

WELCOME TO THE VISIONS FOR NORTHOLT PUBLIC EXHIBITION!

The aim is to gather feedback on draft designs for highways, active travel and public realm improvements in the area. As set out in Ealing Council's Travel in Ealing Charter, we are committed to being open, transparent, and inclusive in how we engage on public transport and active travel projects. We look forward to receiving your ideas and comments!

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 (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.

- New and improved pedestrian and cyclist crossings
- New road markings, including widening narrow right turn pockets which contribute to congestion.
- Signage and public art
- Seating, bins and cycle storage
- Trees and greening
- New and upgraded lighting
- Widening existing cycle and footways
- Creating new cycle lanes to connect fragmented routes
- Accessibility improvements to existing bus stops

WHERE IS THIS FUNDING FOR?

This funding is for improvements on Church and Mandeville Roads (A312) and Ealing and Kensington Roads. This exhibition is about the areas highlighted on the map below. The other areas shown will be consulted on in early 2023.

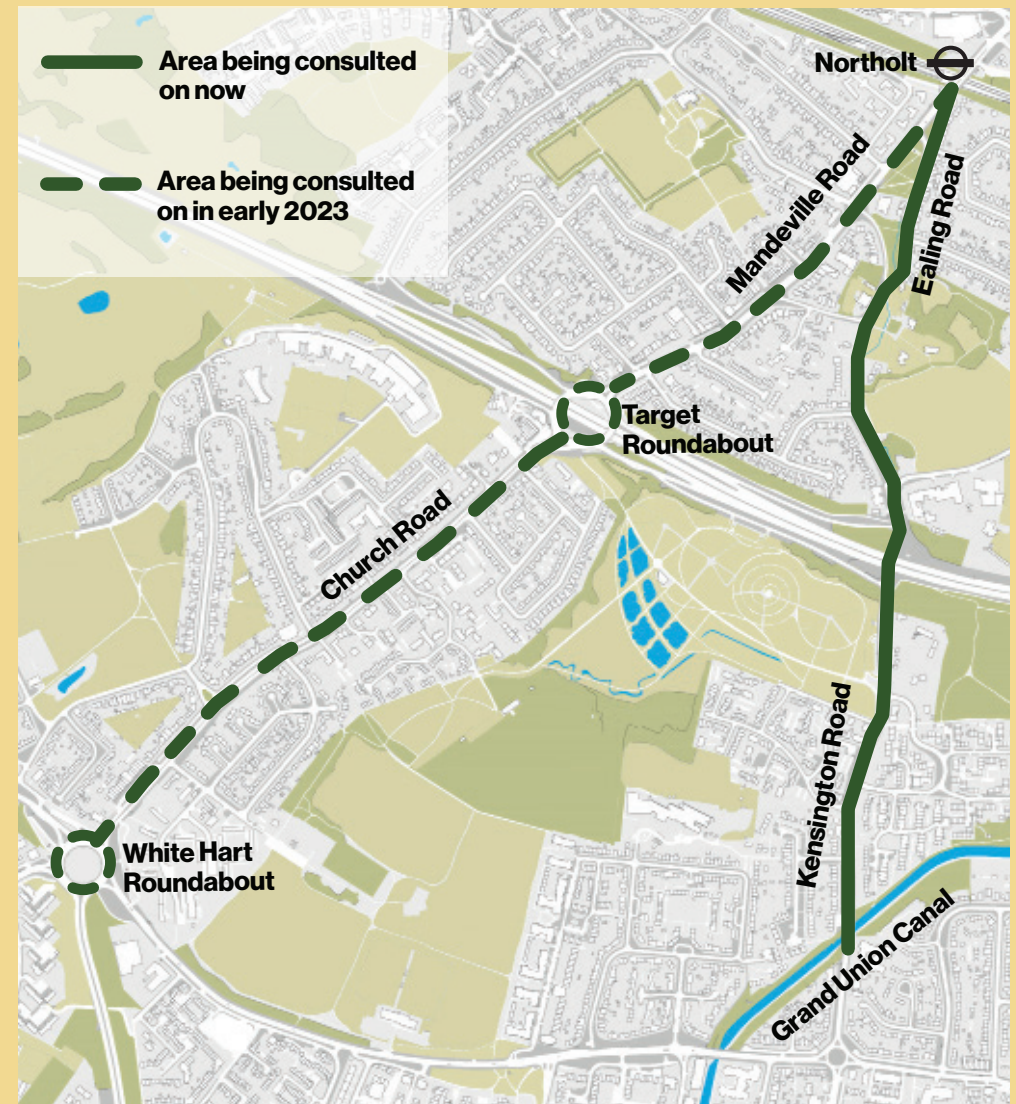
WHY WAS THIS AREA SELECTED?

