane	South Acton	82	0.067
North Road	South Ealing Road	75 North Road	Northfield	80	0.048
George Street	Regina Road	Adelaide Road	Norwood Green	80	0.045
Gordon Road	The Avenue	St Leonards Road	Ealing Broadway	79	0.144

Framfield Road	Browning Avenue	Copley Close	North Hanwell	79	0.089
Allenby Road	Cornwall Avenue	Mansell Road	Lady Margaret	78	0.205
Acton Lane	Uxbridge Road	Salisbury Street	North Acton	78	0.045
Scotch Common	Argyle Road	Kent Avenue	Pitshanger	76	0.129
Strelley Way	Gibbon Road	End	East Acton	75	0.027
Croyde Avenue	Greenford Road	Oldfield Lane South	Greenford Broadway	75	0.078
Ribblesdale Avenue	Carr Road	Wood End Lane	Northolt Mandeville	72	0.148
Ruislip Road	Lady Margaret Road	Kensington Road	Greenford Broadway / Lady Margaret	72	0.068
Shelley Crescent	North Road	End	Lady Margaret	72	0.055
Grafton Close	Cavendish Avenue	End	Pitshanger	72	0.050
<b>Micro-surfacing Prioritised in Order of Condition Rating</b>					
<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Ward</b>	<b>Condition Rating</b>	<b>Budget Allocation £m</b>
Islip Manor Road	Priors Farm Lane	A40 Slip Road	Northolt Mandeville	80	0.112
Harp Road	Copley Close	Bordars Avenue	North Hanwell	76	0.059
Cambridge Avenue	Sherwood Avenue	Melville Avenue	North Greenford	76	0.058
Oakwood Crescent	Woodland Approach	Woodland Rise	North Greenford	76	0.076
Woodland Rise	Oakwood Crescent	Woodland Approach	North Greenford	75	0.038
Aspen Lane	Broadmead Road	End	Northolt West End	73	0.081
Station Approach	York Avenue	Station Road	Elthorne	70	0.045
York Avenue	Station Approach	Church Road	Elthorne	70	0.032

**Total £3.500**  
Above numbers rounded

<b>Footway Repaving Artificial Stone Paving slabs (ASP) or Dense Bitumen Macadam (DBM tarmac) Prioritised in Order of Condition Rating</b>						
<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Ward</b>	<b>L/R</b>	<b>Cond. Rating</b>	<b>Budget Alloc. £m</b>
Sudbury Heights Avenue	The Rise	Allendale Road	North Greenford	Both	86	0.180
Ruskin Road	Alma Road	Uxbridge Road	Southall West	Both	85	0.084
Hillside Road	Lady Margaret Road	Enmore Road	Lady Margaret	Left	85	0.063
Byron Way	Ruislip Road	Wayfarer Road	Northolt West End	Left	84	0.074
Carlton Road	Castlebar Road	Carlton Gardens	Ealing Broadway	Both	83	0.072
Eastcote Lane North	Northolt Leisure Centre	Mandeville Road	Northolt Mandeville	Both	83	0.060
Kingshill Avenue	Gurney Road	35 Kingshill Avenue	Northolt West End	Both	82	0.133
Gunnersbury Gardens	Carbery Avenue	Gunnersbury Lane	Ealing Common	Both	81	0.083
Beresford Road	Uxbridge Road	End	Southall West	Both	81	0.100
Footpath (off Kensington Road)*	Kensington Road	Condor Path	Greenford Broadway	N'a	80	0.040
Oldfield Lane South	Croyde Avenue	Greenford Hall	Central Greenford	Both	79	0.101
Vyner Road	18 Vyner Road	Perryn Road	East Acton	Both	79	0.091
Bollo Lane	Bollo Bridge Road	Colville Road	South Acton	Right	79	0.108
Leopold Road*	Tring Avenue	Uxbridge Road	Ealing Common	Left	79	0.058
Cheltenham Close*	Southwell Avenue	End	Ealing Common	Both	78	0.053
Bankside	Uxbridge Road	End	Southall West	Left	78	0.091
Viking Road*	Norman Avenue	Spikes Bridge Road	Southall Broadway	Both	78	0.065
Orchard Close	The Fairway	Girton Road	Central Greenford	Both	78	0.050
Wimborne Avenue	Norwood Road	Cranborne Avenue	Norwood Green	Both	77	0.101
Lile Crescent*	Bordars Road	Westcott Crescent	North Hanwell	Both	77	0.067

Costons Avenue*	Greenford Road	Costons Lane	Central Greenford	Both	76	0.106
Green Drive	Uxbridge Road	Park Avenue	Southall Broadway	Left	76	0.122
Twyford Crescent	Hale Gardens	Uxbridge Road	North Acton	Left	76	0.030
Ruislip Road	312 Ruislip Road	338 Ruislip Road	Central Greenford	Right	76	0.029
Ruislip Road	Kensington Road	Ferrymead Avenue	Central Greenford	Right	75	0.068
Grosvenor Road*	Osterley Park Road	Marlow Road	Southall Green	Both	75	0.086
Eastcote Lane	Eastcote Lane North	Width Restriction	Northolt Mandeville	Both	75	0.077
East Acton Lane	Friars Place Lane	Bromyard Avenue	East Acton	Left	75	0.072
Haldane Road	Redcroft Road	End	Dormers Wells	Both	75	0.030
Grafton Way	Cavendish Avenue	End	Pitshanger	Both	75	0.038
Kensington Road	57 Kensington Road	33 Kensington Road	Greenford Broadway	Left	75	0.042
Longfield Avenue - ad/hoc Trees	3 Longfield Avenue	Gordon Road	Ealing Broadway	Left	75	0.026

