

Occupation Lane

This area currently features temporary traffic filters, which have helped reduce through traffic. However, there are concerns about security and the overall aesthetic of the temporary measures. The proposals focused on replacing the concrete planters with more permanent and visually appealing features, improving personal safety, and enhancing the cycling connection from Kew to Boston Manor. This was part of a broader effort to improve active travel infrastructure in the area, connecting it to the Supercycle Highway.

Making Occupation Lane safer and more pleasant for residents

Ealing Council is exploring ways to improve neighbourhoods across the borough. Proposed improvements to Occupation Lane include:

- Enhancing biodiversity, making the road greener and more pleasant.
- Creating sustainable drainage, reducing the risk and impact of flooding.
- Improving the cycling connection from Kew to Boston Manor.

Alongside the plans for Occupation Lane, the council will also install a pedestrian crossing to connect Murray Road and Occupation Lane, making it easier to cross South Ealing Road safely and create a better connection for those walking, wheeling and cycling.

Drop-in

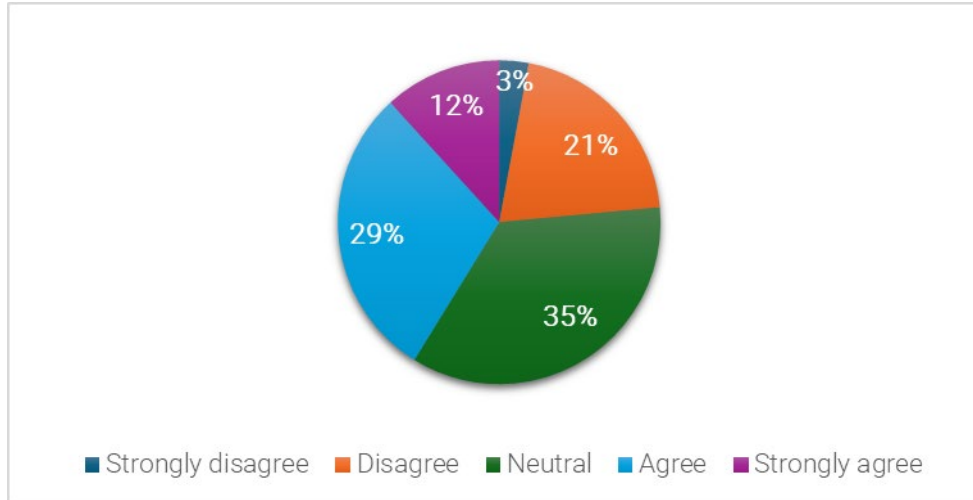
A drop-in was organised at the South Ealing Road junction of Occupation Lane on Saturday 5 October from 10am to 12pm. For this activity, a gazebo was set up, and materials presented included design suggestions, hardcopy surveys and digital surveys on iPads. The team spoke to passers-by and went to the back of Occupation Lane to survey nearby houses. The team spoke to around 60 people and received 41 completed surveys.



Figure 1. Drop-in at Occupation Lane

Survey

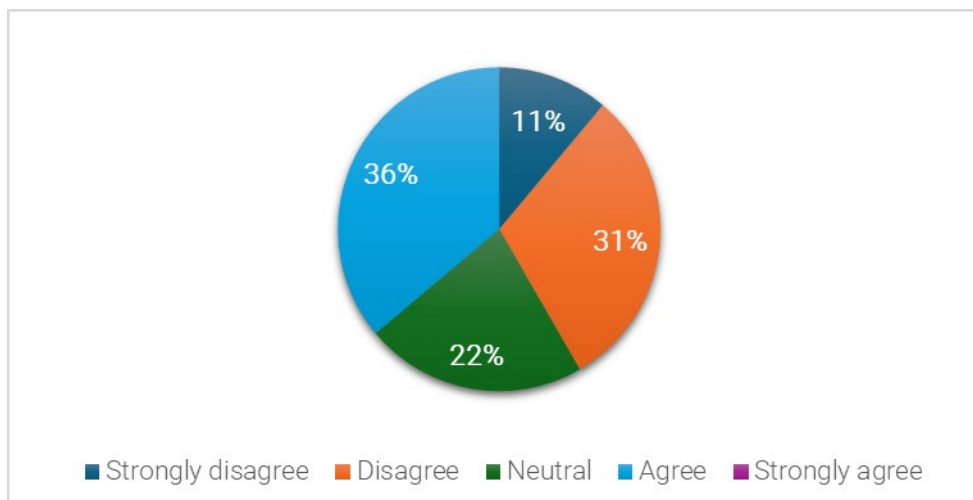
Q1. Occupation Lane is well used. Rate on a scale from 1 to 5, with 1 = strongly disagree, 2 = disagree, 3 = neutral, 4 = agree, and 5 = strongly agree.



Based on 32 responses

In response to Q1 of the survey, 12% of participants strongly agreed and 29% agreed that Occupation Lane is well used. 21% participants disagreed with the statement and 3% strongly disagreed. The remaining 35% participants responded neutrally.

