

# 1. What's changing and why?

## WHAT'S HAPPENING AT EALING BROADWAY?

There are a number of reasons why the Ealing Broadway Interchange requires an uplift. These relate to:

- a likely increase in passenger numbers due to Crossrail
- the movement of, and interaction between pedestrians, cyclists, buses and other vehicles
- a desire to reduce the amount of buses terminating at Ealing Broadway
- the overall look and feel of both the station forecourt and Haven Green
- how the transport interchange integrates with Ealing town centre and surrounding areas

These issues are described in the plan and photographs below.

In 2010, Ealing Council commissioned a comprehensive review and appraisal of potential options for improving the interchange experience at Ealing Broadway.

The report concluded that options for a bus station above the railway station were not realistic or justifiable given the cost and associated issues.

Steer Davies Gleave has been commissioned by Ealing Council, TfL and Crossrail to develop the

preferred option in the light of the emerging plans for Crossrail and discussions over possible development of adjacent sites.

The indicative proposals aim to improve the useability and function of Ealing Broadway transport interchange and Haven Green. The council has secured funding to prepare and design interchange improvements in the area and if approved will be delivered in a phased approach.

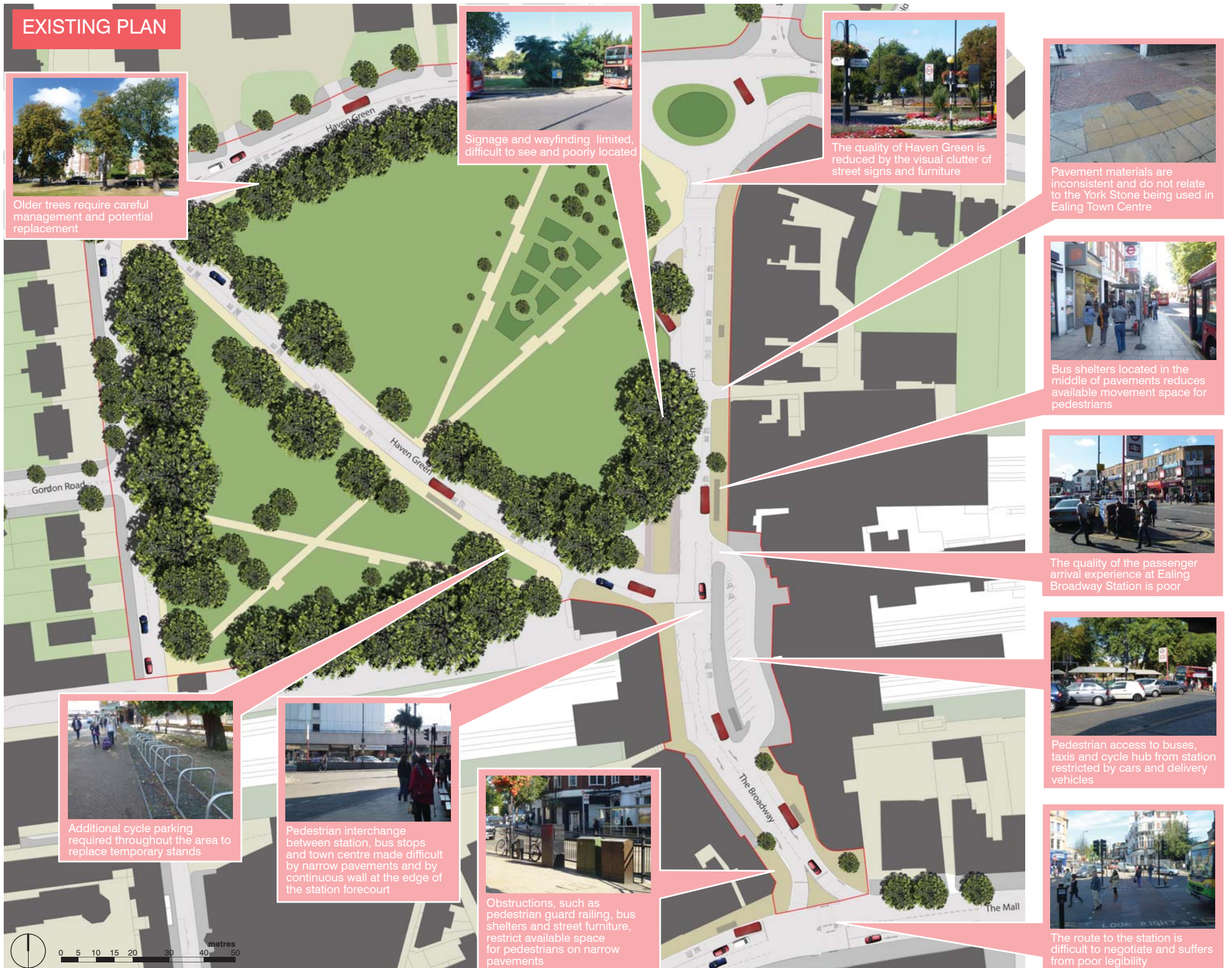
## TIME FRAME

The proposals will be subject to a series of public consultation events in October. The masterplan will be finalised following feedback from the public consultation and also receipt of final designs for the new station entrance from Network Rail.