**Total: £ 2.400**

All schemes are Artificial Stone Paving (ASP) unless indicated otherwise, \* Indicates Dense Bitumen Macadam

### Department for Transport Pothole Funding (DfT) schemes

Plane and Lay Carriageway Surfacing: Junctions / Roundabouts / Potholes					
Road Name	From	To	Ward	Condition Rating	Budget Allocation £m
Gunnersbury Lane	Denehurst Gardens	Horn Lane	South Acton	89	0.102
Norwood Road	Merrick Road	Birket Close	Norwood Green	86	0.075
South Ealing Rd / High St (Ealing)	Draper's Arms	Grange Road	Ealing Broadway / Common	85	0.096
Uxbridge Road (Acton)	Denehurst Gardens	Horn Lane	South Acton	84	0.092
Petts Hill	Roundabout	Roundabout	Northolt Mandeville	78	0.072
Pothole Repairs	Ad hoc throughout borough		All Wards	N/A	0.145
Total 23-25:					£0.582

## Appendix C:

### Free-range Urban Neighbourhoods (FUN) Strategy and Action Plan

#### Background

We are currently developing a bold and ambitious Transport Strategy to replace the strategy that formally covered the period from 2019 to 2022. A great deal has happened since that previous strategy was published. In particular, it is now clear that there is not just a pressing need to enable people and goods to travel in ways that minimise a range of harms (including greenhouse gas emissions, air pollution, road danger, traffic congestion, public health and social isolation), but also a need to enable our residents, businesses and other stakeholders to participate more effectively in shaping the strategies and actions that will deliver the necessary change.

The Travel in Ealing (TIE) Charter, developed through extensive engagement and launched in August 2022, sets out an approach to developing the full range of transport initiatives through engagement processes that are open, transparent and inclusive. The Transport Strategy will itself be developed in accordance with Charter commitments, not least those to be open about the challenges facing us all (e.g. in relation to the climate crisis, road safety, air quality and other public health issues), to explain how transport proposals fit into the bigger picture, and to show the evidence base that underpins the transport initiatives we bring forward.

#### Transport Strategy

In terms of that bigger picture, transport's chief role is to enable higher order priorities to be achieved. The Transport Strategy is not as much about delivering 'transport projects', as it is about helping to achieve the Strategic Objectives set out in the Council Plan:

- Tackling the climate crisis
- Fighting inequality
- Creating good jobs and growth

The core rationale for the Transport Strategy is therefore to show how transport and related activity can help deliver on the nine Priority Areas also set out in the Council Plan:

##### *Tackling the climate crisis*

- Inclusive economy
- Climate action
- Thriving communities

##### *Fighting inequality*

- Tackling inequality and crime
- A fairer start
- Healthy lives

##### *Creating good jobs and growth*

- Good growth
- Decent living incomes
- Genuinely affordable homes



The Regulation 19 version of the Ealing Local Plan contains Strategic Policies (SP2, SP3 and SP4) which go into more detail about the action that is proposed in each Priority Area. The following table shows where there are actions that relate to Transport and associated activities.

<b>LP Priority Area</b>	<b>LP Strategic Policy (transport &amp; related)</b>
<b>SP2 Tackling the climate crisis</b>	
Inclusive economy	-
Climate action	SP2.2 A: Carbon neutral by 2030 SP2.2 B (i): 20-minute neighbourhoods SP2.2 B (ii): Active travel networks SP2.2 B (iii): Public realm, greener, healthier, safer SP2.2 B (v): Motor vehicle trip reduction SP2.2 B (vi): Sustainable logistics SP2.2 B (vii): On-street EV charging SP2.2 F (ii): Prevent increased flood risk SP2.2 F (iii): SuDS SP2.2 F (iv): Green infrastructure SP2.2 G (iii): Maximising urban greening
Thriving communities	-
<b>SP3 Fighting inequality</b>	
Tackling inequality and crime	SP3.1 B: Access opportunities & digital connectivity SP3.1 C: Safe, secure, accessible urban environments
A fairer start	SP3.2 A: Access to schools
Healthy lives	SP3.3 B: Improve air quality & tackle congestion SP3.3 C: 20-minute neighbourhoods SP3.3 F: Access to open/recreational space SP3.3 H: Mitigate urban heat island effect
<b>SP4 Creating good jobs and growth</b>	
Good growth	SP4.1 B: Development in sustainable locations SP4.1 G: Strategic transport infrastructure
Decent living incomes	SP4.2 F: Improved connectivity (to expanded Heathrow)
Genuinely affordable homes	-

Any transport initiative set out within the Transport Strategy must have some clear role in enabling progress against at least one of these policy areas, and ideally more. That is the first test of whether a transport scheme has a clear rationale.

## **FUN Strategy**

As a precursor of the wider Transport Strategy, we are currently bringing forward for consideration a range of interventions as part of what we're calling the Free-range Urban Neighbourhoods (FUN) programme. This is one of several programmes that will flow from the Transport Strategy and embraces local public realm projects of different types and scale that are intended to achieve some or most of the following objectives:

- Encouraging active travel
- Calming traffic
- Creating safer streets for all
- Promoting health and wellbeing
- Increasing trees, greenery and biodiversity
- Improving climate resilience
- Promoting play
- Enhancing sense of place

These objectives respond to one or more of the Strategic Policies listed in the table above, and as such help answer the first of five key questions that need to be answered in line with the TIE Charter. These questions can be framed as follows:

- Why? (What is the strategic rationale for action of the kind proposed? i.e. how can the actions be traced back to over-arching council priorities?)
- Why here? (What is the specific rationale for action *in this location*? i.e. what are the objectives for the proposed scheme?)
- What? (What kinds of intervention are under consideration; and what outcomes are anticipated or what performance indicators will be monitored?)
- Who? (The residents, businesses and others who should be engaged with.)
- How? (The engagement processes and techniques to be used.)

