



VISIONS FOR NORTHOLT

Community Engagement Report

Ealing and Kensington Roads

Oct - Nov 2022

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Park Run, Northala Fields

EXECUTIVE SUMMARY

In January 2021, Ealing Council launched the Visions for Northolt programme to direct investment towards Northolt and deliver against local priorities.

Between January – August 2021, over 300 local people contributed to a community-led vision for the future of the area. We are now working together to co-deliver this vision through a series of projects.

This report summarises engagement activity carried out October to November 2022 to inform Connected Northolt which includes active travel, highways and public realm improvements on Church, Mandeville, Ealing and Kensington Roads. It will make a genuine difference to all road users, including pedestrians and cyclists.

This engagement focused on improvements to Ealing and Kensington Roads. It builds on initial engagement in Summer 2022 involving over 350 residents.

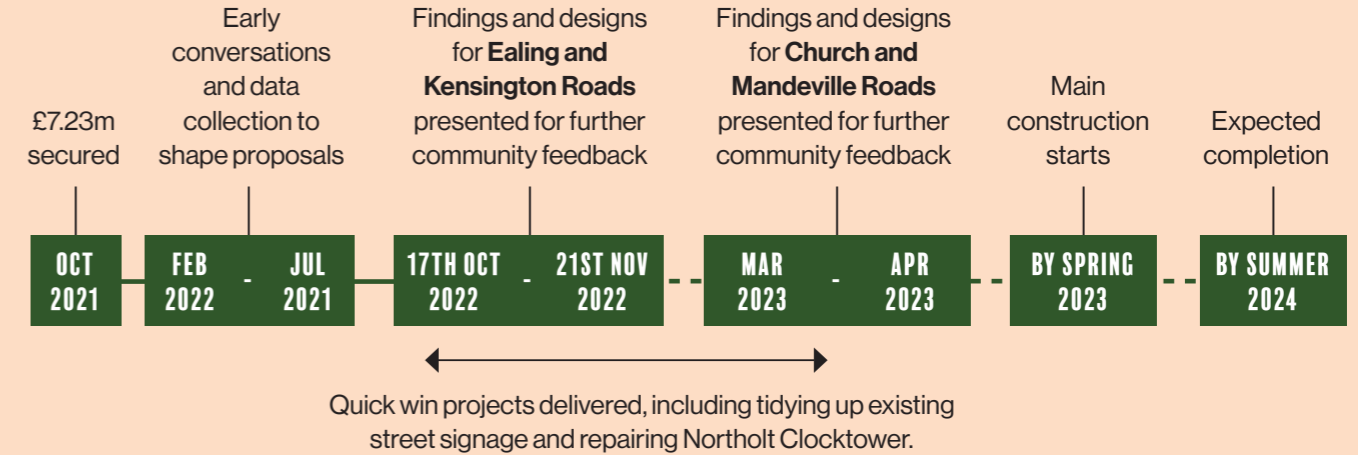
Engagement on improvements to Church and Mandeville Roads took place in Spring 2023.

163 local people took part, including those who live, work, study, visit or run a business in Northolt. A mix of methods were used to engage with diverse groups including an online survey and digital walkabout activity. A total of 10 activities were delivered, including community workshops, a digital survey, and pop-up events.

As set out in Ealing Council's Travel in Ealing Charter, the council are committed to being open, transparent, and inclusive in how we engage on transport and active travel projects.

This report summarises area-specific feedback and identifies themes that were mentioned across the project area:

- **Improvements to key public realm spaces**, including refurbishment of the Village Green Clocktower, and improved planting and footpaths in greenspaces.
- **Consideration of parking**, including a reduction in parking spaces to create wider footways and cycleways, with space for street greening, furniture and outdoor dining.
- **Improved crossing points**, including a new level crossing across Ealing Road and a new parallel zebra crossings over Kensington Road for cyclists and pedestrians.
- **Improved cycling infrastructure**, including new cycle tracks on the eastern side of Kensington Road, creating a safe cycle link away from traffic.



This report should be read alongside other Visions for Northolt documents, including:

- **Connected Northolt, Information Book**
- **Summer 2022 Exhibition Boards (Full project area)**
- **Summer 2022 Engagement Report (Full project area)**
- **Autumn 2022 Exhibition Boards (Ealing and Kensington Road)**
- **Spring 2023 Exhibition Boards (Church and Mandeville Roads)**
- **Community-led 20-minute Neighbourhood Framework**

To find out more, view these documents and sign up to receive email updates, visit our website:

www.visionsfornortholt.co.uk

You can also email us at:

visionsfornortholt@ealing.gov.uk

We would like to thank everyone who has participated in and supported this programme so far. There will be continued opportunities to get involved.



Drop In, Northolt Leisure Centre Library

INTRODUCTION



Co-Design workshop

What is Visions for Northolt?

Visions for Northolt is putting local people in the driving seat of change. It is a community-led engagement and regeneration programme that has been designed and delivered in partnership with local people. It is all about making sure that future investment in Northolt reflects local needs, priorities and aspirations.

In 2021, over 300 local people helped to develop a community-led vision for the future of Northolt. Through the 'Visions for Northolt' programme we are now working together to co-deliver this vision through a series of projects.

How much funding has been secured?

Ealing Council and Transport for London (TfL) have secured £7.23m Levelling-up Funding for Northolt. This is a big win for Northolt!

What is the funding for?

This funding is for active travel, highways and public realm improvements that will make a genuine difference to all road users, including pedestrians and cyclists.

Where is the funding for?

This funding is for improvements on Church and Mandeville Roads (A312) and Ealing and Kensington Roads including the Village Green.

Why was this area selected?