Subject to approval, enabling works to the forecourt are programmed to begin in the spring of 2013, with the majority of the enhancements to Haven Green and The Broadway taking place between 2013 – 2016. The works to complete the station forecourt improvements will take place following the completion of the new station entrance.



## EXISTING PLAN



Older trees require careful management and potential replacement

Signage and wayfinding limited, difficult to see and poorly located

The quality of Haven Green is reduced by the visual clutter of street signs and furniture

Pavement materials are inconsistent and do not relate to the York Stone being used in Ealing Town Centre

Bus shelters located in the middle of pavements reduces available movement space for pedestrians

The quality of the passenger arrival experience at Ealing Broadway Station is poor

Pedestrian access to buses, taxis and cycle hub from station restricted by cars and delivery vehicles

The route to the station is difficult to negotiate and suffers from poor legibility

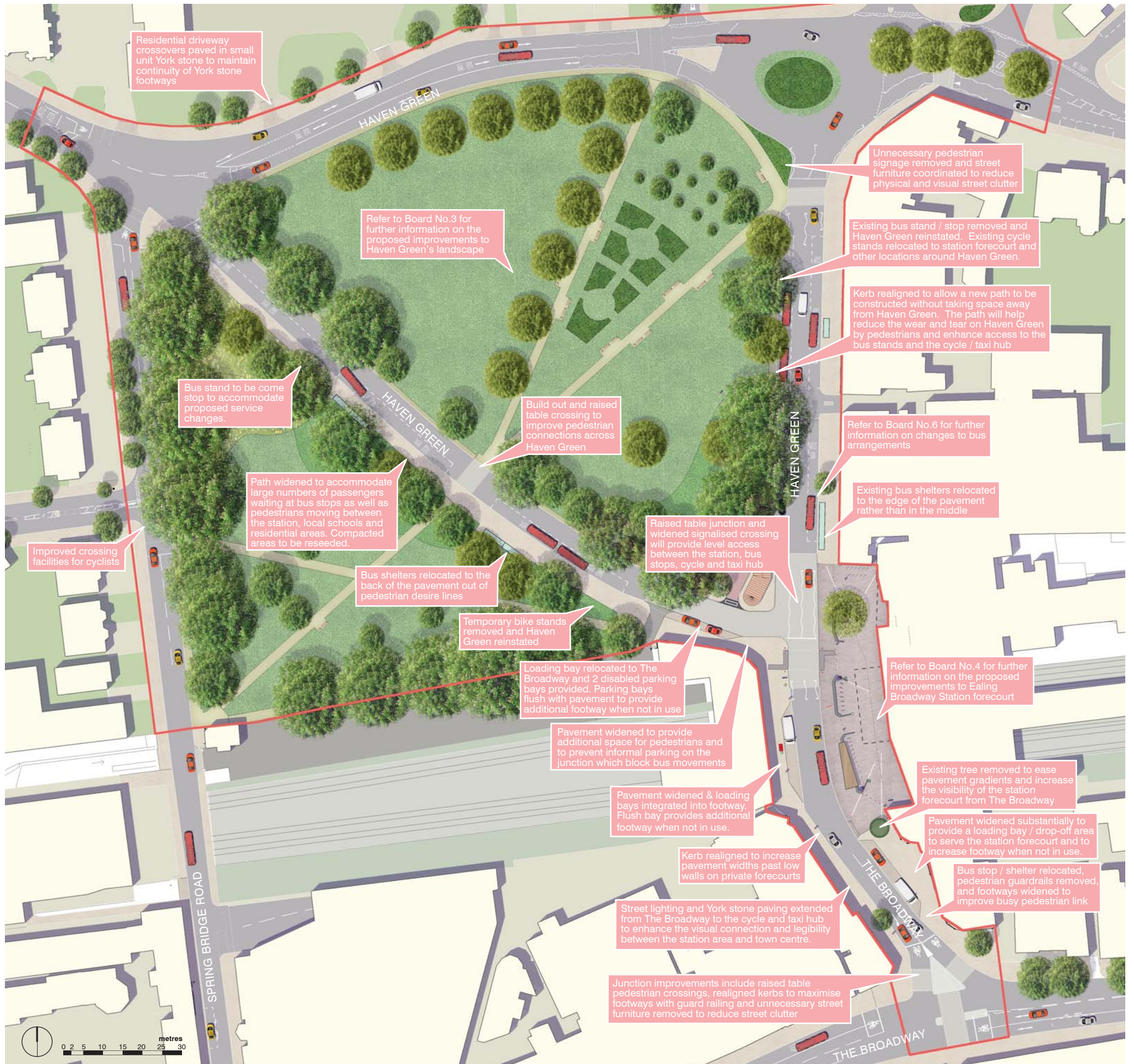
Additional cycle parking required throughout the area to replace temporary stands