Answers to questions a), b) and c) are key to explaining why each initiative is necessary and appropriate in context, and to giving an indication of the broad scope of works, so that expectations are properly managed, and the risk of over-promising is avoided. This also means that there needs to be reasonable clarity about the budget for each initiative.

These answers to questions a), b) and c) are foundational elements of the Engagement Plan that will be prepared for each FUN project, and this will directly address questions d) and e). Each Engagement Plan will also be informed by context-appropriate data and other evidence gathering, according to a scheme-specific Data Collection Plan.

Seven pilot projects have been identified for the FUN programme, with the locations and allocated budgets shown in the table and map below. Each project will feature different types of measures intended to achieve different outcomes in the different contexts. Exactly what measures the allocated funding will be spent on will be determined through engagement as per the relevant Engagement Plan.

<b>Project</b>	<b>Ward</b>	<b>Allocation</b>
1 Occupation Lane	Northfield	0.120
2 Kelvin Gardens	Lady Margaret	0.150
3 Adrienne Ave & Woodstock Ave	Lady Margaret	0.190
4 Green Man Passage (North)	Hanwell Broadway	0.150
5 Culmington Road	Walpole	0.125
6 Leighton Road/Elthorne Park Road	Northfield / Walpole	0.300
7 East Acton Golf Links	East Acton	0.200
<b>Total</b>		<b>1.235</b>



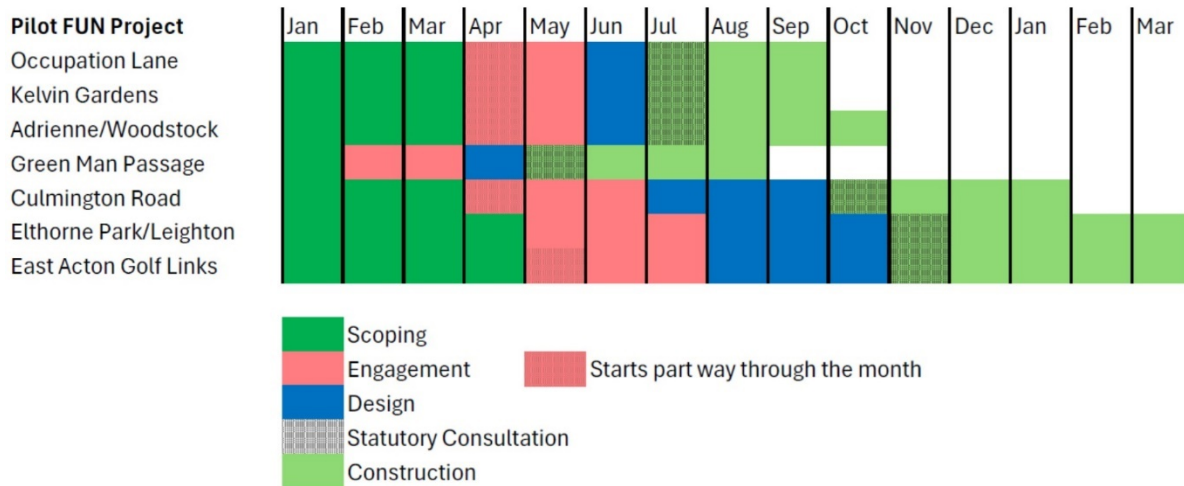
For larger and more complex proposals, the Engagement Plan and Data Collection Plans may themselves be subject to prior engagement and sign-off, e.g. by established residents' groups. In the case of the proposed seven pilot FUN initiatives, prior engagement of this nature is likely to be appropriate for the Culmington Road, Elthorne Park Road/Leighton Road and East Acton Golf Links projects.

### **FUN Action Plan**

The development of Project Plans for all seven FUN pilot projects is currently in hand, with summary plans for each project provided below. Draft Engagement and Data Collection Plans are also being prepared for all seven pilots, with initial activity for Green Man Passage (North) having already been undertaken (in parallel with the wider Live West Ealing engagement programme) and initial activity for the three other smaller schemes (Occupation Lane, Kelvin Gardens and Addrienne Ave/Woodstock Ave) programme to begin in April.

As regards the three larger projects, introductory discussions with residents' groups have already taken place in relation to the Culmington Road and Elthorne Park Road/Leighton Road projects, with the Engagement and Data Collection Plans for these two and the East Acton Golf Links project being worked up before more in depth begins in late April/early May.

An outline programme for 2024/25, covering all seven projects, is set out below.



This first tranche of FUN projects are not just pilots in terms of the types of measures involved, but also in terms of developing Engagement and Data Collection Plans that can act as templates for future initiatives of similar character.

It is important to note that the proposed initiatives, though pilots, are not trial schemes. To properly test the extent to which they are successful in achieving the stated objectives and outcomes for each, the schemes will need to be designed as permanent measures. This places all the greater importance on the Why?, Why here? and What? questions being effectively answered and on the Engagement and Data Collection Plans being properly thought-through, and delivered.

