



VISIONS FOR NORTHOLT

Community Engagement Report

Church and Mandeville Roads

March - May 2023

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Community engagement event, Northolt Leisure Centre Library

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 between March to May 2023 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 Church and Mandeville Roads. It builds on initial engagement in Summer 2022 involving over 350 residents.

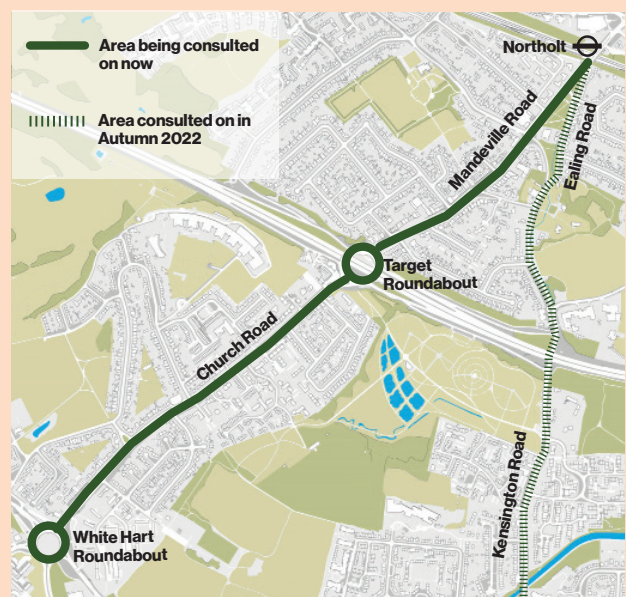
Engagement on improvements to Ealing and Kensington Roads took place in Autumn 2022.

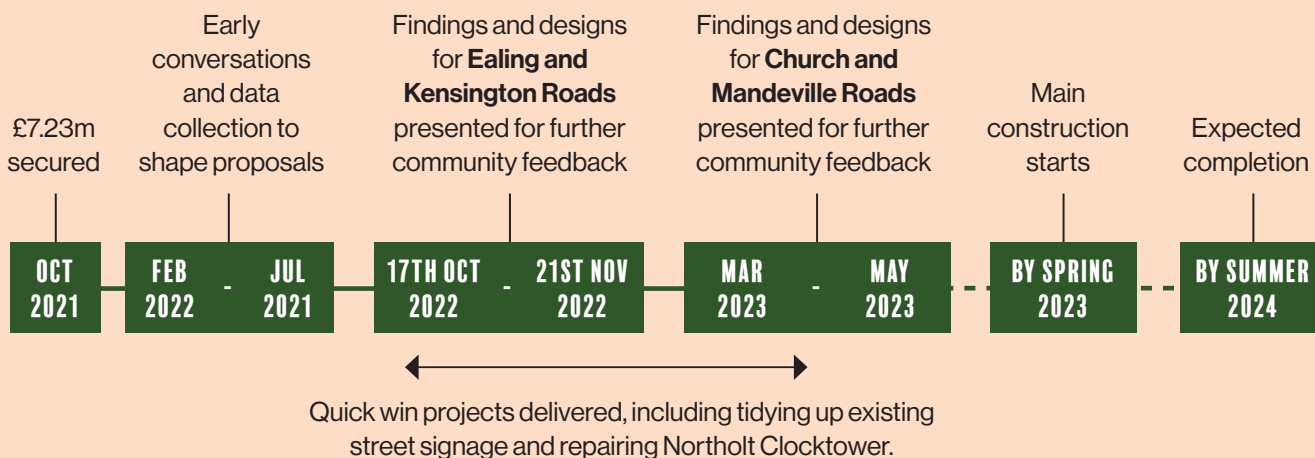
647 local people took part, including those who live, work, study, visit or run a business in Northolt. A total of 17 activities were delivered, including community workshops, a digital survey, and pop-up events.

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 summaries 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 new crossings on Church Road and at Target Roundabout.
- **Improved cycling infrastructure**, introducing a mix of segregated cycle lanes where road width allows, and shared paths elsewhere.





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, Viking Community Centre

INTRODUCTION





Drop In, Islip Manor Centre

INTRODUCTION

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.

In Autumn 2022, 163 people took part in engagement on proposed changes to Kensington and Ealing Roads.

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 647 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.

INTRODUCTION

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)
1 x Digital survey



4x Drop In events in Northolt
Leisure Centre Library, Northolt
Library, Islip Manor Centre, and
Viking Community Centre



2 x Pop Up event in Northala
Fields Park and St. Mary's Church



7 x Focus sessions



Printed surveys



Freephone number



Business interviews



Project email inbox

A letter was circulated to over 14,400 residential and business addresses in and around the project area to encourage participation.

Street notices were installed on lampposts along Church and Mandeville Road. Posters were distributed to the local libraries and community centres.

The designs were exhibited for the duration of the engagement period at Northolt Library, Church Road and Northolt Leisure Centre Library. Respondents could provide feedback by leaving a comment card.

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

Seven focus sessions were held with community organisations across the project area, including groups representing young people, disabled people, older people, and cyclists.

Who participated in this engagement?



124 local people attended a pop-up, drop-in, or focus session



511 people completed the digital survey



8 provided comment by email



36 local businesses were interviewed

Of the 329 people who completed an optional demographic questionnaire:



The male/female split was fairly even, with 43% & 50% respectively reflecting the demographics across Northolt.



Over 63% responses came from local Northolt residents.



25% respondents were 25 and under and 14% were 64 and over



38.6% 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: WHITE HART ROUNDABOUT AND SHOPPING PARADE

This chapter explores findings related to the White Hart Roundabout and Shopping Parade.