Pedestrian interchange between station, bus stops and town centre made difficult by narrow pavements and by continuous wall at the edge of the station forecourt

Obstructions, such as pedestrian guard railing, bus shelters and street furniture, restrict available space for pedestrians on narrow pavements



# 2. The Proposal



## ENHANCING THE GATEWAY TO EALING

The aim of the scheme is to enhance, rather than radically alter, the already unique and special character of Ealing Broadway and Haven Green, especially as the area forms part of two Conservation Areas.

### Highways

No substantial changes are proposed to the highway network around Haven Green and The Broadway. Realignment of kerb lines along The Broadway (near the station) and the eastern side of Haven Green will increase the available pavement space for pedestrians. Vehicle crossovers will be raised to maintain a level surface for pedestrians, and the use of York stone paving throughout Haven Green will be consistent with the town centre. At key crossing points and junctions, the carriage way will be raised to create step-free crossings.

### Parking and loading

All parking on the station forecourt will be removed to maximise the space for improvements, with the two disabled parking bays relocated onto Haven Green (within 50 meters of the station entrance). A new loading bay and drop-off to serve the station area will be provided adjacent to the Town House. All the parking and loading bays will be integrated into the pavement where they will be paved with York stone setts to match the pavement.

### Cycling

There is clearly a demand for more cycle parking than currently supplied. To accommodate this demand cycle parking will also be provided on the station forecourt. The introduction of a contra-flow cycle link on The Broadway (past the station) has not been possible due to spatial and safety constraints.

### Trees and general planting

Trees greatly contribute to the character of the townscape and Haven Green area. Tree planting will be focused on enhancing Haven Green itself, and with a single semi mature tree on the station forecourt.

### Seating

Whilst there are seats provided on Haven Green itself there is a lack of provision within the station forecourt area. In order to create a more welcoming environment for people waiting in the station area the indicative proposals for the forecourt include the introduction of new walls as informal seating. Due to the heavy pedestrian flows in this area care will be taken not to obstruct the key pedestrian desire lines and not to clutter the space with individual seats. Once the Crossrail designs have been finalised it may be possible to introduce additional seating on the station forecourt.

### Lighting

New street lighting along The Broadway will reinforce the link between the station and the town centre. Feature lighting on the station forecourt will highlight this as a key destination within the town centre and use of LED luminaires will reduce long term costs and enhance the quality of light and sense of security around the area.

### Public Art

Public art will be integrated into key features within the station forecourt area, such as feature lighting, treatment of blank building facades or the detailing of the stone seat wall.

### Signage and Way finding

The introduction of a signage and wayfinding system to the station forecourt and surrounding area will help integrate Ealing Broadway interchange into the town centre. Information boards, maps and

finger posts will be located at key decision points and where they do not obstruct pedestrian movement.

### Street Clutter

The proposals aim to simplify and coordinate street furniture throughout the area. Redundant street furniture and unnecessary pedestrian guard railing will be removed; highway signage rationalised, and retained furniture relocated to reduce obstructions on pedestrian desire lines.



# 3. Haven Green

## LANDSCAPE ENHANCEMENTS



A key element of the proposals include improvement of Haven Green itself, as the movement of people interchanging between cycles, buses, taxis and trains has degraded the grass and planted areas. To raise the overall quality of Haven Green for an increasing number of users, the proposed works for implementation between now and the opening of the new Crossrail service are listed opposite in order of priority.

1. Reinstatement of areas affected by pedestrians straying off pavements (including temporary protective fencing)
2. Bulb planting around the edge of Haven Green
3. Planting of semi mature trees along northern boundary to replace existing dying trees
4. Improvements to all grassed areas
5. Replacement of avenue of trees across Haven Green
6. Completion of tree avenue along diagonal road across Haven Green
7. Replanting of horse trough with perennials
8. Creation of seasonal meadow to north of Haven Green
9. Enhancement of existing bedding

These will be implemented over the next five to ten years.



