

Public consultation summary

Proposals for cycling improvements on Boston Road and Lower Boston 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 on Boston Road and Lower Boston Road in Hanwell.

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 shops. Part of the road is in the Borough of Hounslow, which already has a high-quality segregated cycle track on its west side. When the road enters Hanwell, the segregated track ends with cyclists having to choose to use the main road or turn onto quieter roads.

The section of road between Boston Manor station and Elthorne Park, which includes the connection to Elthorne Park High School, is wide with space to continue the segregated track. Then, the road narrows, and cyclists will need to share space with 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 cycle track, meaning children have no safe legal route to cycle to and from school.



Due to limited space, shared pedestrian/cycle space is proposed to fix this.

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

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The original proposals:

- a new 2-way cycle track, 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 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 Road, Oaklands Road, Elthorne Park, Chepstow Road and Haslemere Ave
- where space is limited, narrower shared pavements to be 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 the road. Parallel routes are available in quieter roads
- between Adelaide Cottages and the Lower Boston Road junction, southbound cyclists to be in a protected lane, allowing drivers to overtake safely. To achieve this, we will remove 2 car parking spaces on the other side and convert 2 more to loading spaces. This will be offset by four new spaces on Adelaide Cottages.
- on Lower Boston Road, a cycle lane or one-way shared pavement as far as Green Lane (for St Mark's School) – no cycle contraflow
- north of St Mark's School, a 2-way shared cycle track on the south-west side, allowing pupils to use this route to cycle to and from the school. Faster northbound cyclists encouraged to use the road
- increased green space near Westminster Road, and elsewhere where possible

- removal of parking on the southwest side of Boston Road between Wellmeadow Road and Townholm Crescent to create space for 2-way cycle track or widened cycle/footway
- retention of access to driveways between Wellmeadow Road and Townholm Crescent and retention of existing car parking space on northeast side of Boston Road
- removal of 3 car parking spaces opposite Green Drive, for safer access to/from St Mark's school

Changes made to the proposals after public consultation:

- southbound cycle provision around the junction with Lower Boston Road will be a stepped track. We will do what we can to stop it being blocked by loading motor vehicles
- dropped kerbs will be provided to give access to/from Westminster Road
- we will use paving to give pedestrians more priority at the crossover point between Boston Manor station and the bus stop. In addition, the bus stop boarder will be widened, so that pedestrians have space to walk between the bus shelter and the kerb, avoiding cyclists, who are behind the shelter. There is not enough space for a formal bus stop bypass
- we will add bike symbols on the shared footway in front of the shops between Townholm Crescent and Trumpers Way, centred 1 and 2 metres from the kerb, to guide through cyclists away from both the kerb edge and the shops
- we will introduce a disabled car parking bay in Westlea Road for occupants of 206 Boston Road and consider doing the same for number 180 in Townholm Crescent

- at locations where on-carriageway parking is being removed, we will offer new crossovers, where feasible, to residents who currently have no off-street parking

Changes considered following public consultation, but not feasible

We have looked again at the possibility of extending segregation of pedestrians and cyclists north of Elthorne Park but it is not practical.

The main reason is the mature trees between Elthorne Park and Townholm Crescent, which would make the cycle track too narrow.

On the shopping parade near Trumpers Way, pedestrians and cyclists cross paths in many places, meaning that shared use is better for flexibility and consideration of other users. North of there, there is another stretch where cyclists and pedestrians could be segregated, but only for about 100 metres, which is too short to be worthwhile.

We considered signalisation of Trumpers Way/Oaklands Road junction, but the existing proposals, especially the kerb build-outs and continuous foot/cycleway, will make it much safer, and signalising the junction would significantly delay the scheme.

Existing collision statistics do not show a significant amount of road accidents at this junction. Collision statistics can be reviewed 2 years after construction, when enough safety data on the effect of the changes has accumulated.

Proposals for entry treatments at side roads:

| Road | Existing | Proposed |
|------------------|-----------------|-------------------------------|
| Cawdor Crescent | Raised table | Raised table |
| Wellmeadow Road | Raised table | Continuous foot/cycleway |
| Haslemere Avenue | None | Build-out, continuous footway |