Islip Manor Park

Church Road

Northala Fields


White Hart Roundabout

FINDINGS

White Hart Roundabout and Shopping Parade

Priorities

Key themes that emerged through surveys and conversations included:

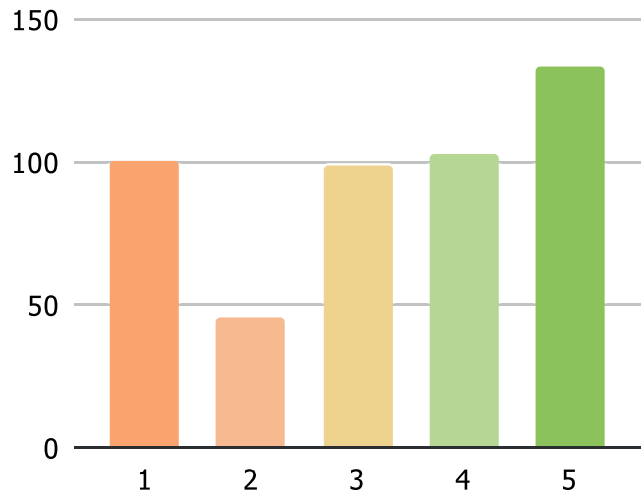
-  **Safe crossings**
-  **Accessible routes with rest stops**
-  **Prioritise walking & wheeling**
-  **Improved Cycle infrastructure**
-  **Parking / Congestion**



Wider Footways

Survey findings showed support for proposals to widen footways outside shops at this shopping parade. Ranking support on a scale of 1 to 5, the average level of support was 3.25.

How do you rate the proposal for wider footways at White Hart shopping parade?



A total of 483 survey responses

'Support safety improvements to White Hart Roundabout, this is a big local issue for young children.'

Overall, **70% of survey respondents** rated the proposals for wider footways at White Hart shopping parade as 3 or more out of 5.

Parking & Congestion

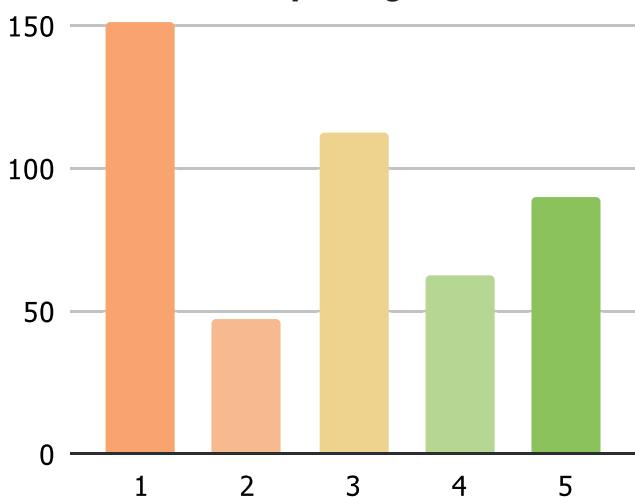
Participants mentioned challenges in the area regarding parking and congestion. Local people identified that it is difficult to find parking and that they currently rely on parking spaces at McDonald's.

One participant suggested creating a new entrance to the school from the A40 at the White Hart Roundabout, in addition to a new entrance into the residential area from Church Road.

Local businesses gave general support for the proposed parking changes to encourage short stay use for patrons.

Survey participants were asked to rate the proposed changes to car parking in this area. There was a generally mixed level of support, with an average level of 2.77.

How do you rate the proposed changes to car parking?



A total of 464 survey responses

Overall, **57% of survey respondents** rated the proposed changes to car parking as 3 or more out of 5.

Traffic issues a serious problem, particularly impacting quality of air.

Use of the White Hart Roundabout Central Space

Participants were interested in how the central space of the White Hart Roundabout could be used by the community.

Really Eager to use White Hart Roundabout for events, markets, growing, gathering.

Could people use the White Hart Roundabout Space for gatherings? It is a nice space, quiet compared to surrounding roads

Improved Cycle Infrastructure

Many participants were in favour of the proposed cycle infrastructure. Some specified a preference for these to be segregated, both from the perspective of safety for cyclists and pedestrians.

Northolt lacks cycle infrastructure

FINDINGS

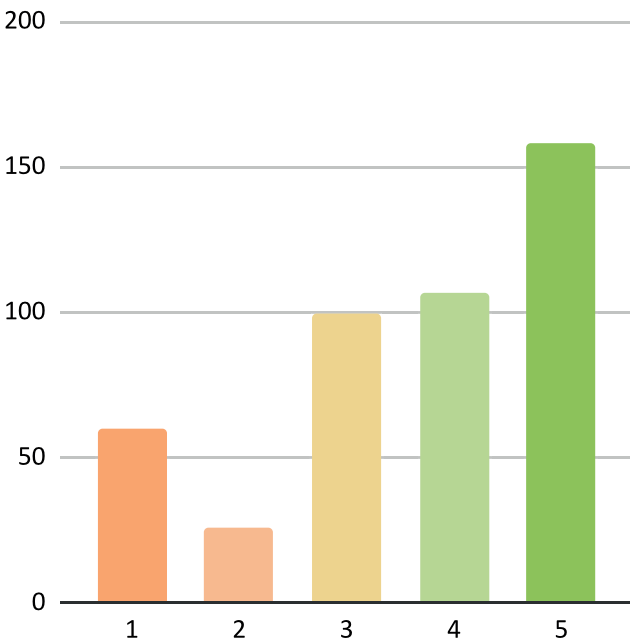
White Hart Roundabout and Shopping Parade

Church Road Crossing

Survey participants were asked to rate the proposed new crossing for pedestrians and cyclists, designed to help people cross Church Road and access Lime Tree Park.

