

Public consultation summary

Proposals for cycling improvements on Acton Lane and Park Royal Road

Ealing Council is working to create a healthier, safer and greener borough by making it easier for people to walk, wheel, cycle and use public transport. To support this, the council is proposing to improve the cycling conditions in Park Royal.

The 'Big X', 4 main roads in Park Royal which meet at the hospital / Asda junction, have very little provision for cyclists. They are also close to or over their motor vehicle capacity at busy times. Proposals have been developed for two of the roads, Acton Lane and Park Royal Road, and a public consultation ran online from 26 September to 23 October.

This report gives an overview of the original proposed improvements along with the amended proposals based on the results public consultation.



The proposals

Park Royal Road

1. A new 2-way cycletrack, shared with pedestrians, on the cemetery side of Park Royal Road, between Victoria Road and Western Road.
2. New crossings at Western Road and Allan Way ramp.
3. Provisional shared foot/cycleway in front of Asda, expected to be replaced when/if Asda site is redeveloped.
4. Widening of the pavement to make space for the new cycletrack and wider carriageway lanes, by removing all car parking along the east side of Park Royal Road, south of the railway bridge.
5. Additional residential car parking north of the railway (currently open to all)

Acton Lane

1. A new protected cycle lane on the south-east side between North Acton Road and hospital junction for south-west-bound cyclists.
2. A new 2-way cycletrack or a 1-way shared footway on the north-west side of Acton Lane between hospital junction and the first Barretts Green Road junction.
3. Crossing converted to a parallel crossing to allow better access to the hospital for south-west-bound cyclists.
4. Redesign of the Barretts Green Road junction to remove the triangular island and reduce turning speeds.
5. Due to lack of space on Acton Lane, no separate cycle provision between the 2 Barretts Green Road junctions. North-east-bound cyclists can loop round Barretts Green Road or continue on Acton Lane – on-carriageway in both cases.
6. New parking spaces on the north-west side of Acton Lane between Barretts Green Road junctions, to serve garages and other businesses.

7. Protected uphill cycle lane or track to the top of bridge over the mainline railway north of the canal; southbound (downhill) cyclists to share space with motor traffic, as speeds will be similar (speed limit is 20).
8. Replacement of crossing island north of Waxlow Road with a zebra crossing.
9. 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)

Changes made to the proposals after public consultation

As a result of the public consultation, where concerns were raised about pedestrian safety, traffic enforcement and loss of parking (see table in section 4 for details), the council has amended the proposals.

Park Royal Road

1. Negotiate land from the cemetery to ensure pedestrian safety on shared cycletracks at the roads narrowest point.
2. Re-asses to see if there is a long enough section to create a segregated cycle lane on the cemetery side of Park Royal Road, instead of shared space (absolute minimum overall width 5 metres, divided as 2m footway, 2.5m 2-way cycleway, 0.5m kerbside buffer).
3. A new crossing on Western Road, and the junction of Park Royal Road and Victoria Road as part of phase 1 improvements.
4. Ensure that the 2-way connection to Victoria Road is compatible with plans for changes to North Acton gyratory and A40 crossing arrangements.
5. Ensure that the raised crossing at Allan Way has bus-friendly ramps and adequate sightlines (visibility of approaching traffic).

6. Ensure compatibility with existing proposed developments immediately south-east of railway bridge which include a short segregated cycle track, loading bay and a new zebra crossing on the bridge.
7. Consider extra resident car parking spaces on south-west side near Victoria Road end.
8. Restrict forecourt access to authorised crossover vehicles, enforcing with bollards and trees as necessary.
9. Add an extra pedestrian crossing near Gorst Road.
10. Look for opportunities for greening.

Acton Lane

1. Work with Old Oak & Park Royal Development Corporation (OPDC) to commission a study of Acton Lane, ASDA section and central junction, with a view to creating a better scheme for cycle improvements.
2. Develop standalone safety scheme for southern Barretts Green Road junction, to be implemented asap, including changes, where permitted, to security barriers.
3. Improve pedestrian facilities and exempt cyclists from banned turn at northern Barretts Green Road junction, ahead of other Acton Lane changes.
4. Implement a section of segregated cycle lanes and crossing improvements north of canal after Barretts Green Road works, but possibly before completion of study.
5. Coordinate with Brent Council, the highway authority for Barretts Green Road and the north-east end of Acton Lane to ensure safety and alignment of plans in this specific area.

