



Ealing Transport Plan 2014-17 Consultation

Response by

Ealing Fields Residents' Association (EFRA)

Contents

1. Introduction

Corridor 4 Little Ealing Lane / Popes Lane

- 2. Plough Junction**
- 3. Cycle Hub at Northfields Underground Station**
- 4. Pavements and Gutters at Bus Stops**
- 5. Weymouth Avenue junction with Little Ealing Lane**
- 6. School drop-off and collection arrangements**

Other LIP concerns in EFRA area

- 7. Chandos Avenue one-way exit into South Ealing Road**
- 8. Windmill Road junction safety**
- 9. Rat-running**
- 10. Extension of bus routes**

Appendices

- A1 Southbound Julien Road Bus Stop**
- A2 Windmill Road junction**
- A3 Extension of bus routes**

September 2013

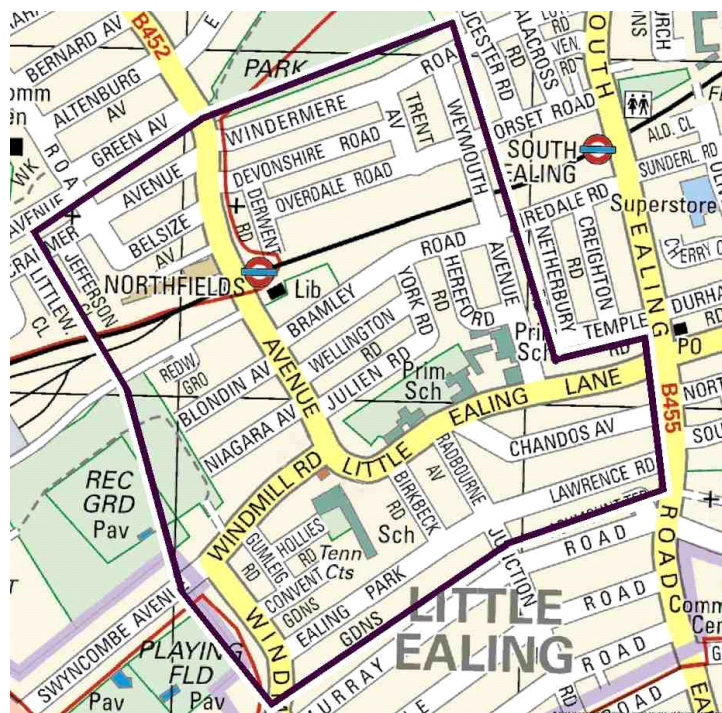
EFRA Response to Ealing Transport Plan 2014-17 Consultation

1 Introduction

Ealing Fields Residents' Association is a long established community group, founded in 1974, which serves some 2,000 households in Northfields and South Ealing. We have a subscription membership of over 500 and our catchment area is shown on the map below.

We also work closely with the residents of the roads which border our core membership area, as so many problems are common to all of us.

More information can be found on our website at: <http://www.efra.org.uk/>



We welcome the opportunity to contribute to this consultation as many of our members have expressed concerns which relate to The Mayor's criteria for Local Implementation Plans and in particular the objectives to Improve Road Safety, Upgrade Pavements and Roads, Improve Access to Town Centre, and to Make it Easier and Safer to Walk and Cycle.

We have set out below a number of suggestions and concerns on the following pages which meet these criteria and relate to our membership area.

Meeting with Officers

We would welcome the opportunity to meet with officers, either on-site or in their offices, to discuss the suggestions and concerns raised in this submission.

EFRA Response to Ealing Transport Plan 2014-17 Consultation

2 Plough Junction

Pedestrian safety at the junction of Windmill Road with Little Ealing Lane is a particular concern of our members and all who cross the roads at this point.

In the last year there have been further incidents where residents have needed medical assistance after being hit by motor vehicles while crossing the road on the designated zebra pedestrian crossings. This is in addition to the large number of “near misses” which are not recorded in the highways statistics.

We believe that many of these incidents are attributable to the current configuration of the junction and its crossings.

At present there is no satisfactory method of slowing the speed of northbound vehicles as they approach the junction along the B4491 arm of Little Ealing Lane. The reactive traffic speed sign on the south side of Little Ealing Lane at the approach to the junction bend is largely ignored, possibly due to its location and juxtaposition with street trees and other street furniture.

The sharp bend in the road means that northbound vehicles have a poor advance view of pedestrians crossing and about to cross the two pedestrian crossings. What forward view these motorists have is materially diminished if they are travelling at, or close to, the permitted speed limit of 30 mph for the B4491.

These problems are further exacerbated if these northbound motorists make a left hand turn from the B4491 into the B452 Windmill Road. In this case, the bulk of the Laurel House shops and flats mean that they are unable to see pedestrians crossing, or about to cross, the B452 Windmill Road zebra pedestrian crossing from the south to the north. The building obscures the motorists’ complete view of the zebra pedestrian crossing until they have substantially completed their turn.

As you will appreciate this poses a particular safety risk where the northbound motorists approach the junction at too great a speed and where the pedestrians using the zebra crossing are children, less agile or have a disability such as blindness.

The speed of these northbound motorists is probably exacerbated by the absence of a zebra pedestrian crossing or any traffic calming measures, such as raised surfaces, on the B4491 Little Ealing Lane arm of the Plough Junction.

While the above pedestrian safety problems exist outside the weekday peaks when the approach roads are uncongested, there are extensive vehicle tailbacks during rush hours. This is a particular problem during the morning peak when very large numbers of pupils at Gunnersbury Secondary School cross both the zebra pedestrian crossing on the northern B452 Northfield Avenue arm of the junction and then the zebra pedestrian crossing on the western B452 Windmill Road arm on their way from Northfields Underground Station to their School alongside Windmill Road.

EFRA Response to Ealing Transport Plan 2014-17 Consultation

We have four suggestions as to how pedestrian safety and peak hour vehicle movements could be improved at this junction. These are:

- Introduce traffic calming measures including speed table(s) and an additional zebra pedestrian crossing on the B4491 Little Ealing Lane southern arm of the junction,
- Replace the current “T” junction configuration with a mini-roundabout, as has been successfully implemented at the Windmill Road / Swyncombe Avenue junction.
- If a mini-roundabout is technically not possible, then reconfigure the B452 Windmill Road western arm of the junction in order to improve visibility of the southern end of the zebra pedestrian crossing for northbound motorists approaching it from the B4491 Little Ealing Lane. We suggest that this could be achieved by: building out the southern pavement by between 1 and 2 metres, narrowing the width of the unusually wide central island on the crossing, reducing the width of the northern (east bound) B4491 carriage way at the crossing to that of a bus or HGV as the current width of one and half car widths serves no useful purpose and increases the amount of road surface pedestrians have to negotiate.
- Consider the introduction of peak hour traffic lights to regulate traffic and pedestrian flows at times, such as the morning rush hour when very large numbers of school pupils use the zebra crossings.

3 Cycle Hub at Northfields Underground Station

Northfields Underground Station is the westernmost fare zone 3 station on the Piccadilly Line. It therefore attracts a disproportionate number of users from the surrounding area who otherwise might use Boston Manor Station, which is in fare zone 4.

