		Report for: Action
		Item Number:
Contains Confidential or Exempt Information	No	
Title	Cycle Network Plan: Ambitions for Cycling 2023-2033	
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Portfolio(s)	Cllr Deirdre Costigan, Deputy Leader and Cabinet Member - Climate Action Cllr Josh Blacker, Cabinet Member - Healthy Lives	
For Consideration By	Cabinet	
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Affected Wards	All	
Area Committees	All	
Keywords/Index	Active and Sustainable Travel	

Purpose of Report:

The development of Ealing’s first ever resident informed borough-wide Cycle Network Plan and the accompanying initial delivery programme in line with our commitment to invest at least £10m to increase cycling, walking, running, and scooting and reduce polluting vehicles through active travel schemes.

1. Recommendations

It is recommended that Cabinet approve:

- 1.1 The draft borough-wide Cycle Network Plan, based on resident consultation, as shown in 3.5 and detailed in Appendix 2.
- 1.2 The action plan for improving cycle routes, arising from the resident consultation, which was undertaken in line with our Travel in Ealing Charter (TIE).

2. Background/Context

- 2.1 As set out in the [Council Plan 2022-2026](#) - Climate Action:

We want to keep Ealing clean and green, achieve net zero carbon, and ensure our

parks, open spaces and nature are protected and enhanced.

Ealing declared a Climate Emergency in 2019 as one of the biggest issues affecting our borough and beyond. We have already taken action but want to do more, putting sustainability at the heart of everything we do.

We will build on positive changes introduced during the pandemic to enable residents to walk and cycle safely by creating more space for active travel and improving air quality.

- 2.2 Additionally, the Council Plan includes a commitment to; Launch our Active Travel Charter setting out how we will deliver active travel in the borough and invest at least £10m to increase cycling, walking, running, and scooting and reduce polluting vehicles through active travel schemes.
- 2.3 This report seeks approval for the draft borough-wide Cycle Network Plan and for the work programme for cycle routes, arising from the resident consultation.
- 2.4 The council has been implementing cycle schemes for many years, working in partnership with Transport for London (TfL) to identify feasible schemes, and to provide signposting and safety measures on our roads.
- 2.5 Since 2018 we have delivered schemes including:
 - Ealing-Greenford Broadway route created 2017-2023, including shared sections alongside carriageway and through park, and quiet road sections, including junction remodelling, new lighting in park, and 2 new parallel crossings of busier roads.
 - Narrow section of off-road path between Pitshanger Park and Perivale widened.
 - East Acton-Chiswick route created 2020-23, mostly on quiet roads but also passing through 2 parks.
 - Our first-ever protected on-carriageway cycle lanes 2020-21 – Uxbridge Rd., Greenford Rd.
 - Wand-protected cycle lanes installed in Acton and East Southall 2021-2022.
 - Existing segregated cycle track upgraded in east Southall, including priority crossings over side roads.
 - Nearly 1Km of segregated cycle track created on former carriageway in North Greenford.
 - 2 roads closed to motor traffic in late 2020 (one except buses).
 - One turn ban for motor traffic to create space at key crossing on new Ealing-Greenford cycle route, which is near completion.
 - Two key off-road connections widened in 2022 and 2023.
 - Cycle access created to un-ban turn in Park Royal.
 - Bridge widened to remove pinch-point on path on south side of Ruislip Road East.
 - Shared footway created for access to school on Little Ealing Lane / Windmill Rd.
- 2.6 Whilst the existing network of cycle routes increases each year, we have an ambition to significantly ramp up our delivery of cycle schemes and to improve the integration of the network, reducing gaps by connecting up existing cycle ways. The gaps have often arisen because of the piecemeal nature of cycle funding, with the amounts in each financial year being insufficient to deliver a cycle route along the full length of, for example, Uxbridge Road. Hence we are delivering schemes in sections along key routes, and the Cycle Network Plan will enable us to work more strategically to reduce

gaps by showing the overall route ambition.

2.7 As such we are currently planning and delivering several cycling schemes, including the Uxbridge Road, Greenford Road, East Acton to Chiswick, and Boston Road. These schemes will address key concerns which residents have raised, including safety along main roads, safety at junctions, and severance from major roads and railway lines. These schemes also increase the number of residents living within 400m of the cycle network, which is one of the key objectives in the Mayor's Transport Strategy (MTS).

2.8 Current cycle schemes include:

- Initial designs for the whole length of Boston Road. As a first stage, there will be changes at Boston Manor Station so that cyclists on the Hounslow cycle route can safely connect to Southdown Avenue (for Elthorne High School) and Cawdor Crescent (for West Ealing). Consultation on the main scheme will follow later in the year.
- In Park Royal, we have designs to take cyclists off-carriageway on Park Royal Road, a key link with heavy HGV and bus traffic, and to improve cycling conditions on Acton Lane. Public engagement on these will be announced soon.
- The former Quietway between Ealing Broadway and Greenford Broadway is nearing completion. Recent improvements include a better connection between Gordon Road and Haven Green, and a widened footbridge on the path connecting to High Lane and Old Hanwell. We are considering options for the final connection, between St. Stephen's Avenue and St. Leonard's Road, and will then ask TfL to signpost the whole route and add it to their cycle network as a standards-compliant route.
- A continuous off-carriageway cycleway is ready for implementation along the whole length of Kensington Rd, Northolt.

Future plans include extension southwards of the North Greenford route, major improvements on Uxbridge Road between Hanwell Bridge and Iron Bridge, and upgrades on the Church Road / Mandeville Road (A312) corridor in Northolt.

2.9 The constraints in funding also mean that we needed clarity from residents on how the cycling network should be prioritised. For context, delivering c.1km of segregated cycle track costs on average c.£1m. As an example, the Uxbridge Road - a priority for cycling infrastructure - is c.11km long suggesting a c.£11m price tag. Prior to the pandemic, Ealing received c.£2m per annum for cycling schemes from TfL but this funding had to cover a wide variety of cycling and active travel related initiatives, with only around £500k directly linked to new cycle lanes. For 2023/24 we are receiving just £0.87m, a significant reduction from pre-pandemic. As such, there is a clear need to carefully prioritise this funding.

2.10 In many areas, segregated cycle routes are not needed because there are quiet signposted residential roads, shared footways, or other routes which render traffic segregation unnecessary, and it will be possible to significantly improve the network through improving residential routes. For other large schemes, there is existing Local Implementation Plan (LIP) funding and Section 106 (S106) contributions which are enabling us to continue some delivery despite the funding challenges (see 3.8).