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.

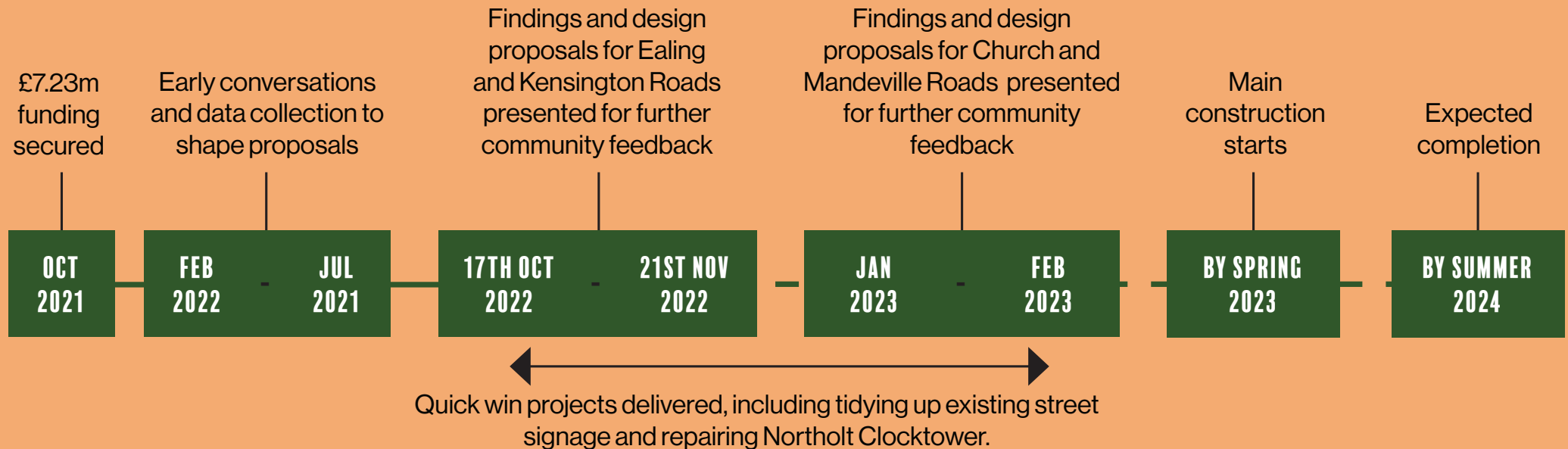
Addressing poor pedestrian and cycle connectivity was also identified as important to local people.

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.



WHEN WILL THIS PROJECT HAPPEN?

We are here



WHAT ENGAGEMENT HAS HAPPENED SO FAR?

Between March - August 2022, over 400 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.

These findings are summarised in this exhibition. Thank you to everyone who has participated so far.

WHAT RESULTS ARE EXPECTED FROM THIS PROJECT?

- 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.

HOW WILL THE IMPACT OF THIS SCHEME BE MONITORED?

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.

WILL MY FEEDBACK MAKE A DIFFERENCE?

Absolutely yes!

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

It will not always be possible to reach a consensus and we need to be upfront about this. This is a large project made up of multiple elements. You may support some interventions more than others.

It is important to consider the scheme as a whole and where necessary, to work together to reach a compromise.

This exhibition presents the facts so that you can make informed decisions. This includes engagement findings, survey data, and both the 'pros' and 'cons' of the proposals.

The views of people who live and/ or run a business in Northolt will be given more weight than those from outside the area.

VISIONS FOR NORTHOLT

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HOW CAN I GET INVOLVED?

There are many ways to get involved by 5pm Monday 21st November 2022.