Local people reported being dissatisfied with Church and Mandeville Roads (A312).

This is the busiest route in Northolt for walking, cycling, driving and bus trips. Congestion, road accidents and poor air-quality are most significant along this corridor.

Addressing poor pedestrian and cycle connectivity was also identified as important to local people.

Kensington and Ealing Road connects Northolt to the Canal Cycleway to the south. From here, residents can access several key employment areas, including Southall, by bicycle. TfL have already improved the Canal Cycleway.

What results are expected?



Travel in Northolt will be safer, easier and more pleasant for all, including cyclists and pedestrians.



Public spaces will be more attractive, inclusive and greener.



By making cycle and footways safer and more attractive, we expect there will be an increase in walking and cycling.



This increased footfall on Northolt's high streets will also support local businesses.

What engagement has happened so far?

In summer 2022, 373 local people shared their ideas for this project. This included an online survey, digital walkabouts, walking workshops, business surveys, digital and in-person conversations, school workshops and pop-up events. These opportunities were promoted via social media, posters, lamp post banners and an area wide letter drop.

How will these findings be taken on board?

Ealing Council have commissioned a project team of transport planners, landscape architects and other designers to develop detailed proposals for interventions across the area. Findings in this report will be used to further develop these designs ahead of construction.

Who is this report for?

This report may be used by all. It seeks to bring value to the projects mentioned above. Over 160 people contributed their views and ideas as part of this phase of engagement, and this report offers an insight into their contributions.

All findings and data, excluding any personal data, from this engagement activity and previous Visions for Northolt events are available at visionsfornortholt.co.uk.

How was this engagement delivered?

The engagement strategy was developed around inclusivity and accessibility. The team sought to encourage participation from as many parties as possible and collect a diverse range of data, with various methods, including:



A project website (visionsfornortholt.co.uk)
1x Digital survey



2x Drop In events in Northolt Leisure Centre Library



1x Pop Up event in Northala Fields Park



1x Womens Focus Session
1x Co-design workshop at Northolt Village Community Centre



Printed surveys



Freephone number



Business interviews



Project email inbox

A letter was circulated to over 7,400 residential and business addresses in and around the project area to encourage participation.

Street notices were installed on lampposts along Ealing and Kensington Roads.

In addition to these letters, the team attempted to visit all businesses on Ealing Road. If local businesses were unavailable and where it was possible to, surveys were left at the premises.

In addition to these engagement methods, this report references findings from wider community engagement activities where these are of particular relevance. This has helped to avoid any duplication of surveys and reduce consultation fatigue.

Who participated in this engagement?



163 local people attended an event or completed a survey



43 comment cards were left in Northolt Leisure Centre Library



13 provided comment by email



10 local businesses were interviewed

Of the 33 people who completed an optional demographic questionnaire:



The male/female split was fairly even, with 47% & 53% respectively reflecting the demographic across Northolt.



Over 70% responses came from local Northolt residents.



38% respondents were over 60 and 27% between 31-45



30.4% of responses came from Black, Asian and Minority Ethnic groups

How did we ensure inclusivity?

The Visions for Northolt website includes a **translation function**, ensuring information is available in 10 of the most widely spoken languages in Northolt: English, Polish, Nepalese, Tamil, Gujarati, Persian/ Farsi, Arabic, Punjabi, Urdu and Somali.

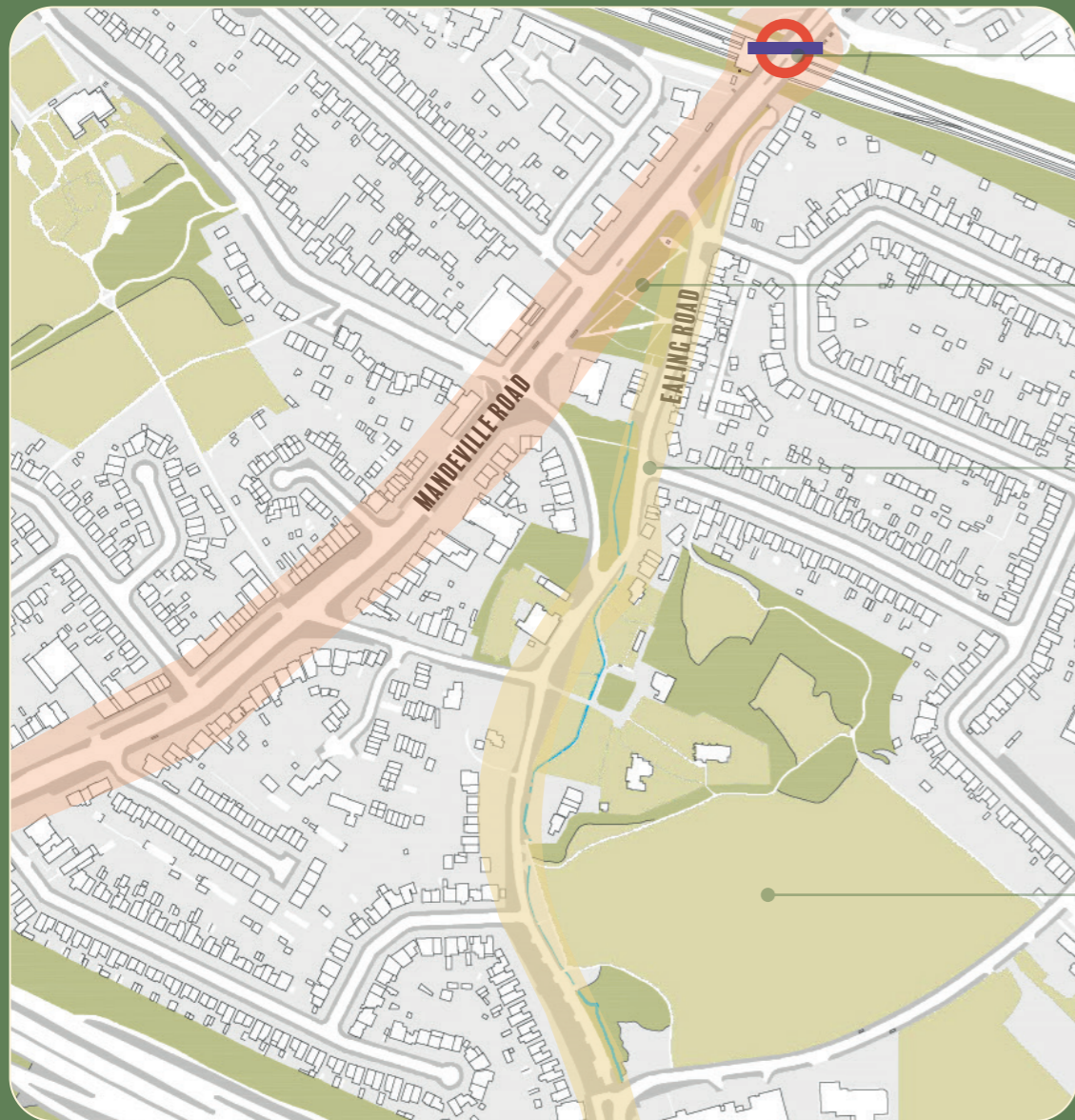
QR codes were included on printed materials, taking people directly to the website where they could select their language.