2.11 In line with the Council Plan and the TIE charter, we committed to involving residents in the development a borough-wide Cycle Network Plan. In early 2023, we prepared a map showing existing cycle routes for the consultation. As these existing routes vary from fully-segregated two-way tracks to indicated cycle routes along residential roads,

we agreed a standard definition for the consultation: *“Cycle routes shown are considered the most important for cyclists - we have made them more convenient, safe and signposted. They can be on or off road, separated from traffic or along quiet streets.”*

2.12 The consultation on Ealing’s future cycle network ran from 5 April to 17 May 2023, and asked residents several questions about cycling:

- How often they currently cycle in Ealing
- How they would describe their level of confidence in cycling in Ealing
- What prevents them from cycling, or cycling more frequently and confidently
- Whether any particular routes need improving
- Where they would like to cycle
- On which types of road we should create more cycle routes
- How Ealing should prioritise implementing the cycle network.

2.13 The consultation received detailed feedback from over 1,100 residents, who have provided a valuable source of data for specific routes, as well as wider attitudes to cycling and where we need to make improvements. The initial consultation findings are set out in Appendix 1.

2.14 A key takeaway from the consultation was on the question of how the cycle network should be prioritised. Residents told us that they want to see existing routes improved and extended, prior to developing any new routes. This is explored in more detail in section 3.5.

2.15 There was a higher level of engagement with the consultation than anticipated, and the thousands of in-depth comments on particular cycle routes, highway issues, and potential route improvements required detailed analysis. These are a rich source of local insight which will be invaluable in developing the Cycle Network Plan. Equally, they were a complex dataset to analyse, and to incorporate into the finalised cycle routes. The analysis of the comments is set out in section 3.3.

2.16 During the consultation, the council also received comments from Ealing Cycling Campaign (ECC). ECC is a group of experienced and enthusiastic residents who know the cycle network in great detail, and their input was valuable for consideration alongside the resident consultation, e.g. their on-the-ground knowledge of potential route connections. ECC produced a proposed cycle route network of their own, which laid out routes across the borough. Officers have analysed their route suggestions and incorporated them into the indicative Cycle Network Plan where appropriate.

2.17 Delivering an ambitious network of cycle routes will face challenges beyond funding. Cycle lanes which keep cyclists separate from motor traffic are sometimes installed in the place of car parking spaces, and we recognise that some residents feel strongly about this reallocation of car parking space. The TIE Charter, which was adopted in June 2023, serves as the foundation for delivering the network: we will communicate openly with residents about our plans, consult with communities who live near proposed routes, and ensure we are gathering the right data to support the implementation of the cycle routes.

3. Key Implications

3.1 Two key outputs emerged from the consultation, the previous work on cycle routes,

and the input from ECC. These were:

- The overall Cycle Network Plan
- Detailed analysis of the findings from the resident consultation.

3.2 The overall Cycle Network Plan remains a key output. This serves as a map of Ealing's plans for cycle routes over the coming decade. It will show existing routes along with the proposed routes which will connect these up to provide a cohesive network across the borough. This plan takes account of all the information the council has gathered from residents and ECC, and existing knowledge of existing and planned cycle schemes. The plan functions at a strategic level for delivery across the borough, and aims to complement and not contradict plans for local cycle routes which may be developed in the next few years as part of regeneration or development schemes.

3.3 The map will also be published with details of how we plan to prioritise and implement the proposed routes. Prioritisation will be decided according to factors such as available funding (from S106 contributions, central government funding pots, etc.), options for connecting existing routes, and the opportunity to tie in with other proposed schemes.

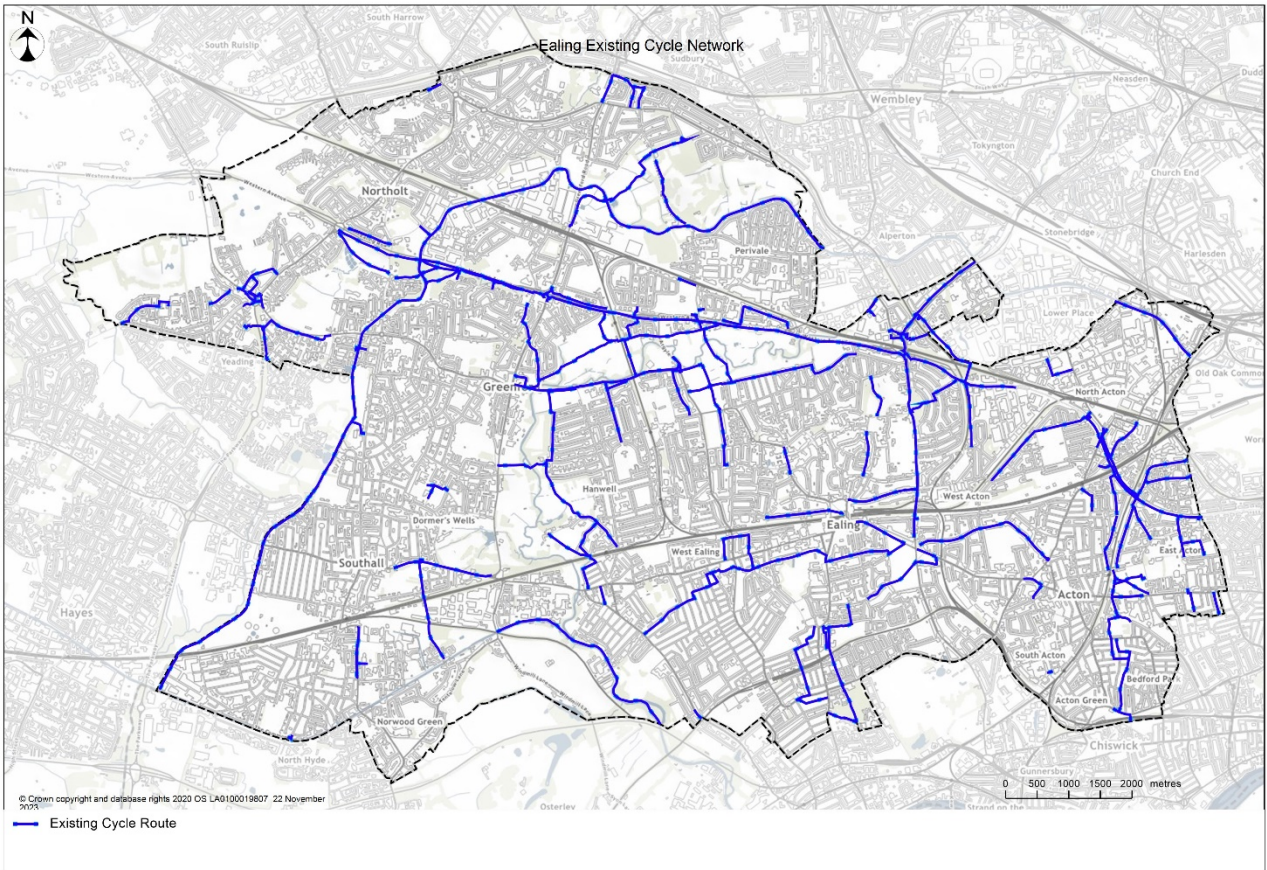
3.4 Resident feedback about prioritising existing route improvements, where they would like to cycle, and other detailed information about cycling in Ealing, provide an opportunity for the council to listen (as set out in our TIE Charter) to residents and develop concrete plans which address the issues they raised. It is also a rich data source to help the council prioritise and develop schemes across the borough, and wider associated issues such road safety, and air pollution.

