

WELCOME

The aim is to gather feedback on proposals for highways, active travel and public realm improvements in Northolt. We look forward to receiving your ideas and comments!

The designs presented here are draft. Your feedback will shape the final proposals. All engagement findings will be published on our website.

JOIN THE CONVERSATION

Wizje dla Northolt
Dołącz do rozmowy

நோர்ட்ஹோல்ட்டிற்கான தொலைநோக்குகள்
உரையாடலில் சேரவும்

SCAN TO
COMPLETE A
QUICK SURVEY!



WHAT IS VISIONS FOR NORTHOLT?

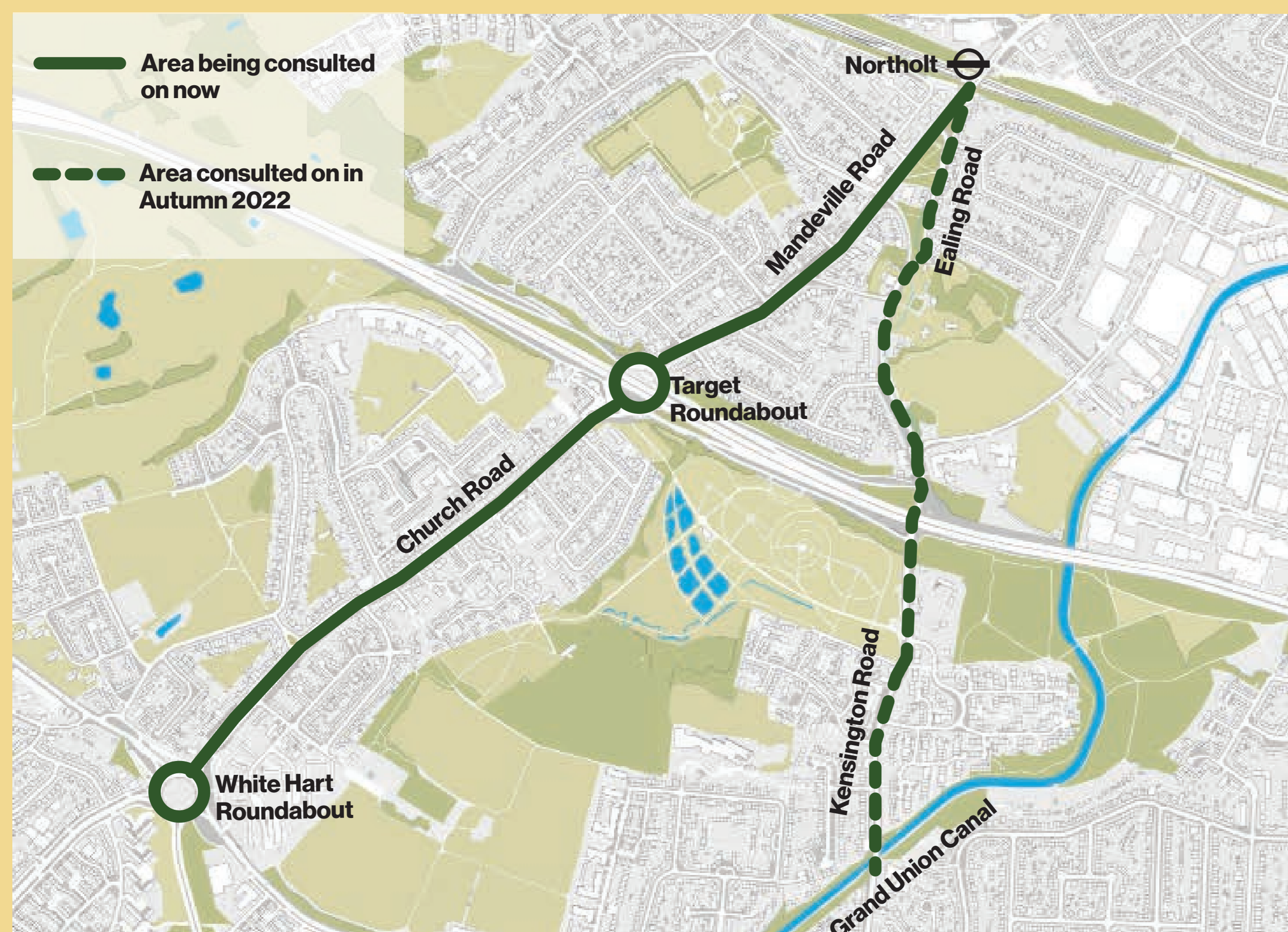
Visions for Northolt is putting local people in the driving seat of change. In 2021, over 300 local people helped to develop a community-led vision for the future of Northolt. We are now working together to deliver this vision.

HOW MUCH FUNDING HAS BEEN SECURED?

Ealing Council and Transport for London have secured £7.23m for Northolt. This is a big win for Northolt!

WHERE IS THIS FUNDING FOR?

This funding is to improve Church, Mandeville, Ealing and Kensington Roads.



WHAT IS THIS FUNDING FOR?

This funding is for active travel, highways and public realm improvements that will benefit all road users, including pedestrians and cyclists.

WHY WAS THIS AREA SELECTED?

Local people reported being dissatisfied with Church and Mandeville Roads. 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.

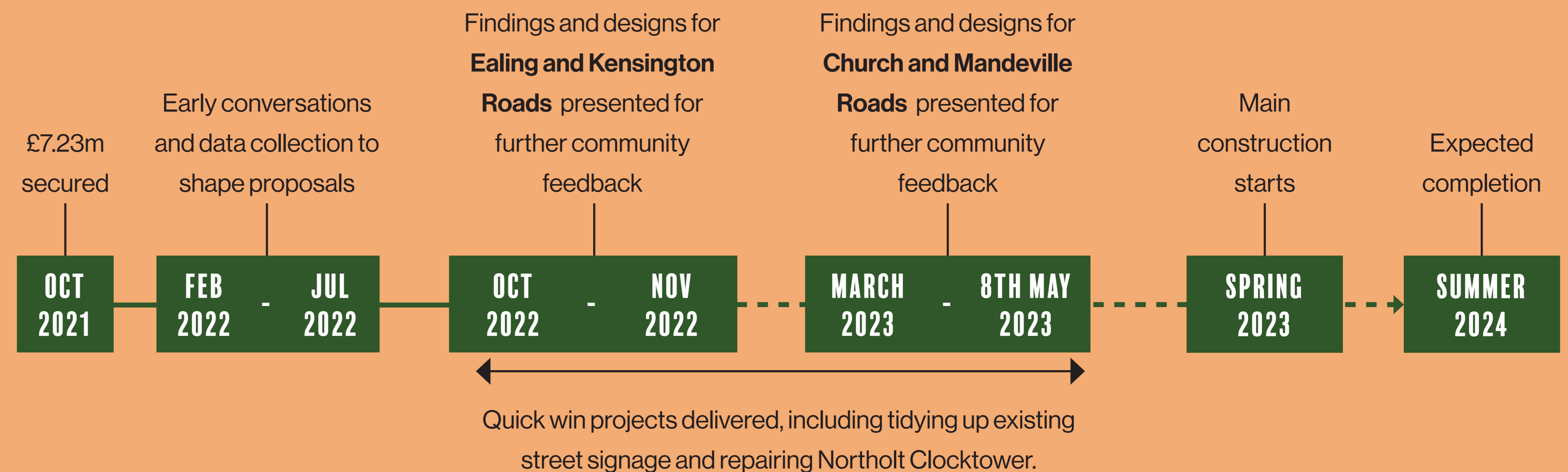
Addressing poor pedestrian and cycle connectivity was also identified as important to local people. Kensington and Ealing Road connects Northolt to the Canal Cycleway to the south. From here, residents can access several key employment areas, including Southall, by bicycle.