The absence of any other underground line between the Piccadilly Line and the River Thames means that Northfields Station serves a wider hinterland than is the case with other underground stations.

The growth of residential developments on the Northfields / Brentford borders means that further increases in underground users can be expected. The Design and Access Statement for the Reynard Mills site in Windmill Road, which will contain between 800 and 1,000 residents, explicitly identified Northfields Underground Station as the key public transport node for these new residents.

The rapidly increasing popularity of cycling coupled with the distance of these larger new residential developments from Northfields Underground Station, together with their limitations on the amount of on-site car parking at new developments, means that there is an ever growing demand for commuter cycle parking at Northfields Underground Station. This is evidenced by the immediate use of the two temporary additional cycle racks which were installed on the station forecourt in May this year.

EFRA Response to Ealing Transport Plan 2014-17 Consultation

We therefore ask that any proposals for cycle parking at this transport interchange reflect both the rapidly growing requirement for cycle parking at Northfields Underground Station and design-in capacity for a stepwise future increase in future demand from the residents of new housing developments. It is important to “future proof” cycle parking at this location.

4 Pavements and Gutters at Bus Stops

The bus network is particularly important to older residents and those who live in car-free accommodation.

The attractiveness of bus transport is severely diminished by the quality of the pavements, shelters and gutter drainage at many bus stops. In many instances their uneven surface means that there is standing water in the gutters alongside the bus stops. This is often exacerbated by partially blocked, or insufficient capacity in the gully drains.

We have attached as Appendix A1 a photographic record of the problems at the southbound Julien Road E2 and E3 bus stop. Please note these do not show the full extent of gutter flooding in a heavy downpour.

We therefore ask that the pavements and gutters are relaid and the capacity adjoining gully drains tested at every bus stop along the proposed corridor where there are similar problems to those identified in Appendix A1.

5 Weymouth Avenue junction with Little Ealing Lane

A number of residents have raised concerns with us over the poor and unsafe visibility for southbound vehicles seeking to enter Little Ealing Lane from Weymouth Avenue.

The problem seems to be the poor visibility splays at this junction, which means that these drivers have difficulty in observing eastbound traffic on Little Ealing Lane until they have pulled forward to block its path.

A further concern is the location of this junction outside one, and close to a second, over-subscribed primary school.

We understand that there are frequent incidents when vehicles temporarily park on the double yellow lines at this junction. We understand that there may be moves to tolerate short term parking on yellow lines.

In these circumstances, we ask if you could consider ways in which this junction could be re-engineered, possibly with build-outs at the corners, in order to both improve visibility and reduce inappropriate parking.

EFRA Response to Ealing Transport Plan 2014-17 Consultation

6 School drop-off and collection arrangements

Little Ealing Lane contains two highly popular primary schools which draw pupils from wide catchment areas. There is also a pre-school and the possibility that education use could return to the King Fahad, former St Anne's convent, site.

As the parents of younger children often drive them to school, sometimes on the parent's commute to work, we would be grateful if particular attention could be paid to addressing as many of these pressures as possible in the designs which you will bring forward under the scheme.

You may wish to conduct separate consultations with the governors and parent representatives at these schools and pre-schools.

7 Chandos Avenue one-way exit into South Ealing Road

We continue to receive accounts of motorists travelling the wrong way along Chandos Avenue.

We have examined the South Ealing Road exit from Chandos Avenue and compared it to the similar exit into Northfield Avenue from the one way Northfield Road.

We suggest that the problems in Chandos Avenue would be substantially resolved if that road's exit could be modified to emulate the exit form Northfield Road.

In the case of the Northfield Road exit in Northfield Avenue, the north and south pavements have been built out so that the carriageway is only the width of a single vehicle. The pavement build-outs have enabled the no entry signs to be relocated to a more prominent position at the relocated kerbside and away from the neighbouring buildings and trees.

Taken together, these two features provide a far clearer indication to motorists who do not know the area of the one way and no entry nature of Northfield Road.

In the case of Chandos Avenue, the exit carriageway into South Ealing Road is two car widths wide and the no entry signs are therefore much closer to the neighbouring buildings, where they are hard to see by motorists in South Ealing Road when viewed from some angles.

We therefore ask that the Chandos Avenue exit into South Ealing Road is reconfigured along the lines of the Northfield Road exit into Northfield Avenue.

EFRA Response to Ealing Transport Plan 2014-17 Consultation

8 Windmill Road junction safety

Local residents have raised concerns about the safety for motorists of entering Windmill Road from Murray and Carlyle Roads due to the blind inside corner on Windmill Road opposite The Ride.

Windmill Road is a busy orbital "B" road, which connects central and west Ealing to the A4 and Brentford.

The residents have suggested that mirrors could be fixed on the lamppost opposite these side roads to assist motorists seeking to enter Windmill Road. However, we understand that the Government has some concerns over the installation of mirrors.

As you will recall this bend was the location of a serious recent incident where a southbound vehicle in Windmill Road collided with and caused multiple injuries to one of the Council street cleaners.

We have attached some photos of, and notes on, this dangerous blind corner in Appendix A2.

We would be most grateful if the 2014-17 Ealing Transport Plan could be extended to include safety measures at this blind inside corner which will both address the concerns of local residents and reduce the speed of off-peak southbound vehicles at The Ride bend.

9 Rat-running

There are concerns about the extensive peak hour rat-running which takes place in the block of streets between the Piccadilly Line, in the north, the borough boundary, in the south, Windmill Road, in the west, and South Ealing road, in the east.

The morning rat-running coincides with the children walking and scootering to school, especially via the side streets to the schools in Little Ealing Lane.

The rat-running pressures are expected to increase when the Reynard Mills residential development alongside Windmill Road, with 800 – 1,000 residents, comes on-stream.

We therefore ask that the detailed proposals in the 2014-17 Ealing Transport Plan will do everything they can to design-in disincentives to rat-running.

We also ask that funds are allocated to provide a comprehensive term time survey of peak hour rat-running in the area described above.

EFRA Response to Ealing Transport Plan 2014-17 Consultation

10 Extension of bus routes

Bus travel provides a key means of reducing the need for increased road capacity. It is also a key means of transport for the elderly.

It indirectly addresses many of the Mayor's criteria for Local Implementation Plans, including the improvement of access to town centres and key community facilities such as hospitals.

We therefore draw your attention to Appendix A3 which contains our submission to the London Assembly requesting that the E2 and E8 bus routes are extended to the West Middlesex Hospital.

We appreciate that modifications to bus routes may be technically outside the scope of the 2014-17 Ealing Transport Plan. However, they have a material impact on the issues under consideration and we would therefore be grateful if you could refer and endorse our request to the appropriate authorities.

EFRA Response to Ealing Transport Plan 2014-17 Consultation

APPENDIX A1

SOUTHBOUND JULIEN ROAD BUS STOP

PAVEMENT PUDDLES BETWEEN WELLINGTON AND JULIEN ROADS W5 4UA

Local residents have raised concerns over the large number of puddles along this stretch of pavement in wet weather.