- Put your feedback on a **comments card** today.
- Speak to the team at a **drop-in session** here, Northolt Leisure Centre Library, on Saturday 29th October, 11am-2pm and Thursday 3rd November, 3-6pm.
- Attend a **public workshop** at Northolt Village Community Centre, UB5 6AD on Saturday 12th November, 11am-2pm.
- Attend a **pop-up event** at Northala Fields Cafe at 8.30-11.30am on Saturday 22nd October. We will be joined by Dr Bike, a free council service where mechanics will carry out minor bike repairs and advise how to look after your bike.
- View the designs and complete an **online survey** at www.visionsfornortholt.co.uk
- Leave a voicemail on freephone 0203 920 8249 to request a **printed survey**, copy of these boards and pre-paid return envelope, all posted to you.
- Collect and return a **printed survey** and copy of these boards here, Northolt Leisure Centre Library. [Leisure Centre Library](#).

GET IN TOUCH!

www.visionsfornortholt.co.uk
visionsfornortholt@ealing.gov.uk

Scan here:



NEED THESE MATERIALS IN A DIFFERENT LANGUAGE OR FORMAT?

Printed translations are available here, please ask a member of staff. These can also be requested using freephone 0203 920 8249 or emailing visionsfornortholt@ealing.gov.uk

WHAT YOU HAVE SAID SO FAR AND HOW WE ARE LISTENING...

Widening footways is generally supported

Local people said: In some locations, pavements are too narrow to walk safely. For some shopping parades, there is not enough space for businesses to have outdoor tables, chairs and displays.

What this means for the project: Footways will be widened. However, this space needs to come from somewhere. To create this extra width, some parking spaces need to be lost, where this can be justified.



Time limits on car parking must be carefully considered

Local people said: Some residents feel that car parking spaces are being used by commuters. Many felt that the existing 2-hour time limits helped to deter this but that more needed to be done. Some residents felt that this time limit shouldn't be reduced for those accessing local facilities such as the laundrette and hairdressers.

What this means **for the project**: The existing 2-hour time limit on car parking will remain. A 'Stop and Shop Plus' scheme will be introduced to ensure these spaces are used by those visiting local businesses. This means car parking will be free for the first 30 minutes and paid thereafter.

WHAT YOU HAVE SAID SO FAR AND HOW WE ARE LISTENING...

There are differing opinions on car parking

Local people said: Some people supported reducing car parking spaces to create wider footways and cycleways, such as outside the shopping parade on Ealing Road and where spaces are being used by commuters. Some people felt that car parking should be retained where this is used to access local shops. Local businesses want to ensure that loss of car parking doesn't negatively impact their customers and loading access.

What the data says: People who walk and cycle spend more money on their local high street than people who drive, which can increase high street spending by 30%.

What this means for the project: Space is needed to deliver the improvements that local people have highlighted as important, including widening footways and cycleways, and introducing street greenery. The majority of car parking spaces will be retained. However, there is a proposed reduction in car parking where space is needed for wider improvements and where survey data indicates that these spaces are not always being used by those visiting local businesses. Dedicated loading spaces for businesses will be created.

WHAT YOU HAVE SAID SO FAR AND HOW WE ARE LISTENING...

Creating new crossing points is supported

Local people said: More crossing points that align to key destination points are needed. However, some drivers are concerned that this will contribute to congestion.

What this means for the project: New crossing points will be added. These will connect people to bus stops, open spaces and shopping parades. Transport modeling will be completed to ensure that there is minimal impact on traffic flow.



Heavy Good Vehicles must be better managed

Local people said: These vehicles are mistakenly turning down Ealing Road to access the industrial estate and getting stuck on smaller residential streets. There is insufficient signage to deter drivers.

What this means for the project: New signage will be introduced at the top of Ealing Road. A raised pedestrian crossing will further deter drivers.



Northolt needs to be kept clean

Local people said: More bins are needed but some people think this may attract anti-social behaviour.

What this means for the project: New bins will be introduced where littering is an issue. These will be in locations with good passive surveillance where there are more 'eyes on street' to deter anti-social behaviour, such as outside shopping parades. We will monitor how these facilities are used once installed.

WHAT YOU HAVE SAID SO FAR AND HOW WE ARE LISTENING...