It is proposed to go ahead with Park Royal Road (Victoria Road to Western Road) and the two Barretts Green Road junctions, but to review other parts of the scheme in a wider study.

Consultation process

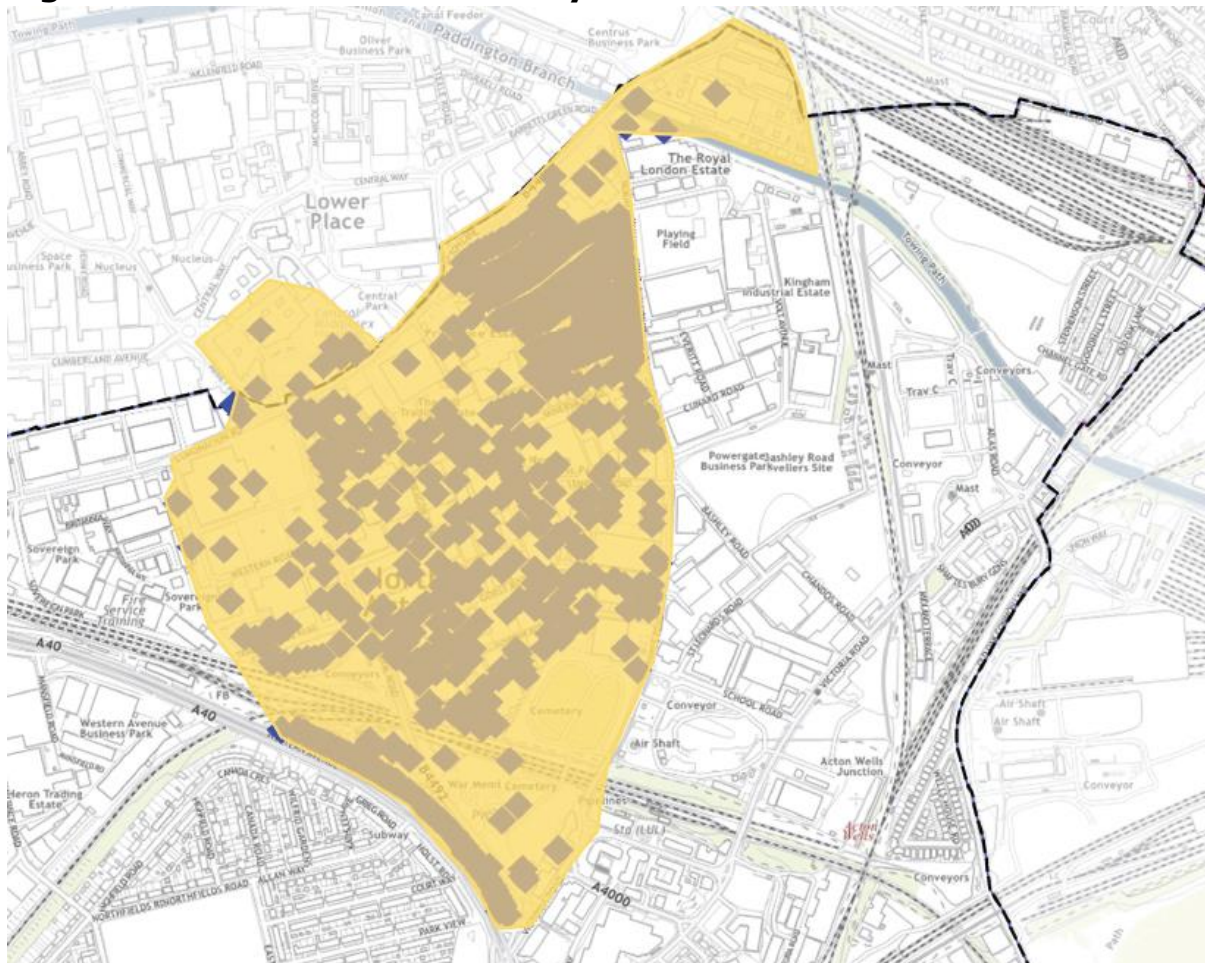
The public consultation ran on the council's website where people could view the plans and proposals and provide their feedback on the proposed changes. These are available as separate document [Park Royal Road Acton Lane plans A4 landscape.pdf](#).