The puddles are a particular problem as some of them are in the immediate vicinity of the southbound “Julien Road” E2 & E3 bus stop.

A special concern is that pensioners are disproportionately reliant on the bus service and the excessive number of pavement puddles around this bus stop poses a particular handicap for the least agile members of our community.

Also, this stretch of pavement is intensively used by the parents and children walking and scootering to and from Mount Carmel RC Primary School.

Looking south from Wellington Road Junction (P1060081)



Looking south – puddles around lamppost (P1060082)



Looking south - puddles at bus shelter (P1060083)



Looking north - puddles at bus shelter (P1060085)



Looking north – towards bus shelter (P1060084)



The puddles evaporate slowly and continue to extend across the pavement for some hours after rain has ceased falling



EFRA Response to Ealing Transport Plan 2014-17 Consultation

APPENDIX A2

WINDMILL ROAD JUNCTION SAFETY

VISIBILITY PROBLEMS FOR MOTORISTS ENTERING WINDMILL ROAD FROM MURRAY AND CARLYLE ROADS

At the 27th June 2013 meeting of the Northfield Ward Forum a resident of Murray Road raised concerns about safety problems for motorists trying to enter Windmill Road from Murray and Carlyle Roads.

The resident pointed out that the bend in Windmill Road opposite The Ride means that the Murray Road exit is on the inside of a blind corner and that the visibility for motorists exiting Carlyle Road is obstructed by parked cars.

The resident suggested that these problems could be reduced if mirrors could be installed opposite the Murray and Carlyle Road junctions in Windmill Road.

The following photographs provide an indication of the problem and also identify Ealing Council lampposts opposite the Murray and Carlyle Road junctions which might be suitable for fixing mirrors.

Murray Road junction on blind inside corner of Windmill Road – looking north



Lack of visibility for motorists exiting Murray Road



Windmill Road looking south before blind corner with Murray Road junction



Ealing Council Lamppost opposite Murray Road Junction



Close-up of Lamppost Column opposite Murray Road – Ref: LC 1241



Ealing Council Lamppost opposite Carlyle Road Junction



Close-up of Lamppost Column opposite Carlyle Road – Ref: LC 1244



EFRA Response to Ealing Transport Plan 2014-17 Consultation

APPENDIX A3

EXTENSION OF BUS ROUTES



EALING FIELDS RESIDENTS' ASSOCIATION'S (EFRA)

SUBMISSION TO

LONDON ASSEMBLY TRANSPORT COMMITTEE'S

INVESTIGATION INTO BUS SERVICES IN LONDON

CONTENTS

- 1. Introduction**
- 2. North West London Hospital Reorganisation**
- 3. Bus Access to West Middlesex Hospital**
- 4. Ealing Fields Residents' Association**

Appendices

TfL Bus Spider Maps

- **Buses from West Middlesex University Hospital**
- **Buses from Brentford High Street**
- **Buses from Ealing Broadway**
- **Buses from Southall Broadway and High Street**
- **Buses from Northwick Park**
- **Buses from Ealing Hospital**

NHS North West London Reorganisation Press Release

EFRA SUBMISSION TO THE LONDON ASSEMBLY TRANSPORT COMMITTEE'S INVESTIGATION INTO BUS SERVICES IN LONDON

1 INTRODUCTION

This submission relates to the Committee's second term of reference in respect of the announced hospital reorganisation in North West London.

"How does TfL plan, review, redesign and implement changes to the bus services to meet changing demand? Are there any issues with TfL's approach?"

As a residents' association serving some 2,000 households in the Northfields/South Ealing area we are particularly concerned about the increased difficulties which will be experienced by our members and their neighbours in accessing relocated hospital provision if the existing bus networks are not revised.

2 NORTH WEST LONDON HOSPITAL REORGANISATION

At present Ealing Hospital provides a 24/7 accident and emergency service for our residents. It is also the location for specialist out-patient clinics and the conducting of tests requested by our GP's.

As shown on the attached TfL spider map, Ealing Hospital is exceptionally well served by the bus network with stops in the Uxbridge Road and also includes an on-site bus station where some routes terminate. These bus routes extend into much of the patient hinterland served by the hospital. They provide a high level of accessibility for both patients and their families and friends. It is particularly beneficial for older out-patients and clinic attendees who do not have access to private cars.

Under the forthcoming NHS reorganisation, the role of Ealing Hospital will be revised with many key facilities being transferred to other sites. The Accident and Emergency department will be transferred to upgraded facilities at the West Middlesex and Northwick Park Hospitals.

A copy of the NHS press release announcing these changes is attached.

3 BUS ACCESS TO WEST MIDDLESEX HOSPITAL

At present bus access to the West Middlesex Hospital is unnecessarily difficult for the residents of central and southern Ealing due to the premature termination of the existing bus routes. The same problem exists for the residents of Hanwell and Southall.

Bus access to Northwick Park Hospital is even worse for these residents.

EFRA SUBMISSION TO THE LONDON ASSEMBLY TRANSPORT COMMITTEE'S INVESTIGATION INTO BUS SERVICES IN LONDON

In the case the West Middlesex Hospital, a one mile extension of the existing E2 and E8 routes from Commerce Road in Brentford to the hospital forecourt would massively improve the hospital's accessibility to those new patents and their families who live in central Ealing and to the south of the Uxbridge Road.

Similarly, extending route 195 from Brentford town centre to the West Middlesex Hospital forecourt would proved a stepwise improvement in the hospital's accessibility to the residents of Southall.

We have attached copies of the relevant TfL spider maps to this submission.

In addition to extending the E2, E8 and 195 routes to West Middlesex Hospital, it would be immensely helpful if sheltered bus stands could be constructed at the hospital for the routes which would terminate there, along the lines of the existing arrangements at Ealing Hospital.

As the West Middlesex Hospital has been selected as one of the key future 24/7 Accident and Emergency Hospitals, it would also be beneficial if the route of the N9 night bus could be extended to include a short extension detour to the hospital forecourt. In addition to providing access for patients and their families, this would also assist hospital workers.