Cycling on pavements is currently not working



Local people said: Due to safety concerns and lack of segregated cycleways, cyclists use the narrow footways. This impacts pedestrian safety. Some residents felt that traffic lanes should not be lost to create segregated cycle lanes.

What this means for the project: Where there is existing space, segregated cycleways will be created.

Where widths are restricted, footways will be widened to create shared space for both cyclists and pedestrians. These will be a minimum of 3.6m wide to give everyone plenty of space. Clear floor markings will indicate where different users should be.

This is the only way to create space for both cyclists and pedestrians without removing traffic lanes.

Connecting cycle routes is a priority

Local people said: Cycle routes locally and connections to the wider cycle network are poor. This discourages people from cycling.

What this means for the project: New cycle routes will be created and existing routes will be improved. The Canal Cycleway access point, at the south end of Kensington Road, will be improved. This will make it easier and safer for pedestrians and cyclists.

Improving traffic flow is important



Local people said: Congestion is frustrating and creates an unattractive and polluted environment for pedestrians and cyclists.

What this means for the project: Road markings will be updated to prevent blockages along Church and Mandeville Road. This will include widening right-turn pockets and reconfiguring bus stops, so that moving traffic can easily and safely pass stationary vehicles.

WHAT YOU HAVE SAID SO FAR AND HOW WE ARE LISTENING...

New seating must be carefully considered

Local people said: More seating is needed. However, some people are concerned that this may contribute to anti-social behaviour, littering and loitering that would negatively impact perceptions of safety.

What this means for the project: New seating and resting points will be introduced in locations with good passive surveillance where there are more 'eyes on street' to deter anti-social behaviour, such as areas outside shopping parades. We will monitor how these facilities are used once installed.

More greenery is a priority

Local people said: More planting and trees will help to create an attractive environment and act as a buffer to the busy roads.

What this means for the project: New trees and planting will be introduced. However, this space needs to come from somewhere. In some specific locations, to create this extra width, some parking spaces need to be lost, where this can be justified.



Safety and lighting is important

Local people said: Some spaces feel unsafe in the dark and better lighting is needed.

What this means for the project: New and enhanced lighting will be introduced. New greenery has been carefully designed to ensure it doesn't obstruct views or help conceal criminal activity.



WHAT YOU HAVE SAID SO FAR AND HOW WE ARE LISTENING...

Celebrating local heritage is important

Local people said: Northolt Village needs to be better celebrated. However, heritage and high-quality design is important for other parts of Northolt too.

What this means for the project: Conservation style lighting, street furniture, and signage will be used in the village area in accordance with the conservation area status. High quality materials and street furniture will be used across the entire scheme with heritage style features used where appropriate.



Public art is welcomed

Local people said: Blank walls and neglected areas could be brought back to life with locally-led public art.

What this means for the project: Public art will be introduced. This art will be developed with local creatives. Exact locations are still being confirmed and will be subject to property owner permissions.

VILLAGE GREEN, EALING ROAD

Improvements will enhance and celebrate the existing green and heritage features. Public realm outside the shopping parade will be greatly improved. Conservation and heritage style materials and street furniture will be used throughout.