**KEY**

-  Existing trees to be retained
-  Diseased trees to be removed over time
-  New trees
-  Tree protection fence



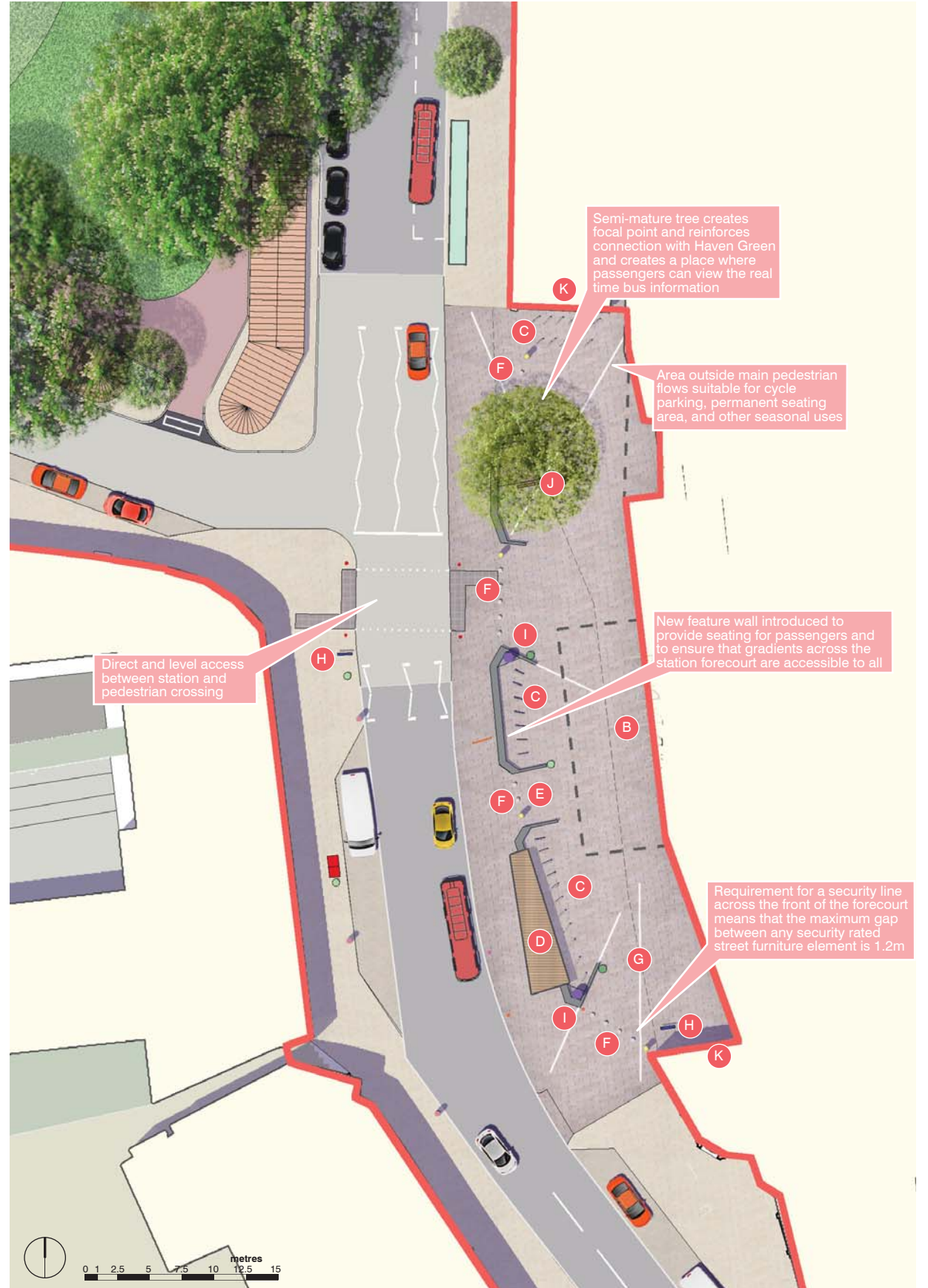
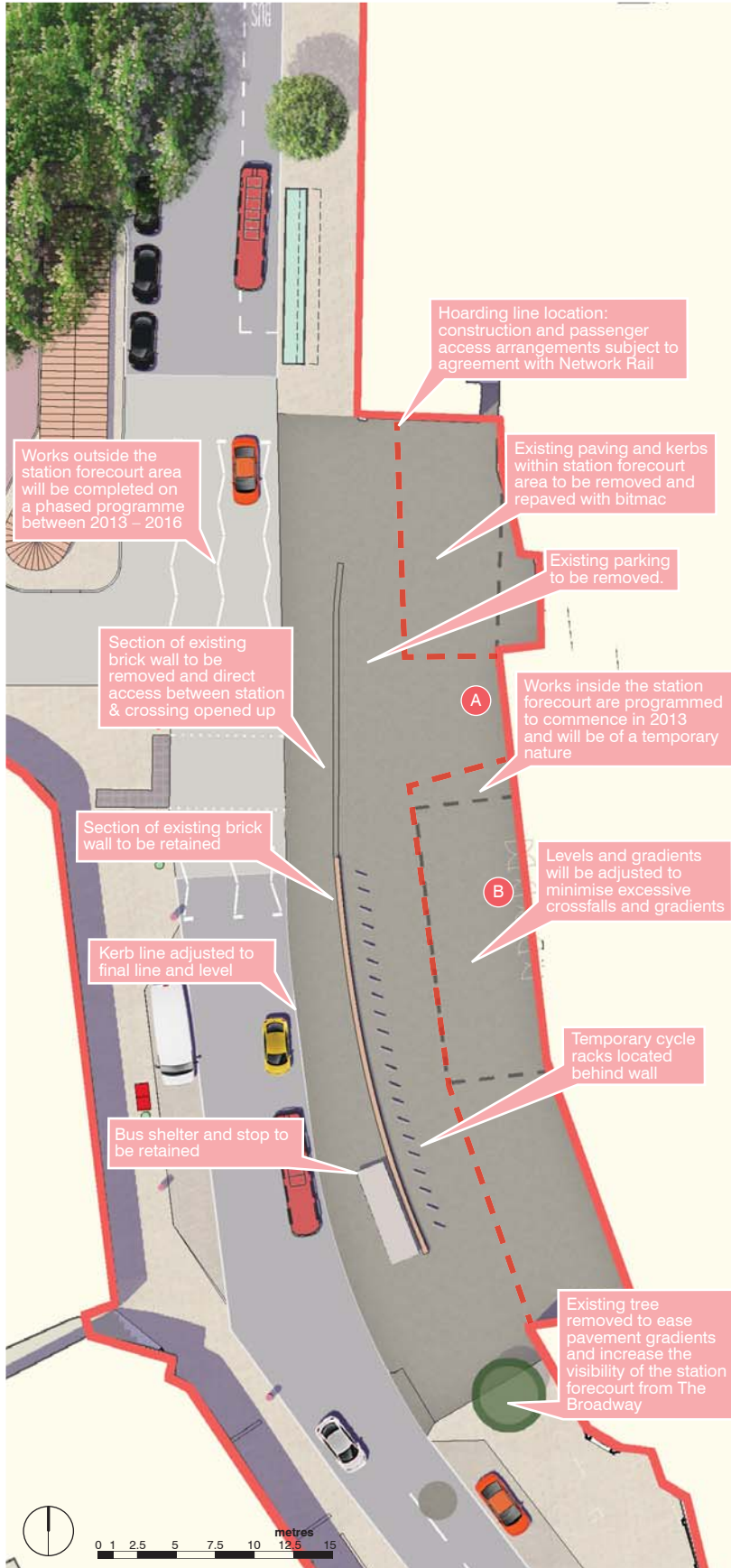
# 4. Station Forecourt