Printed translations of surveys and other printed information were available on request via email or freephone.

Ongoing **monitoring of participation demographics** took place to ensure activities were tailored to address any gaps in representation.

FINDINGS: VILLAGE GREEN / EALING ROAD

This chapter explores findings related to the Village Green / Ealing Road.



Northolt Station

Village Green

Ealing Road

Belvue Park

FINDINGS

Village Green/ Ealing Road

Priorities

Key themes that emerged through surveys and conversations included:

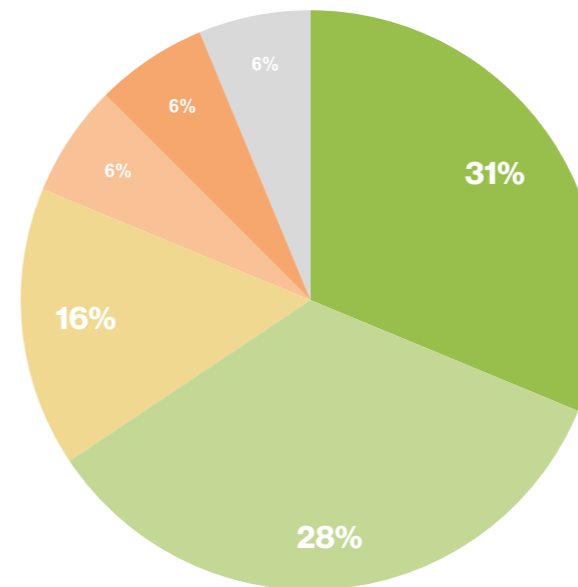
-  **Safe crossings**
-  **Parking**
-  **Cycle Lanes**
-  **Greening**
-  **Amenities**



A total of 60 conversations were recorded across the engagement events. Further feedback was collected through paper surveys, co-design workshops and comment cards left in Northolt Library. 10 businesses provided feedback.

Overall, **65% survey respondents supported** the proposals for Village Green. **12% did not support** the proposals.

Overall, do you feel the proposals for the Village Green will benefit the local area?



A total of 32 paper survey responses

Participants who were **neutral** were concerned about **maintenance** of the proposals, including removal of **litter** and addition of **bins**, repair of the **clock tower** and care of the **planting**.

The comments from those who **disagreed** were of the sentiment that the proposals were **not necessary** and efforts could be focussed elsewhere.

-  Strongly agree
-  Agree
-  Neutral
-  Disagree
-  Strongly disagree
-  Don't know

FINDINGS

Village Green/ Ealing Road

Village Green uses

Many people suggested making the Village Green a more prominent **space for celebration** and gathering, with suggestions of seasonal decoration and bunting.

The Residents Association suggested infrastructure for **bunting and celebratory flags** could be installed to support community events.

Many participants suggested the design should incorporate space for a **Christmas tree** and lighting.

Some participants wanted to see more opportunities for **local people to take ownership** and management of this space.

Village Green paving

There was support for the **repair of the clock tower** and improvements to the paved area around it.

The Residents Association suggested that the paved area around the clock tower should be circular.

There was support for **improving and resurfacing the footpaths** in the Village Green.

Anti-social behaviour

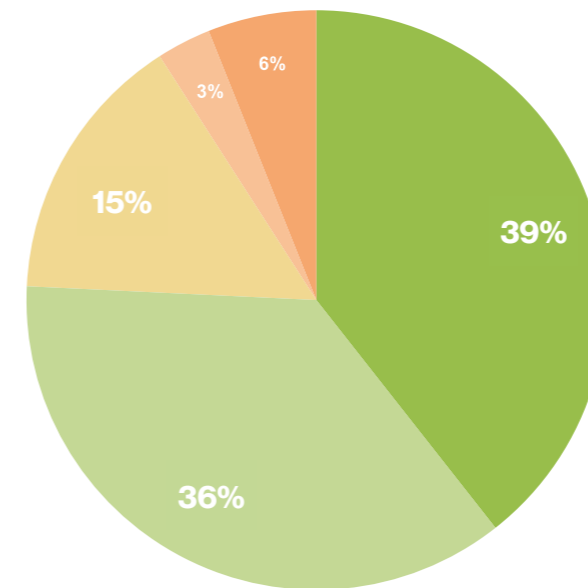
Participants suggested increased CCTV could help reduce anti-social behaviour.

