



Please give us your views

Boston Road & Lower Boston Road

Proposal for transport and highways improvements

Public consultation

Ealing Council

Background

Boston Road is a key link between Uxbridge Road and the A4. The area it passes through is mainly residential, but includes two schools and some shopping parades. The road is a continuation of Boston Manor Road in Hounslow, which has a high-quality segregated cycle track on the west side. In Ealing, cycle connections have been provided to the nearest side roads, giving cyclists the choice of using the main carriageway or turning onto quieter roads.

The southern half of Boston Road (between Boston Manor station and Elthorne Park) is wide, with space to continue the segregated cycle track. This section includes the connection to Elthorne Park High School. North of there, the road narrows, and cyclists will mostly need to share space with motor traffic or pedestrians. Improved connections to side roads are therefore needed for this section.

Around St Mark's Primary school, the road is one-way with no cycletrack, meaning that children living north or east of the school have no safe legal route to cycle to and from the school. Due to limited space, shared pedestrian/cycle space is proposed to fix this.

Developments in the area mean that the number of journeys taken on the corridor is likely to increase, but there is 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.

It is council and TfL policy to create segregated cycle facilities on main roads where there is space and funding is available, especially on roads that provide the most useful connections and currently have the most hostile cycling conditions. The improvements described in this leaflet are part of this.

Proposals

- a new 2-way cycletrack, separated from pedestrians, on the south-west side of Boston Road, between Boston Manor Station and Elthorne Park
- new shared pedestrian footway / cycle track, 5.6 to 6.4 metres (about 6-7 yards) wide, between Elthorne Park and the existing road narrowing just north of Humes Avenue, with short lengths on the eastern side for access between crossings and side roads
- new or upgraded parallel pedestrian/cycle zebra crossings at Cambridge Rd., Oaklands Rd., Elthorne Park, Chepstow Rd., and Haslemere Ave
- where space is limited, narrower shared footways are provided to link streets and crossings, and where this is not possible (between Studley Grange Road and Lower Boston Road), all cycling to be on-carriageway. Parallel routes available in quieter roads
- between Adelaide Cottages and the Lower Boston Rd junction, southbound cyclists in a protected lane, allowing drivers to overtake safely. This will mean loss of 2 car parking spaces on the other side, and conversion of 2 more to loading space. This is offset by four new spaces on Adelaide Cottages

- on Lower Boston Rd, cycle lane or one-way shared footway as far as Green Lane (for St Mark's School) – no cycle contraflow
- north of St Mark's School, two-way shared cycle track on SW side, allowing pupils to use this route to cycle to and from the school. Faster northbound cyclists encouraged to use carriageway
- increased green space near Westminster Road, and elsewhere where possible.
- removal of parking on SW side of Boston Road between Wellmeadow Rd and Townholm Crescent to create space for 2-way cycle track or widened cycle/footway
- retention of access to driveways between Wellmeadow Rd and Townholm Crescent and retention of existing car parking space on NE side of Boston Road
- removal of three car parking spaces opposite Green Drive, for safer access to/from St Mark's school

What impact will the proposals have?

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

Most of the houses adjacent to the on-street car parking space to be removed have driveways for off-street parking. The residents can also park on the other side of the road, which is in the same Controlled Parking Zone. There will be a net loss of 83 all-day residents' parking spaces, and of 57 spaces on single yellow lines.

Some pedestrian-only footways will be shared with cyclists. Widths will generally be well above the recommended minimum. Where the width is less, cyclists will be encouraged to use the carriageway, or cycling will only be permitted in one direction.

What are the benefits of the proposals?

- making the southern part of Boston Road, and Lower Boston Road, suitable for use by all cyclists, eliminating a key barrier to cycling in the area
- making the rest of Boston Road safer for cycling, as far as the space constraints allow
- additional, and safer, connections for cyclists and pedestrians to cross the road
- encouragement of cycling to/from the schools
- reduction in cycling on pavements that are not designated as shared use
- the proposals are in line with the Mayor of London and Ealing Council transport strategies to encourage sustainable travel (walking, cycling and public transport)

Parking spaces overview

Road	Parking bays	Single yellow lines	New loading bays
Lower Boston Road	7 lost	60m (approx. 11 cars)	0
Boston Road (two-way)	76 lost	260m (approx. 46 cars)	0
Boston Road (one-way)	2 gained	0	1

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/boston-road-improvements



There will be two public exhibitions about the scheme, where you can view the plans, ask questions, and give feedback. They are:

St Thomas church hall, 182 Boston Rd, Tuesday 8 October, 3.30 to 7pm.

William Hobbayne Community Suite, Lower Boston Rd, Thursday 10 October, 3.30-7pm.

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 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.

Further information

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

email: highwayservices@ealing.gov.uk

post: Highway Services, Perceval House, 14-16 Uxbridge Road, W5 2HL

phone: 020 8825 5000