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**.

Traffic, parking and air quality data has already been collected. This data will be collected again after the scheme is delivered so that we can measure the impact and report back to residents.

WE ARE HERE



WHAT ENGAGEMENT HAS HAPPENED SO FAR?

During Summer 2022...



373
residents &
businesses
shared their ideas



15
in - person &
online activities
hosted

LOCAL PEOPLE SAID...

Survey respondents rated aspects of Northolt's Shopping Parades out of 5 (1 being poor and 5 being excellent).



75%
of survey respondents access
Northolt's shopping parades by
walking, cycling or public transport

Survey respondents said that the following would support them to walk or cycle more often:

- Clean & safe cycle & footways
- Lighting
- Secure cycle parking
- Signage
- Greenery
- Reduce air pollution

"Less **traffic**, **safer space on pavement** for pedestrians, **less litter**, **more green**"

"Vastly increased **good quality cycle parking**, and safe cycle routes to the station could vastly increase cycling to the station and reduce motor traffic. This could also increase footfall in the local shops."

"More **trees and grass verges** to mitigate effects of pollution on local people"

"Any improvement of cycle infrastructure **need to allow a whole journey to be safe**, not just a few hundred metres."

"Reducing **commuter parking** is key"

"It is free to park on the street where our business is. There are many people who park their car early in the morning and take a bus to go to the train station...We want the free **parking to be monitored** or regulated in front of our shops."

"Make an overground option to get across the roads. **The subway is not great** at night."

"This is a busy roundabout but **I prefer to cross the road than use this underpass**. Its really large, but there are very few people using it and the thought of being alone while using it is frightening."

"Less traffic and congestion, safer and **more crossings**"

WHAT THIS MEANS FOR THE PROJECT...



CROSSING POINTS

New crossing points will connect people to bus stops, green spaces and shopping parades. Transport modelling will be prepared to minimise impact on traffic flow.

SAFETY

New crossings at street level will be introduced at White Hart Roundabout. Upgraded CCTV, lighting and emergency call points will also be added to these subways.

SPACE FOR ALL ROAD USERS

These proposals aim to improve access to Northolt's shopping parades, including wider and safer cycle and footways, cycle parking, greenery, lighting, bins and signage.

Space is needed to deliver these improvements that local people have highlighted as important.

This means some loss of car parking where data indicates that these spaces are not always being used by shopping parade customers. New restrictions and enforcement will prevent commuter parking.



TRAFFIC FLOW

Road markings will be updated, including widening right-turn pockets and reconfiguring bus stops so that moving traffic can easily and safely pass.

CYCLE ROUTES

Where there is existing 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.



BINS & SEATING

New seating and bins will be introduced. These will be in locations with good natural surveillance where there are more 'eyes on the street' to deter anti-social behaviour.

PUBLIC ART, LIGHTING AND SIGNAGE

These elements will be introduced along Church and Mandeville Roads. Exact locations will be consulted on later this year.