There was broad support for this proposal, with participants providing an average rating of 3.61.

How do you rate the proposal for this new crossing?



A total of 451 survey responses

Overall, **81% of survey respondents** rated the proposal for this new crossing as 3 or more out of 5.

Accessible routes with rest stops

Participants were broadly in support of the creation of rest spots and public seating to support disabled users.

Very in favour of resting spots, public seating, to support mobility impairments. In favour of wooden benches.

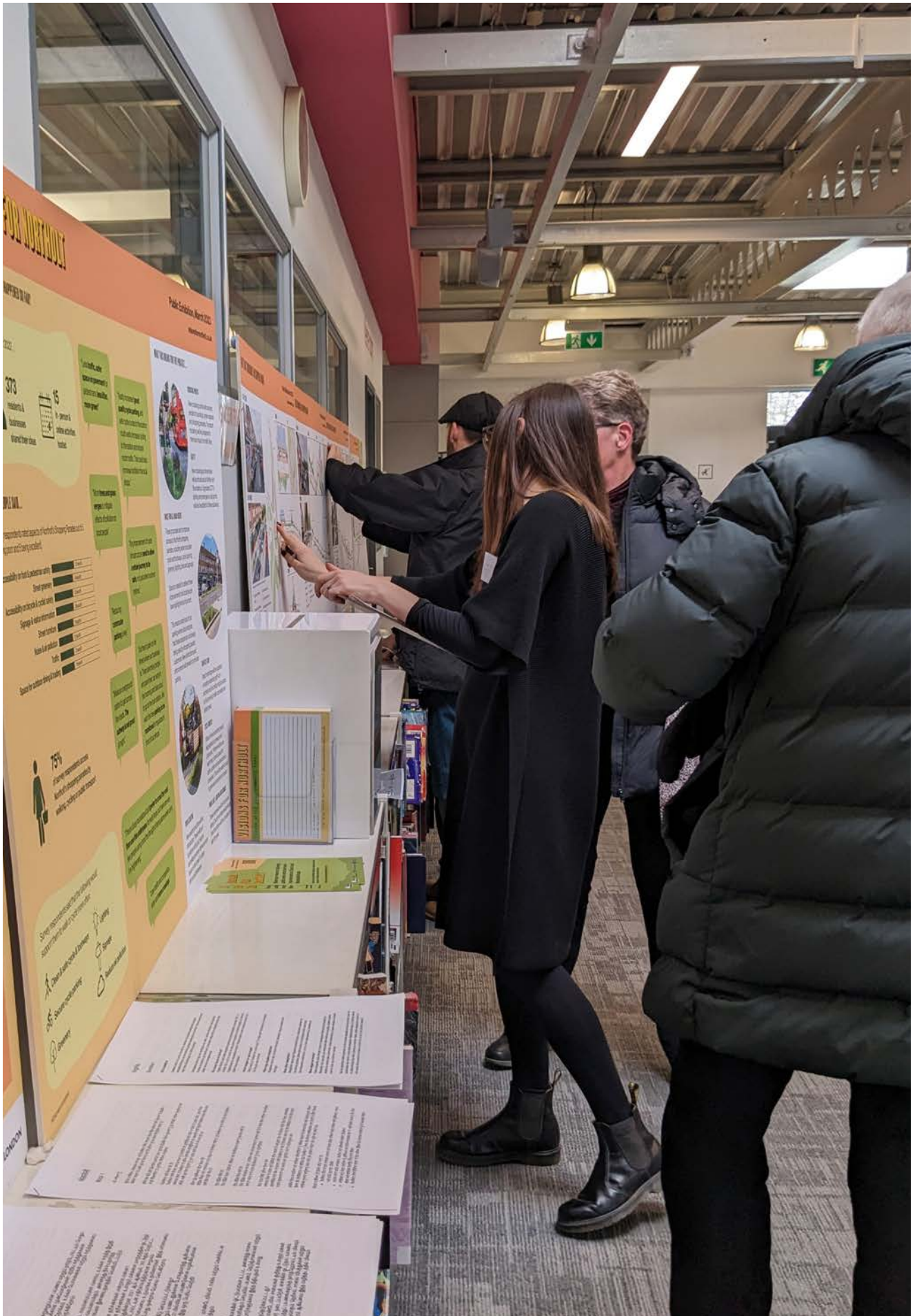
Prioritise walking & wheeling

Participants were broadly in support of proposals that re-prioritise the streets away from vehicles.

There was broad support to introduce wider footpaths and improved cycling infrastructure, which participants felt is missing from the area.