Outline Project Plans for each of the seven pilot schemes are presented on the following pages.

<b>1. Occupation Lane</b>	
Why?	Local Plan Policy SP2.2 B
Why here?	<ul style="list-style-type: none"> <li>• With the traffic filters at either end confirmed in 2021, to replace the concrete planters with permanent features.</li> <li>• Opportunity to address personal security concerns.</li> <li>• Opportunity to enhance biodiversity and sustainable drainage.</li> <li>• Improve the cycling connection from Kew to Boston Manor.</li> </ul>
What?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• Permanent filters in the two existing locations.</li> <li>• Improved lighting.</li> <li>• Planting and wall treatments along the lane.</li> <li>• Modifications to the South Ealing Road junction to enable safer and easier movement across on foot and by cycles.</li> <li>• Possible other changes arising from comments.</li> </ul>
Engagement Plan	
Who?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• Passers-through.</li> <li>• Ealing Cycling Campaign.</li> </ul>
How?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• Speak with/hand out info/postcards to passers-through; simple questions + free text.</li> <li>• Design workshop with ECC.</li> </ul>
Data Collection Plan	
<ul style="list-style-type: none"> <li>• Full junction turning count (all modes) at Occupation/South Ealing/Murray.</li> <li>• Full junction turning count (walking, wheeling, cycling, P2Ws) at Occupation/Clayponds/Cemetery path/Sterling Place link.</li> <li>• Subjective views on safety etc. from passers-through, locals.</li> </ul>	
Budget	£0.120m

<b>2. Kelvin Gardens</b>	
Why?	Local Plan Policies SP2.2 B/F, SP3.3 F/H
Why here?	<ul style="list-style-type: none"> <li>• Piloting how best to reclaim and repurpose the large areas of tarmac that could be more productively used.</li> </ul>
What?	Initial ideas: <ul style="list-style-type: none"> <li>• Planting/SuDS.</li> <li>• Informal play; seating.</li> <li>• Off-carriageway parking.</li> <li>• Raised junction entry treatment.</li> <li>• Dealing with any ponding/drainage issues.</li> <li>• Cycle hanger.</li> <li>• Possible other ideas from residents.</li> </ul>
Engagement Plan	
Who?	Initial ideas: <ul style="list-style-type: none"> <li>• Residents of Kelvin Gardens</li> <li>• Passers by</li> </ul>
How?	Initial ideas: <ul style="list-style-type: none"> <li>• Start with informative postcards to residents.</li> <li>• On-site engagement; drop-by, tell-us-your-issues/opportunities.</li> <li>• Follow-up with on-site 'workshop' to discuss proposed designs.</li> </ul>
Data Collection Plan	
<ul style="list-style-type: none"> <li>• Fully turning counts (inc walking and cycling) at Kelvin/Allendale junction.</li> <li>• Kelvin residents' subjective views about their immediate environment (1 to 5 scale)?</li> </ul>	
Budget	£0.150m

<b>3. Adrienne Avenue/Woodstock Avenue</b>	
Why?	Local Plan Policies SP2.2 B/F, SP3.1 C, SP3.3 F
Why here?	<ul style="list-style-type: none"> <li>• With the traffic filters confirmed in 2021, to replace the wooden planters with permanent features.</li> <li>• Opportunity to address any access/parking issues related to Business Centre-related goods vehicles or cars.</li> <li>• Improve access to path to canal.</li> </ul>
What?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• Planting at filters.</li> <li>• Other Planting/SuDS/seating/informal play features.</li> <li>• Cycle hangers.</li> <li>• Improve side junction geometries for walking.</li> <li>• Dealing with any ponding/drainage issues.</li> <li>• Better manage haphazard &amp; Business Centre-related parking.</li> <li>• Improve gateway to the path linking to the canal towpath.</li> <li>• Possible other ideas from residents (and Business Centre users).</li> </ul>
<b>Engagement Plan</b>	
Who?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• Residents of Adrienne (north) and Woodstock.</li> <li>• Residents of Adrienne (south) and Kenilworth, Neal.</li> <li>• Residents of Coraline, Hadfield and Frensham Closes.</li> <li>• Business Centre operators &amp; users.</li> <li>• People walking/wheeling/cycling on the linking path.</li> </ul>
How?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• Start with informative postcards to residents.</li> <li>• Direct contact with Business Centre businesses.</li> <li>• On-site engagement (2 events); drop-by, tell-us-your-issues/opportunities.</li> <li>• Possible co-design workshop for residents following initial ideas gathering, or</li> <li>• Follow-up with on-site 'workshop' to discuss proposed designs.</li> </ul>
<b>Data Collection Plan</b>	
	<ul style="list-style-type: none"> <li>• Parking beat surveys, to see who (residents, BC users) is parking where and when.</li> <li>• Additional surveys of activity related to the Business Centre (ins/out and on-street loading/parking).</li> <li>• Walking/wheeling/cycling turning counts at junction of Adrienne with canal path.</li> <li>• Subjective views of people walking/wheeling/cycling on linking path (1 to 5 scale?)</li> <li>• Review records of PCNs issued for non-permitted travel through the filters.</li> </ul>
Budget	£0.190m