BEFORE



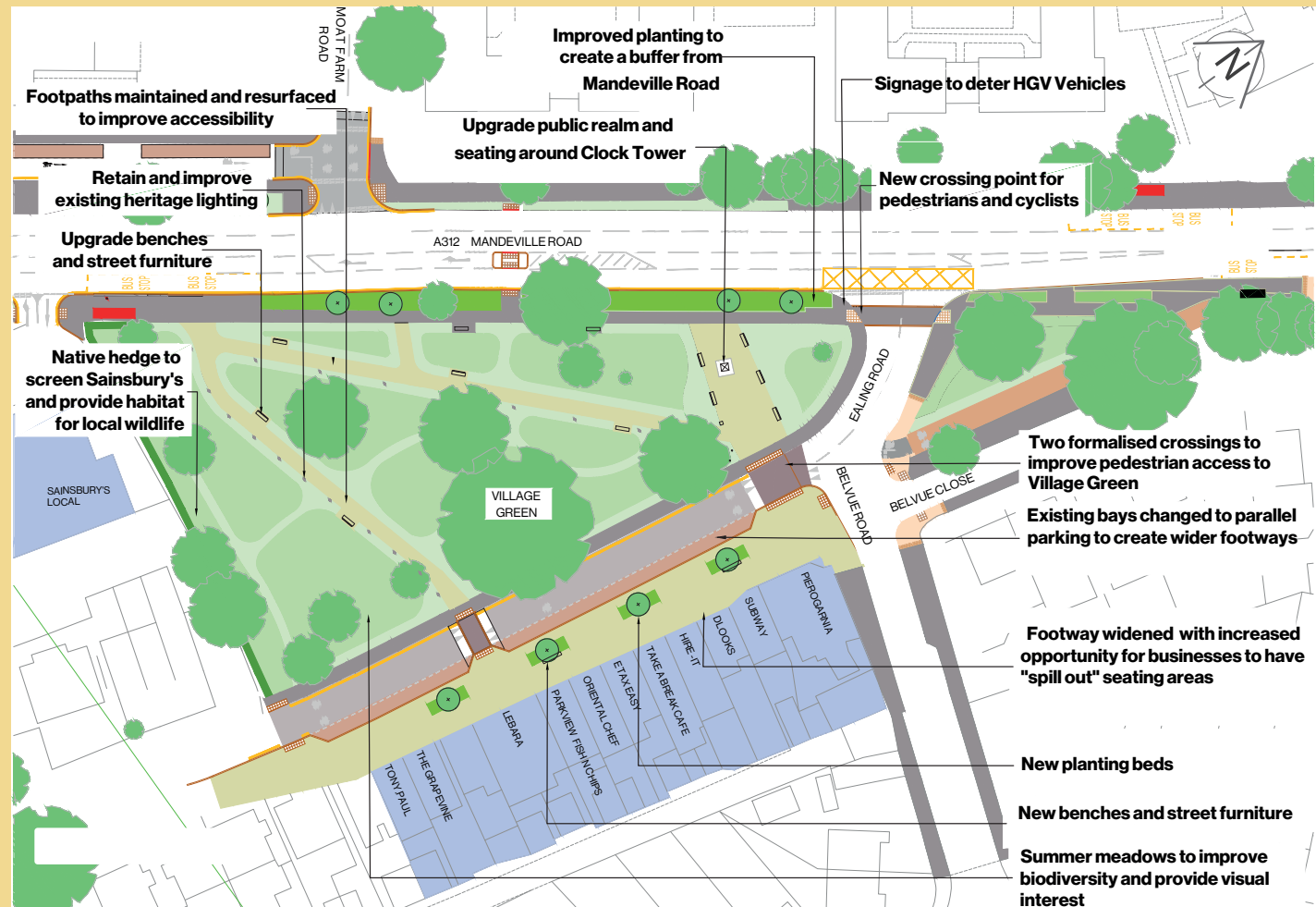
AFTER



VILLAGE GREEN, EALING ROAD

Location	Existing car parking spaces	Proposed car parking spaces
Ealing Road (outside shops)	22	13

Net loss of car parking spaces	Proposed restrictions
9	The existing 2-hour time limit on parking will remain. A 'Stop and Shop Plus' scheme will be introduced to ensure these spaces are used by those visiting local businesses. This means car parking will be free for the first 30 minutes and paid thereafter.