VIEW 1: EXISTING



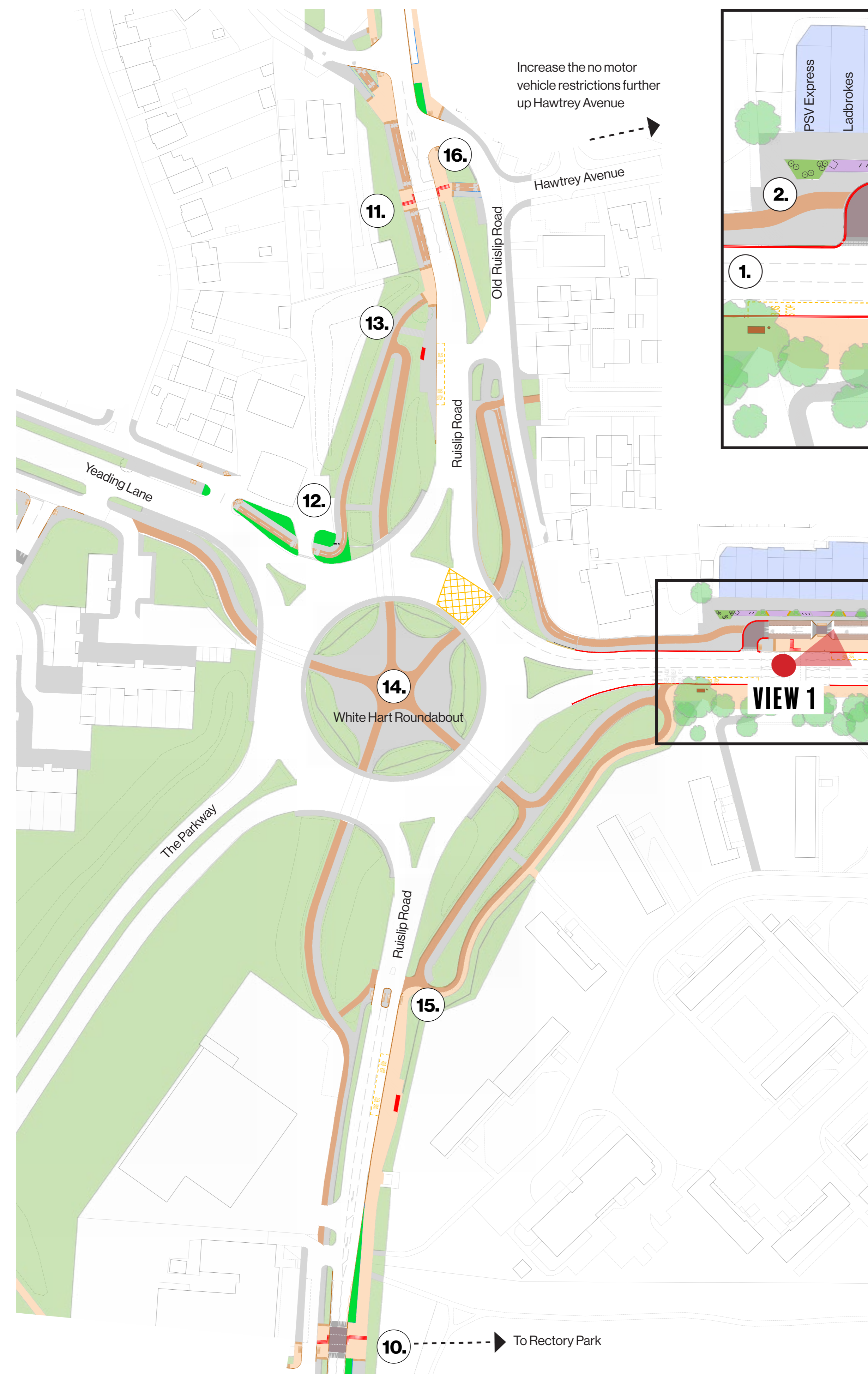
VIEW 1: PROPOSED



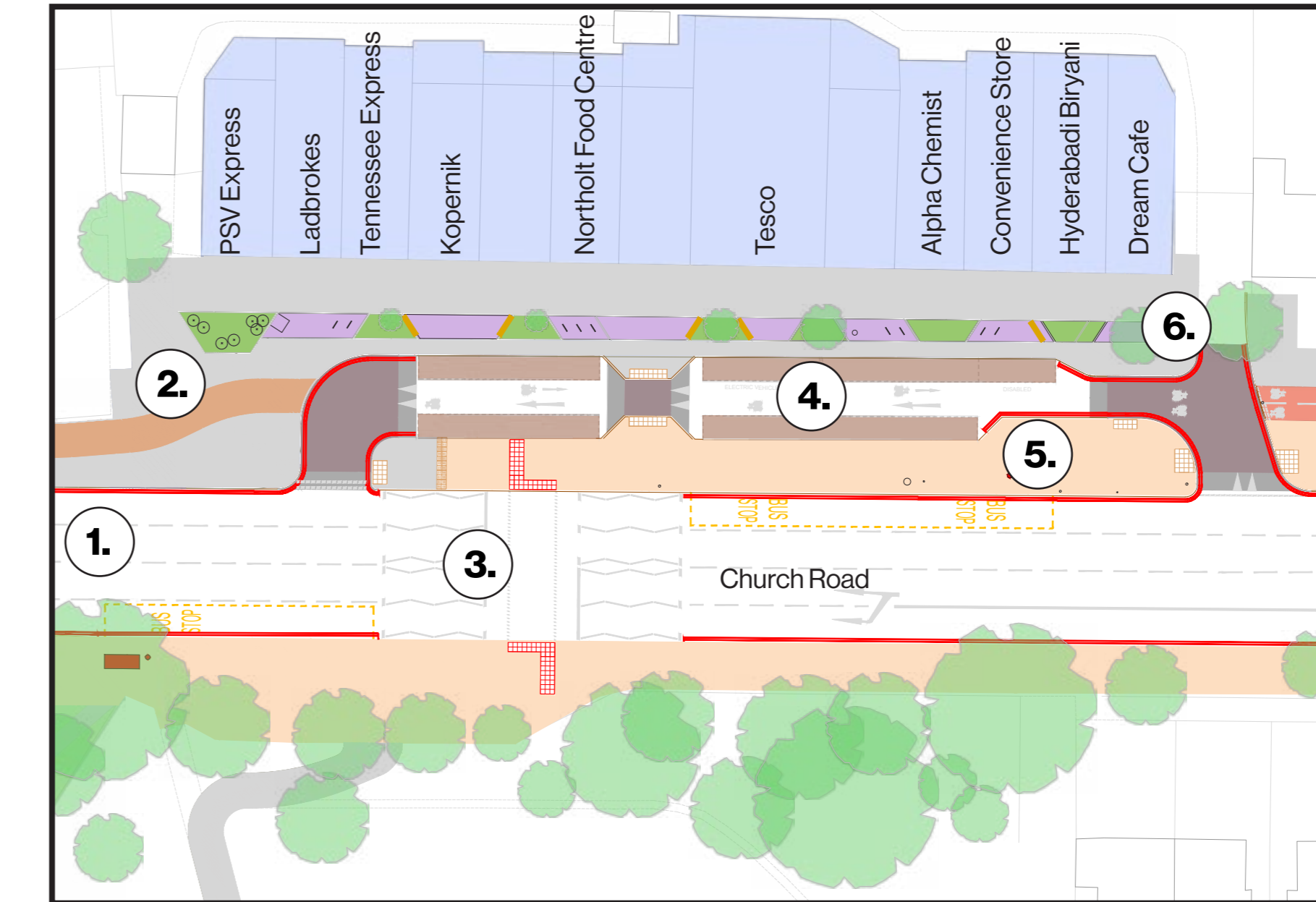
Artistic representation of the aspirational final scheme. May vary subject to design development.

1. Guardrail and central reservation removed
2. Widened footways with improved accessibility, greenery, seating, cycle parking and opportunity for spill out space for local businesses
3. Upgrade existing crossing to signalised crossing for pedestrians and cyclists
4. Reverse existing one-way vehicle flow and allow cycling in both directions
5. Relocation of bus stop with widened footway
6. Parklet with planting and seating
7. Stop-up entry points and extend green verge
8. Extend existing green space
9. Two way segregated cycle track