3.5 The initial Cycle Network Plan:

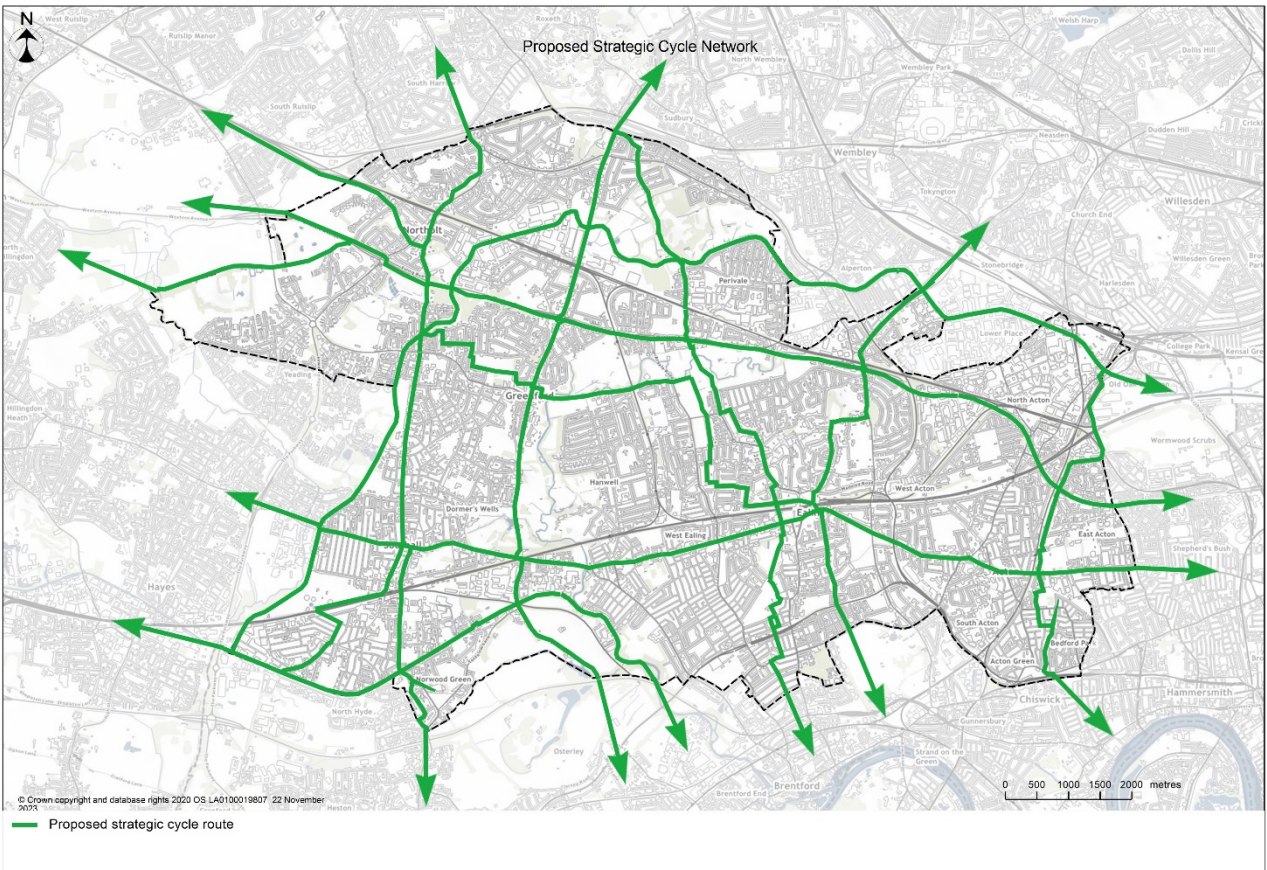
We have developed a network of cycle routes based on -

- existing infrastructure
- routes which align with the desire lines indicated by residents from the consultation
- routes proposed by ECC
- routes developed by officers.

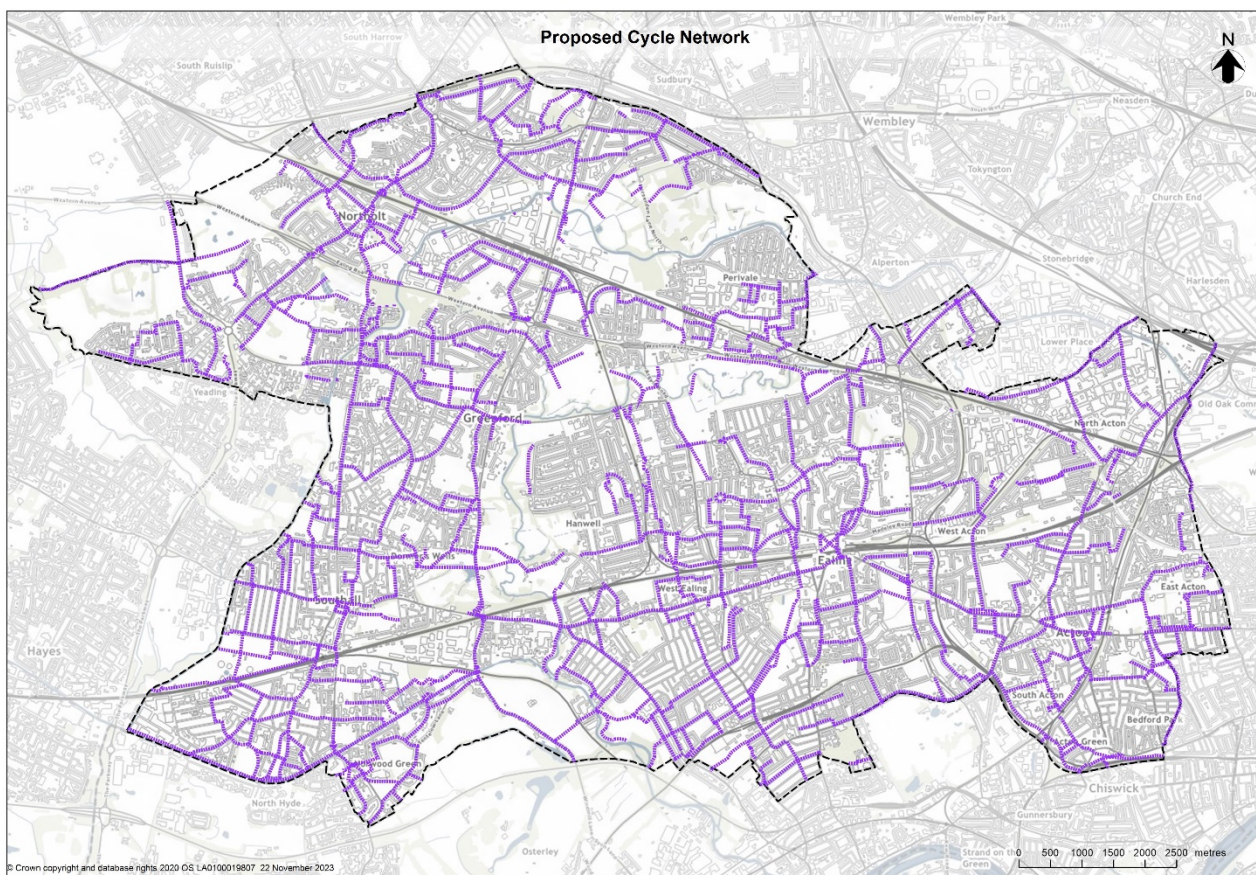
The map below shows existing cycle routes in Ealing, shown in dark blue. It indicates that although progress has been made to connect routes together, in much of the borough the route development has been somewhat piecemeal, as outlined in 2.6.



