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 usability 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

- Obstructions, such as pedestrian guard railing, bus shelters and street furniture, restrict available space for pedestrians on narrow pavements
- 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
- Pedestrian access to buses, taxi and cycle hub from station restricted by cars and delivery vehicles
- Bus shelters located in the middle of pavements reduces available movement space for pedestrians
- 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
- Older trees require careful management and potential replacement
- Signage and wayfinding limited, difficult to see and poorly located
- The quality of passenger arrival experience at Ealing Broadway Station is poor
- Pavement materials are inconsistent and do not relate to the York Stone being used in Ealing Town Centre

The indicative proposals aim to improve the usability 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.
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. All key crossing points and junctions, the carriageway 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. Mixed use bays suitable for loading and drop-off to serve the station area will be provided adjacent to the town House, opposite the station and on the Haven Green diagonal. All the bays will be integrated into the pavement where they will be paved with York stone sets 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 contraflow 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 townscapе 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 seats 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.

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.
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.

WORKS OUTSIDE THE STATION FORECOURT AREA WILL BE COMPLETED ON A PHASED PROGRAMME BETWEEN 2013 – 2016

WORKS INSIDE THE STATION FORECOURT AREA TO BE REMOVED AND REPLACED WITH BITMAC

LEVELS AND GRADIENTS WILL BE ADJUSTED TO MINIMISE EXCESSIVE CROSSFALLS AND GRADIENTS

EXISTING TREE REMOVED TO EASE PAVEMENT GRADIENTS AND INCREASE THE VISIBILITY OF THE STATION FORECOURT FROM THE BROADWAY

EXISTING PAVING AND KERB WITHIN STATION FORECOURT AREA TO BE REMOVED AND REPLACED WITH BITMAC

EXISTING PARKING TO BE REMOVED

EXISTING TREE TO BE REMOVED TO EASE PAVEMENT GRADIENTS AND INCREASE THE VISIBILITY OF THE STATION FORECOURT FROM THE BROADWAY

LEVELS AND GRADIENTS WILL BE ADJUSTED TO MINIMISE EXCESSIVE CROSSFALLS AND GRADIENTS

NEW FEATURE WALL INTRODUCED TO PROVIDE SEATING FOR PASSENGERS AND TO ENSURE THAT GRADIENTS ACROSS THE STATION FORECOURT ARE ACCESSIBLE TO ALL

REQUIREMENT FOR A SECURITY LINE ACROSS THE FRONT OF THE FORECOURT MEANS THAT THE MAXIMUM GAP BETWEEN ANY SECURITY RATED STREET FURNITURE ELEMENT IS 1.2M

EXISTING BRICK WALL TO BE REMOVED AND DIRECT ACCESS BETWEEN STATION & CROSSING OPENED UP

SECTION OF EXISTING BRICK WALL TO BE REMOVED AND DIRECT ACCESS BETWEEN STATION & CROSSING OPENED UP

KERB LINE ADJUSTED TO FINAL LINE AND LEVEL

TEMPORARY CYCLE RACKS LOCATED BEHIND WALL

EXISTING PARKING TO BE REMOVED

EXISTING PAVING AND KERB WITHIN STATION FORECOURT AREA TO BE REMOVED AND REPLACED WITH BITMAC

EXISTING BRICK WALL TO BE REMOVED

EXISTING TREE TO BE REMOVED TO EASE PAVEMENT GRADIENTS AND INCREASE THE VISIBILITY OF THE STATION FORECOURT FROM THE BROADWAY

LEVELS AND GRADIENTS WILL BE ADJUSTED TO MINIMISE EXCESSIVE CROSSFALLS AND GRADIENTS

NEW FEATURE WALL INTRODUCED TO PROVIDE SEATING FOR PASSENGERS AND TO ENSURE THAT GRADIENTS ACROSS THE STATION FORECOURT ARE ACCESSIBLE TO ALL

REQUIREMENT FOR A SECURITY LINE ACROSS THE FRONT OF THE FORECOURT MEANS THAT THE MAXIMUM GAP BETWEEN ANY SECURITY RATED STREET FURNITURE ELEMENT IS 1.2M

Ealing Broadway Interchange
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 setts 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.

Ealing Broadway Interchange
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 LE 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 terminates at High Street/Bond Street. Your initial views on this proposal are welcome in advance of London Buses’ consultation.

**PROPOSED STOP AND STAND ARRANGEMENTS**

<table>
<thead>
<tr>
<th>Route</th>
<th>Last Stop</th>
<th>Stand</th>
<th>First Stop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminating Routes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>65</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>112</td>
<td>X1/A</td>
<td>Z1/Z2</td>
<td>F</td>
</tr>
<tr>
<td>226</td>
<td>X1/A</td>
<td>Z3/Z4</td>
<td>Z3/Z4</td>
</tr>
<tr>
<td>297</td>
<td>X1/A</td>
<td>Z3/Z4</td>
<td>Z3/Z4</td>
</tr>
<tr>
<td>E1</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>E2 (to Brentford)</td>
<td>n/a</td>
<td>n/a</td>
<td>F</td>
</tr>
<tr>
<td>E2 (to Greenford)</td>
<td>n/a</td>
<td>n/a</td>
<td>E</td>
</tr>
<tr>
<td>E7</td>
<td>X1/A</td>
<td>X2</td>
<td>F</td>
</tr>
<tr>
<td>E8</td>
<td>X1/A</td>
<td>Z1/Z2</td>
<td>F</td>
</tr>
<tr>
<td>E9</td>
<td>X1/A</td>
<td>X2</td>
<td>E</td>
</tr>
<tr>
<td>E10</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
</tbody>
</table>

**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

Ealing Broadway Interchange