<b>4. Green Man Passage</b> (between Alexandria Rd & Bayham Rd)	
Why?	Local Plan Policies SP2.2 B/F, SP3.1 C, SP3.3 C
Why here?	Issues raised by previous Live West Ealing engagement: <ul style="list-style-type: none"> <li>• Address personal security concerns for people walking/wheeling/cycling.</li> <li>• Improve visual appeal/wayfinding.</li> <li>• Improve general condition, incl any drainage issues.</li> <li>• Enhance biodiversity.</li> </ul>
What?	Initial ideas: <ul style="list-style-type: none"> <li>• Better lighting.</li> <li>• Better surfacing.</li> <li>• Planting/rain-gardens/play-on-the-way features.</li> <li>• Artwork to walls and fences.</li> <li>• Improved crossing point over Bayham Road/Hopley House access.</li> <li>• Possible other ideas arising from comments.</li> </ul>
Engagement Plan	
Who?	Currently in-hand in parallel with wider Live West Ealing engagement: <ul style="list-style-type: none"> <li>• People passing through.</li> <li>• Busy Bees nursery &amp; Serbian Orthodox Church – owners &amp; users/patrons.</li> <li>• Residents whose properties back on.</li> </ul>
How?	<ul style="list-style-type: none"> <li>• On-site engagement – stop-and-talk pop-ups – at various times to capture views of users passing through, accessing nursery/other properties.</li> <li>• Direct contact with fronters &amp; backers.</li> </ul>
Data Collection Plan	
<ul style="list-style-type: none"> <li>• Walking, wheeling and cycling counts (24 hours, weekday, Sat &amp; Sun)</li> <li>• Traffic flows into/out of Hopley House</li> <li>• Subjective views of people walking/wheeling/cycling through (1 to 5 scale?)</li> </ul>	
Budget	£0.150m



<b>5. Culmington Road</b>	
Why?	Local Plan Policies SP2.2 B/F, SP3.1 C, SP3.3 B/C/F/H
Why here?	<p>Issues raised by residents previously:</p> <ul style="list-style-type: none"> <li>Concerns about danger, air quality, noise related to through traffic.</li> <li>Improve crossing safety &amp; priority between Walpole and Lammas Parks at the Elers Road/Lammas Park Gardens junction.</li> </ul> <p>Also:</p> <ul style="list-style-type: none"> <li>Opportunity to pilot increased street tree planting and rain-gardens at scale.</li> <li>Generally, improve access to both parks.</li> </ul>
What?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>Improved crossing facility between the parks at the Elers/LPG junction.</li> <li>Narrowing the Churchfield Road junction to reduce traffic turning speeds, make it easier to cross &amp; create space for planting.</li> <li>Trees/planting/rain-gardens/play-on-the-way/cycle hangers in kerbside space.</li> <li>Possible other junction improvements (e.g. at Mattock La &amp; Beaconsfield Rd).</li> <li>In-carriageway EV charging points.</li> <li>Possible other ideas from residents.</li> </ul>
<b>Engagement Plan</b>	
Who?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>Residents of Culmington Road (core area).</li> <li>Residents of other streets that could be affected (buffer area).</li> <li>People walking/wheeling/cycling at the Churchfield junction.</li> <li>People walking/wheeling/cycling at the Elers/Lammas Park Gardens junction.</li> </ul>
How?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>Detailed engagement for people living on Culmington (core area).</li> <li>Information and invitation to comment by others (buffer area).</li> <li>On-site pop-ups at the Churchfield and Elers/LPG junctions at different times/days.</li> <li>Follow-up co-design workshop with Culmington residents.</li> <li>Follow-up information on proposed measures.</li> </ul>
<b>Data Collection Plan</b>	
	<ul style="list-style-type: none"> <li>Traffic counts and speeds on (different sections of) Culmington.</li> <li>Origin-destination surveys to explore through traffic issues.</li> <li>Parking occupancy surveys for the whole length of Culmington.</li> <li>Full junction turning count (all modes) at Culmington/Churchfield.</li> <li>Full junction turning count (all modes) at Culmington/Elers/LPG.</li> <li>(Full junction turning count (all modes) at Beaconsfield &amp; Mattock?)</li> </ul>
Budget	£0.125m (Supplemented by £0.050m TfL funding, Total - £0.175m)

<b>6. Elthorne Park Road-Leighton Road</b>	
Why?	Local Plan Policies SP2.2 B/F, SP3.3 B/C
Why here?	<p>Issues raised by residents previously:</p> <ul style="list-style-type: none"> <li>• Residents' concerns about through-traffic-related danger/AQ/noise/stand-offs.</li> <li>• Opportunity to improve crossing to park at Boston Road end.</li> <li>• Opportunity to improve the public space at the Northfield Avenue end.</li> <li>• Opportunity to review the effectiveness of the current width restriction.</li> </ul>
What?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• Boston Road junction: better connection with Elthorne Park; raised entry treatment; planted build-outs to 'bookend' parking.</li> <li>• Width restriction: trees/planting; replace two 'gates' with one.</li> <li>• Northfield Avenue 'triangle': close one arm &amp; extend the pocket park.</li> <li>• Possible EV chargers; cycle hangers; improved side street crossings.</li> <li>• Possible other ideas from residents.</li> </ul>
<b>Engagement Plan</b>	
Who?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• Residents of EPR and Leighton (core area).</li> <li>• Residents of other streets that could be affected (buffer area).</li> <li>• People crossing to the park at the Boston Road junction.</li> <li>• People using/passing the existing space at Northfield Avenue.</li> </ul>
How?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• Detailed engagement for people living on EPR/Leighton (core area).</li> <li>• Information and invitation to comment by others (buffer area).</li> <li>• On-site pop-ups at the three main locations.</li> <li>• Follow-up co-design workshop with EPR/Leighton residents.</li> <li>• Follow-up information on proposed measures.</li> </ul>
<b>Data Collection Plan</b>	
<ul style="list-style-type: none"> <li>• Traffic counts and speeds on EPR/Leighton (already undertaken).</li> <li>• Origin-destination surveys to explore through traffic issues.</li> <li>• Parking occupancy surveys for the whole length of EPR/Leighton.</li> <li>• Full junction turning count (all modes) at Boston Road junction.</li> <li>• Full junction turning count (all modes) at Northfield Avenue 'triangle'.</li> <li>• Full junction turning count (all modes) at Midhurst/Coldershaw junction.</li> <li>• (Consider long-term monitoring traffic counts at all junctions on Boston &amp; Northfield)</li> </ul>	
Budget	£0.300m