We have then devised a network of strategic routes, shown below in green, which will enable cycling between town centres and along key routes such as the Uxbridge Road. Finally we have proposed a network of safe residential and off-road cycle routes to

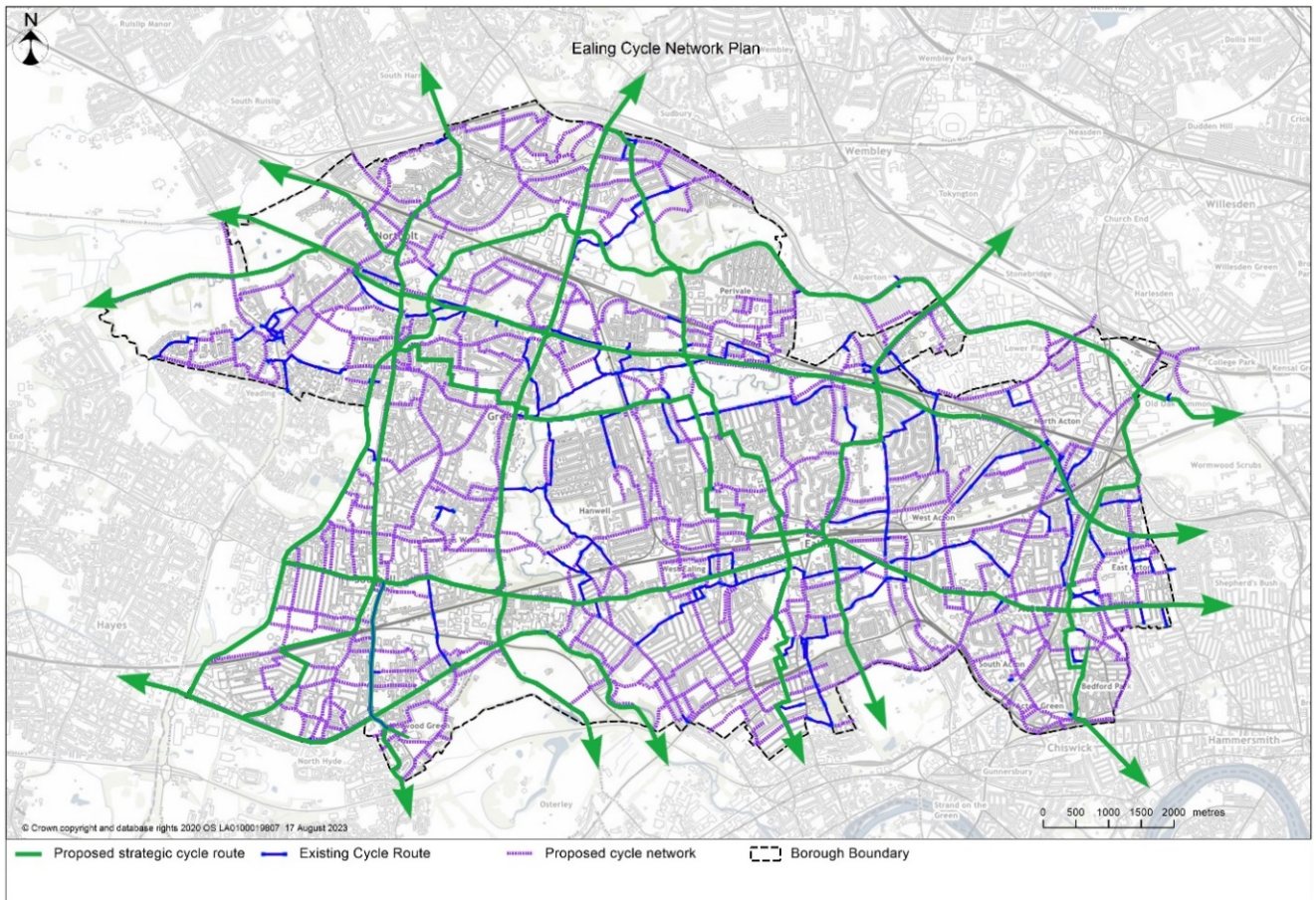


connect the existing routes and link to the strategic routes. These are shown below in purple.



The map below combines all of the above routes into a single Cycle Network Plan, and is indicative of how the final Cycle Network Plan will appear. The map is also provided in Appendix 2.

As in the above maps, the existing cycle network is shown in blue. Proposed new strategic routes (creating the most important connections) are shown in green, including their potential connectivity to neighbouring boroughs. The proposed new routes to link up this network are shown in purple.



3.6 Detailed findings from the consultation:

The consultation generated significant engagement and detailed responses, which indicates the high level of enthusiasm for cycling in Ealing and the number of residents who are keen for the council to do more to support it.

A key finding from the consultation was from the question which asked how Ealing should prioritise implementing the cycle network. Over 800 residents responded to this question, and the outline results are shown below.

These results indicate that residents favour the council prioritising the completion and improvement of existing routes, including addressing maintenance issues and poor connectivity, prior to the development of new routes. This tallies with the large number of comments addressing issues with existing routes.

How should the council prioritise implementing the cycle network?



✓ 800 answered - Could have chosen up to 3 choices ⏮ 59 skipped 👁 870 viewed

Broadly, the sentiment from the consultation is that we need to prioritise connecting existing routes, dealing with maintenance issues and improving connectivity, before we further develop the longer-term cycle network .

This is reflected in the Cycle Network Plan, which links up (wherever possible) existing routes, especially where a small addition can join up longer routes. The proposed strategic routes would be a combination of new routes and extensions to existing strategic corridors (e.g. completion of a route along the Uxbridge Road), and will be developed in more detail over the longer term.

