



Please give us your views

## Park Royal Road and Acton Lane

### Proposal for transport and highways improvements

Public consultation

Ealing Council

## Background

Although there are some cycle lanes, Park Royal Road and Acton Lane are difficult to cycle on, due to heavy traffic and the high proportion of lorries and buses.

In addition, the width of Park Royal Road and the parked cars both sides mean that buses and lorries cannot pass each other, and have to wait.

Both roads have some uncontrolled parking, where cars appear to be dumped for long periods.

Development in the area means that the number of journeys on these roads is likely to increase, but they have little spare capacity for extra motor traffic. It is therefore necessary to give road users attractive alternatives to private motor vehicle use, reducing congestion and improving journey times for both motorised and non-motorised transport.

The council has a policy to create segregated cycle facilities on main roads where there is space, especially on roads that are currently frightening to cycle on. The proposals in this leaflet improve cycling facilities on Acton Lane and Park Royal Road. Bus journey times and pedestrian safety should also be better after the changes.

## Proposals

### Park Royal Road

- a new 2-way cycletrack, shared with pedestrians, on the cemetery side of Park Royal Road, between Victoria Rd and Western Rd
- new crossing at Western Road for access between new cycletrack, Western Road, and Coronation Road
- provisional shared foot/cycleway along Asda frontage, expected to be superseded when/if Asda site is redeveloped
- removal of all car parking along east side of Park Royal Road, to make space for widening of the footway for the new cycletrack, and wider carriageway lanes south of the railway bridge
- free parking north of railway bridge on west side to be extended, and converted for use by residents of houses backing on to Park Royal Road, and short-stay visitors, only
- new parallel crossing for pedestrians and cyclists to connect new shared footway with alley leading to Allen Way subway under A40

### Acton Lane

- new protected cycle lane on south-east side between North Ealing Road and hospital junction for south-west-bound cyclists
- new 2-way cycletrack on north-west side of Acton Lane between hospital junction and crossing near bus-only entrance to hospital site

- crossing above converted to parallel crossing to allow south-west-bound cyclists to reach hospital site.
- shared foot/cycleway on NW side between parallel crossing and first Barretts Green Road junction, for north-eastbound cyclists.
- redesign of Barretts Green Road junction to take out triangular island and reduce turning speeds.
- between the 2 Barretts Green Road junctions, due to lack of space on Acton Lane, no separate cycle provision. North-east-bound cyclists can loop round Barretts Green Road or continue on Acton Lane – on-carriageway in both cases.
- small number of new parking spaces on NW side of Acton Lane between Barretts Green Road junctions, to serve garages and other businesses.
- north of canal, protected uphill cycle lane or track to top of bridge over mainline railway; southbound (downhill) cyclists to share space with motor traffic, as speeds will be similar (speed limit is 20).
- replacement of crossing island north of Waxlow Road with a zebra crossing.
- removal of island from zebra crossing near Harlesden station and creation of an uphill, southbound cycle lane approaching the top of the railway bridge. (Subject to agreement with London Borough of Brent)

### **What impact will the proposals have?**

For most residents and businesses, the impact of the proposed improvements should be minor.

On Park Royal Road, there will be a loss of 24 unrestricted parking spaces. There will be 16 fewer residents-only bays, and 9 fewer shared bays.

On Acton Lane, there will be a loss of 30 unrestricted parking spaces, and a loss of 5 shared bays.

[Shared bays are for long-term parking by residents and businesses, and for short-term paid-for parking by visitors.]

### **What are the benefits of the proposals?**

- making Park Royal Road suitable for use by all cyclists, taking away a key barrier to cycling in the area.
- making Acton Lane suitable for use by all but the least experienced cyclists by taking out the main hazards.
- quicker bus journey times on Park Royal Road, as there will be enough width for them to pass each other. This will also reduce delays to all motor traffic.
- less cycling on pavements that are not designated as shared use.
- more and safer places for pedestrians to cross the roads.
- no more dumping of cars on the highway in unrestricted parking spaces.

## How can I give my feedback?

Please read this document carefully and consider the proposals. **Have your say** by completing the online survey at:

**[www.ealing.gov.uk/park-royal-improvements](http://www.ealing.gov.uk/park-royal-improvements)**



The closing date for this consultation is:

**Friday 18 October 2024**

## What happens next?

The responses to this consultation will be analysed and reported to your ward councillors and the Cabinet Member for Climate Action. A decision will be then be taken on implementing the scheme. If the scheme is approved, the design may be amended based on feedback received during this consultation.

Before implementation, the Council is required to carry out a 21-day statutory consultation. This involves notices being placed on posts and lamp columns in the proposed area, and the publication of a notice in the Ealing Gazette. This process is a further opportunity to comment on the proposals.

The results of this consultation will be published online at [www.ealing.gov.uk/consultations](http://www.ealing.gov.uk/consultations).

## Further information

If you require a paper survey or further information, please contact us:

**email:** [highwayservices@ealing.gov.uk](mailto:highwayservices@ealing.gov.uk)

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