N28 – Neighbourhood Improvements

1. Introduction

Ealing Council have developed proposals to create a high-quality public realm space around the junction of Yeading Lane with Kingshill Avenue in Northolt. The proposals will focus on removing a signalised junction and replacing it with a roundabout with a circulatory cycle lane. This will be combined with improved crossing facilities. These changes will support the local community through increasing accessibility for all users. We want to improve the experience for pedestrians and cyclists whilst reducing congestion by improving traffic flow through the junction.

The proposal involves improving road safety and accessibility in the area. To do this we will:

- Modernise the public realm with new materials
- Install zebra and cycle crossings for improved accessibility for pedestrians and cyclists.
- Replace the existing traffic signals with a roundabout and narrow wide junctions.
- 1-16 Hughenden Gardens to become exit only onto Kingshill Avenue
- 17-46 Hughenden Gardens to become left turn only when exiting onto Kingshill Avenue

The scheme proposals are intended to deliver the following benefits:

- Enhancing the public realm in the area with a focus on creating a sense of place for the local community.
- Substantially upgrading the quality of the public realm by creating a better streetscape environment for pedestrians and cyclists.
- Improving the public space by narrowing the carriageway, reducing the parking areas and substantially increasing the pedestrian space.
- Create a high-quality public realm space that clearly improves the experience for pedestrians, cyclists and transport requirements.
- Reduce traffic speeds and congestion
2. Results

The public consultation leaflet for the scheme was posted out to residents on Thursday 10th October 2019 inviting residents to complete the consultation online with a consultation end date of Thursday 31st October 2019. The document took the form of a brochure explaining the background, existing issues, a summary of the proposals and their benefits with a diagram of the proposed layout. Residents were encouraged to respond to the consultation online but could request a paper version if required. A total of 110 questionnaires were posted out and 10 responses were received. The response rate of the consultation was 9.1%.

The results are illustrated in the charts and tables below. Questions 1 and 2 have been asked for the respondents’ personal data and consent to use the personal data for processing. Due to this, both Questions 1 and 2 have been omitted from this report.

Q3: Are you responding as a Resident, Business or Both?

![Pie chart showing response to Q3]

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<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
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<tbody>
<tr>
<td>Resident</td>
<td>100.00%</td>
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<tr>
<td>Business</td>
<td>0.00%</td>
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<tr>
<td>Both</td>
<td>0.00%</td>
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<td>TOTAL</td>
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Q4: Do you agree that the overall changes will make the junction of Yeading Lane and Kingshill Avenue safer for?

Q5: Do you have any thoughts/comments on the following proposals?
   - Proposed roundabout to replace the traffic signals
   - Proposed circulatory cycle lane

Summarised points from respondents below:

- Concerns that roundabout will increase congestion.
- Concerns of loss of parking due to proposed layout. Parking is saturated due to flats in the area. Garages are too narrow to park cars.
- Access and egress concerns of new layout
- Concerns about how a roundabout will make the road safer
- Ped signals should be faster response
- Traffic Lights regulate fast drivers
- Cycle lane and more pedestrian crossings are needed
- Causes of traffic are from the surrounding areas (Polish War Memorial, White Hart and Target Roundabouts)
- Light controlled crossings preferred over zebra crossings
Q6: Would you be supportive of a raised table style crossing being installed on the junction of Kingshill Avenue and Hughenden Gardens?

Summarised points from respondents below:

- Concerns for drainage as a result of the table being installed.
Q7: Do you believe that the proposed pedestrian and cycle crossings are located in the most suitable places? If not please suggest where you think they would be best suited?

Answered: 9  Skipped: 1

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<th>ANSWER CHOICES</th>
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<tr>
<td>Yes</td>
<td>33.33%</td>
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<tr>
<td>No</td>
<td>66.67%</td>
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<td>TOTAL</td>
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Summarised points from respondents below:

- Away from driveways for safe access and egress.
- Current location is fine.
- The crossings are too close to the junctions unless the roundabout will be controlled by traffic signals.
- The cycle lanes and ped crossings are reducing parking spaces. If the proposal is to go ahead, CPZ should be installed on the access road.
Q8: Do you support the narrowing of the junctions at Kingshill Avenue with Edward Avenue and Kingshill Avenue with Hughenden Gardens?

- Yes: 44.44% (4 responses)
- No: 55.56% (5 responses)

Q9: What is your most common mode of transport?

- Car: 77.78% (7 responses)
- Motorcycle: 0.00% (0 responses)
- Bicycle: 0.00% (0 responses)
- Walking: 0.00% (0 responses)
- Using a mobility aid (e.g. wheelchair or mobility scooter): 0.00% (0 responses)
- Other (please specify): 22.22% (2 responses)

Total responses: 9
Other modes of transport specified from respondents below:

- Combination of the above and bus use.

Q10: If you use a car, where do you park?

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<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
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<tbody>
<tr>
<td>Off-road parking e.g. driveway, car park</td>
<td>62.50%</td>
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<tr>
<td>Roadside parking</td>
<td>37.50%</td>
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<tr>
<td>TOTAL</td>
<td>8</td>
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Q11: In your opinion, would the area benefit from some landscaping (i.e. shrubs, plants)

![Pie chart showing 66.67% Yes and 33.33% No responses]

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<tr>
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Q12: As part of our design, we are committed to improving the public realm of the area by improving accessibility and safety for pedestrians and cyclists. What else would you like to see included as part of the changes?

Summarised points from respondents below:

**No changes**
- Clear speed limit signs and remove the bus lane restrictions
- More chairs for elderly people to sit
- CPZ needed due to commuters leaving their cars here for the whole day
3. Summary and recommendation

The main elements for the scheme are to improve traffic flow through the junction of Kingshill Avenue and Yeading Lane whilst improving the pedestrian and cyclist facilities. The opportunity will allow the public realm to be updated through new materials and urban greening.

The Council’s aspirations are that through provision of improved highway infrastructure; residents will be encouraged to choose a more sustainable mode of transport. This will also support those already walking, cycling or using public transport.

Parking concerns were common amongst respondents. Officers have assessed the area and believe that sufficient parking is available however due to the lack of a Controlled Parking Zone (CPZ) – commuters may be parking their vehicles here for free before using public transport. Officers believe that as the Transport Policy principles support the aspirations of the scheme and hence parking – whilst important – is of a lesser priority in comparison to improving the efficiency and safety of the transport network.

The Council’s proposal to close the slip road parallel to Yeading Lane at the junction with Kingshill was unsupported in general due to the loss of parking and access and egress. Primarily the respondents’ complaints were that the area is already too saturated with vehicles and closing the slip road to vehicles would worsen the problem.

Respondents were also concerned that efforts to tackle traffic and congestion should be focused at Target and White Hart Roundabout. Funding for this scheme has been supplied for improvements at this location. Further to this, both of these roundabouts are managed by TfL.

Respondents had concerns that a roundabout would not make improve the junction. Officers use traffic survey data and modelling to project the impact of installing a roundabout. Inevitably during construction and for a short while post-construction (whilst drivers adjust to the new road layout) there can be some confusion and disruption in the area when drivers negotiate the junction. However, following this adjustment, the condition is likely to improve.

The location of pedestrian and cycle crossings were found undesirable by some respondents due to access and egress and safety issues. The design presented in the survey was illustrative. During the detail design process, due diligence will be carried out to site the crossings effectively.

All comments have been addressed and summarised above and we will take these into consideration before the designs are finalised.