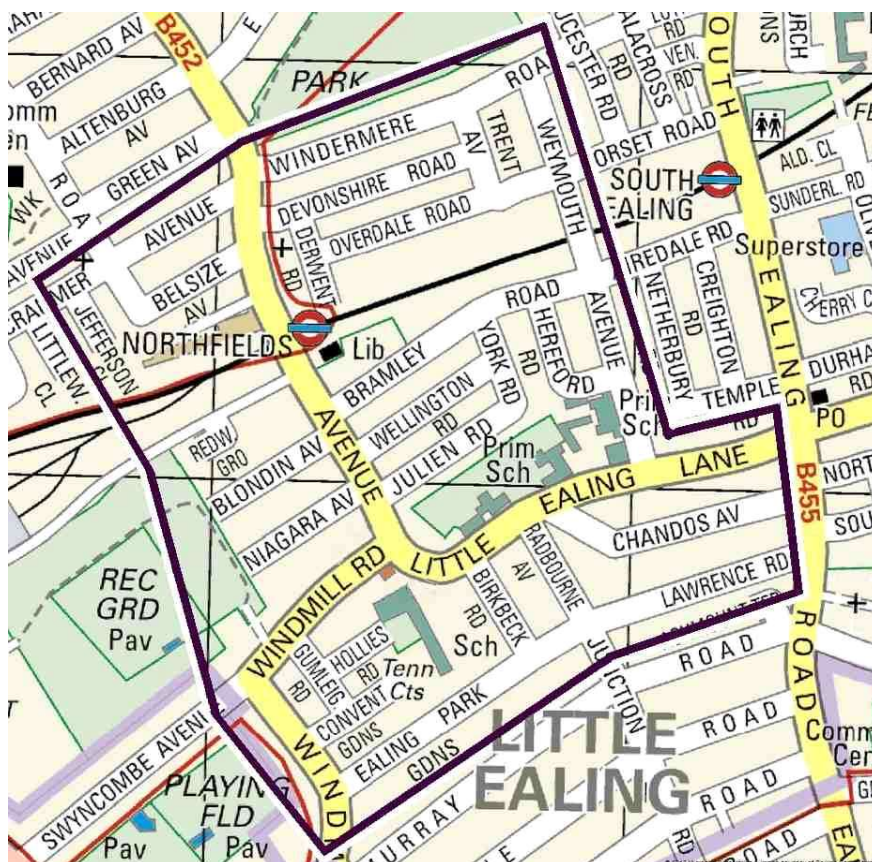
We therefore ask that the Committee includes the implications of the changing geographic pattern of hospital provision in its considerations and specifically considers the circumstances of West London where only marginal bus route extensions would provide disproportionate benefits to hospital users and residents.

EFRA SUBMISSION TO THE LONDON ASSEMBLY TRANSPORT COMMITTEE'S INVESTIGATION INTO BUS SERVICES IN LONDON

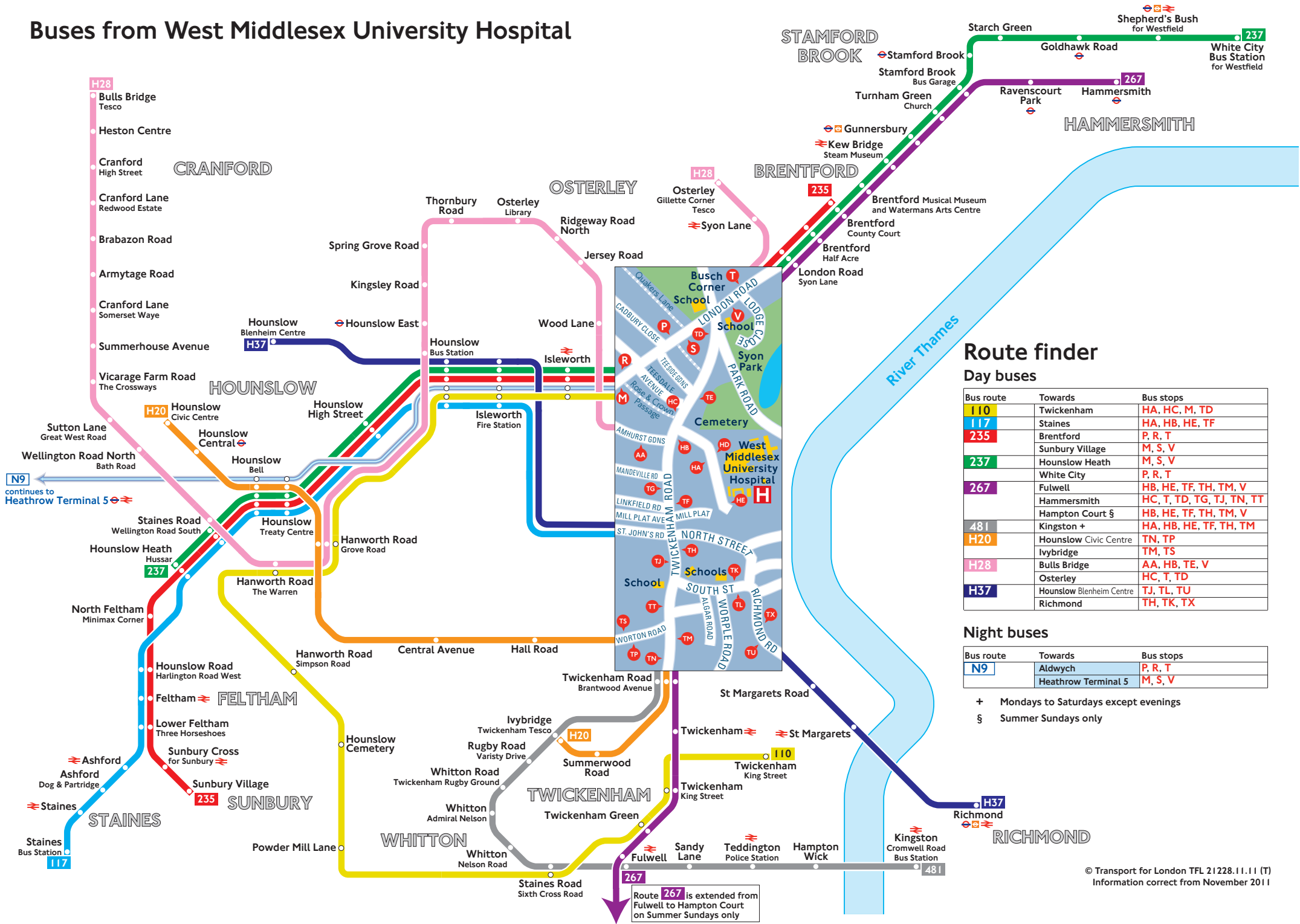
4 EALING FIELDS RESIDENTS' ASSOCIATION

Ealing Fields Residents' Association has been in existence since 1974. We have a subscription membership of over 500 residents and cover the areas of Northfields and South Ealing shown on the map below. We also work closely with the residents of the roads which border our core membership area, as so many problems are common to all of us.

More information can be found on our website at: <http://www.efra.org.uk/>



Buses from West Middlesex University Hospital



Route finder

Day buses

Bus route	Towards	Bus stops
110	Twickenham	HA, HC, M, TD
117	Staines	HA, HB, HE, TF
235	Brentford	P, R, T
	Sunbury Village	M, S, V
237	Hounslow Heath	M, S, V
	White City	P, R, T
267	Fulwell	HB, HE, TF, TH, TM, V
	Hammersmith	HC, T, TD, TG, TJ, TN, TT
	Hampton Court §	HB, HE, TF, TH, TM, V
481	Kingston +	HA, HB, HE, TF, TH, TM
H20	Hounslow Civic Centre	TN, TP
	Ivybridge	TM, TS
H28	Bulls Bridge	AA, HB, TE, V
	Osterley	HC, T, TD
H37	Hounslow Blenheim Centre	TJ, TL, TU
	Richmond	TH, TK, TX