Feedback was collected via an online questionnaire, with paper copies available on request. The questionnaire asked respondents for the following information:

- a UK postcode
- capacity in which the respondent was responding
- attitude towards the proposals for Park Royal Road
- attitude towards the proposals for Acton Lane
- explanations for the attitudes towards the proposals (open text format)
- any additional improvements wanted in the area (from a list provided, with an 'other, please specify' option)
- how many regular cyclists at the address.

A consultation document was posted to residential and business addresses within the boundary shown in Figure 1 (the consultation area). This area included about 1500 addresses. Addresses in London borough of Brent were not included.

Figure 1: Consultation boundary



All the addresses were in postcodes NW10 6, NW10 7, W3 0, and W3 6. For simplicity, all responses from these postcode areas have been taken to be within the consultation area, and other postcodes taken as outside the area.

In total, there were of 62 valid responses to the questionnaire, of which 20 were from within the area, a 1.3% response rate, and 42 from outside the area.

Multiple responses from the same address were allowed if the names were different.

The analysis of these results is shown in section 2 of this report.

Two questions in the consultation were for open text responses, in which respondents were able to give a comment to explain their views. These responses were summarised into the main themes.

A few respondents did not answer all questions.

Consultation results

Of the 62 responses to the survey, 1 stated that they were responding as a charity or other organisation, and 5 as businesses. All the rest said they were residents.

All the postcodes given appear valid.

Respondents were asked separately how they felt about the proposed cycle improvements on Park Royal Road and Acton Lane.

The majority of respondents supported the proposals, at least in principle:

Opinion	Park Royal Road		Acton Lane	
I support the proposals and have no improvements to suggest	25	43%	25	43%
I support the proposals in general, but would like some changes	22	38%	21	36%
I have no opinion on the proposals	1	2%	4	7%
I believe the existing arrangements should be kept	10	17%	8	14%

[Rounded percentages may not add up to 100]

The same table, but only including the 20 responses from the area consulted:

Opinion	Park Royal Road		Acton Lane	
I support the proposals and have no improvements to suggest	4	20%	4	20%

Opinion	Park Royal Road		Acton Lane	
I support the proposals in general, but would like some changes	6	30%	6	30%
I have no opinion on the proposals	3	15%	5	25%
I believe the existing arrangements should be kept	7	35%	5	25%

The next question asked for comments on their response above. Almost everyone made at least one point. Comments received in other ways are included. Comments have been grouped to produce the following table, and responses added beside each:

Comment	Count	Response from Highways
Need better and/or more continuous cycle facilities – e.g. more continuous, segregation from pedestrians, land take from cemetery, more side road treatments and parallel crossings.	30	As always, there is not room for ideal cycle facilities, especially segregated. We are convinced that due to the space available, the Park Royal Road section is as good as it can be. However, we will review Acton Lane for possible improvements and plan a comprehensive scheme for the Asda-hospital area, to take advantage of the Asda redevelopment proposals.
Concerns about pedestrian safety – crossings, sharing with cyclists, Allan Way ramp	19	We will add to the scheme widening the Allan Way ramp to use all the available width. We will introduce pedestrian improvements at the Acton Lane / North

		<p>Acton Road junction ahead of other Acton Lane changes.</p> <p>We will redesign the southern Acton Lane / Barretts Green Road junction to reduce crossing distances and motor traffic speeds, ahead of other Acton Lane changes.</p> <p>The brief for improving the central Park Royal junction will include much better facilities for pedestrians.</p> <p>We will not try to segregate cyclists and pedestrians on Park Royal Road, except at bus stops, as there is not enough available width to do this consistently over the whole length.</p>
Concerns about loss of car parking space	15	<p>No improvements for cycling are possible on Park Royal Road without removing car parking from one side. We will allow resident permit holders south-east of the bridge to use the bays north-west of it. We will consider adding extra bays on the west side at the south-east end, when the cycle lane there is superseded.</p> <p>A lot of the available parking space, especially on Acton Lane, was occupied by cars that appeared to be dumped. The new Controlled Parking Zone will lead to the removal of these, freeing more capacity for others.</p>