## INTERIM DESIGN 2013-2016

As the station forecourt area will be used as a works access and construction area during the development of the new station, only intermediate works will be carried out in 2013. These will balance the needs of a flexible working area for construction activities and passenger access needs.

## INDICATIVE FINAL DESIGN

The design below shows how the forecourt might look when Crossrail arrives. More detailed designs will be developed later in the year as the station design is finalised.



KEY	
A	Existing station entry
B	Future station entry
C	Cycle parking
D	Bespoke bus shelter
E	Ramp (1:12)
F	Anti-raid bollards
G	In-ground light strips
H	Wayfinding signage
I	TfL/Station signage
J	Realtime travel information board
K	Neighbouring building walls - artwork opportunity
— Canopy line	

### EXISTING STATION FORECOURT



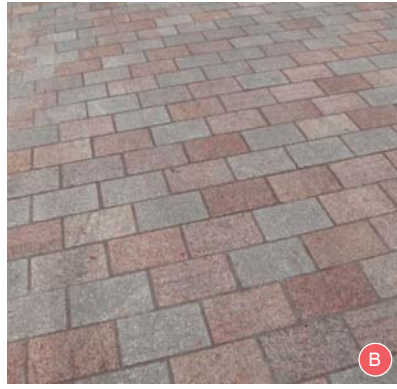
### AFTER FORECOURT IMPROVEMENTS





# 5. Material & street furniture palettes

## PAVING

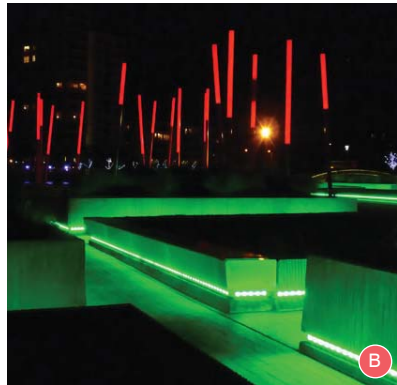


**A**  
York stone paving to match with existing material being used across Ealing town centre where smaller units are used on vehicle crossovers with larger units elsewhere