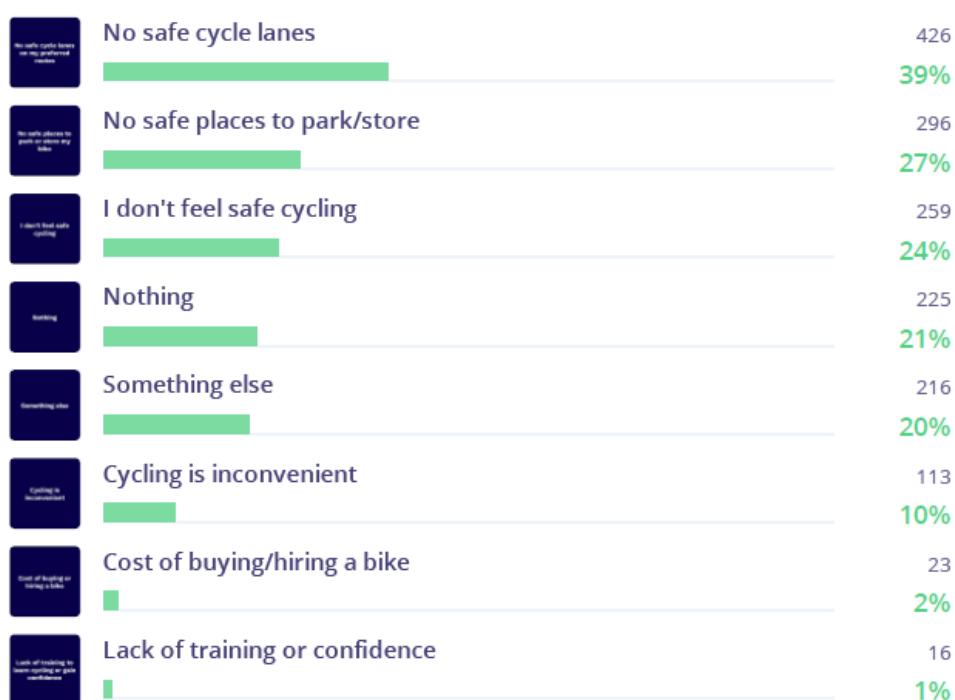
This focus on improving the current network and taking time to plan the future network aligns with the development of the new transport and active travel strategy.

Three of the consultation questions generated significant amounts of data, which has required further analysis since the consultation ended.

3.6.1 “What prevents you from cycling, or cycling more confidently?”

1,088 residents answered this question, as shown in the results from Give My View below:

What prevents you from cycling, or cycling more frequently and confidently?



✓ 1085 answered - Could have chosen up to 3 choices ▶ 0 skipped 👁 1102 viewed

We are tackling the issue of lack of safe cycle parking / storage through the roll-out of bike hangars across the borough. In line with our Council Plan commitment for at least 150 bike hangars in the borough by 2026, we have installed 54 hangars during 2023, which has more than doubled the number from March 2023. We are installing hangars where communities want them, to address long waiting lists and very high demand for safe cycle storage.

We also received 206 comments from residents who had answered 'Something else' to this question. We then grouped the comments into themes. The table below shows all the reasons which were given by more than 10 residents. Other reasons with smaller numbers of responses included concerns about air quality; not owning a bicycle; and not wanting cyclists or cycle infrastructure in the borough.

Factor preventing cycling	Proportion of comments
Disability / poor health / age	24%
Weather / hills / geography	15%
Poor highway surfaces / potholes / street cleaning	14%
Lack of / poor cycle infrastructure	10%
Poor driver behaviour / road safety	9%
Luggage / passengers / work vehicle	9%
Law / highway code enforcement	5%
Preference for other mode of transport	5%
No desire to cycle	5%
Journey time / distance	4%

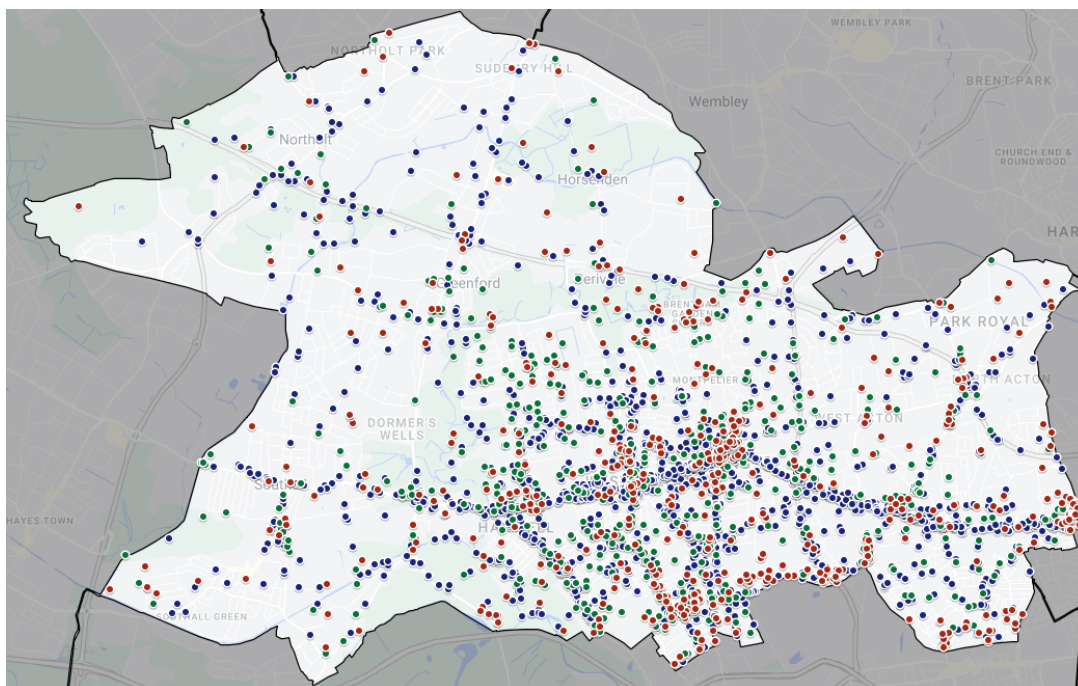
The comments which related to specific issues, e.g. with road surface or enforcement, are now being evaluated by officers to identify the improvements

needed.

3.6.2 “Are there any existing routes / quietways that need improving?”

This question generated 1,805 responses, where residents placed a pin on a map of the borough to show a point where a cycle route needed improvement. Residents could also leave free-form comments, of which we received approximately 1,200.

The pin locations were mapped to understand where the highest density of improvements was being suggested, as shown below:



Residents responded in various ways to the prompt of “needs improving”. Some comments relate to highway maintenance, painting and potholes, whereas others relate to opportunities to connect up two cycling routes, or make a route more strategic. These two strands needed separating and understanding in more detail, as they have different implications.