Bins and seating

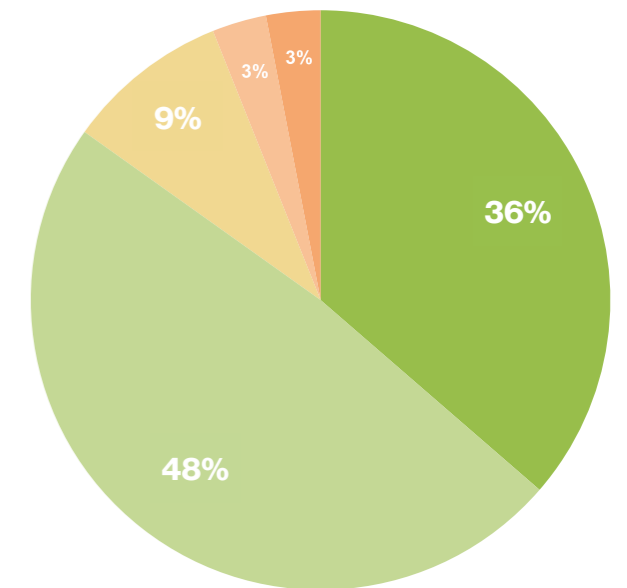
More **bins and seating** were supported, however, some participants and businesses noted this could result in anti-social behaviour. Other suggestions included a free water fountain.

Around **75% survey** respondents supported the proposal for a new square around the clock tower and for resurfaced footpaths to improve accessibility.

How do you feel about the proposal to create a new square around the clock tower to celebrate local heritage?



How do you feel about the proposal to resurface footpaths on the Village Green to improve accessibility?



A total of 33 paper survey responses

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Dont know

A total of 60 conversations were recorded across the engagement events. Further feedback was collected through paper surveys, co-design workshops and comment cards left in Northolt Library. 10 businesses provided feedback.

FINDINGS

Village Green/ Ealing Road

Greening

Meadow and flowering plants were supported to enhance opportunities for wildlife.

There was a positive response to the proposal for more green space, trees and benches.

It was felt that green space and better public realm would **attract more people** to the area.

One business owner noted that any street planting locations would need to take into consideration their loading requirements.

Some participants noted that new planting should not cover the entire green, so it can still be used for events.

Others suggested that the grass verges could also be planted with wild flower meadow.

Maintenance

Local residents and businesses noted the need to ensure new and existing planting is **properly maintained**.

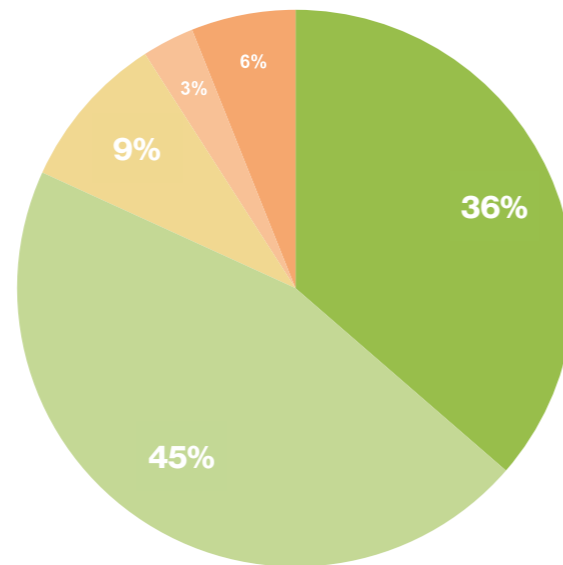
Planting types

Members of the Resident Association were keen to see **more traditional and colourful types of planting** around the clocktower.

Greening is a much needed positive change

Over 80% of participants agreed with the summer meadow proposal to improve habitats in the town centre.

How do you feel about the proposal to create a summer meadow and long grass areas to improve the habitats for birds, bees, and other insects on the Village Green?



A total of 33 paper survey responses

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Dont know

A total of 60 conversations were recorded across the engagement events. Further feedback was collected through paper surveys, co-design workshops and comment cards left in Northolt Library. 10 businesses provided feedback.

Safe streets

There was broad support for the pedestrian crossings, in particular those on Ealing Road.

There was **support for lighting** improvements across the area.

The lack of dropped kerbs was noted as difficult for wheelchair users. **Ramped entrances** to shops were suggested.

The use of different coloured top surface for cycle lanes to clearly **demarcate road use** was suggested by some participants.

Ealing Road will be a much safer environment for children.

Belvue Road

Many participants raised the need for a safe crossing to the **E10 bus stop** on Belvue Road. Some suggested a bus shelter or signage is needed in this location.

Some noted that buses stopping on Ealing Road at Belvue Road block the road.