<b>7. East Acton Golf Links</b>	
Why?	Local Plan Policies SP 2.2 B/F, SP3.1 C, SP3.3 C/F/H
Why here?	<ul style="list-style-type: none"> <li>• Reports from residents about concerns related to through traffic.</li> <li>• Opportunities for enhancing local public spaces for residents to enjoy.</li> <li>• Opportunity to pilot neighbourhood-scale programmes to improve walkability.</li> <li>• Opportunity to pilot increased tree planting and rain-gardens at scale.</li> </ul>
What?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• Review of traffic management measures/signal timings at main A40 junction.</li> <li>• Street-long treatments to increase walking/wheeling priority across side street junctions.</li> <li>• Kerbside parklets/rain-gardens/play-on-the way.</li> <li>• Upgrade existing green spaces to increase usable/enjoyable space in neighbourhood.</li> <li>• In-carriageway EV charging points; cycle hangers for residents.</li> <li>• Possible other ideas from residents.</li> </ul>
<b>Engagement Plan</b>	
Who?	<p>Initial ideas:</p> <ul style="list-style-type: none"> <li>• All residents within the area.</li> <li>• John Perryn Primary School – management, staff, pupils and parents/carers.</li> <li>• Blossom Patch Nursery – management, staffs and parents/carers.</li> </ul>
How?	<ul style="list-style-type: none"> <li>• Start with informative postcards to all residents.</li> <li>• On-site pop-ups in different locations within the area and at different times. Drop-by; 'tell-us-your-issues-opportunities'.</li> <li>• (When focus areas have been identified) Community design workshops to turn suggestions into proposals.</li> <li>• Follow-up information on proposed measures.</li> </ul>
<b>Data Collection Plan</b>	
	<ul style="list-style-type: none"> <li>• Origin-destination surveys to further explore through traffic issues.</li> <li>• Traffic counts and speeds on selected other streets.</li> <li>• Parking occupancy surveys on selected streets.</li> <li>• Residents' subjective views from on-site pop-ups (1 to 5 scale)?</li> </ul>
Budget	£0.200m

## Appendix D: S106 Long Term Projects

### Background

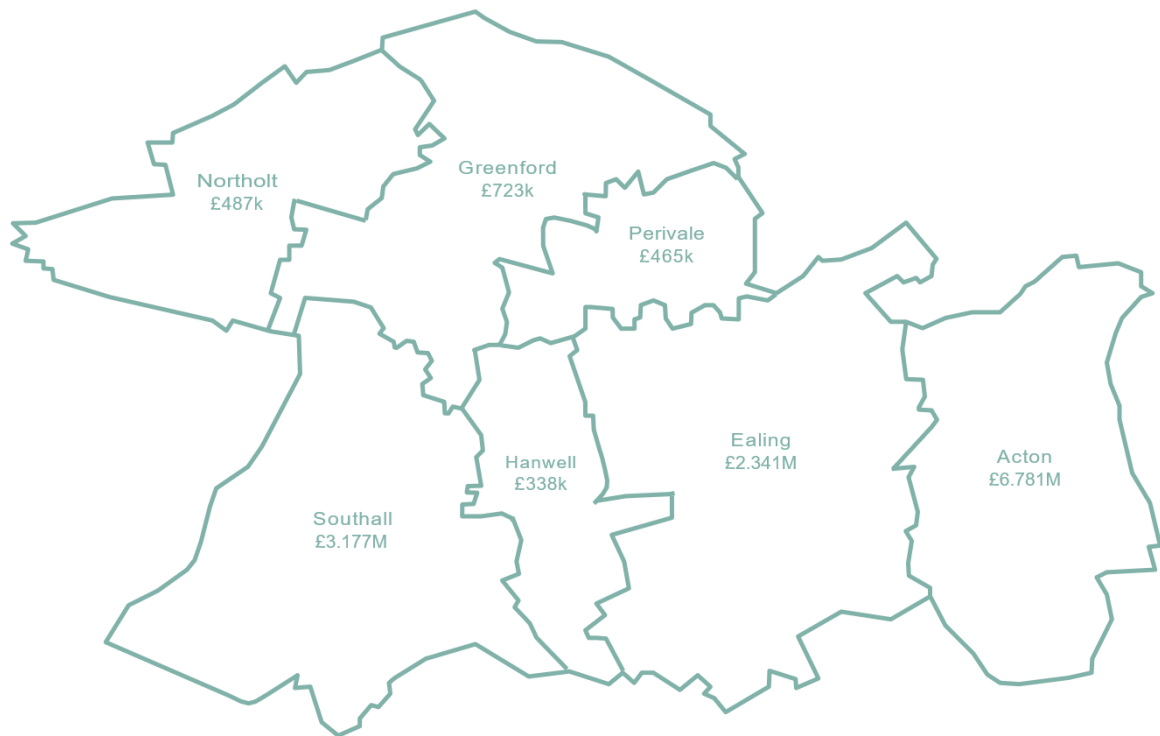
This report notes the outline plans for the S106 funding approach subject to further approvals of S106 allocations over the summer. S106 money is secured from planning applications, of ten units and over to mitigate new development and the additional impact it will have on the area.

