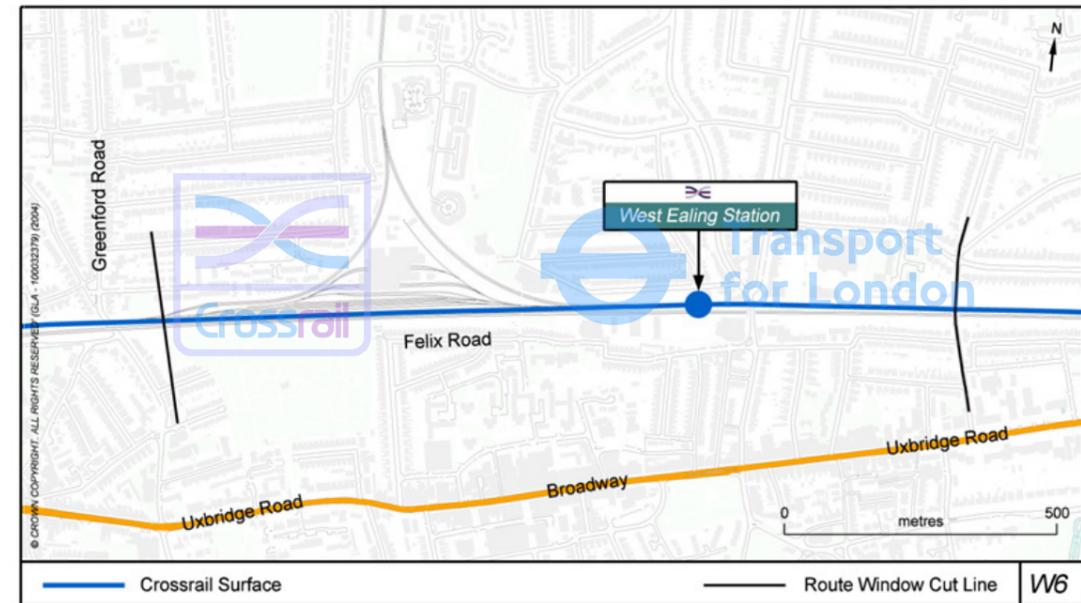


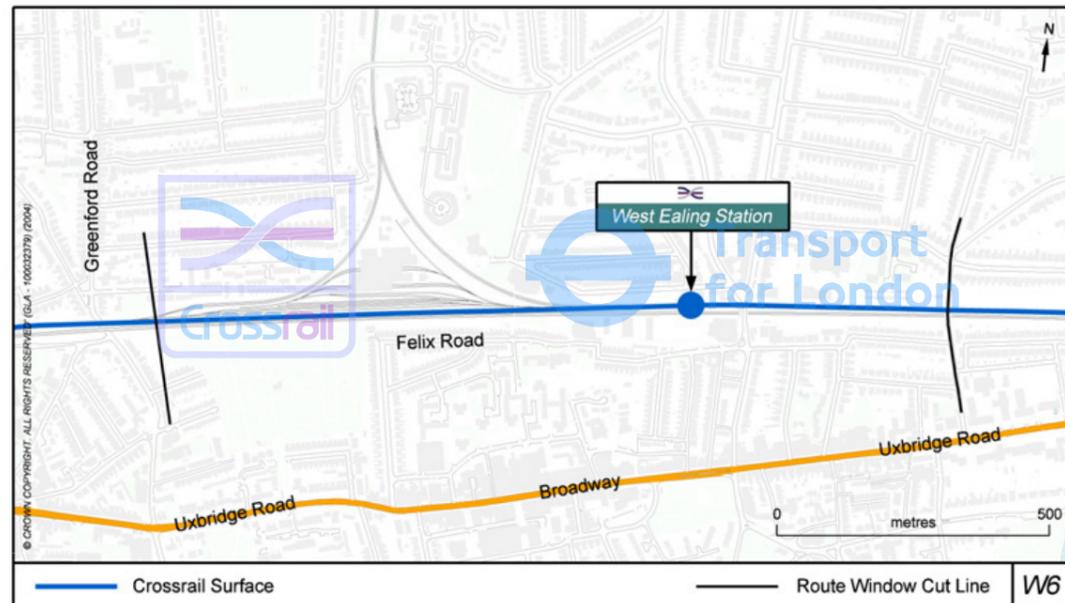
Chapter 21

Route window W6

West Ealing station



21 Route window W6 West Ealing station



Introduction

- 21.1 Within this route window the main Crossrail works will involve:
- provision of new track and bay platform for the Greenford branch;
 - platform extensions ; and
 - construction of a new ticket hall and new footbridge with lifts.
- 21.2 The Crossrail project will provide a reconstructed station including a new ticket hall and overbridge with mobility impaired passenger access to all Crossrail platforms. Crossrail services will provide new direct links and additional capacity to the West End, City and Canary Wharf business district and onwards to Essex and via interchange at Abbey Wood to North Kent. Journey time savings to these key destinations will be substantial as set out below. West Ealing will become the terminus and interchange point for all Greenford Branch services.
- 21.3 West Ealing station worksite will serve the West Ealing station works:
- 21.4 It is estimated that the construction of the station and the provision of new track for the Greenford branch will take one year and nine months.
- 21.5 The drawings provided at the end of this chapter present the main features of the route window, construction lorry routes assessed, existing facilities in the vicinity of West Ealing station and transport linkages.

Baseline conditions

- 21.6 West Ealing station is located in the London Borough of Ealing and is in Travelcard zone 3. The area surrounding West Ealing station is residential with a precinct of shops north of the station on The Avenue. West Ealing station is shown in figure 21.1 below.



Figure 21.1: West Ealing station entrance

- 21.7 Argyle Road is a two-way single carriageway road leading to the A40 Western Avenue, which is a major route for traffic heading in and out of west London. Less than 100 m north of the station, the B452 Drayton Green Road forms a staggered junction with The Avenue and Manor Road. The Avenue is a two-way road leading from Drayton Green Road to St. Stephens Road.
- 21.8 The station lies west of Ealing Broadway on the Great Western Main Line. There are four trains per hour in the morning peak period travelling to London Paddington. The fastest trains to London Paddington take 12 minutes with the stopping services taking nearer to 20 minutes. There are currently direct services between Greenford to the north and London Paddington calling at West Ealing.
- 21.9 Currently three local bus services serve the area surrounding West Ealing station. There are no bus stops directly outside the station; four bus stops are within a short walk of the station, situated along Argyle Road and Drayton Green Road and further high frequency routes serve bus stops on the Uxbridge Road, within walking distance of the station.
- 21.10 There are no station car parks. There are over 100 car parking spaces available at a supermarket to the south of the station, however the maximum permit to stay is one and a half hours making the car park unsuitable for use by commuters.