Night buses

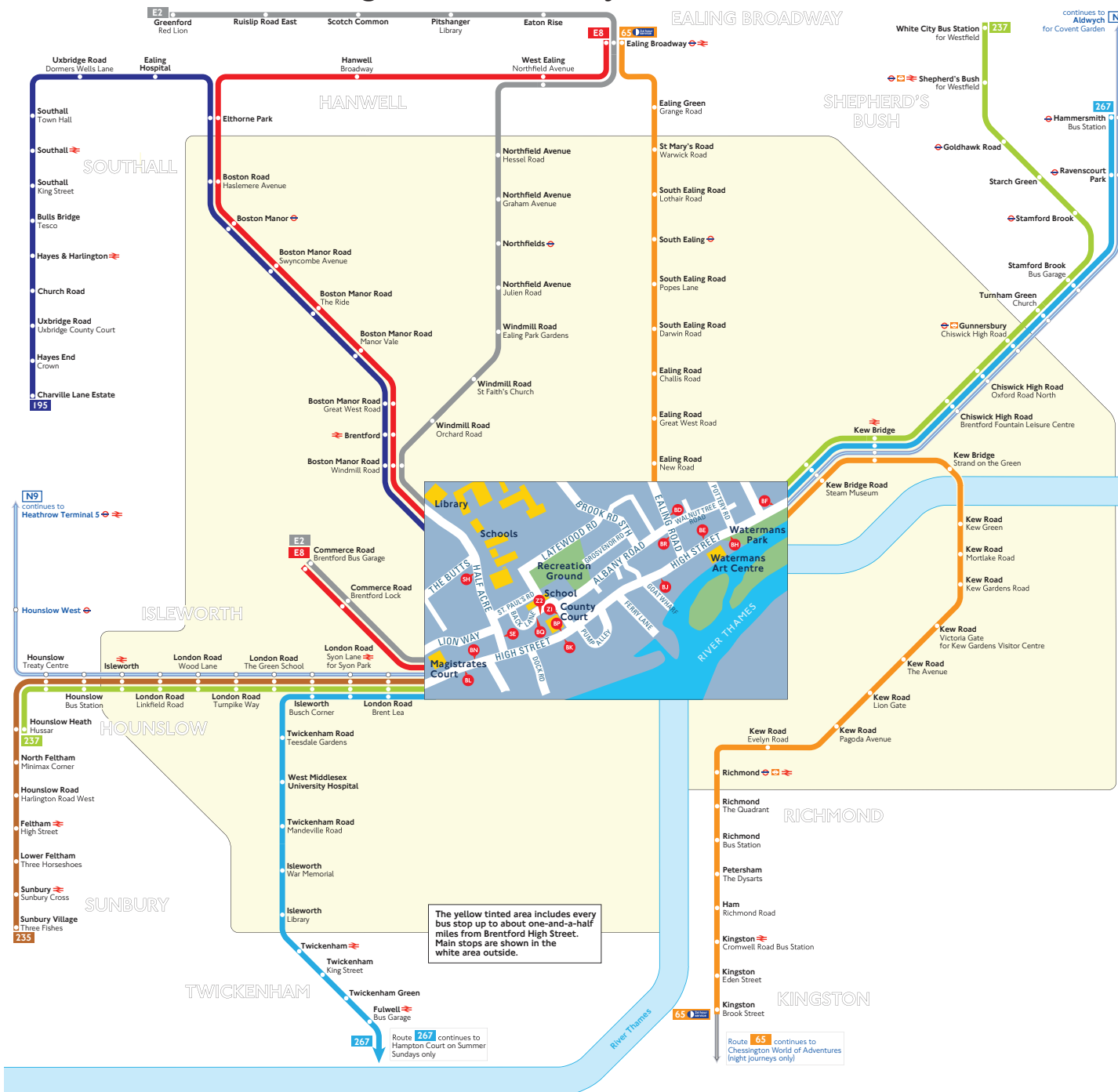
Bus route	Towards	Bus stops
N9	Aldwych	P, R, T
	Heathrow Terminal 5	M, S, V

+ Mondays to Saturdays except evenings

§ Summer Sundays only

Route **267** is extended from Fulwell to Hampton Court on Summer Sundays only

Buses from Brentford High Street (County Court)



Route finder

Day buses including 24-hour services

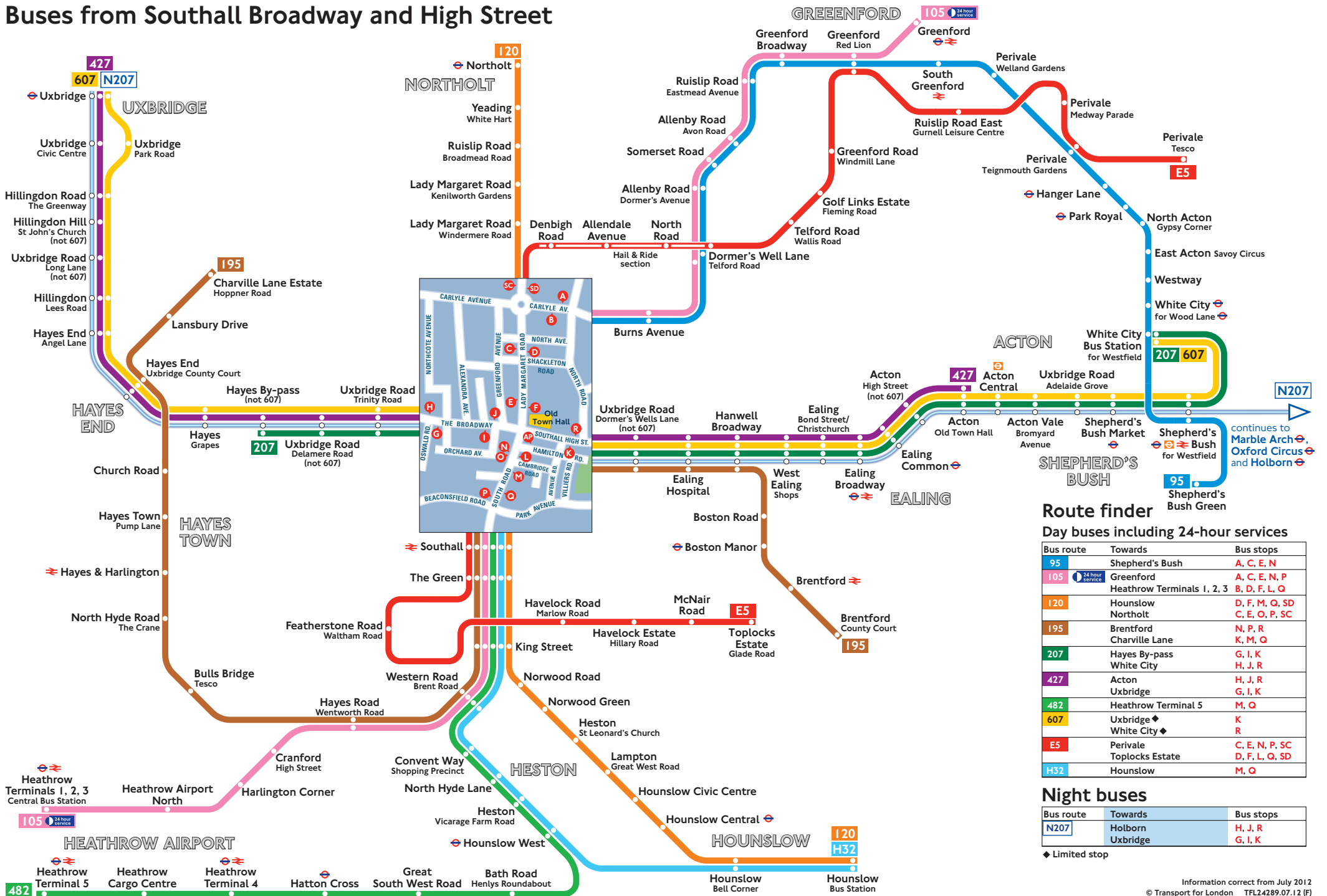
Bus route	Towards	Bus stops
65	Ealing Broadway	BH BR
	Kingston	BD BE BF
	Chessington World of Adventures (Night journeys only)	BD BE BF
195	Charville Lane Estate	BO SH
235	Sunbury Village	BL BO
237	Hounslow Heath	BH BJ BK BL
	White City	BE BF BN BP
267	Fulwell	BH BJ BK BL
	Hammersmith	BE BF BN BP
	Hampton Court §	BH BJ BK BL
E2	Brentford Commerce Road	BL SE
	Greenford	BN SH
E8	Brentford Commerce Road	BL SE
	Ealing Broadway	BN SH