Public Realm

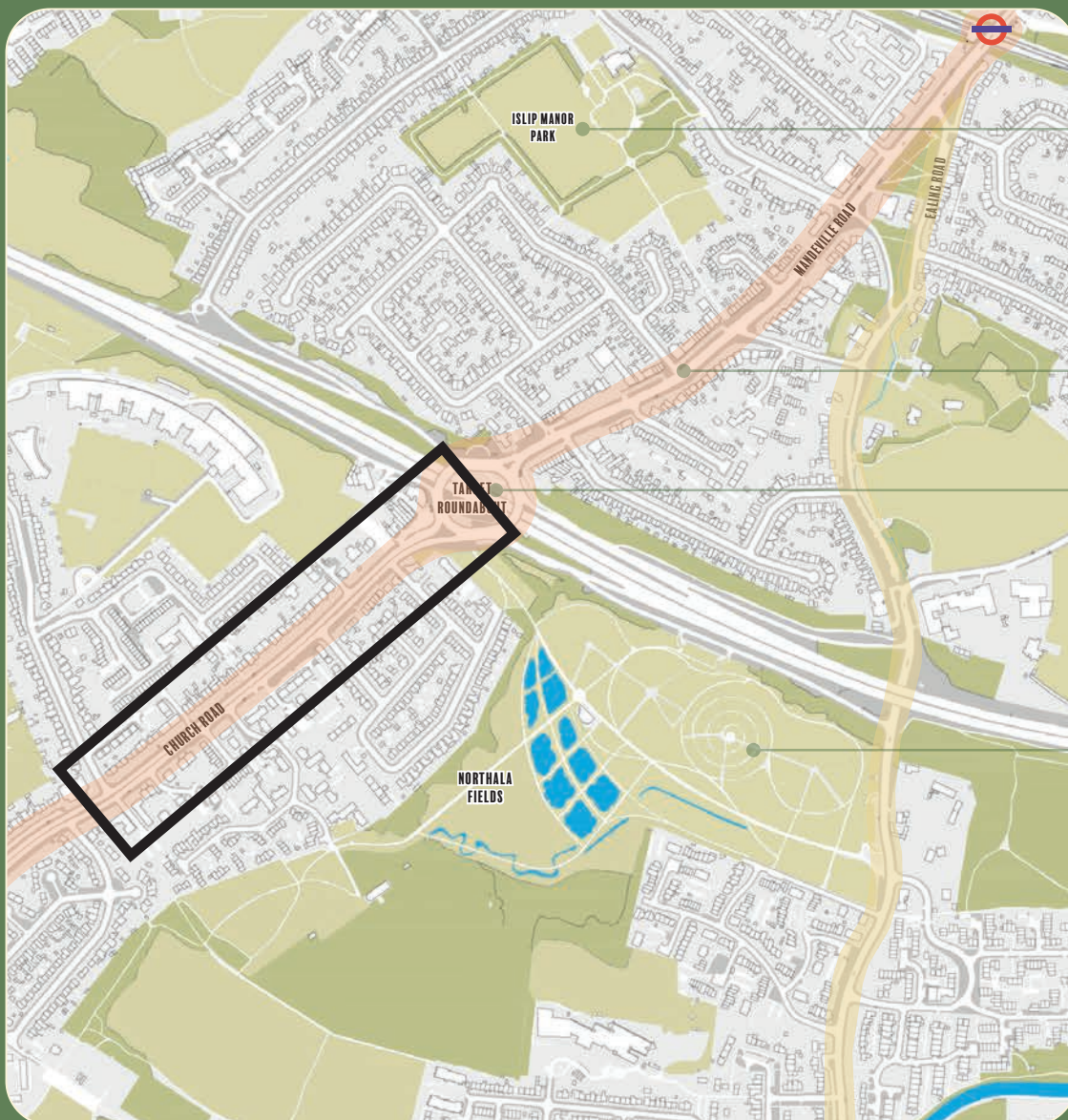
Participants, including local businesses that were engaged with in support of increased street greening, and the potential for public art on shop shutters.



Engagement Event, Northolt Library

FINDINGS: TARGET ROUNDABOUT AND SHOPPING PARADE

This chapter explores findings related to the area of the Target Roundabout and Shopping parade.



Islip Manor Park

Church Road

Target Roundabout





Northala Fields

FINDINGS

Target Roundabout and Shopping Parade

Priorities

Key themes that emerged through surveys and conversations included:

-  **Speeding**
-  **Cycle Improvements**
-  **Safety**
-  **Greenery**



Speeding

The majority of people highlighted that better traffic controls and infrastructure were needed to help manage the impact of speeding vehicles.

Greenery

There was high levels of support for the proposals for higher levels of street greening included in the designs shared during this engagement.

Some local businesses would like to see more trees and greening.

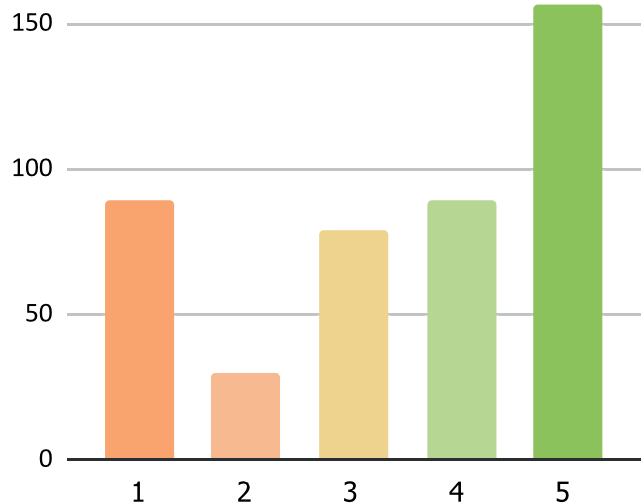
Cycle Improvements

There was broad support for the creation of improved cycle infrastructure, in particular some local businesses were keen to see more cycle parking outside shops.

Wider Footways

Survey participants were asked to rate proposals to widen footways outside the parade of shops in this area, and include cycle parking. Participants were generally in favour of this proposal, with an average rating of 3.44.

How do you rate wider footways at Target Roundabout shopping parade?