**B**  
Sawn granite sets to allow for access of emergency and essential service vehicles on station forecourt. Size, texture and colour to be coordinated with proposals for station

**C**  
Resin bound gravel will be reinstated on the paths across Haven Green

## SEAT WALL

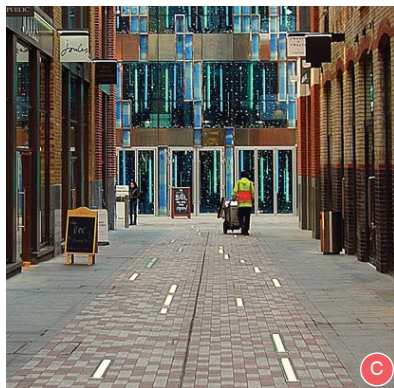
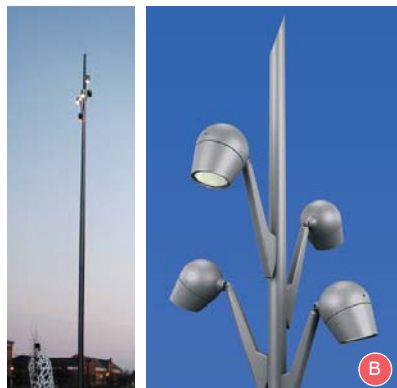


**A**  
Granite seat wall will help reduce crossfalls across the station forecourt and act as a security barrier. Material to be coordinated with surrounding paving and station

**B**  
Lighting will be integrated into the wall with colour and effects coordinated with the lighting proposals for the new station canopy

**C**  
Inscriptions or handprints could be cut into the stone to highlight the Rolling Stones connection to Ealing or that of Ealing Studios and the film Industry

## LIGHTING



**A**  
Existing street light style used along The Broadway and Bond Street extended up to station forecourt

**B**  
New style of feature light introduced onto station forecourt with lighting and CCTV integrated into a single column – design options shown and subject to coordination with design proposals for the station facade

**C**  
Pavement lights used to emphasise station entrance and connection to adjacent areas

## SIGNAGE AND WAYFINDING

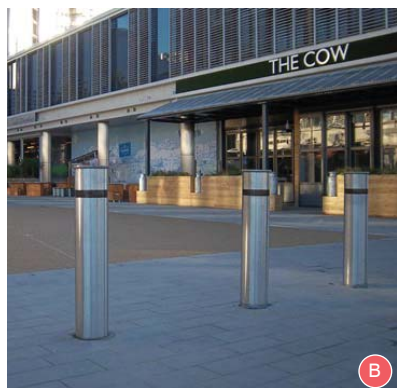
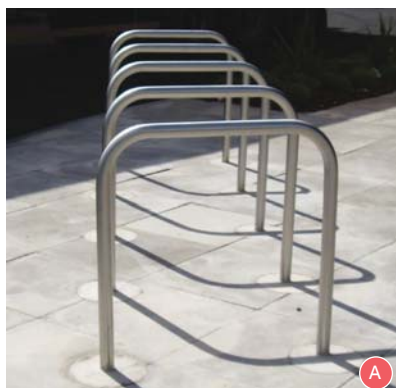


**A**  
Legible London information will be located in the station forecourt and adjacent areas

**B**  
TfL / National Rail will be integrated into the forecourt design

**C**  
A real time travel information board is being investigated and will potentially be located in the station forecourt for bus passengers