10. New signalised crossing for pedestrians and cyclists
11. Upgrade existing crossing to signalised crossing for pedestrians and cyclists
12. Widen existing segregated cycle path
13. New stepped access from the subway exit
14. Install public art and improve lighting, CCTV and emergency call points
15. Widen existing crossing point
16. Widen shared space for pedestrians and cyclists
17. New entry point from the Church Rd A312
18. New exit point onto the Church Rd A312
19. Langtry Road becomes two-way operational

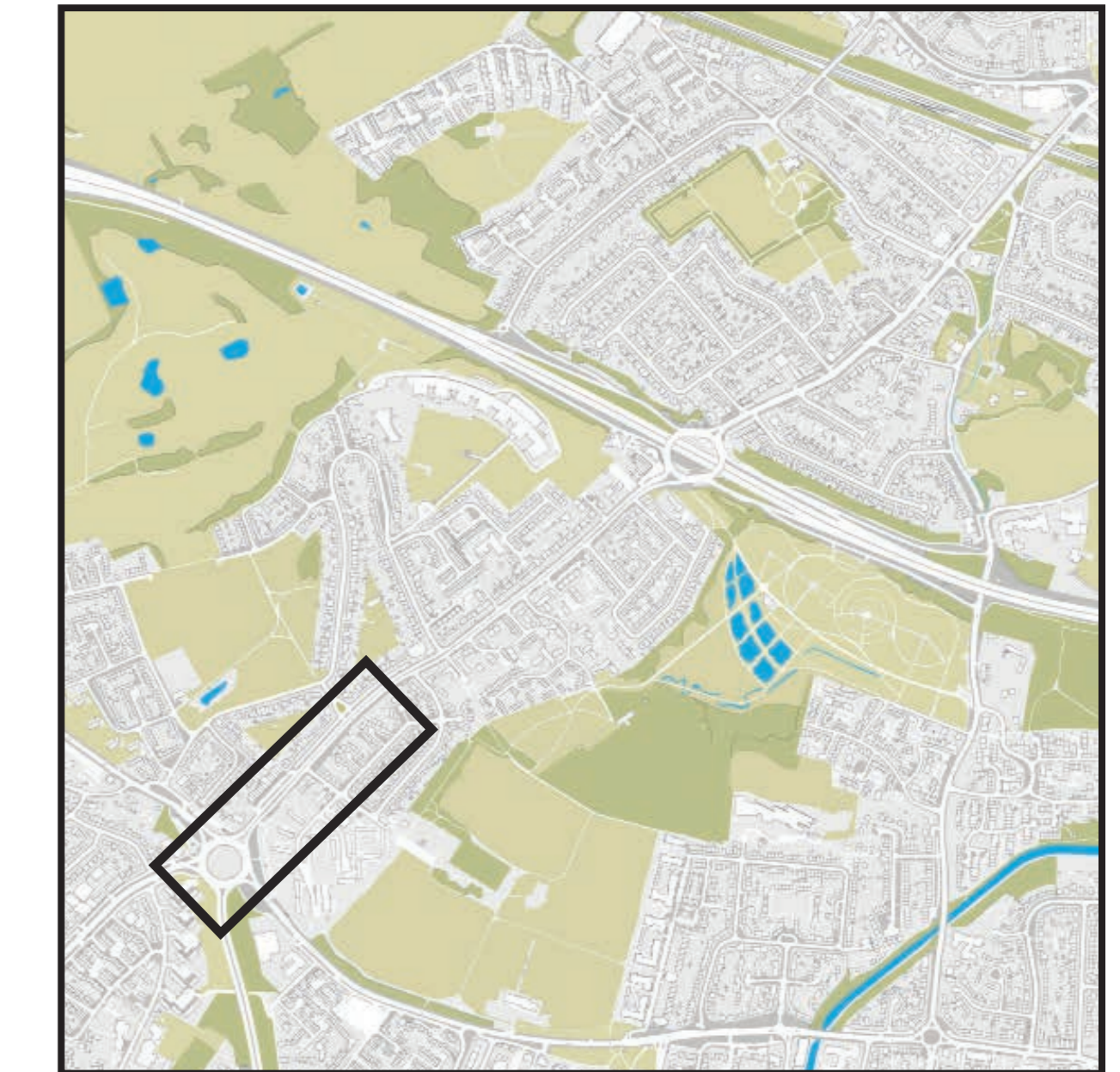
- Cycle route
- Shared pedestrian and cycle space
- Pedestrian footway
- Raised surface to crossing points or junctions to slow traffic.
- Carriageway
- Parking
- Parklet
- Green verge
- Existing tree
- Proposed tree
- Existing red route