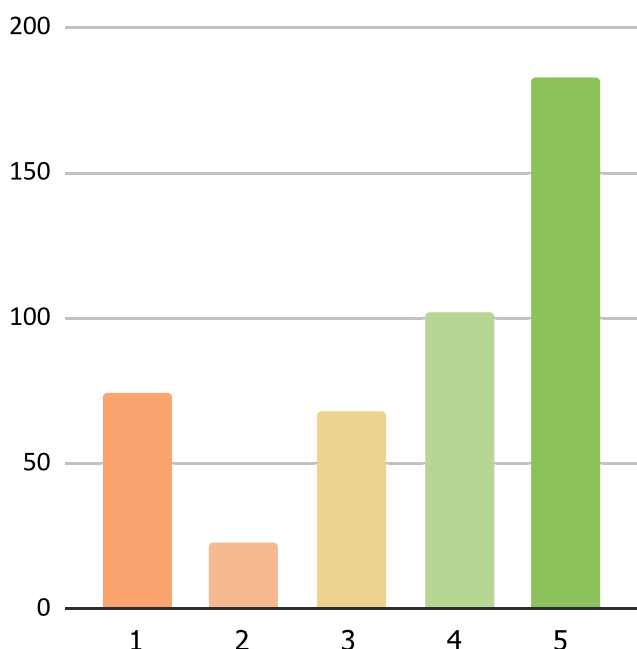
A total of 444 survey responses

Overall, **73% of survey respondents** rated the proposal for wider footways at Target Roundabout shopping parade as 3 or more out of 5.

Target Roundabout Crossing

Survey participants were asked to rate a proposed new crossing for pedestrians and cyclists designed to help people to cross Church Road and access businesses without having to use the subways at Target Roundabout. Participants were generally in favour of this proposal, with an average rating of 3.66.

How do you rate the proposal for this new crossing?



A total of 450 survey responses

Overall, **78% of survey respondents** rated the proposal for this new crossing as 3 or more out of 5.

Safety

Several people mentioned safety or security concerns, particularly at the underpass locations. A few people made suggestions to tackle this including cutting back bushes to

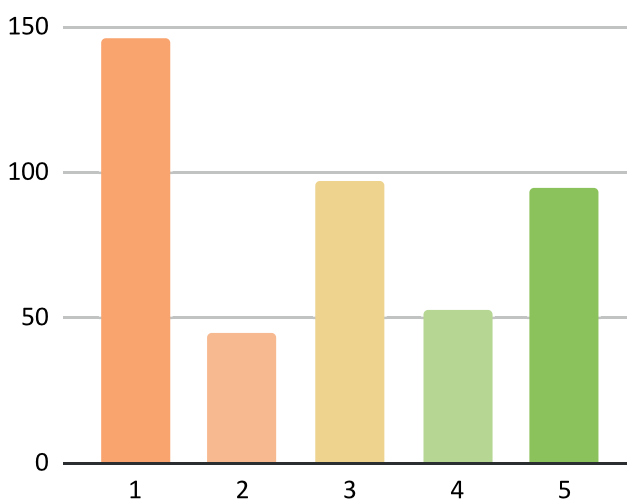
improve visibility, and improving enforcement to deal with road safety concerns. Engagement with local businesses raised the suggestion of integrating lighting.

Target Roundabout, note that it feels unsafe - don't use after dark, will take bus one stop to avoid. Supportive of alternative crossing at Target Roundabout

Parking

Survey participants were asked to rate proposals to reduce car parking in this area in line with data showing that this would provide sufficient space to meet existing demand. There was a generally mixed level of support, with an average level of 2.78.

How do you rate the proposed changes to car parking?