## GENERAL STREET FURNITURE

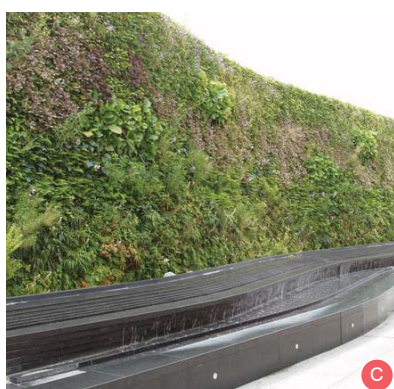
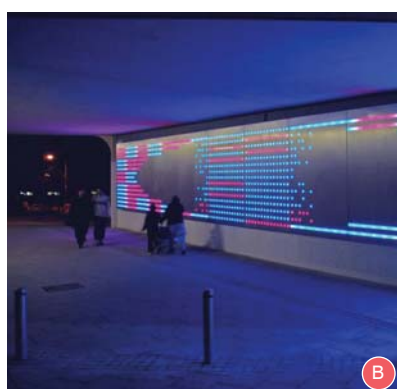
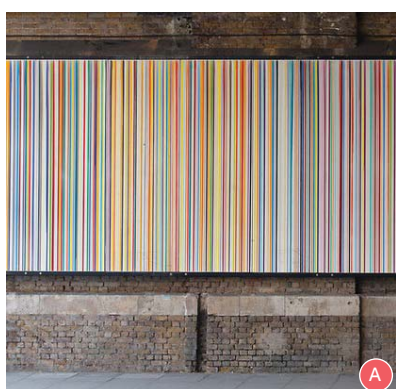


**A**  
Stainless steel Sheffield bike stands

**B**  
Rising hydraulic security bollards to allow emergency access to station forecourt. Non-rising to match

**C**  
Stone seating to match seat wall, could act as part of the station security barrier

## ARTWORK



**A, B & C**  
Opportunities exist to enhance the quality of station forecourt area through the introduction of artwork on the two end walls currently used as advertising space

Possible treatments include artwork, interactive light wall, video wall, ghost signs and green walls



# 6. Changes to bus arrangements

## WHAT'S CHANGING

On average Ealing residents make around 3.8 bus trips each per week, (compared to 3.3 for residents of outer London as a whole) and over 60% of public transport trips starting in the Borough are made by bus.

Bus network coverage is such that approximately 91% of Ealing residents are within a five minute walk of a bus service and 99% are within seven minutes (both at average walking speed).

It is clear that buses form a vital part of the interchange at Ealing Broadway and Ealing Council have been working closely with TfL and London Buses to develop service improvements that will meet the additional demand expected when Crossrail services are introduced.

Passengers will benefit from a range of proposals at Ealing Broadway, including:

- New and better located bus shelters
- More bus services grouped by common destination
- Improved wayfinding which will direct passengers to their next bus

As shown in the accompanying plan, to enable improvements to the wider interchange it is proposed to remove stops B and G before redistributing services as indicated in the table opposite.

A range of options to extend, combine and reroute bus services have been explored and London Buses will undertake consultation on the specific bus service changes when LB Ealing decide to progress the traffic scheme.

London Buses will soon be consulting on extending route E10

to Chiswick Business Park. If this happens it will serve stop F towards Chiswick and stop D towards Northolt.

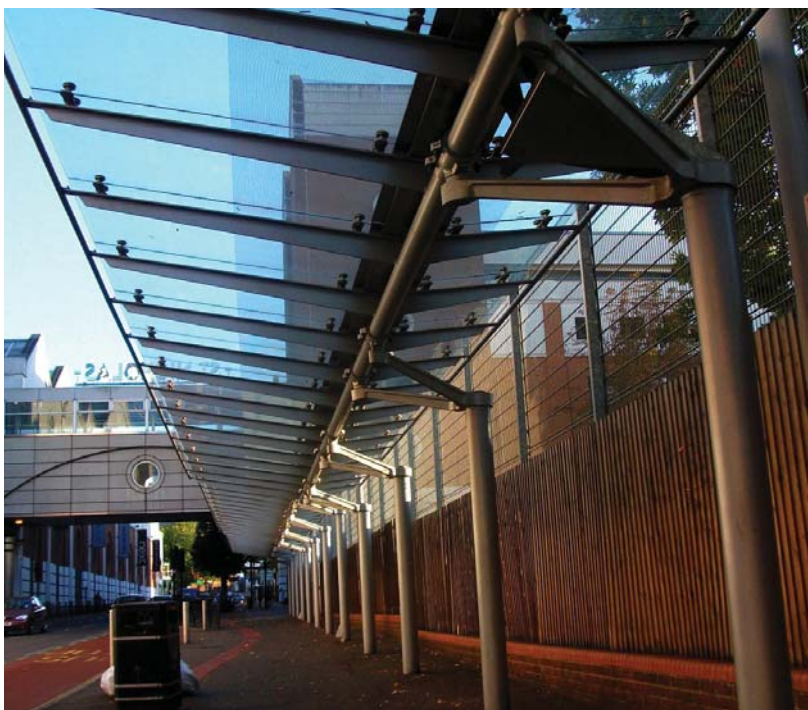
London Buses have also been asked to consider diverting route 112 so that it no longer serves Haven Green but runs further west along the Broadway to terminate at High Street/Bond Street. Your initial views on this proposal are welcome in advance of London Buses' consultation.