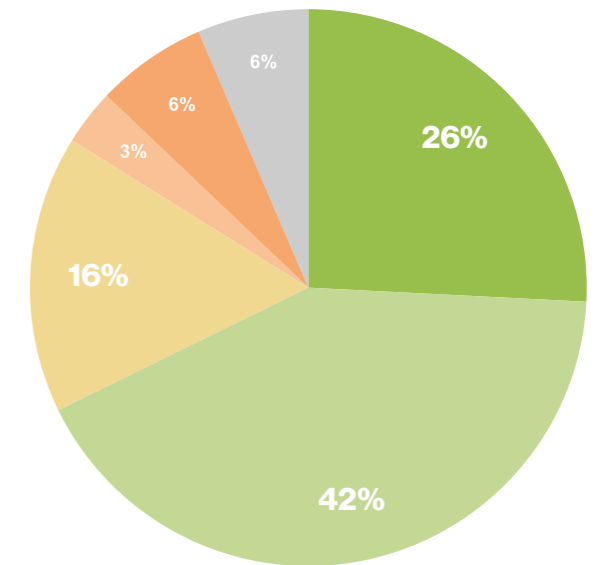
Heavy Goods Vehicles

Participants suggested use of larger and **pictorial signs** to deter Heavy Goods Vehicles turning down Ealing Road and getting stuck on residential streets.

Other suggestions included a **change in highway material** at top of Ealing Road to deter these vehicles.

68% survey respondents supported the new level crossing point at Village Green.

How do you feel about the proposal to implement a new level crossing point across Ealing Road to access the Village Green?



A total of 31 paper survey responses

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Dont know

FINDINGS

Village Green/ Ealing Road

Parking spaces

Some significant concerns were raised about the loss of parking on Ealing Road, however, there were more comments in support of the loss of car parking than against it.

The creation of wider footways, due to loss of car parking was supported by the majority of participants. The Conservation Panel felt that the loss of car parking and wider footways could impact the **heritage feel** of the area.

5 businesses expressed concerns about **loss of all day parking** which is currently used by their staff. 5 businesses felt that majority of customers drive to their premises.

Blue Badge parking

Participants wanted to ensure there would be sufficient accessible parking for **blue badge** holders.

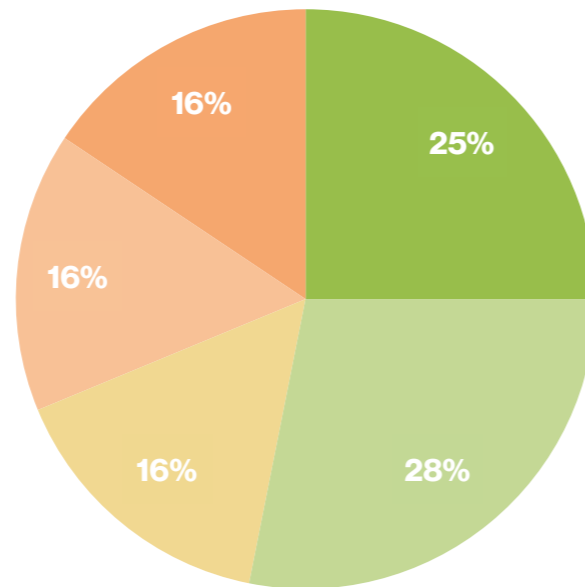
Local businesses also wanted to ensure customers with access needs would be accommodated.

Loading

Businesses wanted to ensure that any proposals do not negatively impact their **loading requirements**. Others noted the need for parking for maintenance vehicles for the Village Green.

51% survey respondents supported changes to parking spaces on Ealing Road. 31% disagreed with these changes.

How do you feel about the proposal to change existing car parking spaces along Ealing Road?



A total of 32 paper survey responses

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Dont know

A total of 60 conversations were recorded across the engagement events. Further feedback was collected through paper surveys, co-design workshops and comment cards left in Northolt Library. 10 businesses provided feedback.

Stop and Shop

Majority of participants supported the principle of time limited parking, enforcement and associated charges.

There were mixed views from local businesses. 4 businesses felt that their **customers were short stay** only and would be less impacted by the proposed time restrictions. 2 businesses felt their **customers required longer stay parking**.

Participants, including 4 businesses felt that the current **lack of enforcement** was an issue as it encouraged commuter parking.

Many wanted to see **alternative pay options** as internet access and paying by phone can be difficult. Others suggested exemptions for residents.

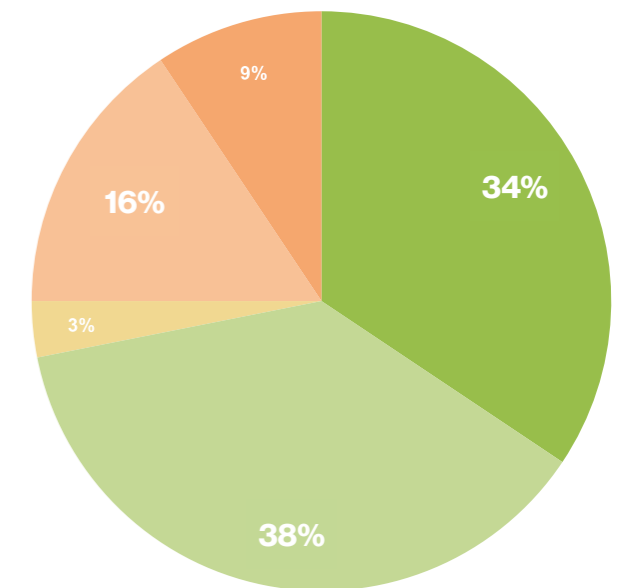
Some participants were concerned that similar schemes hadn't been successful in other areas, and that reduced parking options could negatively impact local businesses.

Electric Vehicles

Some people suggested of Electric Vehicle charging points should be incorporated.

Over 70% survey participants supported the 'Stop & Shop Scheme'

How do you feel about the proposal to implement a 'Stop & Shop' car parking scheme?