Night buses

Bus route	Towards	Bus stops
N9	Aldwych	BE BF BN BP
	Heathrow Terminal 5	BH BJ BK BL

§ Summer Sundays only

Buses from Southall Broadway and High Street



Route finder

Day buses including 24-hour services

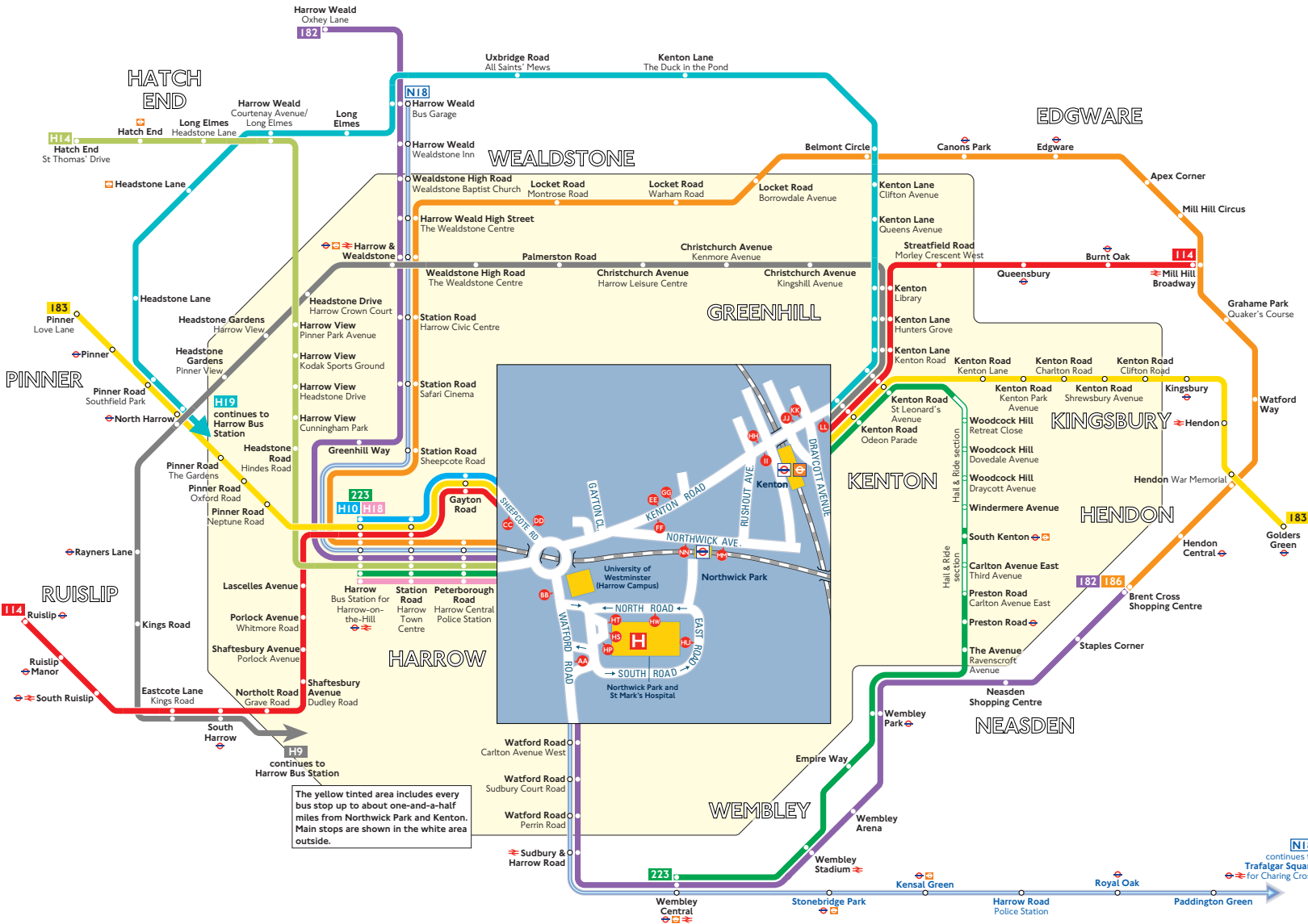
Bus route	Towards	Bus stops
95	Shepherd's Bush	A, C, E, N
105	Greenford Heathrow Terminals 1, 2, 3	A, C, E, N, P B, D, F, L, Q
120	Hounslow Northolt	D, F, M, Q, SD C, E, O, P, SC
195	Brentford Charville Lane	N, P, R K, M, Q
207	Hayes By-pass White City	G, I, K H, J, R
427	Acton Uxbridge	H, J, R G, I, K
482	Heathrow Terminal 5	M, Q
607	Uxbridge White City	K R
E5	Perivale Toplocks Estate	C, E, N, P, SC D, F, L, Q, SD
H32	Hounslow	M, Q

Night buses

Bus route	Towards	Bus stops
N207	Holborn Uxbridge	H, J, R G, I, K

◆ Limited stop

Buses from Northwick Park and Kenton



The yellow tinted area includes every bus stop up to about one-and-a-half miles from Northwick Park and Kenton. Main stops are shown in the white area outside.