PROPOSED STOP AND STAND ARRANGEMENTS			
Route	Last Stop	Stand	First Stop
Terminating Routes			
65	C	C	C
112	X1/A	Z1/Z2	F
226	X1/A	Z3/Z4	Z3/Z4
297	X1/A	Z3/Z4	Z3/Z4
E1	D	D	D
E2 (to Brentford)	n/a	n/a	F
E2 (to Greenford)	n/a	n/a	E
E7	X1/A	X2	F
E8	X1/A	Z1/Z2	F
E9	X1/A	X2	E
E10	D	D	D

## BUS SHELTER IMPROVEMENTS

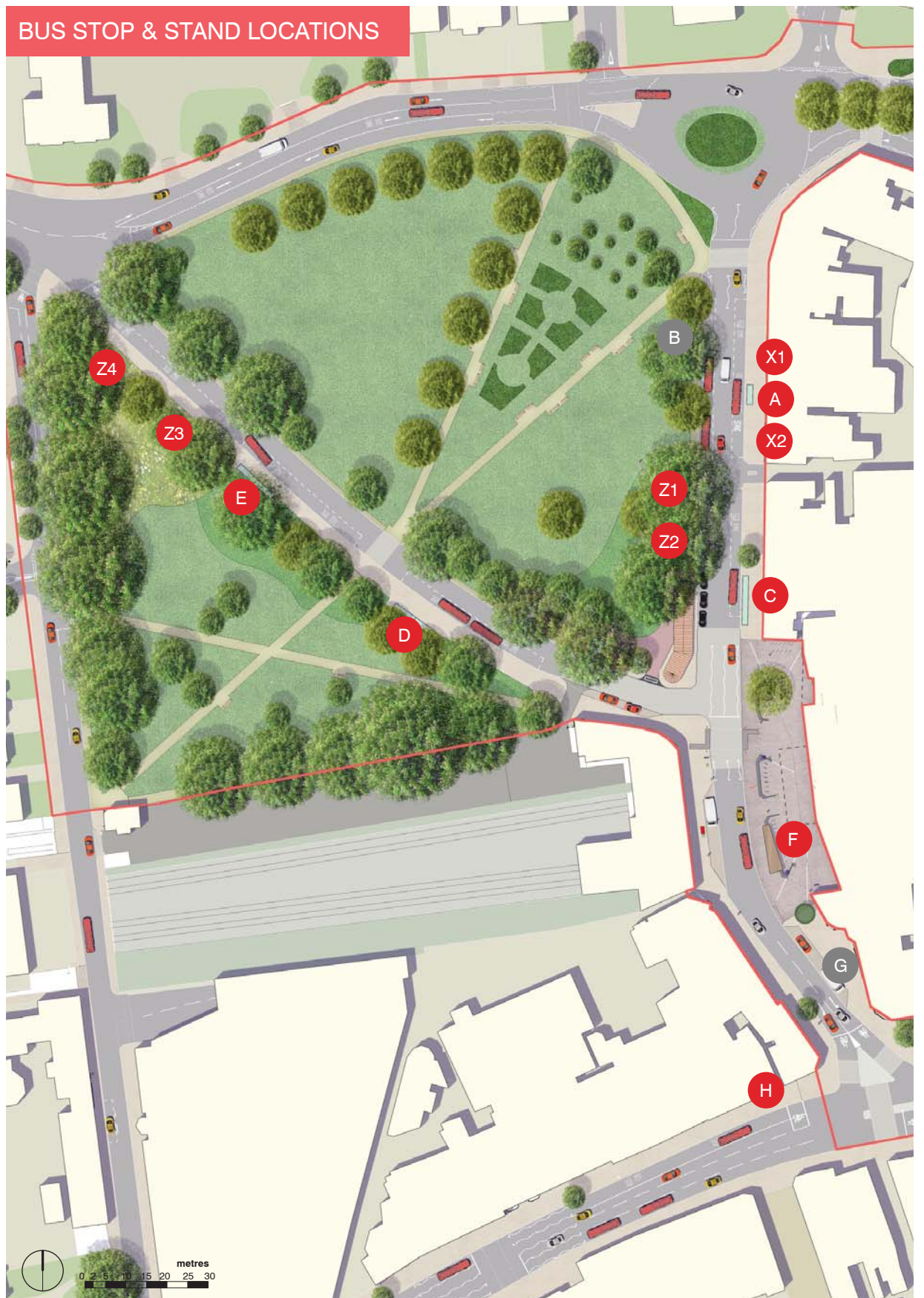


Standard shelters



Bespoke shelter for station forecourt under investigation

## BUS STOP & STAND LOCATIONS



**KEY**

- Existing bus stop/stand, to be retained
- Existing bus stop, proposed for removal