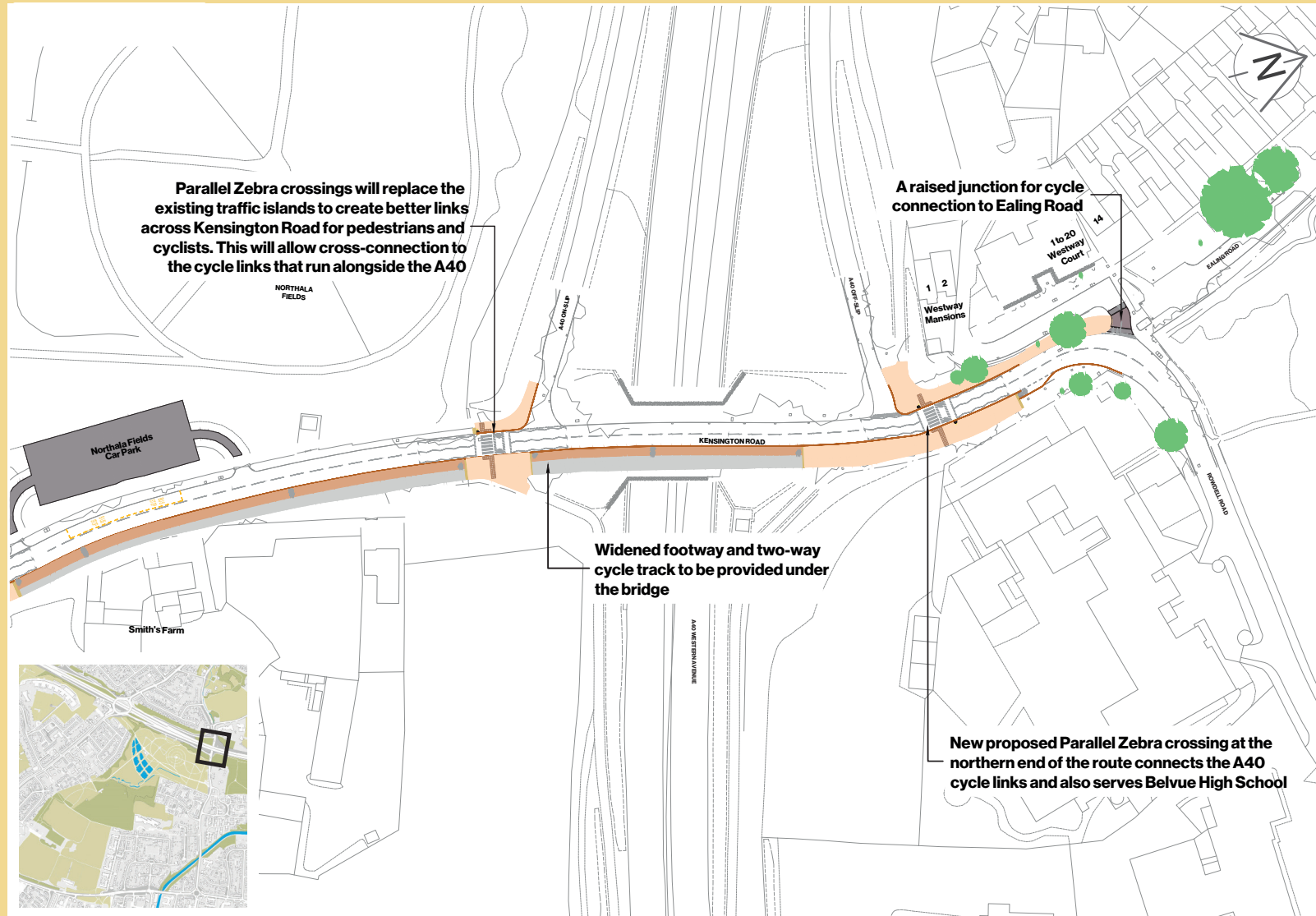
Improved greenery	Existing trees
Raised junction	Proposed trees
Parking bays	Bus Shelter
Commercial unit	Clock Tower

KENSINGTON ROAD (1-NORTH SECTION)

Segregated cycleways are proposed where existing road widths permit. Footways will be widened to create shared space for both cyclists and pedestrians where the road widths are restricted. These shared routes will be a minimum of 3.6m wide to give everyone plenty of space.

Would you support the removal of car parking bays further along Ealing Road where evidence shows this would facilitate safer cycling trips?

KENSINGTON ROAD (1-NORTH SECTION)



- | | | | |
|--|-------------------|--|----------------|
| | Improved planting | | Cycle track |
| | Footway | | Existing trees |
| | Shared space | | Proposed trees |
| | Raised junction | | Bus Shelter |