Key

- 114 Day buses in black
- N18 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail

Red discs show the bus stop you need for your chosen bus service. The disc appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

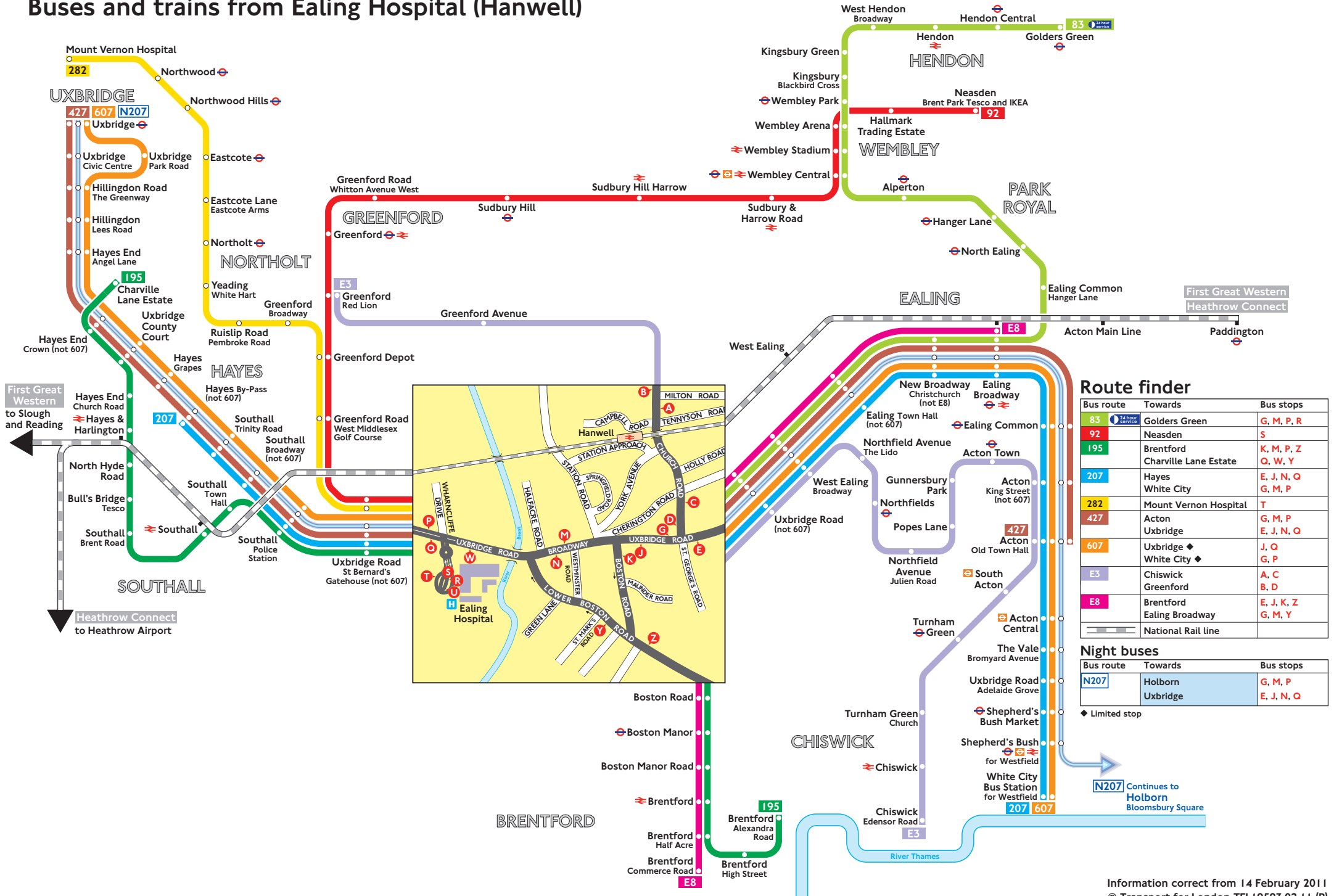
Day buses

Bus route	Towards	Bus stops
114	Mill Hill Broadway	DD, GG, HP, KK
	Ruislip	CS, FF, II, LL
182	Brent Cross Shopping Centre	AA
	Harrow Weald	BB
183	Golders Green	DD, GG, HP, JJ
	Pinner	CS, FF, II, LL
186	Brent Cross Shopping Centre	HS, HS, HW
223	Harrow	FP, HS, II, LL
	Wembley	GG, HS, HT, JJ
H9	Harrow via Wealdstone	DD, EE, GG, HH, TT, KK, MM
H10	Harrow	CS, HS, II, LL, NN
H14	Hatch End	HP
H18	Harrow	II, LL, NN
H19	Harrow via Wealdstone	EE, GG, HH, KK, MM

Night buses

Bus route	Towards	Bus stops
N18	Harrow Weald	BB
	Trafalgar Square	AA

Buses and trains from Ealing Hospital (Hanwell)



Route finder

Bus route	Towards	Bus stops
83	24 hour service Golders Green	G, M, P, R
92	Neasden	S
195	Brentford Charville Lane Estate	K, M, P, Z Q, W, Y
207	Hayes White City	E, J, N, Q G, M, P
282	Mount Vernon Hospital	T
427	Acton Uxbridge	G, M, P E, J, N, Q
607	Uxbridge White City	J, Q G, P
E3	Chiswick Greenford	A, C B, D
E8	Brentford Ealing Broadway	E, J, K, Z G, M, Y
National Rail line		

Night buses

Bus route	Towards	Bus stops
N207	Holborn Uxbridge	G, M, P E, J, N, Q

◆ Limited stop

N207 Continues to Holborn Bloomsbury Square

PRESS RELEASE

For immediate release 19th February 2013

MAJOR DECISION MADE ON THE FUTURE OF HEALTHCARE IN NW LONDON

The Joint Committee of Primary Care Trusts (JCPCT) has today (19th February) made a decision on the future of NHS services for approximately 2m people living in NW London.

The Committee agreed with all the recommendations put forward by the ‘*Shaping a healthier future*’ programme following public consultation. This will mean:

- Investing over £190m more in out-of-hospital care to improve community facilities and the care provided by GPs and others. Most of these improvements will be put in place before any major changes to local hospitals are made.
- The five major acute hospitals with a 24/7 A&E and Urgent Care Centre will be: Chelsea and Westminster; Hillingdon; Northwick Park; St Mary’s; and West Middlesex.
- Central Middlesex Hospital will be developed in line with the proposed local and elective hospital models of care, and will also include a 24/7 Urgent Care Centre.
- Hammersmith Hospital will be developed in line with the proposed local and specialist hospital models of care, and will include a 24/7 Urgent Care Centre.
- Both Ealing and Charing Cross Hospitals will be developed in line with the proposed local hospital model of care, and will each include a 24/7 Urgent Care Centre. The JCPCT also recommended that further proposals for these two hospitals are developed in future by the relevant CCGs.

The ‘*Shaping a healthier future*’ programme was established to address a number of challenges being faced by the NHS in NW London, including the demands of an increasing, ageing population. There are more people with long term conditions, and unacceptable variations in the quality of care, evidenced by higher mortality rates for patients treated in hospital at night or during the weekend.

Following extensive public consultation, the JCPCT was asked to approve the 11 recommendations made in the ‘*Shaping a Healthier Future*’ Decision Making Business Case, as well as two further recommendations which refer to additional proposals for Ealing and Charing Cross hospitals (see notes to editors, below).

Taking into account all of the evidence, the JCPCT has accepted all of the recommendations. These proposals will now take 3-5 years to implement, ensuring that improvements in out of hospital care are in place before major changes to hospital services are then implemented.