For descriptive reasons, the borough has been split in to 'Towns' and the towns which have the most developments are the 'Towns' which will receive the most S106 funding. For example, Acton, Ealing and Southall are where most developments are taking place and they have the largest S106 funding allocations.

Going forwards, the Community Infrastructure Levy (CIL), which the council aims to adopt by end of 2025, will be a payment made by developers where spending of CIL is not restricted to where the development is built. It can be spent in the wider area of the 'Town' and will be a fairer way of allocating funding based on needs.

Within the context of good growth, to improve streets and transport infrastructure to reduce dependency on cars to prioritise active, efficient and sustainable travel modes, S106 contributions will be used to deliver various projects with a focus on active travel, placemaking, urban greening, cycling infrastructure, micromobility, EV charging points and wayfinding.

The map below shows potential available S106 funding for each town:



Total S106 available amount (approx) - £14.3M

PROJECT NAME	OVERVIEW OF PROJECTS	S106 FUNDS AVAILABLE	KEY PROJECTS (indicative amounts) Totalling £4.220m
<b>Northolt</b>	<p>A range of schemes to support active and sustainable travel in Northolt. To include but not limited to:</p> <ul style="list-style-type: none"> <li>- Northolt Levelling Up Fund: active travel and bus priority improvements along A312 between Northolt station and White Hart Roundabout, as well as the Kensington Rd corridor.</li> <li>- Church Road corridor: creation of a central spine of active travel, including reductions in carriageway widths, introducing dedicated stopping points for buses, creating more space for walking and cycling and junction improvements (including at White Hart Roundabout).</li> <li>- Mandeville Road corridor: creation of a central spine of active travel, including reductions in carriageway widths, creating more space for walking and cycling and improving links with Northolt Centre and Northolt Trading Estate.</li> <li>- Ruislip Road active travel corridor</li> <li>- Improvements to the towpath adjacent to the Grand Union Canal Paddington Branch.</li> <li>- Creating the Northolt Green Ring with new / improved green corridors: Islip Manor Meadows, Rectory Park / Northala Fields, Belvue Park / Islip Manor Park, and Green Ring / Dog Rose Ramble.</li> </ul> <p>Non-Ealing scheme. TTLP submitted White Hart Roundabout to the Ealing Local Plan Call for Sites. TfL roundabout might be reconfigured to facilitate development at this site.</p> <p>Streetscape/FUN Projects - improvements to selected areas (e.g. Adrienne Avenue and Woodstock Avenue)</p>	£0.487m	<p>£0.247m for Northolt LUF</p> <p>£0.082m for cycling schemes</p>
<b>Southall</b>	<p>A range of schemes to support active and sustainable travel in Southall. To include but not limited to:</p> <ul style="list-style-type: none"> <li>- Get Southall Moving: a package of schemes to improve the active travel environment along key corridors through Southall. Interventions include provision of cycles lanes (and also making use of side roads where street width is not adequate to accommodate cycle infrastructure, e.g. King Street), junction improvements, pedestrian crossing improvements, wayfinding enhancements, footway widening, removal of traffic movements, street greening, carriageway narrowing, on-street parking removal, traffic lane reductions, bus-only routing and HGV restrictions.</li> <li>- New / improved green corridor: Beaconsfield Road / Grand Union Canal, Southall Park / Glade Lane, Canalside Park, Spikes Bridge Park / Brent Valley connection.</li> <li>- Better integration of the Havelock Estate including public realm improvements.</li> <li>- Better integration of the Featherstone estate</li> </ul>	£3.177m	<p>£2.103m for Get Southall Moving</p> <p>£0.157m for cycling schemes</p>

	<p>with its surroundings via new access points.</p> <ul style="list-style-type: none"> <li>- Potential to create new or improve existing bridges over the east and west canals to better link strategic sites with their surrounding neighbourhoods.</li> <li>- Improve poor E-W permeability between Glade Lane and Merrick Rd and beyond to The Green.</li> <li>- Liveable Neighbourhood Scheme in The Green, Southall - a Healthy Streets based project to improve congestion and the public realm.</li> <li>- Active travel and bus priority improvements along A312 corridor through Southall and Hayes.</li> <li>- Transform the predominantly vehicular and industrial servicing environments north and south of the railway lines in Southall with new high-quality and well-proportioned streets.</li> </ul> <p>Streetscape/FUN Projects - improvements to selected areas (e.g. Kelvin Gardens)</p>		
<b>Greenford</b>	<p>A range of schemes to support active and sustainable travel in Greenford. To include, but not limited to:</p> <ul style="list-style-type: none"> <li>- Public realm and streetscape improvements in Greenford town centre and at Oldfield Circus, to enhance connectivity and create a coherent townscape.</li> <li>- New green corridors: Marnham Fields / Runnymede Gardens, Oldfield Lane South / Oldfield Lane North, Birkbeck Avenue / Jeymer Drive, and the Grand Union Canal.</li> <li>- Improving major route Active Travel Corridors: Greenford Road, Ruislip Road, Whitton Road and Horsenden Lane North.</li> <li>- Improvements to Minor Route Active Travel Corridors: Rosedene Avenue / Ferrymead Gardens, Berkeley Avenue / Paradise Fields, and Ockham Drive.</li> </ul> <p>Streetscape/FUN Projects - improvements to areas to be selected</p>	£0.723m	<p>£0.425m for Greenford Station / Rockware Avenue</p> <p>£0.035m for cycling schemes</p>
<b>Perivale</b>	<p>A range of schemes to support active and sustainable travel in Perivale. To include, but not limited to:</p> <ul style="list-style-type: none"> <li>- Enhancement of two key active travel corridors following the paths of the Grand Union Canal Paddington Branch and the A40. Enhancements are likely to include improved lighting, better accessibility, routes segregated from vehicular traffic and additional wayfinding signs with the aim to improve connections to Greenford to the west and Brent to the east.</li> <li>- Horsenden Lane North corridor along main routes. Interventions can include junction improvements, public realm enhancements, road space reallocation, improved connections across infrastructure (e.g across the A40).</li> <li>- New active travel corridor along minor routes: Perivale Park (north), Pitshanger Park (north), Perivale Industrial Park, Bideford Avenue / Aintree Road / Fraser Road / Federal Road / Wadsworth Road.</li> <li>- New green corridor: Horsenden Hillm Pitshanger Park (south), Perivale Park (south).</li> </ul> <p>Streetscape/FUN Projects - improvements in areas to be selected</p>	£465k	£0.025m for cycling schemes