From this data, officers have gleaned three types of suggestion:

- ‘Quick wins’ e.g. repainting faded lines on a cycle route, which can be achieved in the next 6-9 months. *56 comments have suggested these.*
- ‘Short-term improvements’ e.g. resurfacing, signage improvements, preventing illegal parking, which can be addressed in the next 1-2 years. *814 comments have suggested these.*
- ‘Longer-term improvements’ e.g. creating new routes, implementing segregated routes, which will be achieved subject to funding over the coming decade. *659 comments have suggested these.*

The data also shows specific improvements which were raised by larger numbers of residents, for example:

- 420 comments related to the Uxbridge Road
- 60 comments related to Boston Manor Road
- 51 comments related to the North Circular (A406)
- 47 comments related to canal-side cycle improvements.

There were also 127 comments about poor driver behaviour, and 85 comments about enforcement of parking restrictions and/or the Highway Code.

3.6.3 *“Where would you like to cycle? Use pins to show start and end of a journey.”*

Residents provided 1,220 start and finish points in total. There were different numbers of start and end points, and the consultation platform did not provide automatic pairing of points, so connecting the points into routes has not been feasible. However, residents also provided over 500 comments indicating where they would like to cycle, which has been a valuable data source in developing the initial Cycle Network Plan.

The analysis has provided a list of identifiable actions (for example, delivering a particular cycle route) and lists of possible hot priorities to explore as cycle route schemes.

As in 3.3.2, the data has been broken down into three types of suggestion:

- ‘Quick wins’ of which 5 were suggested, for example removing broken glass from cycle lanes.
- ‘Short term improvements’ of which 182 were suggested, for example tackling rat-running and speeding along particular routes.
- ‘Long-term improvements’ of which 193 were suggested, for example safe cycle routes across railways and bridges where none currently exist.

3.7 **Next Steps**

Publishing the Cycle Network Plan enables the council to use funding strategically to deliver Ealing’s cycle network. It allows us to build a coherent ‘ask’ of TfL, where extra funding may become available. It also makes clear the scale of the challenge in delivering this network, and shows residents that we are aware of the scale of improvements needed to enable larger numbers of cycling journeys.

The findings from the consultation will be published for residents to view, in line with the Travel in Ealing Charter.

We have incorporated the findings from the consultation into the work programme in **Section 3.8**. During the next financial year we will develop a more fully-formed delivery plan, prioritising the routes and exploring potential funding options. This will continue to evolve and to be included in the council’s work programme over the coming years, as the funding context changes.

The council are also liaising with neighbouring boroughs to ensure the routes in the Cycle Network Plan align with other proposed routes. Aligning schemes along key routes, e.g. Boston Road / Boston Manor Road, will be a priority to reduce potential issues at borough boundaries.

Future statutory consultations on specific schemes will take place in accordance with the Travel in Ealing Charter, at the appropriate juncture in the schemes’ development.

3.8 Initial Delivery Programme

Aligning our ambition for cycling with the reality of reduced funding, while maintaining a longer-term perspective on what we want to deliver, is key.

There are two elements to our initial delivery programme:

1. Improving existing routes, in response to the resident consultation, through ‘quick wins’, straightforward route improvements, and the highway maintenance programme.
2. Developing new routes, in order to implement the Cycle Network Plan, through existing funding streams such as S106 contributions, and building a coherent plan for future routes in order to maximise future TfL funding.

1. Responding to the resident consultation.

Residents provided over 1,000 comments about improvements to existing cycle routes. Together with the overall response to improve existing routes prior to developing new ones, there is a clear mandate to make these improvements. They are divided into several categories:

Cycle Route Maintenance

Issue	Comments	Actions
Poor highway surface, potholes, lighting etc	142	We currently manage our highways according to the statutory requirements, investigating and considering remedial works for potholes more than 40mm in depth. However we intend to introduce a new level of investigation and potential remedial action of 20mm. It is anticipated this will provide not only safer streets for pedestrians and cyclists but also quicker and more cost-effective repairs.
Street cleaning	35	All cycle lanes will be explicitly included in the street cleansing schedule for regular cleaning. We will purchase smaller footway mechanical cleaners, which are able to clean segregated cycle lanes.
Hedge/branch trimming	14	As part of our safety inspections regime, our inspectors who are out and about on the public highway will report any hedges and overgrowths to the Parks and Tree departments for action. Although off-track cycle tracks are not included as part of our safety inspections, we will look at commencing routine inspection of these cycle tracks so defects can also be picked up and actioned.

Cycle Route Provision and Availability

Issue	Comments	Actions
Lack of cycle infrastructure	416	The development of the Cycle Network Plan aims to address this. Our ambition

		is to provide safe cycling routes across the borough.
Increase cycle lane physical segregation	284	This is dependent on TfL funding due to high cost, but we are aware of the need and are focusing on delivering existing and planned schemes. Current schemes include sections of the Uxbridge Road, with the ambition to join them up to complete the strategic route; Boston Road, connecting to Boston Manor Road.
Lack of cycle route designation	221	We are working with TfL to designate more residential roads as cycle routes, which in many cases requires only small changes, e.g. better signage or traffic calming measures. We are also planning to increase cycle signage on leisure and green routes.
Improve residential blue routes etc	163	As above, we are working with TfL to designate more residential roads as cycle routes. We are also ensuring the routes connect to each other rather than stopping / starting abruptly. The aim is to create a cohesive network of safe routes along residential roads, shared cycle/footpaths, along canals, etc.
Traffic lights	116	We are aware of junctions in the borough at which cyclists do not feel safe, due to a lack of markings or priority at traffic lights, or layouts which bring cyclists into conflict with motor traffic. One example is the junction of Uxbridge Road with Leopold Road and Wolverton Gardens. We are conducting traffic surveys in this area to understand how traffic is using the junction and what measures could make it safer. We will work with TfL to identify areas for improvement at this junction and other difficult junctions.
Cycle parking	36	We are delivering new cycle parking each year as part of the TfL funded programme. This includes both Sheffield stands and bike hangars. We will be installing 270 Sheffield stands in 23/24, at locations including schools, stations, and high streets / town centres. We are also delivering new cycle parking at Southall station, which is planned to be complete by July 2024. In addition, we are making excellent progress towards our manifesto commitment of 150 bike hangars by 2026; we have more than doubled the number of hangars since

		March 2023, and there are now 98 in the borough.
Cargo bike issue / cycle lane too narrow	21	We are signing up to the Borough Charter for cargo bikes, which helps boroughs understand how to accommodate cargo bikes in cycle scheme planning, and ensure they are catered for in cycle routes, cycling parking etc. Going forward, wherever feasible, routes will be implemented which have sufficient space for cargo bikes to safely use them. The Charter also helps boroughs make it easier for residents to switch to cargo bikes, which Ealing is already doing through our cargo bike hire scheme. We are exploring more potential schemes to support residents as well as businesses to use cargo bikes.