- 21.11 The majority of on-street parking at West Ealing station is on Drayton Green Road, Manor Road and Argyle Road where there are no parking restrictions. The Avenue restricts parking to a maximum stay of two hours.
- 21.12 There is no taxi rank at the station, but minicab offices are located on Drayton Green Road and The Avenue. West Ealing station is not conducive to the set-down and pick-up of passengers outside the station entrance due to the parking restrictions.
- 21.13 No cycle parking is available at the station. Cycle stands are situated over 50 m south of the station on the traffic island between the slip lane and carriageway on Alexandria Road and north of the station on the footway at the junction of Drayton Green Road and The Avenue.
- 21.14 There are no crossing facilities immediately outside the station. There are two zebra crossings with dropped kerbs on Drayton Green Road a short way north and south of the station entrance.
- 21.15 Access to the station ticket hall is step-free, but access to the platforms is via stairs. As such, mobility impaired passengers are not currently catered for at West Ealing station.

Potential changes in baseline conditions

- 21.16 The proposal for the West London Tram project would affect this route window if it came forward. The scheme, which would run along parts of the A4020 Uxbridge Road does not form part of the baseline for Crossrail (see Volume 8A). If it were to be implemented, the scheme could have a significant impact on traffic flows within this route window and therefore, upon the significance of Crossrail upon this route window in traffic and transport terms. If this were to be the case a detailed construction-phasing plan would be developed to minimise any potential disruption.

The permanent works

- 21.17 New sections of track will be introduced west of West Ealing station that will accommodate the Greenford branch. On completion of the works, passengers using the Greenford branch will be required to change at West Ealing, since through services to and from Paddington will no longer be available. Greenford services will use a new 50 m long bay platform, located on the north side of the station over the alignment of the disused sidings.
- 21.18 During construction, a replacement bus shuttle service will be provided over several weekend possessions between West Ealing and Greenford. This will not result in a temporary significant impact.
- 21.19 The existing ticket hall located on the road overbridge at the east end of West Ealing station will be converted to commercial use and a new facility will be constructed on the north side of the station, adjacent to the taxi rank off Manor Road. This will lead to a new footbridge, which will have lift towers to provide access to the platforms.
- 21.20 To accommodate longer Crossrail trains, both platforms will be extended at the western end. New canopies will be constructed over part of the platforms. It will also be necessary to relay the trackwork forming the junction with the Greenford branch.