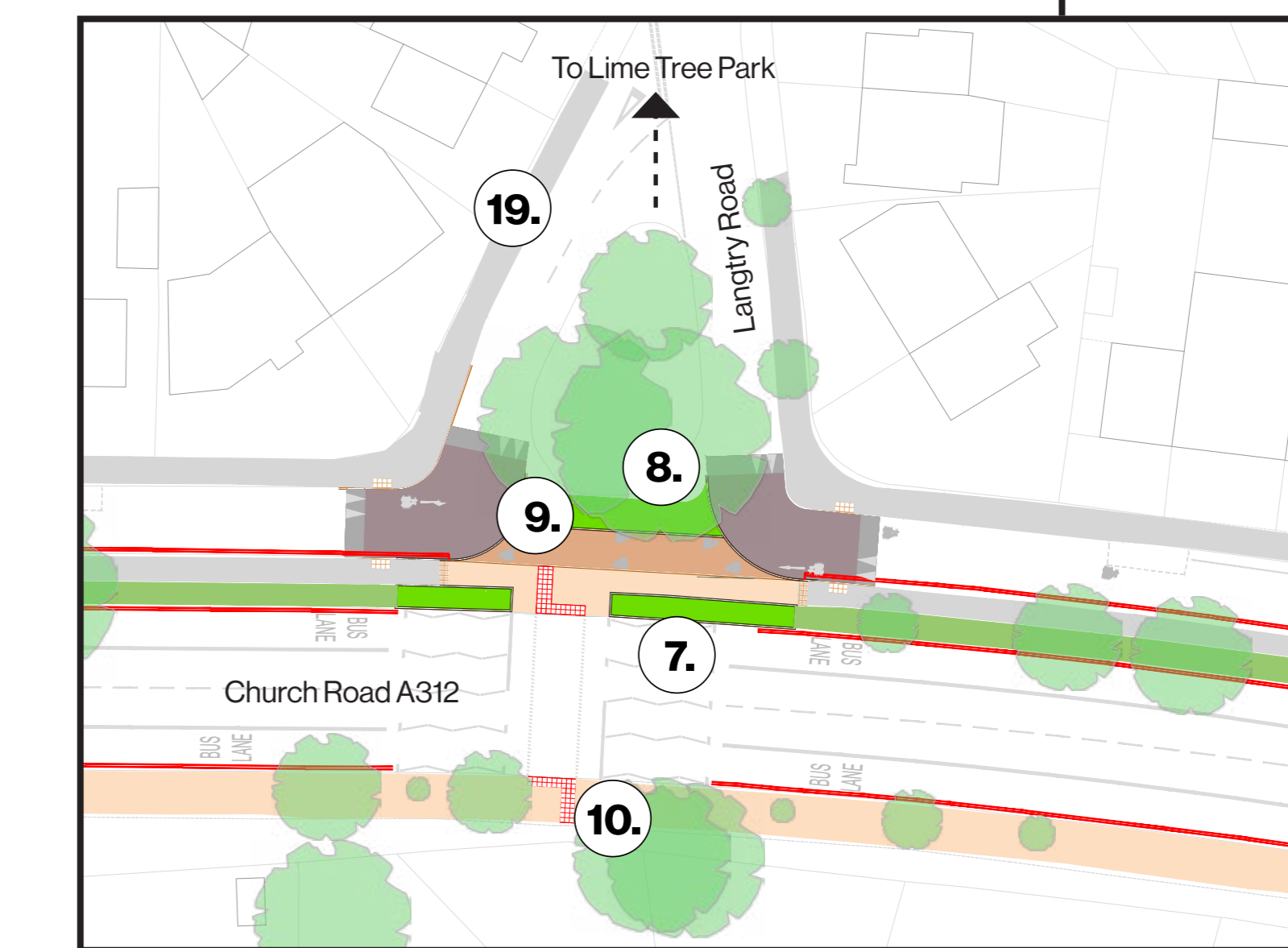
ZOOM IN 1



KEY



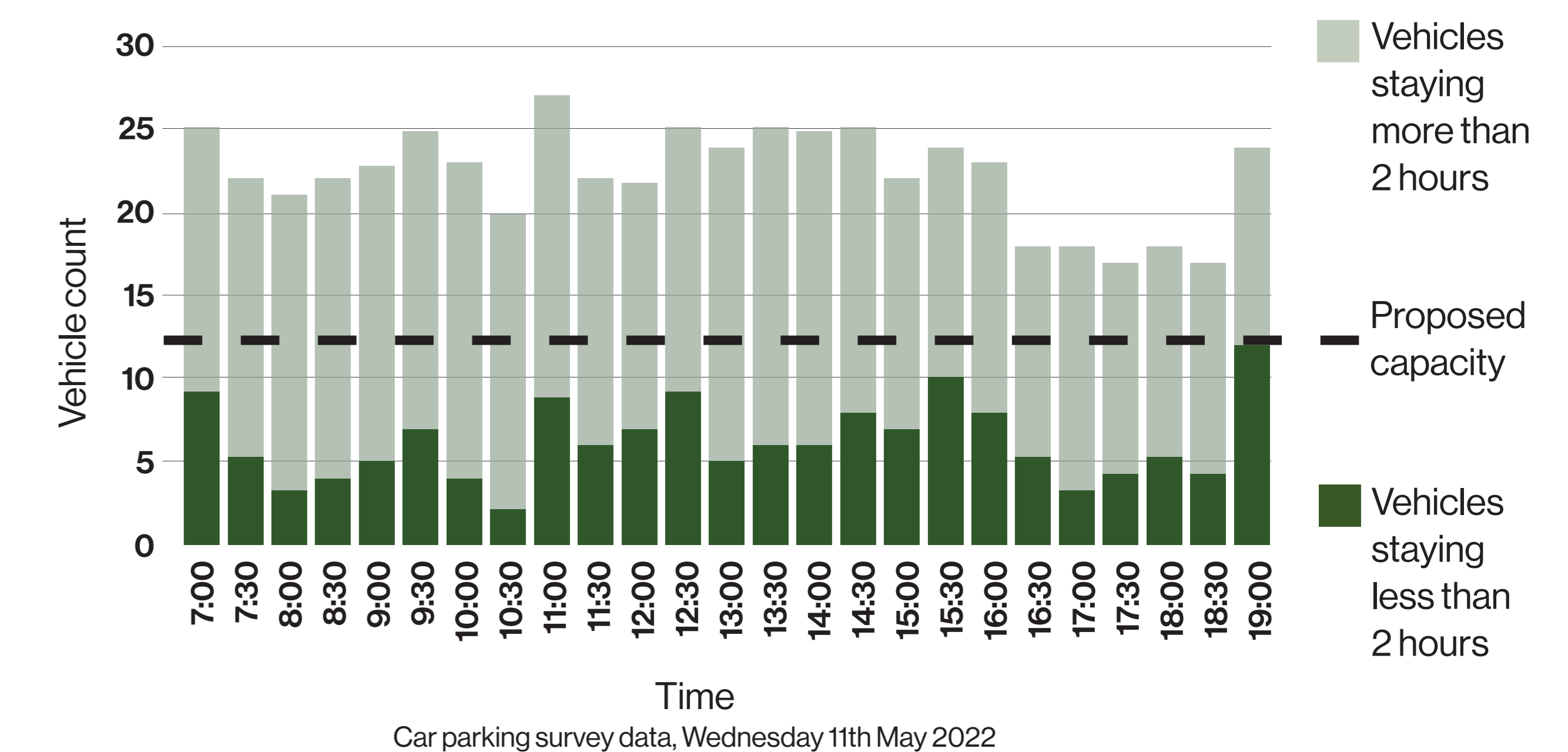
ZOOM IN 2



CAR PARKING

At White Hart Shopping Parade (Zoom in 1), wider footways outside shops and cycleways on service roads will improve accessibility for all. There will be space for planting, seating, cycle parking, increased waiting space around the existing bus stop and spill out from local businesses. This new space is created by reducing car parking. Survey data shows that this provision will meet the existing demand for short-stay parking.

Existing	Proposed	Net loss	Proposed restrictions
20 spaces	12 spaces	-8 spaces	'Stop & Shop' parking will stop commuter parking and keep spaces free for shop customers. <ul style="list-style-type: none"> • Monday to Saturday, 8am - 6:30pm. • 30 minutes free, maximum stay 2 hours. • No return within 1 hour. • Blue Badge holders can stay up to 3 hours. • These restrictions would be enforced.
<p>Note: The existing EV charging and disabled bays would remain. These are not included in the numbers above. Loading will be allowed in all spaces.</p>			



VIEW 2: EXISTING



VIEW 2: PROPOSED



Artistic representation of the aspirational final scheme. May vary subject to design development.

1. Remove existing wall to allow for a new two way segregated cycle facility
2. Existing crossing upgraded to signalised crossing for pedestrians and cyclists
3. Two way segregated cycle track
4. Introduce benches and boulders
5. Guard rail removed
6. Existing shared surface for pedestrians and cyclists
7. Create right turn pocket into Bengarth Road (subject to safety checks)
8. New signalised crossing (subject to detail development)
9. Cycle parking
10. Additional green space
11. Tidy up existing subways and introduce public art

- Cycle route
- Shared pedestrian and cycle space
- Pedestrian footway
- Raised surface to crossing points or junctions to slow traffic.
- Carriageway
- Parking
- Parklet
- Green verge
- Existing tree
- Proposed tree
- Existing red route