Road User Behaviour

Issue	Comments	Actions
Parking in cycle lanes	167	We are working with the enforcement team to tackle this issue. We also want to improve the reporting function on our website to make it easier for residents to report as an issue, to enable quicker and more consistent enforcement. We also want to tighten restrictions, i.e. making more cycle lanes mandatory, to reduce the parking issue along routes including Uxbridge Road. We will confirm next steps once the process for tightening restrictions is fully understood.
Poor driver behaviour	127	Driver behaviour is complex, and depends on factors including road layouts, risk perceptions, and individual circumstances. However, there is more we can do to limit the ability of poor driver behaviour to impinge on cyclists' safety and enjoyment of the roads, e.g. increasing segregation from traffic, improving residential routes, and expanding the network of off-road routes. The delivery of the Cycle Network Plan aims to achieve all of these.
Law / highway code enforcement	85	We are aware that some inconsiderate drivers continue to exceed the 20mph limit which we rolled out to all borough roads in 2022. Enforcement is the responsibility of the Metropolitan Police and the council has no powers in this matter, but Ealing is continuing to lobby

		for powers to enforce 20mph zones ourselves.
Poor cyclist behaviour	8	Unsafe cycle infrastructure, which forces cyclists to ride among motor traffic, can lead to risky behaviour. By providing more cycling routes, we aim to reduce conflicts between cyclists and motor traffic (whatever the cause) and ensure that active travel becomes a safe and natural choice.

Traffic Measures

Issue	Comments	Actions
Reduce 'rat running'	24	Where 'rat running' is identified as a problem, we first take steps to understand the specifics of the problem, as it's different in each local area. We then evaluate potential measures to alleviate the problem, including one-way roads and closures to motor vehicles. This is done through engagement with residents and key stakeholders to ensure the schemes fit the needs of each area. Tackling rat-running is part of a wider shift towards prioritising active and sustainable travel, so we are also exploring bolder ways to reallocate space from cars and make streets safer and more welcoming places to be. We will be bringing forward pilot schemes to tackle rat running in 2024, in line with 'Free-range Urban Neighbourhood' (FUN) principles, co-designing with residents to find a solution that works.
Bus stop concerns	20	We are working with TfL, who are responsible for bus stop locations, to ensure they are suitable and meet the needs of all road users.
Remove parking	20	Removal of car parking is often vital for delivery of cycle routes. However, we recognise that it is also often contentious, and that some residents feel strongly about it. Approximately half of Ealing's kerbside is currently used for car parking, and we are in the early stages of developing fairer ways of sharing our streets more equally with all road users, including walkers and cyclists.
Traffic calming measures	18	We have changed our approach to monitoring speeds and traffic volumes, conducting surveys at consistent times of

		year rather than ad-hoc, to ensure a better dataset is gathered, and using this to prioritise projects for traffic calming where they are needed most, in consultation with residents.
Remove cycle infrastructure	15	We will not be removing cycle infrastructure, as this would conflict with our commitment to supporting active travel and making it easier for residents to cycle for everyday journeys.
Re-introduce LTNs	10	We will not be re-introducing LTNs, which were a specific scheme funded by the government in 2020-2021. We have listened to resident feedback and removed all but two of Ealing's LTNs. However, we know that residents in many areas want to see restrictions on traffic, speeding, rat running or other problems. As part of the new Transport Strategy, we will begin to explore other options with residents for how to tackle these problems, listening to communities and working together to try different solutions.
Speed bump concerns	9	We are introducing sinusoidal ('cyclist-friendly') speed humps across the borough. Many roads are already complete and we are continuing the rollout.
Personal safety	9	We are currently rolling out enhanced LED lighting across the borough, prioritising areas which have been reported as having poor lighting, to help residents feel safer along cycle routes. Concerns about personal safety while cycling predominantly relate to lack of safe infrastructure, which will be addressed through delivering the Cycle Network Plan.
School traffic	4	We have introduced 24 school streets in the borough, with a target to achieve 50 school streets by 2026. We also continue to engage with schools as part of School Travel programme.

2. Delivering the Cycle Network Plan

Residents provided hundreds of suggestions for route and connection improvements. Some of these are already part of specific existing or planned cycling schemes; some are already on the Cycle Network Plan map; and a small number will not be feasible to deliver. We have collated and analysed the suggestions into a list of 94 frequently mentioned routes or issues, and added comments on their viability. This list is included

as Appendix 3.

Funding is the main challenge for delivery, and there is greater clarity on available funding for the next 1-3 years than for the next decade. Therefore, we can plan schemes with greater accuracy up to 2025. A sample of schemes and their funding sources up to 2025 are shown below:

Scheme – cycle route	Estimated cost	Funding source
Greenford Road (Rockware Avenue to Whitton Avenue)	£50k	S106 contributions
Kensington Road (Ruislip Road to Ealing Road)	£1.1m	Levelling Up Fund
Small Acton connectivity schemes: Mill Hill Terrace, Newton Avenue, Mill Hill Grove / Edgecote Close	£18k	S106 contributions
Small Acton connectivity scheme: Oaklands access	£10k	S106 contributions
Gunnersbury Crescent contraflow cycle lane	£7k	S106 contributions

Scheme – junction improvements	Estimated cost	Funding source
Uxbridge Road corridor – Iron Bridge	£470k for initial phase (design, engagement and part construction)	LIP funding
Ealing-Greenford Broadway cycleway – east end of Gordon Road	£40k	LIP funding
York Rd and Rosebank Way at A40 – cycle safety for A40	£40k	S106 contributions
Boston Manor Station crossing improvements for 2-way cycling	£50k	TfL Boston Road funding

Section 106 contributions from developments across the borough will play a key role in funding the Cycle Network Plan. We have approximately £1.2m of S106 outstanding funds currently available to commit over the next 5 years for cycling and walking improvements. There is also £10m of S106 contributions for road safety improvements, parts of which are eligible to be used for cycling improvements.

These schemes, along with S106 funding, other developer funding opportunities, and the LIP programme each year, will help to deliver parts of the network.

In addition, the strategic routes are aligned with the spatial plans contained within the draft Regulation 19 Local Plan, ensuring that planned priority and secondary active travel routes for each town are aligned with feasible schemes. While the funding context means the schemes are usually piecemeal by necessity, having the agreed Cycle Network Plan in place will enable us to connect schemes as they are implemented, maintaining awareness of the bigger picture and ambition for the network across Ealing, rather than creating disconnected routes.

The overall network of strategic routes will be developed over the longer term, in conjunction with other projects across Ealing, particularly the development of the

spatial plans for each of the seven towns. Funding for this period is still uncertain. We will continue to develop schemes and build a cohesive 'ask' of TfL for future LIP funding each year, and to identify other funding sources where possible.