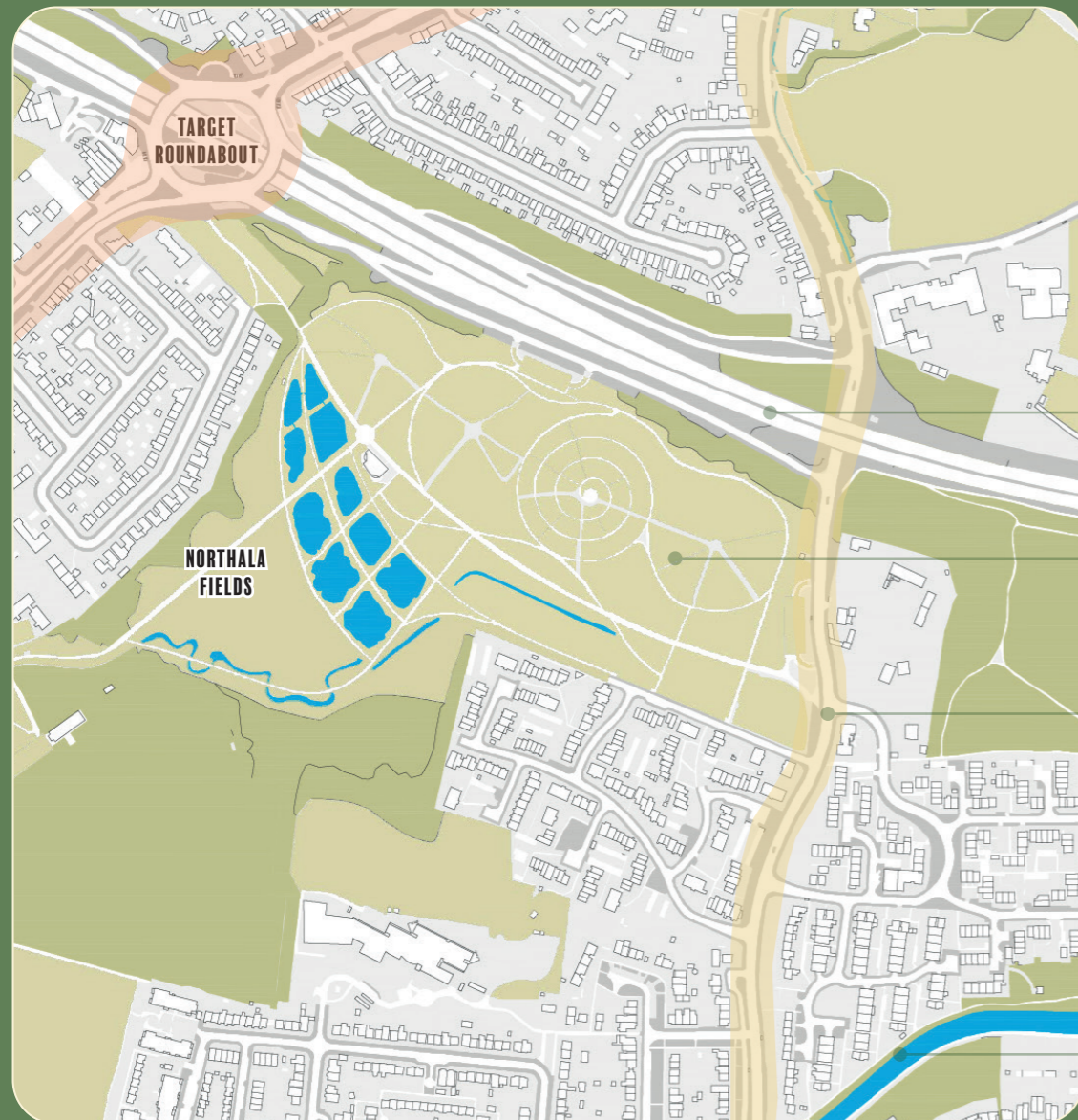


A total of 32 paper survey responses

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Dont know

FINDINGS: KENSINGTON ROAD

This chapter explores findings related to the area of Kensington Road.



A40 Western Avenue

Northala Fields

Kensington Road

Grand Union Canal

FINDINGS

Kensington Road

Priorities

Key themes that emerged through surveys and conversations included:

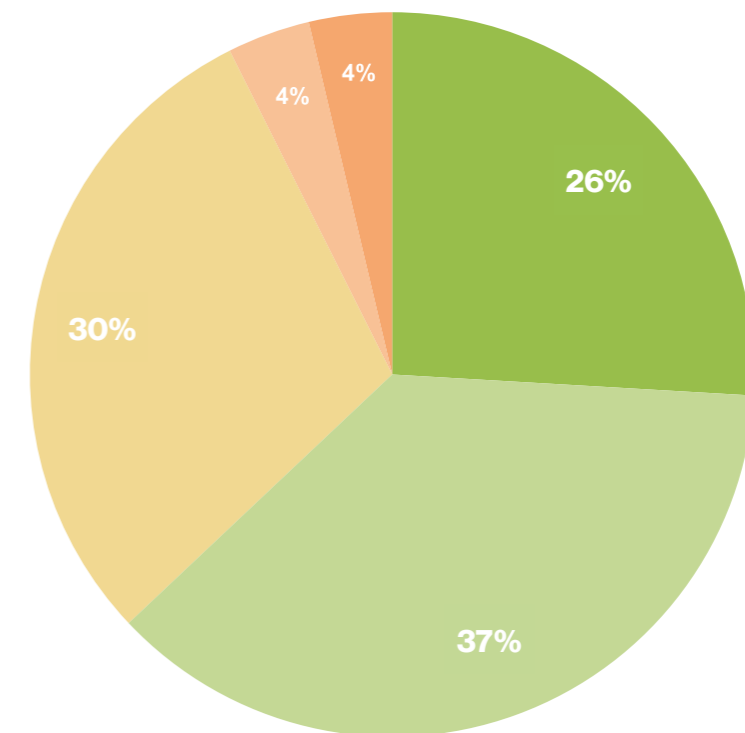
-  **Safe Crossings**
-  **Lighting**
-  **Trees and planting**
-  **Parking**
-  **Cycle lanes**



A total of 60 conversations were recorded across the engagement events. Further feedback was collected through paper surveys, co-design workshops and comment cards left in Northolt Library.