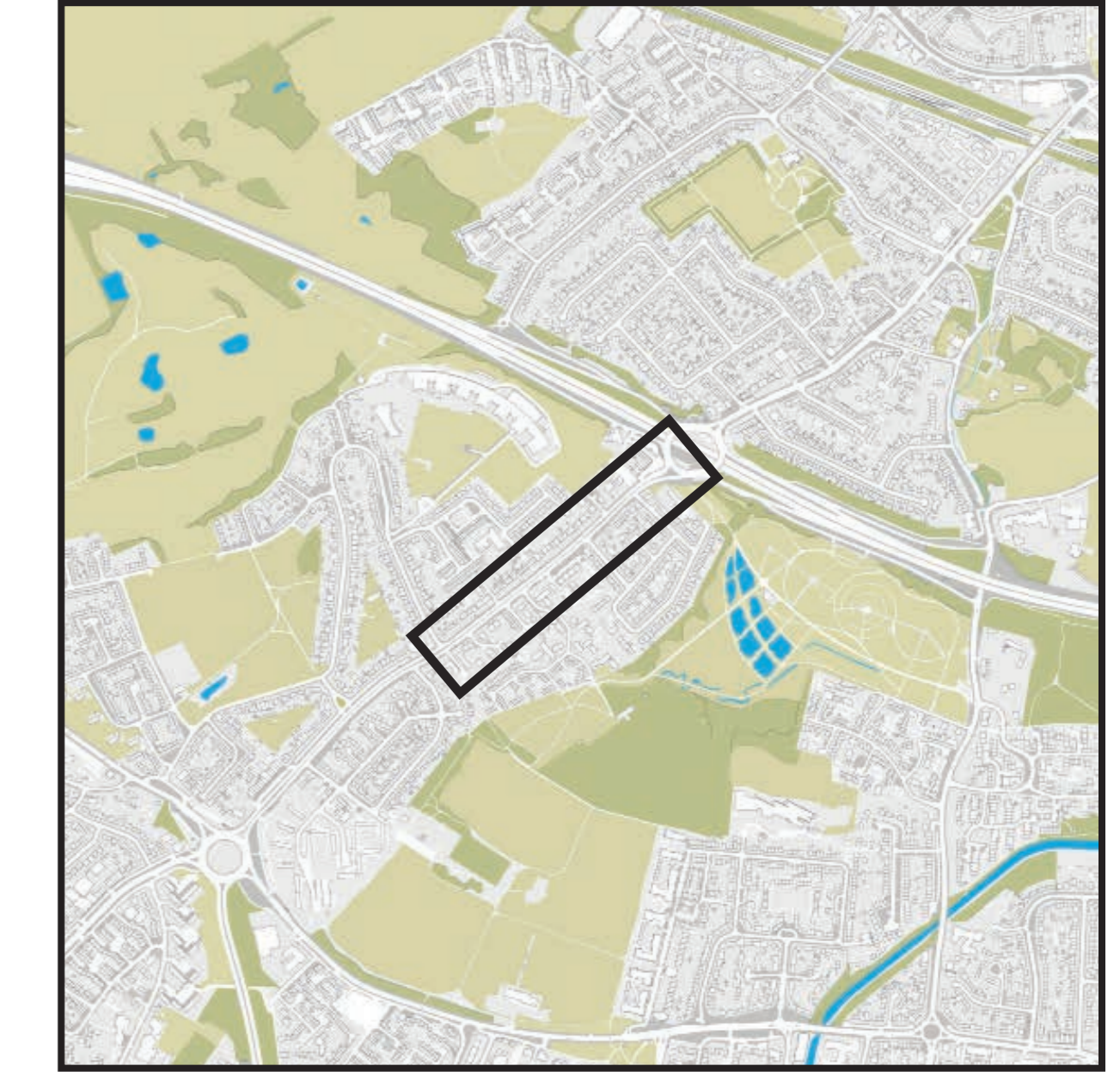
ZOOM IN 3



ZOOM IN 4



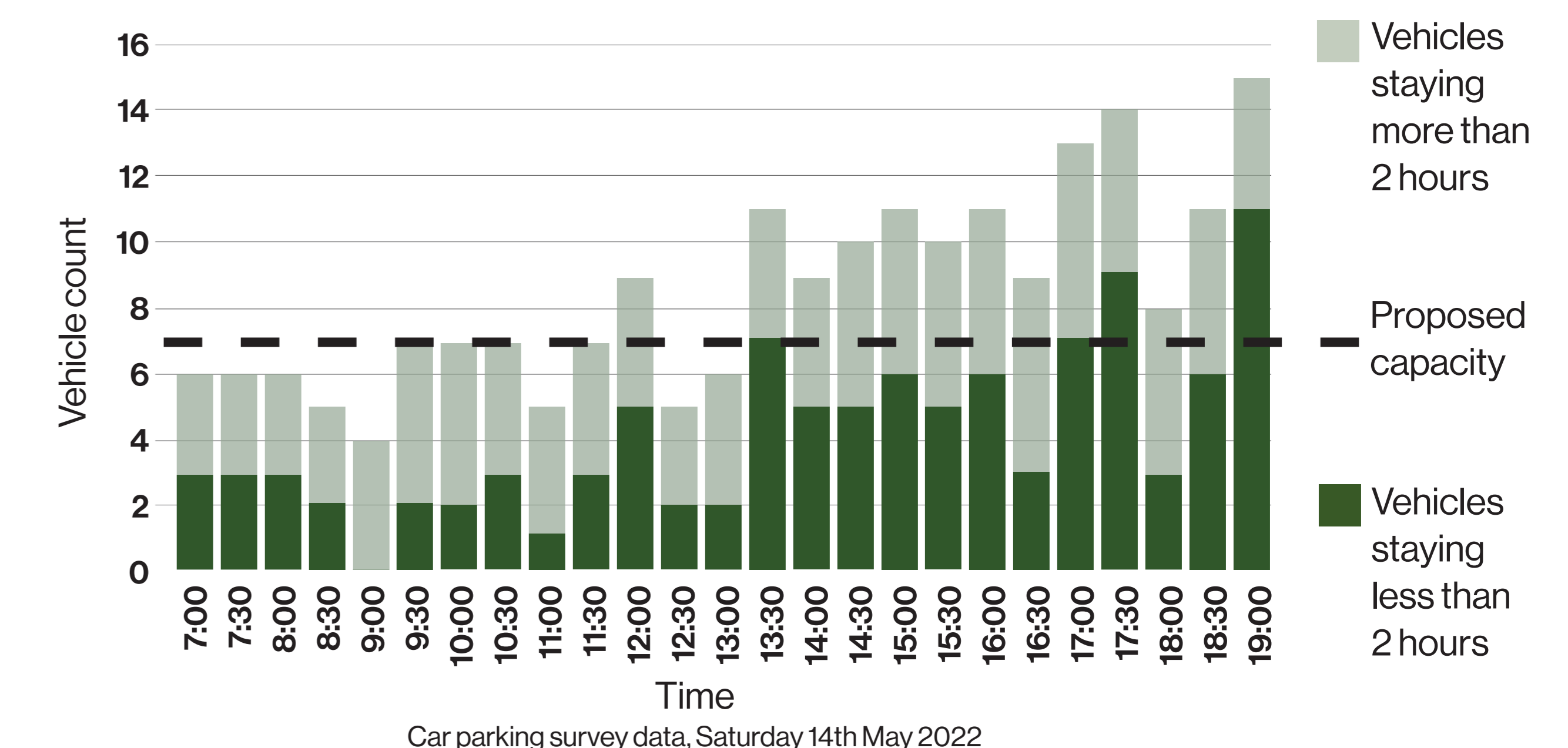
KEY



CAR PARKING

At Target Shopping Parade (Zoom in 4), wider footways outside shops and cycleways on service roads will improve accessibility for all. There will be space for planting, cycle parking and spill out from local businesses. This new space is created by reducing car parking. Survey data shows that this provision will meet the majority of the existing demand for short-stay parking.

Existing	Proposed	Net loss	Proposed restrictions
20 spaces	7 spaces	-13 spaces	'Stop & Shop' parking will stop commuter parking and keep spaces free for shop customers. <ul style="list-style-type: none"> • Monday to Saturday, 8am - 6:30pm. • 30 minutes free, maximum stay 2 hours. • No return within 1 hour. • Blue Badge holders can stay up to 3 hours. • These restrictions would be enforced.



VIEW 3: PROPOSED



VIEW 4: PROPOSED



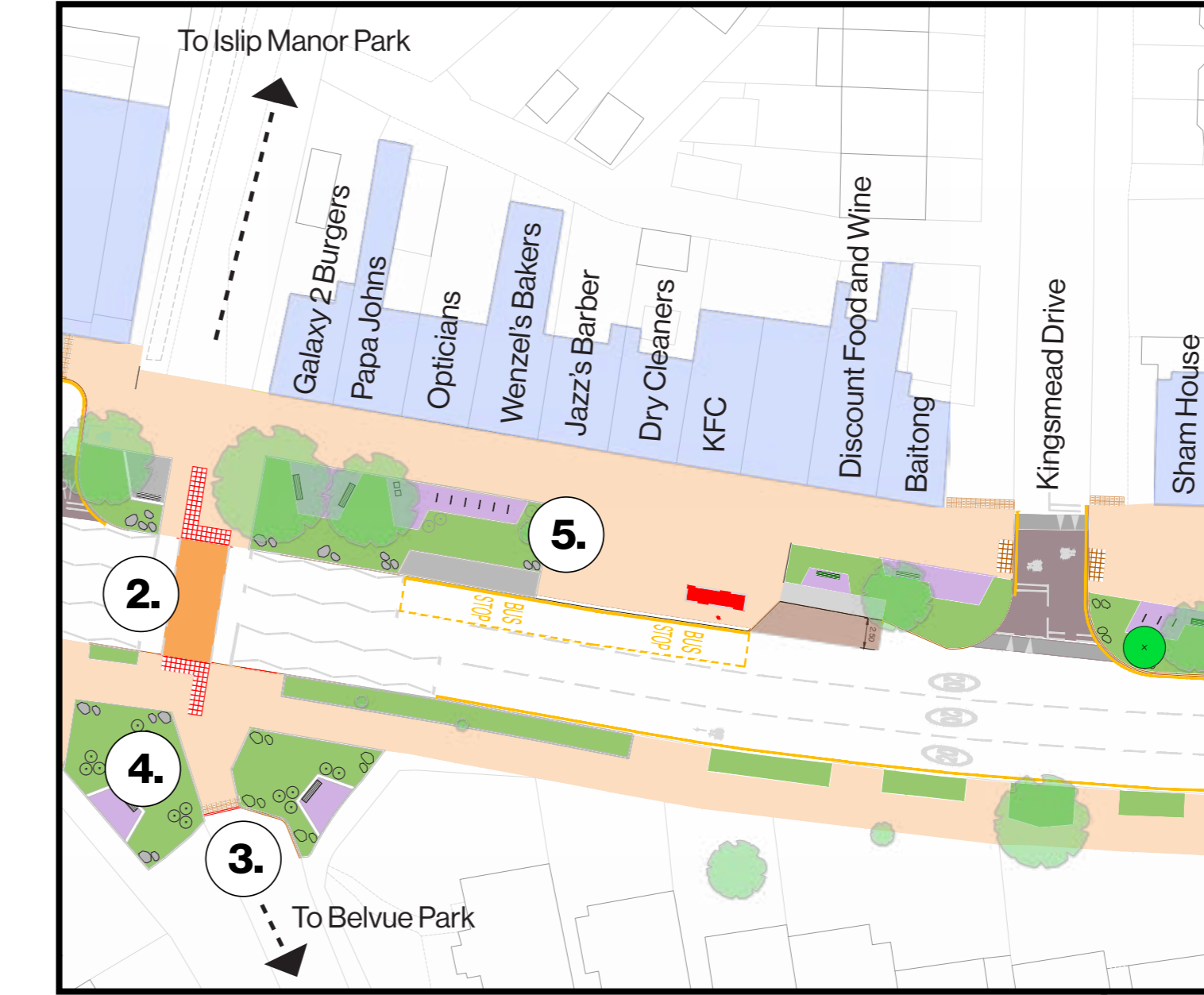
Artistic representation of the aspirational final scheme. May vary subject to design development.