Worksite assessment

- 21.21 The worksite is directly accessed off Manor Road and is described below. The lorry route is shown on Map W6 (iv).

West Ealing station worksite

- 21.22 The West Ealing station worksite is located to the west of the station in an unused area of land between Manor Road and the new bay-line construction (the old 'Milk Dock') on the northern edge of the Great Western Main Line. Figure 21.2 shows the access to this worksite.



Figure 21.2: Eastern access to West Ealing station worksite

- 21.23 Another access point has been identified, necessary for access to the tracks for permanent way works. This worksite will be accessed via an existing access point at the western end of Manor Road, approximately 500 m west of the station. Egress from the site will be directly onto Manor Road approximately 200 m west of the station.
- 21.24 There will be no temporary significant impact caused by the use of this worksite.

Lorry route assessment

- 21.25 All lorry routes to the site will be via A406 Hanger Lane, A4020 Uxbridge Road, the B452 Drayton Green Road and Manor Road.
- 21.26 Peak construction activities will occur for a period of approximately 12 weeks, during which time the number of lorries generated by the worksite will be 14 per day. At other times the typical number of lorries will be approximately eight.

21.27 No significant traffic and transport impacts have been identified as a result of this lorry route and volumes.

Mitigation and temporary impacts

21.28 There are no significant traffic and transport impacts in this route window, so no mitigation is required.

Mitigation and permanent impacts

21.29 The significant operational impacts and mitigation measures are indicated in table 21.2.

21.30 There are two significant operational impacts to note at West Ealing station relating to station impacts and public transport.

21.31 Passenger numbers with Crossrail are expected to increase by about 750 passengers entering and 150 passengers leaving the station in the morning peak period (which represents an increase in two way flows on the without Crossrail scenario of approximately 70%). The 2016 with Crossrail flows predicted at the station are approximately 2,150 two-way between 0700 and 1000. The design of the new station building will provide sufficient capacity for the forecast passengers and will provide step free access for mobility impaired passengers from street level to the Crossrail platforms.

21.32 There are measures that can be carried out for the benefit of road users and pedestrians that will mitigate these impacts, however these will require further consents to be obtained before they can be implemented. In line with the approach set out in Volume 8a, an assessment of the impact of Crossrail has been carried out assumes that such measures are in place.

21.33 Significant impacts on rail users at West Ealing are forecast. Rail passengers are forecast to experience significant journey time benefits. These are discussed below.

21.34 Passengers traveling on the Greenford branch, which includes stations at Drayton Green, Castle Bar Park, South Greenford and Greenford to and from London Paddington will no longer have direct services and will need to change at West Ealing. The train frequency on the Greenford branch will be increased, offsetting delays due to the need to interchange. There will be no significant impact relating to rail journey times for passengers undertaking these journeys.

Impact on journey times

21.35 Table 21.1 sets out representative journey time savings between West Ealing and selected Crossrail stations. They are typical of the journey time benefits to many of the stations served by Crossrail.

Table 21.1: Journey times savings with Crossrail at West Ealing (Platform to Platform)

From / To		Heathrow	Tottenham Court Road	Farringdon	Liverpool Street	Canary Wharf	Stratford
From West Ealing	Without Crossrail	29	28	28	32	41	45
	With Crossrail	15	17	20	22	29	33
	Savings (mins)	14	11	8	10	12	12
	Savings (%)	48%	39%	29%	31%	29%	27%
To West Ealing	Without Crossrail	29	32	31	33	46	49
	With Crossrail	13	17	20	23	29	34
	Savings (mins)	16	15	10	10	16	15
	Savings (%)	55%	47%	32%	30%	35%	31%

Table 21.2: Route Window W6 – Permanent impacts at West Ealing station

Potential impact		Significance	Committed Mitigation	Residual Impact	
				Description	Significance
Station Impacts					
OT5	Significant increase (+72%) in passenger movements – About 750 more peak period entries and about 150 exiting passengers.	Significant	An appropriate package of mitigation measures will be developed in due course to address pedestrian and highway impacts. This package will require further consents to be obtained. Please refer to 21.32.	Capacity adequate for predicted passenger flows.	Not Significant
OT5	New access for mobility impaired passengers to Crossrail's platforms	Significant	N/a	N/a	Significant
Public Transport					
OT2c	Improved journey time – see journey times table	Significant	N/a	N/a	Significant