<p><b>Acton</b></p>	<p>A range of schemes to support active and sustainable travel in Acton. Creating better joined-up, safe, inviting, greened, signed cycle routes and integrated walking improvements across the area in particular N-S routes, to/ from town centres, schools and parks. To include, but not limited to:</p> <ul style="list-style-type: none"> <li>- Green connections to/from South Acton Park, Acton Green Common, Springfield Gardens, to connect parks and accessible green spaces within Acton's boundary and beyond to Gunnersbury Park and Wormwood Scrubs.</li> <li>- Improvements to cycle routes westwards to Ealing Common and North Ealing; Routes east to Shepherd's Bush; Routes eastwards through Wormwood Scrubs to Ladbrooke Grove; and Routes southwards to Gunnersbury Park and Chiswick Park</li> <li>- Improvements at The Vale/ Uxbridge Rd/ High Street, The Mount/ Market Place/ Horn Lane south end, Old Oak Common Lane at East Acton</li> <li>- Improvements at Styne Rd roundabout at Acton town centre, Old Oak Lane at East Acton town centre, A40 Gypsy corner, A40 Wales Farm Rd, A40 Perryn Rd bridge</li> <li>- Improvements to North Acton gyratory to provide a better environment for walking and cycling, improve connectivity to Acton Mainline station, and deliver public realm improvements</li> </ul> <p>Streetscape/FUN Projects - improvements to selected areas (e.g. Brassie Avenue / St Andrews Road / Long Drive)</p>	<p>£6.781m</p>	<p>£0.420m North Acton Public Realm</p> <p>£0.194m for cycling schemes</p>
<p><b>Ealing</b></p>	<p>A range of schemes to support active and sustainable travel in Ealing. To include, but not limited to:</p> <ul style="list-style-type: none"> <li>- Building on the West Ealing Liveable Neighbourhood project with further improvements.</li> <li>- Uxbridge Road corridor: interventions may include reclaiming space from general traffic, creating segregated cycle lanes, removing on-street parking and improving bus stops and movement. Potential for introducing a red route (TLRN) on Uxbridge Road.</li> <li>- Junction and crossing improvements.</li> <li>- Integrating Ealing's local Neighbourhoods – e.g. Eaton Walk, Mount Ave, Churchfield Road, Culmington Road and Lammas Park Gardens - through small interventions such as better crossings, improved footpaths, planting, and signage that supports more intuitive wayfinding.</li> <li>- Increased urban greening alongside busy roads, such as the A40, North Circular, Uxbridge Road, New Broadway/ The Mall and Argyle Road.</li> <li>- Alternative quiet cycleways – Gordon Road, Madeley Road, Castlebar Road, Kent Gardens, Mountfield Road, Mattock Lane, The Grove, Windsor Road and St Mary's Road.</li> <li>- Improvements at Pitshanger Lane, South Ealing, Northfields, Drayton Green Road, Argyle Road and Castlebar Road.</li> </ul>	<p>£2.341m</p>	<p>£0.280m WELN</p> <p>£0.172m for cycling schemes</p>

	Streetscape/FUN Projects - improvements to selected areas (e.g. Culmington Road, Occupation Lane, Green Man Passage, Leighton Road and Elthorne Park Road)		
<b>Hanwell</b>	<p>A range of schemes to support active and sustainable travel in Hanwell. To include but not limited to:</p> <ul style="list-style-type: none"> <li>- Investment in north-south active travel routes and public realm improvements across rail lines along Greenford Avenue and Boston Road to deliver a safer, more attractive network of routes.</li> <li>- Local streetscape improvements to enhance connectivity between this active travel corridor and the residential estates of Copley Close, Cuckoo and High Lane.</li> <li>- Improvements to the canal towpath, including widening and potential additional crossings to make the towpath more attractive for pedestrians and cyclists to reach Southall, Hounslow and Kew.</li> <li>- Develop a continuous north-south pedestrian and cyclist travel corridor from Trumpers Way Industrial Estate in south Hanwell to Greenford and Perivale, via the publicly accessible spaces of the Brent Valley Park.</li> </ul> <p>Streetscape/FUN Projects - improvements in areas to be selected</p>	£0.338m	£0.080m for cycling schemes