Consultation on the proposed changes to bus stopping arrangements at Ealing Broadway

Responses to the main issues raised
October 2014
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TfL response to the main issues raised

The main points put to us during the consultation and our response to these are set out below.

Our proposals

Main issues raised and TfL’s response

The proposed stops for route 297 and E10 will be too far away from the station.

TfL accepts that there will be a longer walk for passengers using the 297 and E10. Although there are 3,000 boarders a day, this is still lower than other options. The other potential groupings that could use this stop would be routes E1 and 226 or routes E2 and E9, but these would have 3,700 and 3,200 boarders per day respectively. This configuration therefore affects fewer passengers than the alternatives. In addition the proposed layout means that passengers towards Castle Bar Park have a common stop.

There are too many buses in the area and not enough kerb space which causes pedestrian congestion of the pavement at various stops and also hinders deliveries to local traders

The number of buses is related to providing sufficient capacity for the level of usage in the peaks and reflects the attractiveness of Ealing town centre, including for people transferring to rail services. The highways element of the scheme will widen footways around parts of Haven Green.

What about the way non-TfL buses use Haven Green?

We are working with the London Borough of Ealing to review and manage the situation with non-TfL bus and coach services.

There is poor air quality in the area because there are too many buses.

Our bus fleet is already the cleanest in the UK, with 77 per cent of the fleet meeting “Euro IV” particulate matter (PM) and nitrogen dioxide emissions standards. There are currently around 900 hybrid buses operating in London – this will increase to 1,700 by 2016 – which will represent around 20 per cent of the fleet.

What new or changed bus routes will there be because of Crossrail?

TfL is currently reviewing the forecast for changes in bus use following the opening of Crossrail and will develop longer term plans based on this. Consultation will be undertaken once these have been developed.

Do we expect timetable changes and frequency to change with Crossrail?

The opening of Crossrail services from Ealing Broadway and Ealing Common will dramatically change travel patterns, locally and across London. We are currently looking at the impacts these new demands may have on the bus
network. Consultations will be held if any changes to bus services, as a result of our review, are proposed.