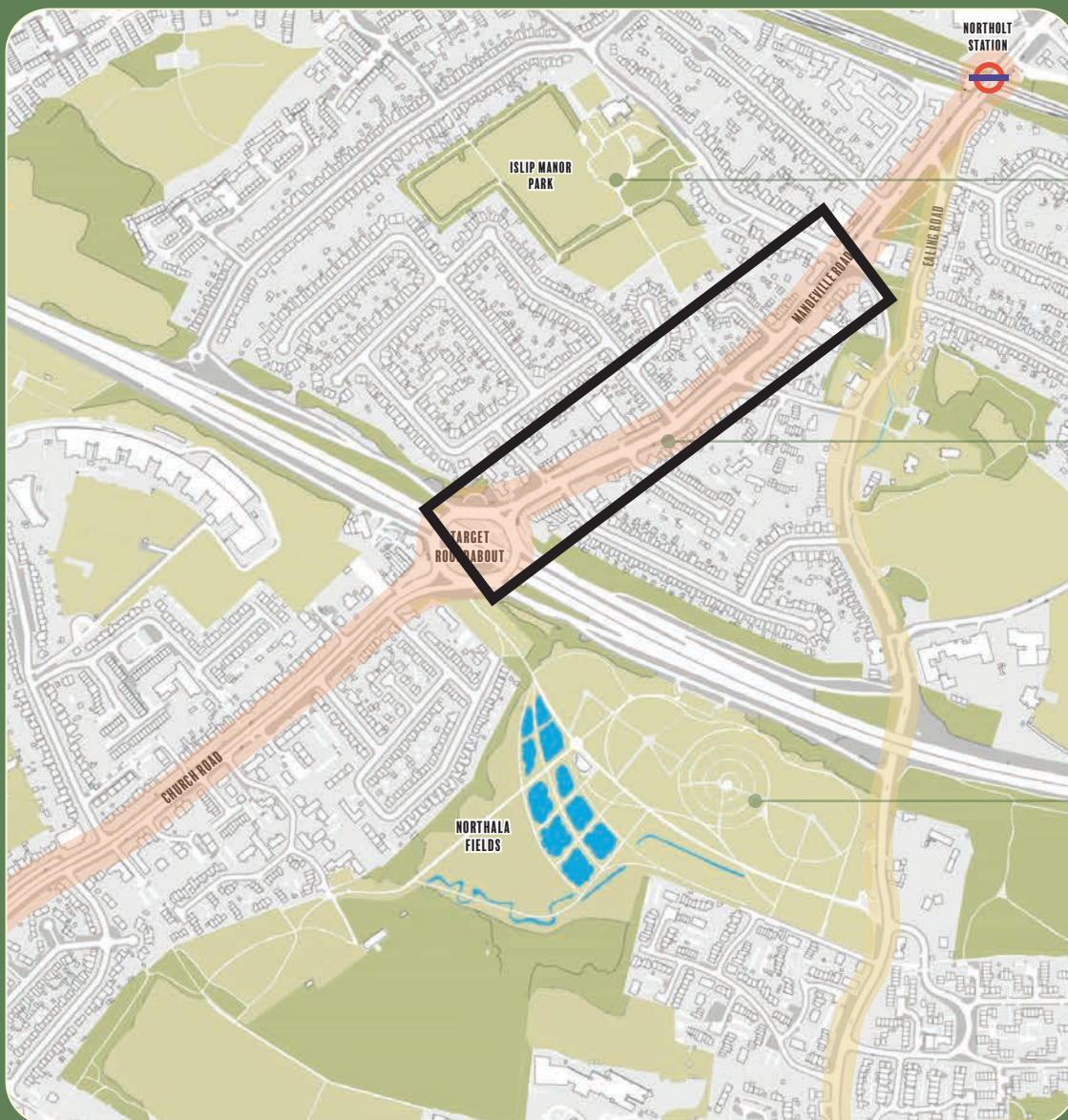


A total of 436 survey responses

Overall, **56% of survey respondents** rated the proposed changes to car parking as 3 or more out of 5.

FINDINGS: CHURCH ROAD & ENTRANCE TO ISLIP MANOR PARK

This chapter explores findings related to the area of Church Road & the entrance to Islip Manor Park.



Islip Manor Park

Church Road

Northala Fields

FINDINGS

Church Road & Entrance to Islip Manor Park

Priorities

Key themes that emerged through surveys and conversations included:



Congestion



Parking



Pedestrian Safety



Congestion

A number of comments highlighted concerns about traffic congestion.

Most supported the proposals to tackle traffic, however, some attendees suggested that improved traffic controls and enforcement might be required to ensure their success.

A small number of people had concerns about how HS2 might increase congestion and how the proposals might add traffic on Eastcote Lane.

Pedestrian Friendly Streets

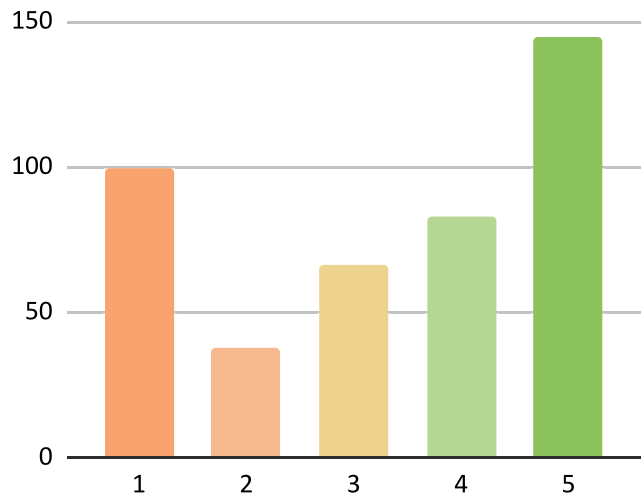
At engagement events, there were several comments in support of improving pedestrian spaces by ensuring de-cluttering and creating wider pavements.

In favour of additional crossing points on Church Rd

Wider Footways

Survey findings showed support for proposals to widen footways outside shops at this shopping parade. Ranking support on a scale of 1 to 5, the average level of support was 3.31.

How do you rate wider footways at this Church Road shopping parade?



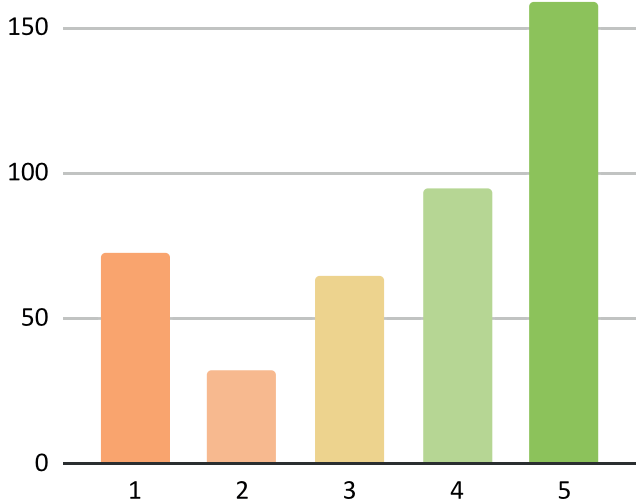
A total of 432 survey responses

Overall, **68% of survey respondents** rated the proposed wider footways at this Church Road shopping parade as 3 or more out of 5.

Church Road Crossing

Survey participants were asked to rate the proposed changes to introduce a new crossing for pedestrians and cyclists across Church Road will connect Islip Manor and Belvue Parks. There was broad support for this, with an average rating of 3.55.

How do you rate this proposed crossing and new landscaping?