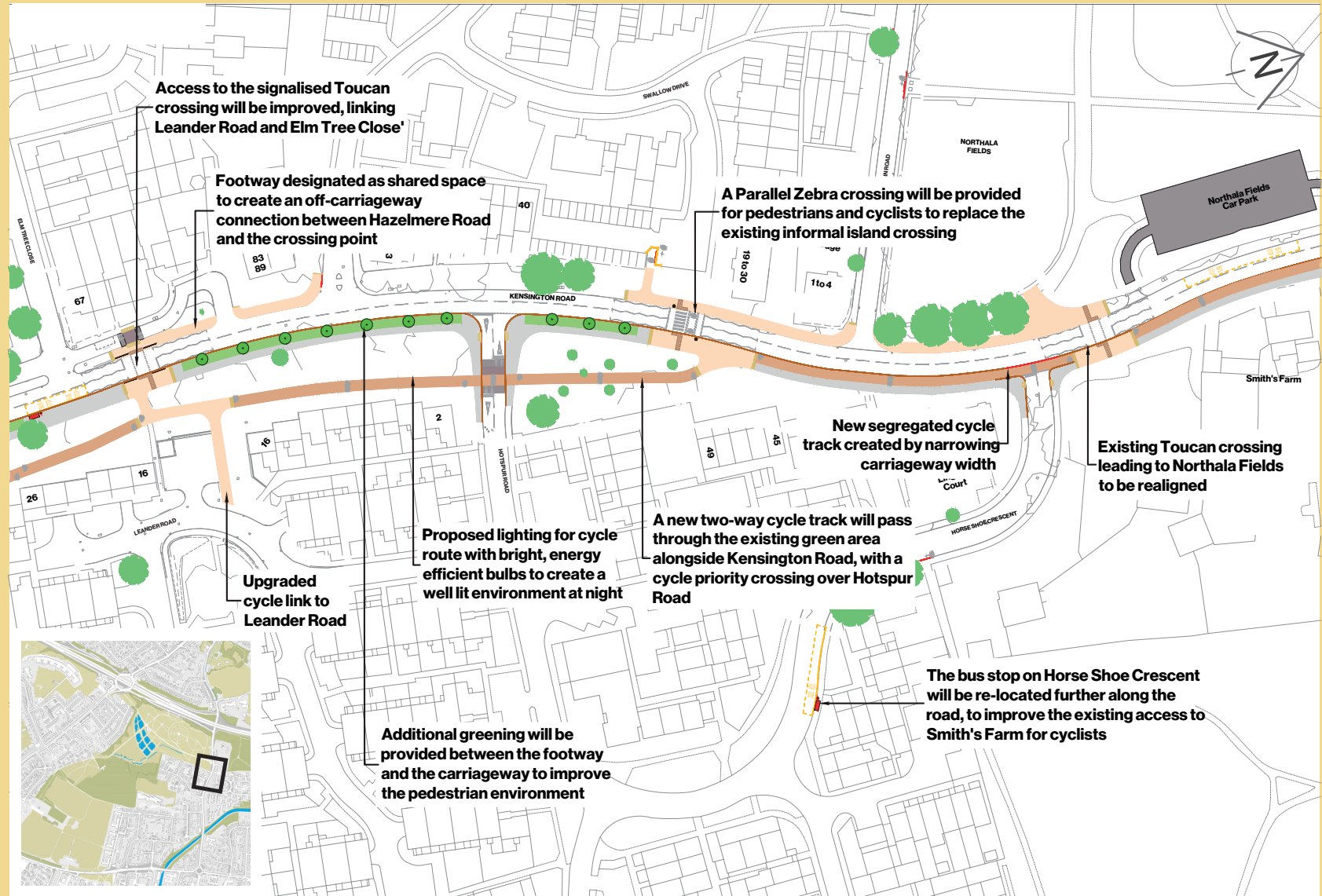
KENSINGTON ROAD (2-MIDDLE SECTION)

New crossing points will be provided across the length of Kensington Road. New street greenery, wayfinding and lighting will also be introduced.

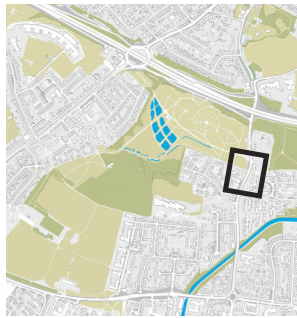
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KENSINGTON ROAD (2-MIDDLE SECTION)



- Improved planting
- Cycle track
- Footway
- Existing trees
- Shared space
- Proposed trees
- Raised junction
- Bus Shelter



KENSINGTON ROAD (3-SOUTH SECTION)

An improved cycle route will connect onto the Canal Cycleway to the south. The existing access point onto the canal will be widened.

BEFORE



AFTER



KENSINGTON ROAD (3-SOUTH SECTION)

