

# Transport Facilities on Haven Green

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Glenkerrin (the Arcadia developers) have now put in a planning application for a bus interchange on Haven Green. The arrangement would be as shown below.



The key changes are:-

- The diagonal road would be downgraded to a foot and cycle path.
- The eastern side of Haven Green would be made into a dual carriageway a bit wider than the A40.
- The eastern footway (by the cafes and shops) would be widened to make more room for waiting passengers.
- The front two queuing taxis would be moved to a rank in front of the station.
- The number of cycle parking stands would be increased to 250.

The scheme would make interchange between the buses on Haven Green a bit easier. It would do very little for interchange between buses and trains, which is what most people want. Only one bus stop has been moved nearer to the station. The scheme would also be cheaper to implement than a full transport interchange. For Glenkerrin, it diverts attention away from the plan in the Ealing UDP to have a bus station on either the Ealing Broadway station or the Arcadia site.

A far better solution would be to have a proper bus and train interchange at Ealing Broadway, as is now becoming standard in other towns. This would provide fully covered and traffic free interchange between buses and trains, with waiting areas providing toilets, snack bars and newspaper shops. Taxi and cycle facilities and a drop-off/set-down point should be well integrated with this. The only real sites that could achieve these aims are the Ealing Broadway Station site itself, or possibly some of the Arcadia site.

There are a number of issues with relocating the transport facilities on Haven Green to its eastern side:-

- Haven Green is “common land” and green space can normally only be taken away by adding other green space locally. The plan is to take away the diagonal road and instead create extra bus stops/stands on the eastern side of the green. The diagonal route would become just a footpath. The calculations used by the developers are open to a lot of questions. The footpaths beside the diagonal road are not part of common land when they have a road running beside them, but miraculously become common land once the road is

taken away. The current cycle stands are not rated as part of common land, but all the new ones are.

- A better use of the green space gain from closing the diagonal road would be to widen the road on the western side of Haven Green to make it 2-way. This would enable cars from the north to get to Springbridge Road car park without circumnavigating the centre of Ealing. Space could also be used to widen the pavement on the eastern side of Haven Green to create space for pavement restaurants.
- The overall look of all the buses being together will initially be much worse than the current arrangement because the new trees will take time to mature. This is especially true of the area in front of the cafes and restaurants that line the eastern side of Haven Green.
- Part of the proposed new bus area on the eastern side of Haven Green has already been reserved by Parliament as a work site for Crossrail. As a result, the whole scheme will be delayed until late 2016 when the Crossrail construction has finished.
- The scheme is expected to cost about £4M and would be funded by what are called Section 106 monies from the developers of the Dickens Yard and Arcadia sites. The money for it will only be available if the Arcadia planning application is approved. The developer explicitly states that it is dependent on the Arcadia development.
- £4M seems a lot to be spent for relatively little gain. It would be better put towards a decent transport interchange or facilities for community benefit.
- The diagrams show a nice set of mature trees around the bus stands. A number of trees will have to be removed to make way for the new bus stops and it will be many years before replacement ones have grown to a decent size.
- The number of buses serving Ealing Broadway Station is expected to increase substantially with natural growth and even more once Crossrail is built. There is no spare space around Haven Green to accommodate these extra buses. This will lead to demands to slab over a bit more of Haven Green by adding an extra row of bus stands. A new bus station on either the station or Arcadia sites is the only real answer to this problem.
- A new electricity substation has been built on Haven Green in the middle of the proposed area for buses. Ealing Council proposes to grant a 25 year lease of this to Southern Electricity. This planning application doesn't acknowledge or take account of this.
- The proposal appears to remove the bus lane on the road on the north side of Haven Green. This will clearly slow down bus journeys. It can't readily be reinstated as the only other place for vehicles to turn is by a small island near Haven Lane. This would cause gridlock, especially if an articulated lorry tried the manoeuvre.
- The proposed toilets etc. for bus and taxi drivers aren't at all pretty. They just look like two large industrial containers. Such facilities would be better provided within a redeveloped Ealing Broadway station. Alternatively they should be built underground, to maintain reasonable views across Haven Green.

A planning application to cover the proposals has been published. It is P2008/4025 available at <http://www.pam.ealing.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=105880>.

The end date of the consultation period is 27<sup>th</sup> November 2008.