Jeff Zitron, Chair of the JCPCT, said:

“This is an important decision for the NHS in NW London. I am delighted that, after thorough and careful examination, we are able to fully recommend what clinicians feel will deliver the best possible care for local people for years to come. We have not taken this decision lightly, and have been very careful to consider the many thousands of responses we received during our extensive consultation last summer. I am confident that this is the best decision for the people of North West London and for the NHS.”

Dr Mark Spencer, Medical Director for Shaping a healthier future and Ealing GP, said:

“This decision will save lives and improve care dramatically for the two million people living across North West London. I am pleased that the JCPCT agreed that this was the best decision for a clinically safe, high quality and financially secure future for all the hospitals and NHS trusts in North West London. There are urgent and pressing needs to make these changes. If we do nothing people will continue to die unnecessarily and services will fail.”

END

NOTES TO EDITORS

1. Recommendations before the JCPCT (the Decision Making Business case)

The recommendations are included in the recommendation paper which accompanies the Decision Making Business Case (DMBC). This paper outlines the decisions that need to be taken by the JCPCT about the future shape of services in NW London. The programme has followed a robust process to develop a shared vision of care, evaluate different options, consult the public and stakeholders, develop and analyse recommendations, create a benefits framework and plan implementation.

The DMBC has been reviewed by the Programme Board, Clinical Board, Finance and Business Planning Group and other committees and groups established by the JCPCT to provide it with advice and recommendations. The JCPCT's decisions will be enacted through Clinical Commissioning Groups (CCGs) and the NHS Commissioning Board contracts and agreements over the medium term.

A full copy of the DMBC can be found at www.northwestlondon.nhs.uk/shapingahealthierfuture.

The recommendations included in the DMBC are as follows:

- 1. To agree and adopt the North West London acute and out of hospital standards, the North West London service models and clinical specialty interdependencies for major, local, elective and specialist hospitals as described in Chapter 7 of the Decision Making Business Case (DMBC).*
- 2. To agree and adopt the model of acute care based on 5 major hospitals delivering the London hospital standards and the range of services described in Chapters 7 and 9 of the DMBC should be implemented in North West London.*
- 3. To agree that the five major hospitals should be as set out in Chapter 10 of the DMBC: Northwick Park Hospital, Hillingdon Hospital, West Middlesex Hospital, Chelsea and Westminster Hospital and St Mary's Hospital.*
- 4. To agree that Central Middlesex Hospital should be developed in line with the local and elective hospital models of care including an Urgent Care Centre operating 24 hours a day, 7 days a week as detailed in Chapters 7,9 and 10 of the DMBC.*
- 5. To agree that Hammersmith Hospital should be developed in line with the local and specialist hospital models of care including an Urgent Care Centre operating 24 hours a day, 7 days a week as detailed in Chapters 7,9 and 10 of the DMBC.*

6. *To agree that Ealing Hospital be developed in line with the local hospital model of care including an Urgent Care Centre operating 24 hours a day, 7 days a week as detailed in Chapters 7,9 and 10 of the DMBC.*
7. *To agree that Charing Cross Hospital be developed in line with the local hospital model of care including an Urgent Care Centre operating 24 hours a day, 7 days a week as detailed in Chapters 7,9 and 10 of the DMBC.*
8. *To agree that the Hyper Acute Stroke Unit (HASU) currently provided at Charing Cross Hospital be moved to St Mary's Hospital as part of the implementation of resolutions 1, 2 and 3 above and as described in Chapter 6 of the DMBC.*
9. *To agree that the Western Eye Hospital be moved from its current site at 153 – 173 Marylebone Road to St Mary's Hospital as set out in Chapter 10 of the DMBC.*
10. *To recommend that implementation of resolutions 1 to 7 should be coordinated with the implementation of the CCG out of hospital strategies as set out in Chapters 8 and 17 of the DMBC.*
11. *To recommend to the NHS Commissioning Board and North West London CCGs that they adopt the implementation plan and governance model in Chapter 17 of the DMBC.*
12. *The JCPCT commends the further proposals that Ealing CCG has developed for the Ealing Hospital in response to feedback from consultation. The JCPCT recommends that Ealing CCG and all other relevant commissioners should work with local stakeholders, including Ealing Council and Healthwatch, to develop an Outline Business Case (OBC) for an enhanced range of services on the Ealing Hospital site consistent with decisions made by this JCPCT. This OBC is to be approved by the SaHF Implementation Board before final submission.*
13. *The JCPCT commends the further proposals that Hammersmith and Fulham CCG has developed for the Charing Cross Hospital in response to feedback from consultation. The JCPCT recommends that Hammersmith and Fulham CCG and all other relevant commissioners should work with local stakeholders, including Hammersmith and Fulham Council and Healthwatch, to develop an Outline Business Case (OBC) for an enhanced range of services on the Charing Cross Hospital site consistent with decisions made by this JCPCT. This OBC is to be approved by the SaHF Implementation Board before final submission.*

2. The 'Shaping a healthier future' programme

The 'Shaping a healthier future' programme was launched in January 2012 with the publication of the Case for Change. It was taken forward by eight clinical commissioning groups (CCGs), made up of GPs representing NW London's eight primary care trusts (PCTs).

They have worked with hospital doctors, nurse leaders, providers of community care such as mental health services, social services, patient and volunteer groups and charities to develop the proposals for change. These proposals and their vision for the future of healthcare in NWL are set out in the [Consultation document](#) and all of the evidence and work that has gone into developing these proposals is set out in the pre-consultation business case.

The programme has four medical directors:

- Dr Mark Spencer, medical director of NHS NW London and a GP in Ealing
- Dr Susan La Brooy, former medical director of Hillingdon Hospital and a consultant physician in acute medicine and care of the elderly
- Dr Mike Anderson, medical director of Chelsea and Westminster Hospital and a consultant gastroenterologist
- Dr Tim Spicer, chair of Hammersmith and Fulham Clinical Commissioning Group and a GP in Hammersmith

3. NHS North West London

The North West London (NWL) Cluster was formally established on 1 April 2011 and is the largest commissioning cluster in London, with an annual health budget of £3.4bn and serving a population of around 1.9 million.

It operates across eight boroughs: Brent, Ealing, Hammersmith & Fulham, Harrow, Hillingdon, Hounslow, Kensington & Chelsea, and Westminster. There are eight Clinical Commissioning Groups (CCGs) with local GP leadership operating in shadow form across all eight boroughs.

For the purposes of the *Shaping a healthier future* consultation, three neighbouring boroughs – Camden, Richmond and Wandsworth – were included in many of the activities and associated communications since health services there are also likely to be affected by the proposals.

4. The Joint Committee of Primary Care Trusts (JCPCT)

The programme is overseen by the JCPCT, made up of voting representatives from the eight PCTs in North West London (NHS Brent, NHS Ealing, NHS Hammersmith and Fulham, NHS Harrow, NHS Hillingdon, NHS Hounslow, NHS Kensington and Chelsea and NHS Westminster). It also includes voting representatives from the three neighbouring PCTs affected by the proposals (NHS Camden, NHS Richmond, and NHS Wandsworth). The Chair is Jeff Zitron who is also chair of the NHS North West London Cluster Board.