3.9 Wider strategy

As the council's existing Transport Strategy (2019) focused on the initial 2019-22 period, we have commenced a wide-ranging strategic review to develop a new Transport and Active Travel strategy.

The development of a new Transport and Active Travel strategy will provide a new bold, ambitious framework which will build on the positive achievements made to date and help us work collaboratively to better address our key challenges. The strategy will not be developed in isolation and will be co-designed and developed on a place-based and 'whole system' basis to facilitate impact, and not simply to sit on a shelf. It will set out clearly our ambitions for Transport and Active Travel and how we will work together to achieve these ambitions.

Furthermore, the new strategy will also provide a clear, strategic, and sustainable approach to inform effective future investment into infrastructure and services that support, facilitate, and enable Transport and Active Travel in Ealing.

4. Financial Implications

- 4.1 The proposed routes in the Cycle Network Plan, as well as the proposed improvements and interventions to existing routes, are dependent on funding to the Highways and Transport teams from TfL and other sources e.g. S106.
- 4.2 TfL funding was c.£2m per annum, prior to the pandemic, but post-pandemic this has been substantially reduced. In 2023/24 the funding for various cycle improvements including cycle training funded through TfL is c.£0.87m.
- 4.3 Cycle infrastructure costs are significant e.g. delivering 1km of segregated track costs c.£1m. Given the funding constraints, prioritising the schemes which deliver the best value for money is essential. The council will work closely with TfL to ensure the Cycle Network Plan schemes are funded by TfL and other funding sources such as S106.

5. Legal

- 5.1 The council has a number of different powers under which it can introduce traffic and highways schemes, including in particular the Road Traffic Regulation Act 1984, and each has its own statutory consultation process.
- 5.2 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 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. Value for Money

- 6.1 The Cycle Network Plan will support more residents to cycle as part of their everyday journeys, by ensuring that there are safe routes across the borough. Cycle routes vary in cost depending on the level of segregation from road traffic required, the design scope, accompanying works and many other factors. The council will ensure all schemes delivered will achieve value for money through rigorous cost-benefit analyses.

7. Sustainability Impact Appraisal

- 7.1 Sustainability Impact Appraisals would be conducted for each cycle route scheme as required, at the appropriate juncture.

8. Risk Management

- 8.1 The Cycle Network Plan lays out Ealing's ambition for a network of cycle routes. However, this network is reliant on funding, primarily from TfL to enable this to happen. As such the most significant risk is that funding over the coming years is insufficient for the continued development of the borough-wide Cycle Network Plan and implementation of the associated workstreams.
- 8.2 This is mitigated by the various shorter-term, 'quick win' interventions which would further develop the route network in the borough without requiring the most expensive types of infrastructure.
- 8.3 As the Cycle Network Plan develops further into specific schemes, the council will undertake risk management in accordance with good practice, to ensure risks are accounted for and mitigated wherever possible.

9. Community Safety

- 9.1 Cycle schemes in Ealing are delivered in line with the London Cycle Design Standards (LCDS) and other relevant best practice guidance. This ensures that safety and accessibility aspects are fully considered as part of any cycle schemes, both in design aspects (e.g. lighting, road surface) and ensuring the safety of all road users.

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: As part of all transport schemes the council will ensure that transport emissions, road safety, and personal security issues are fully considered. Cycling is the most energy-efficient of all forms of transport.*
- 10.3 *Fighting inequality: Transport links throughout the Borough will be further improved, particularly sustainable modes and orbital journeys. This will further enable local people to access education, health, and other services more easily.*

11. Equalities and Community Cohesion

11.1 The public sector equality duty applies to the making of traffic schemes and the needs of those with protected characteristics are an integral part of the design and assessment process. Schemes for specific cycle routes, which will be consulted on, will require an EAA and these will be published at the appropriate time in the development of the scheme.

12. Staffing/Workforce and Accommodation implications

12.1 Schemes indicated in the Cycle Network Plan will be delivered by the Transport and Highways teams. There is existing capacity and expertise within the teams, but the delivery of such an ambitious route network will require extensive resourcing over the coming years.

13. Property and Assets

13.1 n/a.

14. Any other implications

14.1 None.

15. Consultation

15.1 Past consultation is detailed in Section 2, and in Appendix 1 - Cycle Network initial consultation results.

15.2 Future consultations on specific schemes will take place in accordance with the Travel in Ealing Charter, at the appropriate juncture in the schemes' development.

16. Timescale for Implementation

16.1 The initial Cycle Network Plan outlines Ealing's ambition for cycle routes over the next decade, so the timescale for implementing the routes is 2023-2033. The council will also be implementing specific improvements and smaller schemes throughout that period.

17. Appendices

1. Cycle Network initial consultation results, 4 August 2023
2. Indicative Cycle Network Plan, 17 August 2023
3. Detailed data from Cycle Network consultation, 5 October 2023

18. Additional Background Information

None

19. 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			
Cllr Josh Blacker	Cabinet Member for Healthy Lives			
Nicky Fiedler	Strategic Director of Housing and Environment	26/10/2023		
Emily Hill	Strategic Director of Resources			
Earl McKenzie	Assistant Director Streets and Direct Services	26/10/2023		
Jessica Tamayao	Assistant Director of Strategic Property and Investment	09/11/2023		
Alice Rowland	Head of Legal (Commercial)	09/11/2023		
Twahid Islam	Senior Regeneration Lawyer	09/11/2023		
Russell Dyer	Assistant Director, Accountancy			
Yalini Gunarajah	Finance Manager, Place			
Abdi Moallin	Finance Business Advisor, Place	09/11/2023		

Report History

Decision type: Key decision	Urgency item? No
Report no.:	Report author and contact for queries:
20230809 [INITIAL DRAFT]	Emily Shovlar, Principal Transport Planner
20230824 [REVISED DRAFT]	Emily Shovlar, Principal Transport Planner Eugene Minogue, Service Improvement Lead for Highways, Transport and Parking
20230831 [UPDATED DRAFT]	Eugene Minogue, Service Improvement Lead for Highways, Transport and Parking
20230901 [REPORT DEFERRED]	Eugene Minogue, Service Improvement Lead for Highways, Transport and Parking
20231026 [REVISED DRAFT]	Emily Shovlar, Principal Transport Planner Tony Singh, Chief Highways Engineer

20231109

[UPDATED DRAFT
FOR INITIAL
CIRCULATION]

Eugene Minogue, Service Improvement Lead for
Highways, Transport and Parking

Appendix 1 – Cycle Network initial consultation results, 4 August 2023

Appendix 2 – Indicative Cycle Network Plan, 17 August 2023

Appendix 3 - Detailed data from Cycle Network consultation, 5 October 2023