		We will consider creating 2 motor vehicle bays on the north-west side of Park Royal Road (which would reduce the road to one lane) for overnight parking and off-peak loading only.
Want changes to improve motor traffic flow (including upgrading central junction)	11	<p>The proposals for Park Royal Road will widen the traffic lanes slightly, allowing buses and HGVs to pass each other. At present they have to wait.</p> <p>A study will be commissioned to redesign the central junction and area around Asda.</p> <p>Designs are already being developed to improve the North Acton gyratory.</p>
Upgrade central junction	6	Study to be commissioned.
Better enforcement of all kinds needed in the area (Parking, ASB, speeding etc)	4	This is recognised to be necessary. It will be done as much as possible.
Ensure raised crossing at Allan Way doesn't cause noise nuisance	4	The crossing will have bus-friendly (shallow) ramps. Less stopping and starting by large vehicles that cannot pass each other will reduce noise levels, offsetting any small increase from the speed table. The crossing needs to be raised to slow traffic, as sightlines are not very good. It may be necessary to remove one parking space south-east of the crossing to ensure adequate sightlines.

Ban left turn to prevent rat running via Barretts Green Road	3	Will be considered as a separate proposal. The turn will be made much sharper, which will be some deterrent.
Ensure proposals are coordinated with Brent	3	Discussions with Brent continue, specifically about the central junction, both ends of Barretts Green Road, and extension over the border at Harlesden Station.
Asda plans may affect the cycletrack plans	3	This section will not be in phase 1, which will end at Western Road. Revised designs for Western Road to central junction will be produced when Asda's plans are clearer.
Want measures to reduce motor traffic speeds	2	Raised crossings and raised junction entries will be included in the scheme.
Exempt cyclists from right turn ban from Barretts Green Rd	2	To be done at same time as pedestrian improvements at the junction.
Protect Waxlow Rd junction from lorry damage	2	To be investigated.
Do Coronation Road too Concerns about drainage Take land on Acton Lane for better scheme Colour cycle lanes Don't add zebra crossing near Waxlow Rd	1 each	Future scheme. Verify in detailed design. Option to be considered. To be done where separate from pedestrians. This is seen as a popular place to cross, Making it a zebra will make it safer.

<p>Remove security barriers near Barretts Green Road to back of footway or private land</p> <p>Concern about effect of construction of cycle facilities on traffic flow</p> <p>Querying removal of southbound cycle lane from Harlesden station</p> <p>Danger of cars crossing cycletrack to/from forecourts north of railway.</p> <p>Look for opportunities to plant trees and add other vegetation</p>	<p>Continuing discussions with Police anti-terrorist branch. Last resort is to fit impact-resistant bollards (as on Westminster Bridge) instead of the continuous barrier.</p> <p>To be reviewed at detailed design stage.</p> <p>Road is not wide enough for cycle lanes both sides without encouraging close overtaking. Since the speed limit is 20, downhill (westbound) cyclists in the general traffic lane will not delay motor traffic much.</p> <p>To be controlled by restricting forecourt access to legal crossovers, enforced with bollards if necessary.</p> <p>Agreed.</p>
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Respondents were asked to choose other improvements they would like, from a list, plus 'other, please specify'. Multiple selections have been included in the counts, so the total is more than 62.

Would you like to see any of the following improvements to the public realm in the Park Royal area?

- | | |
|------------------------------------|----|
| 1. Improved cycling infrastructure | 41 |
| 2. Better road maintenance | 32 |
| 3. More places to cross the road | 22 |
| 4. Additional greenery | 32 |

- 5. Additional traffic calming measures 29
- 6. Improved pavements 35
- 7. Improved cycle parking 30
- 8. Other, not included above 11

6 people did not answer this question.

Comments from meeting with Ealing Cycling Campaign, and others received by email (including from Brent and OPDC) have been included above.

Question 10 asked how many people living or working at the respondent's address cycle regularly (at least once a week)

Response	Number	%
None	9	16
One	19	33
2 to 4	23	40
5 to 10	4	7
More than 10	2	4

5 people didn't answer this question.

Conclusions and recommendations

The majority of responses were supportive of the proposal. However, we had a low response rate of 1.3% from within the consultation area, so the results may not be fully representative of local residents' and businesses' views.

Recommendation is to go ahead with phase 1 (Park Royal Road, Victoria Road to Western Road), plus the two Barretts Green Road junctions, but to review Acton Lane and Asda frontage proposals, to improve them where possible.

Proposed changes from plans as consulted on are listed in section 3 above.