1. Additional green space
2. New signalised crossing for pedestrians and cyclists
3. 'Little' Church Road, emergency vehicle access only
4. Parklet with seating and planting
5. Parklet with seating, cycle parking and planting
6. Surfacing improvements to the cycle track linking to Kensington Road
7. Widened footways with improved accessibility, greenery, seating, cycle parking and opportunity for spill out space for local businesses

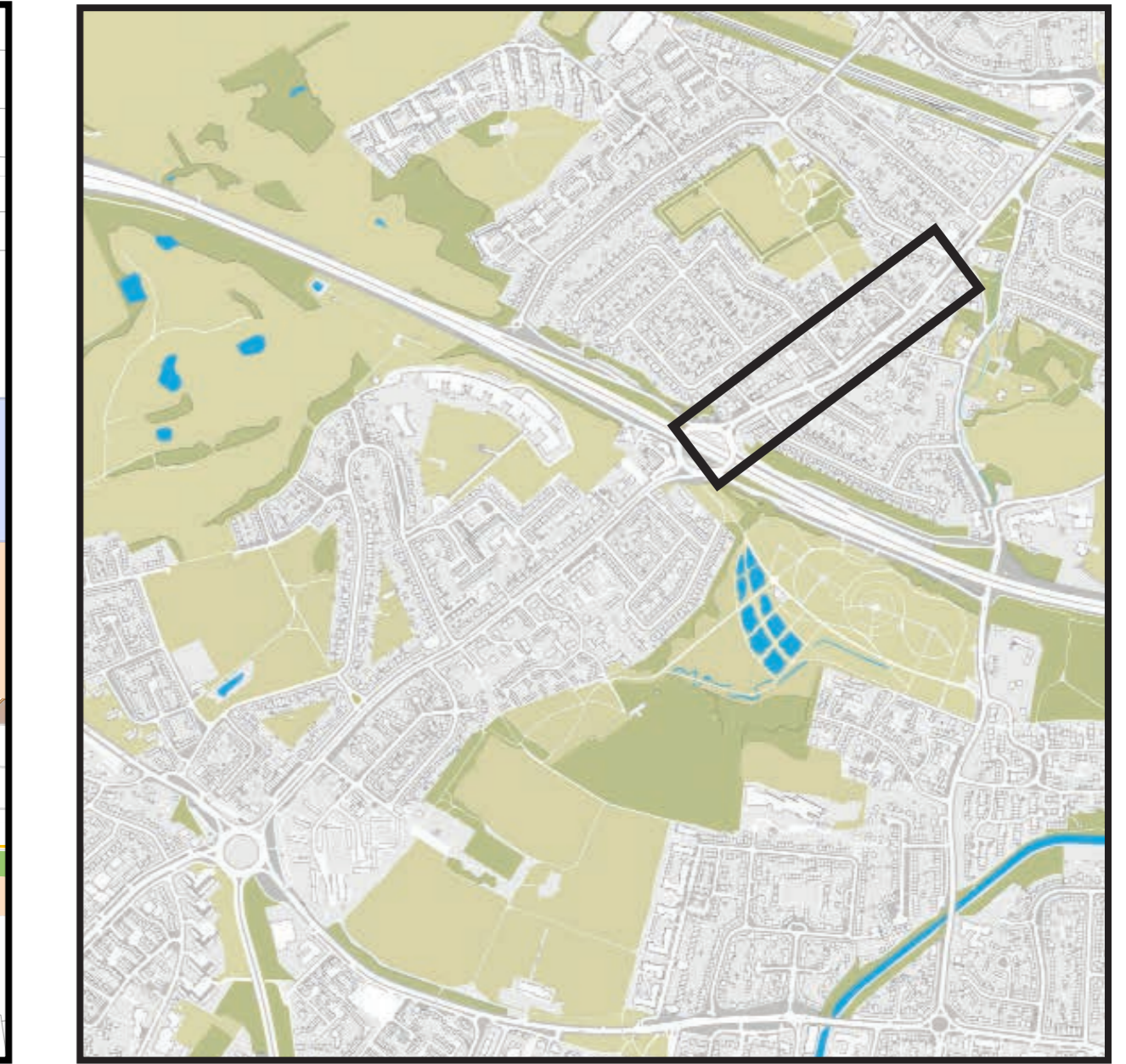
ZOOM IN 5



ZOOM IN 6



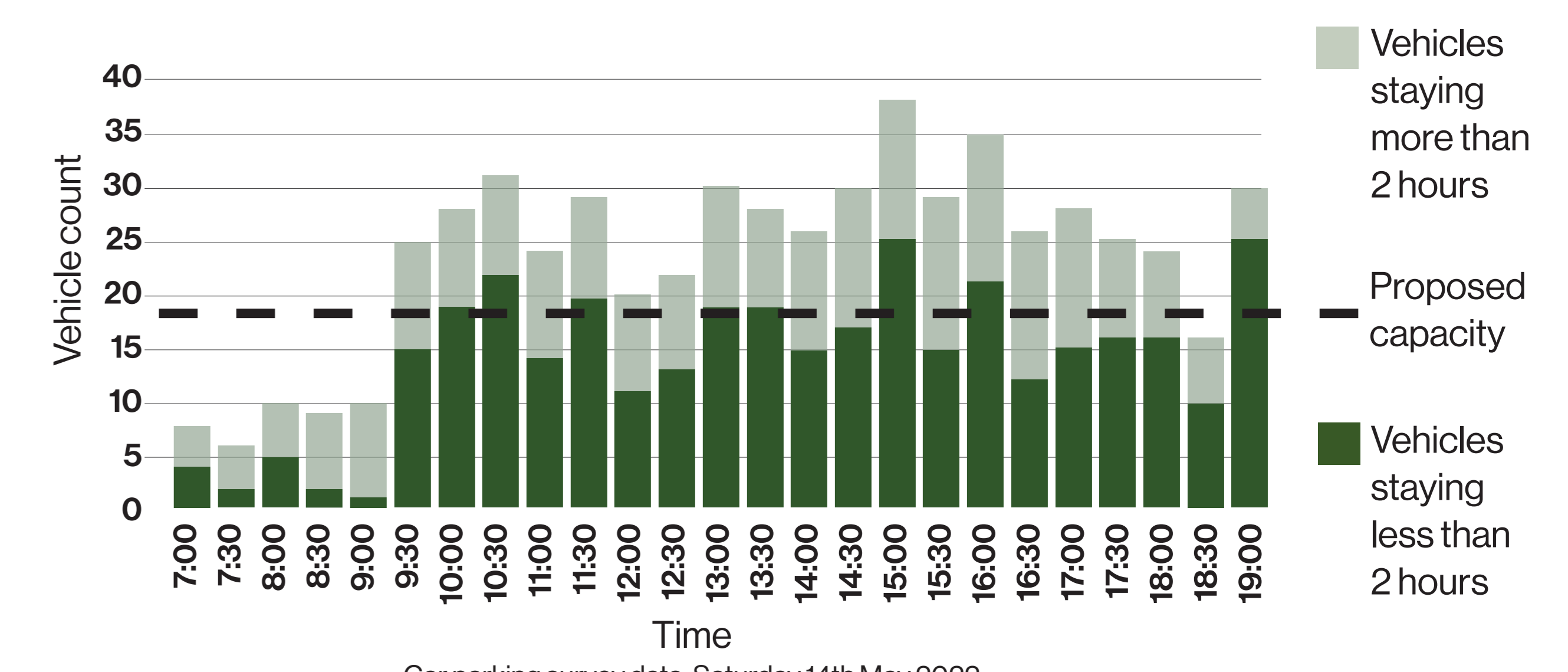
KEY



CAR PARKING

At Alderney Gardens Parades (Zoom in 5), wider footways outside shops and cycleways on service roads will improve accessibility for all. There will be space for planting, seating, cycle parking and spill out from local businesses. At Kingsmead Drive Parade (Zoom in 6) the relocated bus stop will be more accessible to all. This new space is created by reducing car parking. Survey data shows that this provision will meet the majority of existing demand for short-stay parking.

Existing	Proposed	Net loss	Proposed restrictions
Alderney Gardens Parades			