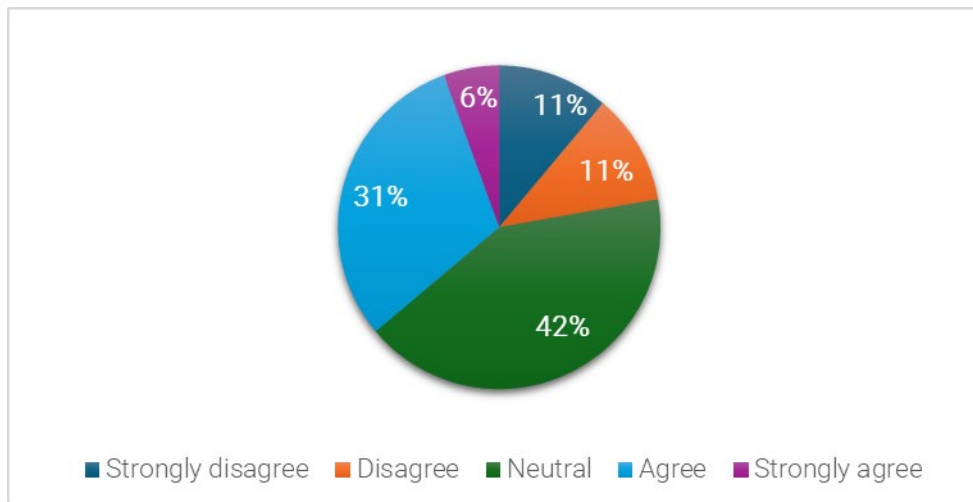
Q2. Occupation Lane is welcoming and attractive. Rate on a scale from 1 to 5, with 1 = strongly disagree, 2 = disagree, 3 = neutral, 4 = agree, and 5 = strongly agree.



Based on 32 responses

In response to Q2 of the survey, 36% of participants agreed that Occupation Lane is welcoming and attractive. 31% participants disagreed with the statement and 11% strongly disagreed. The remaining 22% participants responded neutrally.

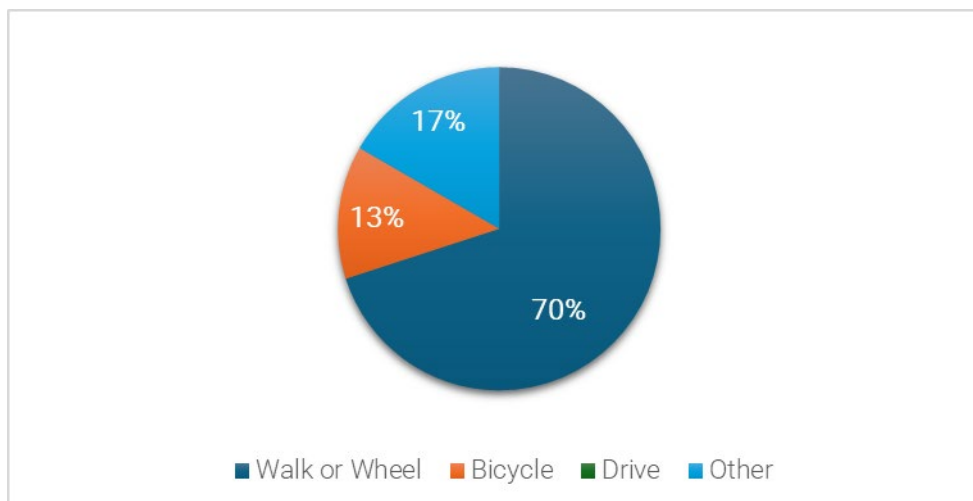
Q3. Occupation Lane is safe and pleasant to walk, wheel or cycle through.
Rate on a scale from 1 to 5, with 1 = strongly disagree, 2 = disagree, 3 = neutral, 4 = agree, and 5 = strongly agree.



Based on 35 responses

In response to Q3 of the survey, 31% of participants agreed and 6% strongly agreed that Occupation Lane is safe and pleasant to walk, wheel or cycle through. 11% participants disagreed with the statement and 11% strongly disagreed. The remaining 42% participants responded neutrally.

Q4. How do you typically travel through Occupation Lane?



Based on 34 responses

In response to Q4 of the survey, 70% of participants selected walking or wheeling as their mode of travel through Occupation Lane and 13% selected bicycle. 17% selected 'Other', which included responses such as 'walk and cycle', 'mobility scooter' and 'used to drive'. No respondents chose driving as their typical mode of transport.

Q5. What changes would you like to see on Occupation Lane? (31 responses coded for common themes)

In response to changes participants would like to see on Occupation Lane, respondents gave suggestions of additions and changes. These included:

- Adding CCTV, lighting and better wayfinding to increase safety in Occupation Lane.
- Maintenance of the walls, increased cleanliness, trimming and removal of tree branches.
- Other suggestions included putting restrictions on delivery drivers and motorbikes entering Occupation Lane.
- Some participants suggested adding additional uses such as markets and play spaces in the lane.
- Planting, SuDS and different types of bollards were additional suggestions to make the space more welcoming and attractive.

Q6. Any other comments about Occupation Lane: (31 responses coded for common themes)

The feedback highlights a positive response to the lane's closure to traffic, with respondents enjoying the improved environment for walking and cycling. While the modal filters have been well-received by some, particularly for making the area child-friendly and safe, it has been highlighted that they can make the street inaccessible for wheelchair users. Planting and the creation of separate lanes for cyclists and pedestrians are seen as beneficial.

Respondents have highlighted concerns around safety at night due to poor lighting, blind spots, drug use, and anti-social behaviour. Suggestions include better lighting, CCTV, and clearer separation between cyclists and pedestrians. While some find the closure inconvenient for driving, most appreciate the quieter, greener space, especially for families. One respondent highlighted that there isn't a need for an additional pedestrian crossing as there are two each within 50 metres, and cyclists riding up Murray Road can simply cross over the main road.

Key findings

The key findings of the engagement process were:

- Occupation Lane has been greatly improved by pedestrianisation.
- Despite pedestrianisation, it is still unsafe at night due to the lack of visibility.
- Suggestions included utilising the space more, for example with markets.
- Adding more lighting and CCTV to improve safety was another popular suggestion.