A total of 424 survey responses

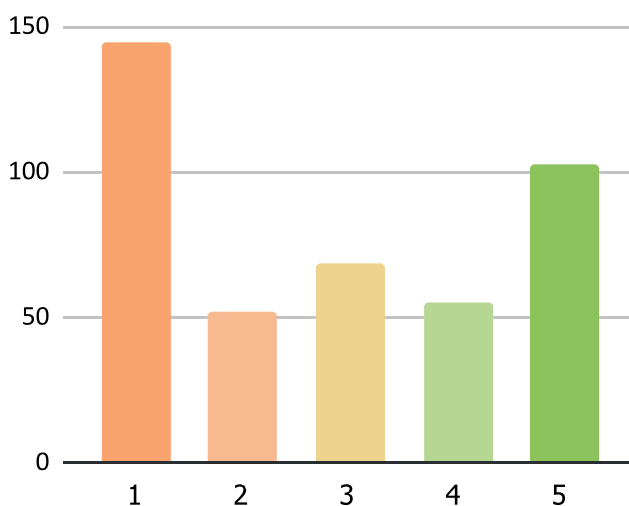
Overall, **75% of survey respondents** rated the proposed crossing and new landscaping as 3 or more out of 5.

A number of participants spoken to at engagement events were disappointed to see a reduction in parking in the proposals.

A number of local businesses would like for the proposals to include suitable loading provisions for business deliveries and servicing.

Survey participants were asked to rate the proposed changes to car parking in this area. There was a generally mixed level of support, with an average level of 2.81.

How do you rate the proposed changes to car parking?



A total of 424 survey responses

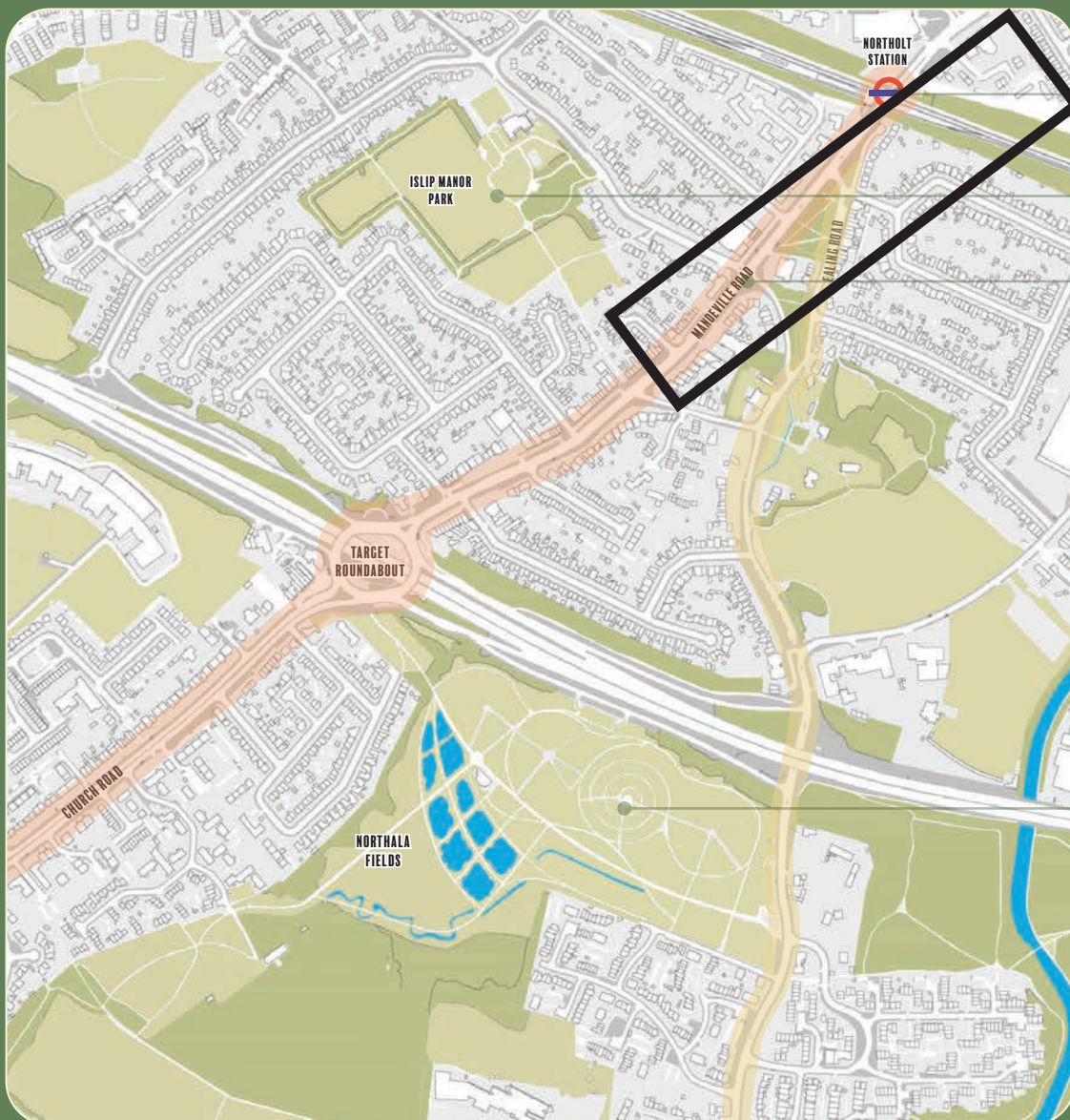
Overall, **53% of survey respondents** rated the proposed crossing and new landscaping as 3 or more out of 5.

Car Parking

Parking was one of the most common issues raised across engagement activities. A number of general comments on challenges related to parking were raised, including the lack of enforcement in areas for short-term parking, the lack of electric vehicle parking/charging points, and cars parking on pavements.