Overall, **63% survey respondents supported** the proposals for Kensington Road. **8% did not support** the proposals.

Overall, do you feel the proposals for Kensington Road will benefit the local area?



A total of 27 paper survey responses

-  Strongly agree
-  Agree
-  Neutral
-  Disagree
-  Strongly disagree
-  Dont know

FINDINGS

Kensington Road

Safe crossings

Participants supported the proposed zebra crossing on Kensington Road.

Participants noted that the existing crossing on Kensington Road is considered dangerous.

Participants were supportive of **improved pedestrian crossings** over side roads, and design features encouraging vehicles slowing while turning at side road junctions.

Raised crossings

Some participants suggested a raised cross over **Hotspur Road**, that forms part of the cycle route, to be upgraded to Parallel crossing.

Signage and lighting

Some participants suggested signage at junction of Ealing and Rowdell Road was needed, highlighting this as an **alternative route to canal**.

Others suggested increased lighting at this location also, noting existing issues with anti-social behaviour in this location.

Canal access point

Participants supported creating **improved access to Grand Union Canal**.

Marnham Fields bridge

Reopening this bridge was highlighted as a priority by some participants.

Double Yellow Lines

There was a suggestion for double yellow lines at top of **Horse Shoe Crescent**, opposite the bus stop, as parking currently blocks free movement of the bus.

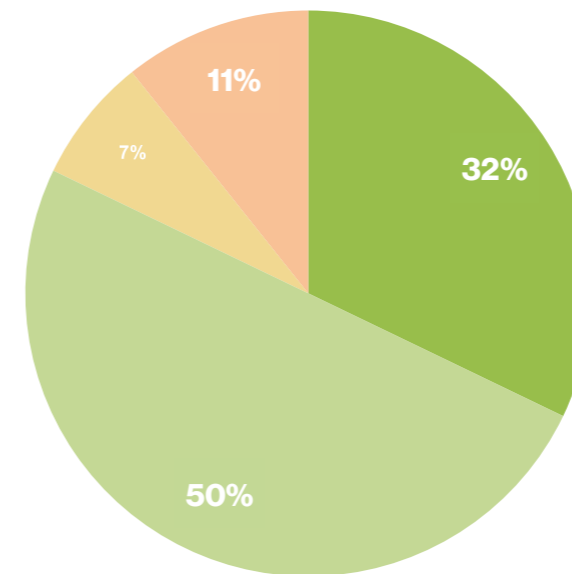
A40

Where Kensington Road meets the A40 slip road, **traffic calming measures** were suggested to allow cyclists and pedestrians to cross safely.

82% survey respondents supported the proposal for a new parallel crossing over Kensington Road for cyclists and pedestrians

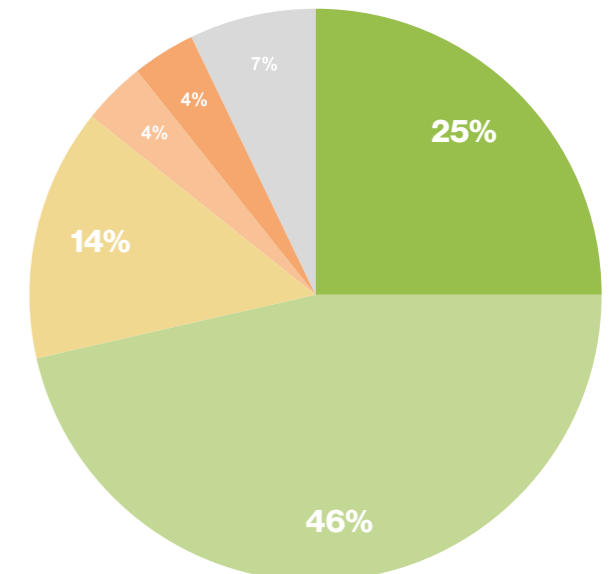
71% survey respondents supported proposals to improve pedestrian crossings over side roads.

How do you feel about the proposal for new parallel zebra crossings over Kensington Road for cyclists and pedestrians



A total of 28 paper survey responses

How do you feel about the proposal to improve pedestrian crossings over side roads?



A total of 28 paper survey responses

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Don't know

A total of 60 conversations were recorded across the engagement events. Further feedback was collected through paper surveys, co-design workshops and comment cards left in Northolt Library.

FINDINGS

Kensington Road

Cycle lanes

Many participants supported the proposed cycle routes, particularly where segregated and away from the carriageway.

There was also a desire for **cyclists to be separated from pedestrians** and not to share surfaces.

Some participants suggested more needed to be done **to encourage cyclists** to use the route such as use colour on street furniture.

Participants noted that they hoped the cycle route would effectively **link to the wider cycle network**.

Some felt that cycle lanes will improve the area but could push the cars and parking issues elsewhere.