34 spaces	18 spaces	-16 spaces	'Stop & Shop' parking will stop commuter parking and keep spaces free for shop customers. • Monday to Saturday, 8am - 6:30pm. • 30 minutes free, maximum stay 2 hours. • No return within 1 hour. • Blue Badge holders can stay up to 3 hours. • These restrictions would be enforced.
Kingsmead Drive Parade			
5 spaces	0 spaces	-5 spaces	



- Cycle route
- Shared pedestrian and cycle space
- Pedestrian footway
- Raised surface to crossing points or junctions to slow traffic.
- Carriageway
- Parking
- Parklet
- Green verge
- Existing tree
- Proposed tree
- Existing red route



VIEW 5: EXISTING



EXAMPLE: PUBLIC ART



- 1. Enhanced green space
- 2. Reverse existing one-way vehicle flow and allow cycling in both directions
- 3. Two way segregated cycle track
- 4. Additional green verge

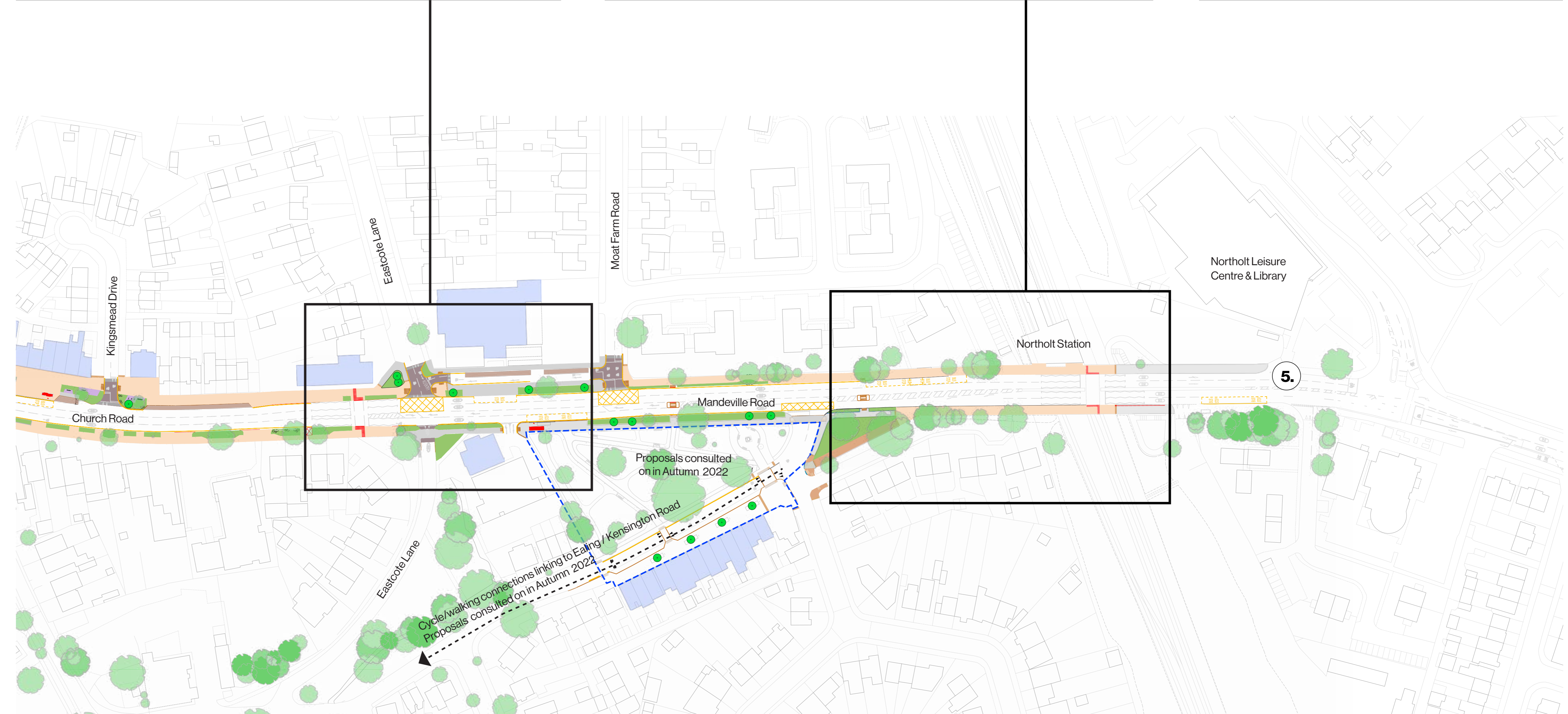
ZOOM IN 7



ZOOM IN 8



KEY



- | | |
|---|--------------------|
| Cycle route | Parking |
| Shared pedestrian and cycle space | Parklet |
| Pedestrian footway | Green verge |
| Raised surface to crossing points or junctions to slow traffic. | Existing tree |
| Carriageway | Proposed tree |
| | Existing red route |