FINDINGS: MANDEVILLE ROAD

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



Northolt Station

Islip Manor Park

Mandeville Road

Northala Fields

FINDINGS

Mandeville Road

Priorities

Key themes that emerged through surveys and conversations included:



Greenery



Congestion and Parking



Prioritising Pedestrians



Bike Lanes



Greenery

Participants supported the proposed greening and highlighted that current parks and green spaces are hidden or lesser-known.

There was a suggestion that greenery could help act as a buffer from traffic.

Green Spaces feel very hidden / unknown

Fresh + greener Northolt would be good cleaner + nicer + brighter

Congestion & Car Parking

There were a number of concerns over congestion on Mandeville Road. A lack of resident parking was an issue raised by a number of participants. There was support for moves within the proposals to reduce the amount of parking space being used by commuters, but some concern this may impact nearby residential roads.

Agree with preventing commute parking

Need a balance between loss of commuter parking, for parents doing school drop off this is needed

Maintenance

A few participants commented that public spaces should be well maintained and have a suitable amount of bins and signage.

Dog waste bins will be an issue in greenspace. Need dog litters bins and signage.

Cycle Infrastructure

There was clear support for improvements to cycling infrastructure included in the proposals.

Pedestrian Priority Spaces

Many participants were strongly in favour of re-prioritising the public realm towards better access for pedestrians, including proposals to widen pavements.

Support wider pavements, will make it easier for families walking

Business Engagement

Businesses in the area were interviewed, and raised a number of responses to the proposals. These included concerns around patron access to parking, with mixed responses to proposals for 'Stop & Shop' parking.

FINDINGS: AREA WIDE

This chapter explores findings covering the entire consulted area.



FINDINGS

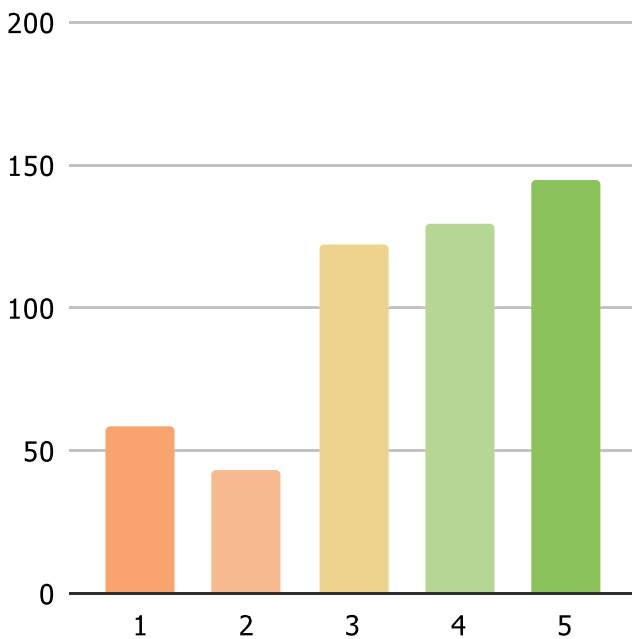
Area Wide

'Stop & Shop' Parking

Survey participants were asked to respond to proposals to introduce 'Stop & Shop' parking measures across the project area, offering free parking for 30 minutes and paid thereafter.

Participants were asked to rate this approach on a scale of 1 to 5. The proposal was broadly supported by respondents, with an average rating of 3.52.

How do you rate the proposal for 'Stop & Shop' on Church & Mandeville Rd?



A total of 499 survey responses

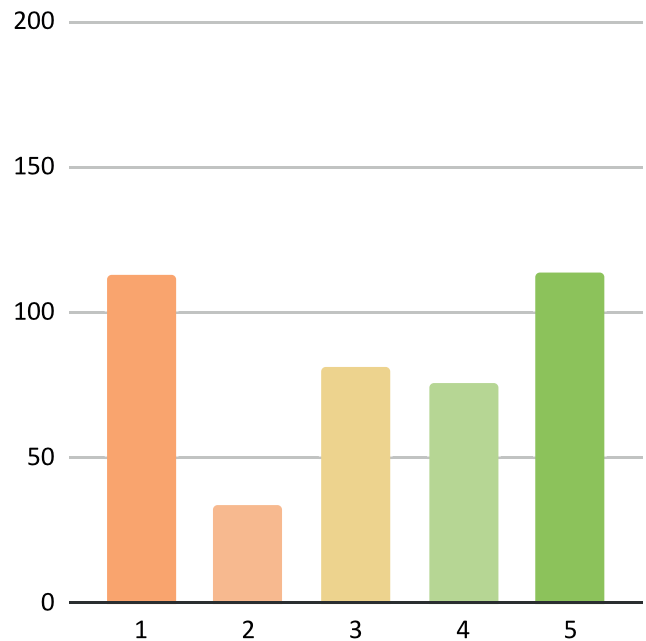
Overall, **80% of survey respondents** rated the proposal for 'Stop & Shop' on Church & Mandeville Rd as 3 or more out of 5.

Improved Cycle Infrastructure

Where there is sufficient space, segregated cycleways are proposed. Where widths are restricted, shared space for both cyclists and pedestrians is proposed. This will be wide enough to give everyone plenty of space.

Survey participants were asked to rate this approach on a scale of 1 to 5. The proposal was generally supported by respondents, with an average rating of 3.11.

How do rate this improved cycle infrastructure along Church and Mandeville Road?



A total of 418 survey responses

Overall, **65% of survey respondents** rated improved cycle infrastructure along Church and Mandeville Road as 3 or more out of 5.



Pop-up Engagement Event, Northala Fields

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 Church and Mandeville 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