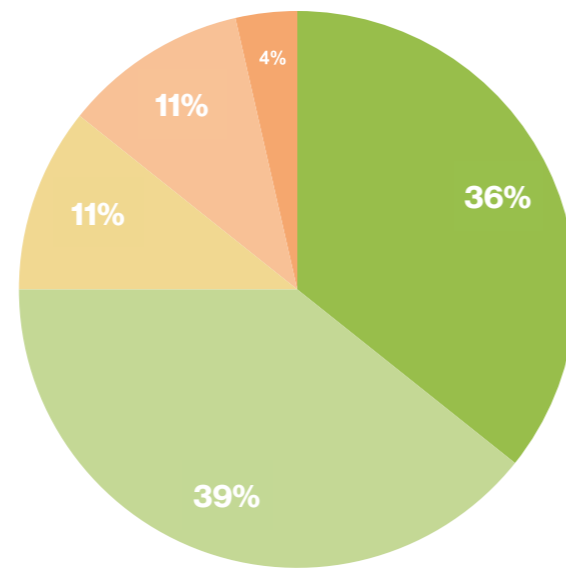
Smiths Farm entrance

Ealing Cycling Campaign noted that this site is used by **Heavy Good Vehicles** which pose a hazard to pedestrians and cyclists.

We recommend active engagement with the owners of Smith's Farm yard to identify the companies using the site, and to work with them to ensure all their drivers are made aware of the risk

82% survey respondents supported new cycle paths on the eastern side of Kensington Road

How do you feel about the proposal for new cycle paths on the eastern side of Kensington Road, creating a safe cycle link away from traffic?



A total of 28 paper survey responses

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Dont know

Side road junctions

Narrowing of side road junctions was broadly supported. Some participants felt that this could result in increased **traffic congestion**.

Trees and planting

Participants suggested raised banks to reduce **noise and pollution**, and the planting of street trees.

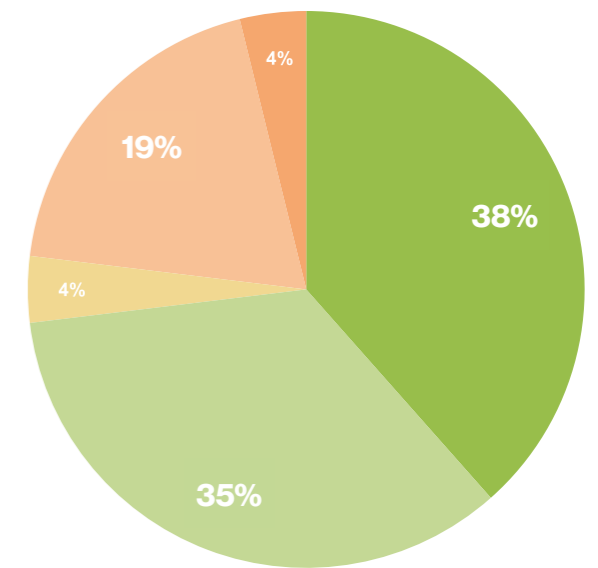
Biodiversity and Ecology

Ealing Wildlife Group suggested bird and bat boxes to be installed along the route, as well as **wildlife underpasses** and amphibian escape features in drains around Northala Fields along Kensington Road.

What about making cycle routes pollinator and reptile friendly highways too? Green belts that wildlife and people can use to travel through our urban landscape safely?

73% survey respondents supported proposals to narrow side junctions

How do you feel about the proposal to narrow side road junctions to encourage vehicles to slow down when turning?



A total of 26 paper survey responses

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Dont know

A total of 60 conversations were recorded across the engagement events. Further feedback was collected through paper surveys, co-design workshops and comment cards left in Northolt Library.

FINDINGS: AREA-WIDE

This chapter sets out findings related to the full project area and beyond including; Northolt Station and Northala Fields Park, as well as Church, Mandeville, Ealing, and Kensington Roads.



Northolt Station

Village Green
Ealing Road

Mandeville Road

Belvue Park

Church Road
Northala Fields Park
Kensington Road

Grand Union Canal

FINDINGS

Area-wide

Through this engagement activity, some more general comments were received that were not specifically related to the concept designs presented.

Accessibility

Some people raised concerns about accessibility. This included the lack of dropped kerbs and step free access to Northolt Station and public amenities such as shops on Ealing road.

There was also consistent mention of uneven pavements that require resurfacing.

Safe crossings

A significant number of comments focussed on safety at road crossings, with the speed of traffic being brought up multiple times.

Specifically, Church and Mandeville Roads were seen as enabling traffic to go too fast between Northolt station and White Hart Roundabout.

Some people expressed an interest in a 20mph speed limit in this location, with CCTV, new lighting and speed cameras added at Target roundabout.

I can see Northolt as a calm and pretty place

Lighting

Participants felt that lighting across the area needs to improve, brightening the existing fixtures and adding more.

There was a concern about light pollution and that this should be taken into account when designing new lighting.

We needed to more focus on street lighting from tube station as it is very dark in the evenings

Travel

Car parking and access was one of the most common topics. Participants expressed openness to re-allocating car parking to have healthier streets and improved access to active travel. Some expressed concerns about the wider effect this might have on car journeys.

The new car parking at Northala Fields Park was supported and is seen as a positive improvement.

Some people noted car parking is an issue on Rectory Gardens where large vehicles get stuck due to there being parking on both sides.

Pollution

Many people highlighted concerns about pollution on the A40 and suggested more greenery was needed to mitigate this.



NEXT STEPS

We would like to thank everyone who has participated in and supported this programme so far. The feedback received will help shape the developed designs for Ealing and Kensington Roads.

There will be a statutory consultation on the updated designs in Summer 2023, before works commence on site. This will include a description of key design changes in response to the feedback received.

The works are anticipated to be completed by Spring 2024.

There will be continued opportunities to get involved in these projects and wider Visions for Northolt projects.

To find out more and sign up to receive email updates, visit our website:
www.visionsfornortholt.co.uk

You can also email us at:
visionsfornortholt@ealing.gov.uk