| Road | Existing | Proposed |
|--------------------------------|------------------|-------------------------------------|
| Cardiff Road | None | None |
| Christopher Avenue | None | Build-out, continuous footway |
| Westlea Road | None | Signalled pedestrian/cycle crossing |
| Chepstow Road | None | Build-out, continuous footway |
| Lane next to St Thomas' church | Flush kerbs | Continuous foot/cycleway |
| Clitherow Avenue | None | Raised table |
| Elthorne Park Road | None | Build-out, continuous footway |
| Elthorne Avenue | Coloured surface | Raised table (Remove nearby hump) |
| Townholm Crescent S | None | Continuous foot/cycleway |
| Townholm Crescent N | Raised table | Continuous foot/cycleway |
| Cumberland Road | Raised table | Raised table |
| Oaklands Road | Raised table | Raised table, build-out. Signals? |
| Trumpers Way | None | Raised table, build-out. Signals? |
| Rosedale Close | None | Continuous foot/cycleway |
| Humes Ave | None | Continuous foot/cycleway |
| Cambridge Road | Coloured surface | TBC (change priority?) |
| Studley Grange Road | None | Raised table, build-out |
| Osterley Park View Rd | None | Continuous footway |
| Rosebank Road | None | Continuous footway |
| St. Dunstan's Road | None | Continuous footway |
| St. Mark's Road | None | Continuous foot/cycleway |
| Westminster Road | None | Raised table, crossing point |

| Road | Existing | Proposed |
|-----------------------|--------------------|-------------------------------------|
| Green Lane | Raised table | Continuous shared footway |
| School car park | None | Continuous shared footway |
| Marlow Court | None | Continuous shared footway |
| The Heath (both ends) | None | Continuous footway |
| Walker Close | None | Continuous shared footway |
| Andrewes Court | Continuous footway | Continuous footway |
| 11a Boston Rd | None | Continuous footway |
| Jessamine Road | Raised table | Raised table and continuous footway |
| Wilmot Place | Continuous footway | Continuous footway |
| Seasons Close | None | Continuous footway |
| Maunder Road | Raised table | Continuous footway |
| Adelaide Cottages | None | Build-out, raised table |

Consultation process

During the public consultation, [people could view the plans](#) and provide feedback on the proposed changes. [Information was available on the council's website](#) which included descriptions and plans of the proposals.

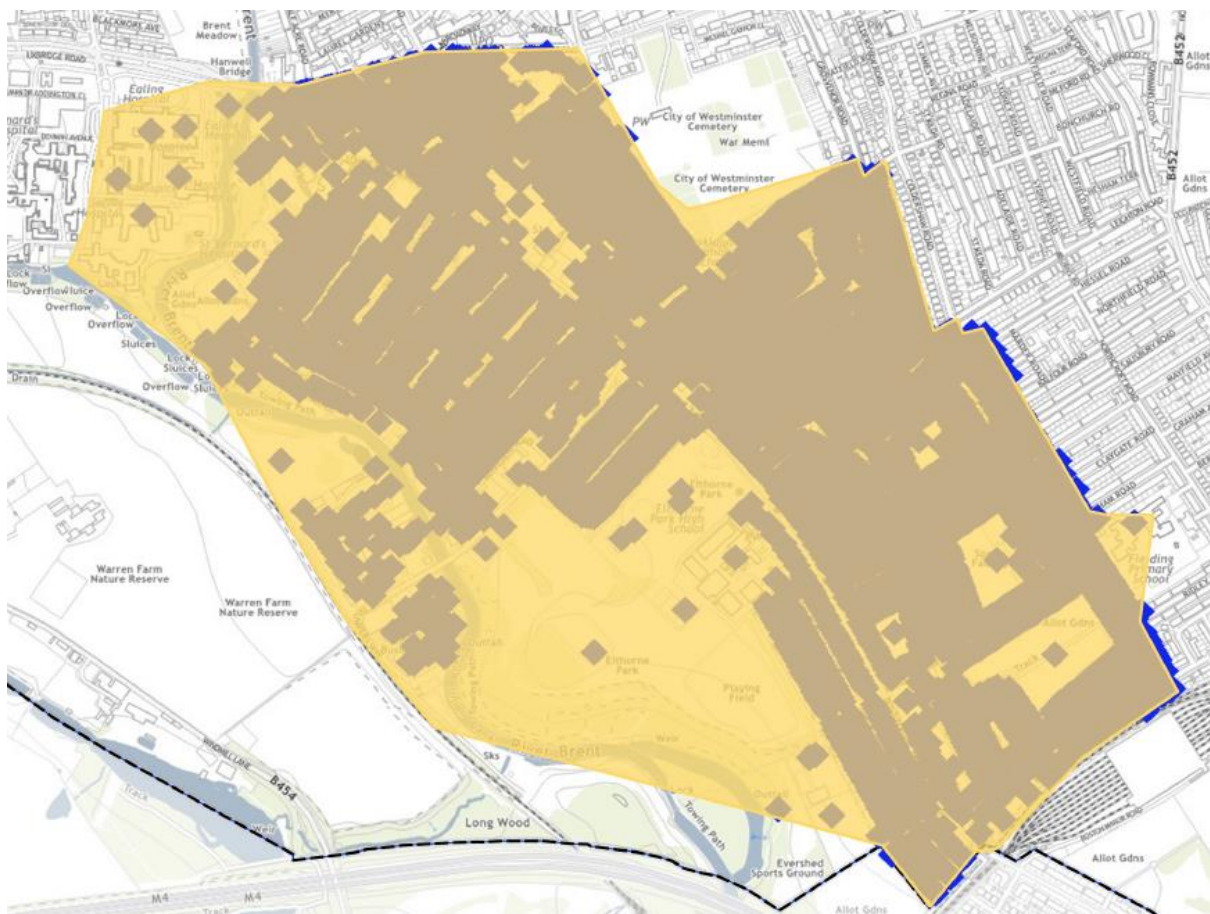
Feedback was collected via an online questionnaire, with paper copies available on request. The consultation questionnaire asked respondents for the following information:

- a UK postcode
- capacity in which the respondent was responding
- attitude towards the proposals south of Elthorne Park
- attitude towards the proposals north of Elthorne Park

- 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)
- whether or not there are 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 6,000 addresses.

Figure 1: Consultation Boundary



The consultation was sent to addresses in postcodes W7 and W13, except for Ealing Hospital, in UB1. For simplicity, all responses from these two postcode areas and the hospital have been taken to be within the consultation area, and other postcodes taken as outside the area.

The software counted a total of 709 responses to the questionnaire. However, the number of responses to the main questions, 635, is a more useful figure. Of these, 578 were from within the area, a 9.5% response rate, and 57 from outside the area.

Multiple responses from the same address have been allowed, as long as the names are different.

The results of the analysis of these results are 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.

Consultation results

Of the 691 responses to the survey with at least some personal details, after removing test responses and duplicates, 13 stated that they were responding as a charity or other organisation, and 5 as businesses. All the rest (673) said they were residents.

Not all the questions were answered, giving lower totals than 691 below.

A few of the postcodes given were invalid.

Respondents were asked separately how they felt about the proposed cycle track south of Elthorne Park, and the other proposals north of there. The results indicate that most respondents supported the proposals, at least in principle (figures rounded to nearest half per cent):

| Opinion | Cycle track | Changes further north |
|---|--------------------|------------------------------|
| I support the proposals and have no improvements to suggest | 200 (31.5%) | 183 (29%) |

| Opinion | Cycle track | Changes further north |
|---|--------------------|------------------------------|
| I support the proposals in general, but would like some changes | 144 (22.5%) | 151 (24%) |
| I have no opinion on the proposals | 12 (2%) | 27 (4%) |
| I believe the existing arrangements should be kept | 279 (44%) | 274 (43%) |
| Total responses | 635 (100%) | 635 (100%) |

The next questions asked for comments on the responses above. Most people made at least one point. Comments were invited separately for the southern and northern sections, but many people only responded to the first, or pasted the same response into both. Therefore, responses on both sections have been merged. Some clearly only relate to one or the other section, or particular locations.

Comments were also received at the two in-person events, and by email. These comments have been included in the table. Comments relating to very specific locations are not included but will be considered during detailed design of the scheme.

Where a long response was duplicated in answer to both questions, it has only been counted once. Shorter responses were generally counted both times.

Comments have been grouped to produce the following table, and council responses added beside each:

| Comment | Count | Response from Highways |
|---|-------|---|
| Concerns about loss of car parking, some mentioning businesses or disabled drivers | 161 | <p>Parking and loading at Boston Parade and between Townholm Crescent and Trumpers Way will not be affected. Other business locations will be able to load, with new bays provided if necessary.</p> <p>Residential car parking will be reduced, but most of the dwellings affected have off-street parking, and applications for additional crossovers for those that don't will be considered. Parking is available on the other side of the road, in the same controlled parking zone.</p> <p>Residential disabled car parking spaces will be provided as necessary, possibly on side roads. Short-term disabled parking will be possible on double yellow lines, as now.</p> <p>Some reduction of car parking space is necessary to create a safe and attractive cycle track.</p> |
| Concerns about shared space with pedestrians, especially at narrower or busier points (excluding bus stops) | 134 | <p>Relevant guidance is followed wherever possible. Shared paths are sometimes necessary or desirable in places where the guidance says segregation of pedestrians and cyclists should be possible, for example at junctions where people are going in various directions. The key factor determining safety and comfort is the width available.</p> <p>Separating cyclists and pedestrians is desirable, but unless cycle traffic is high, pedestrians will use the cycle track, causing more conflict than if the whole space was shared.</p> |

| Comment | Count | Response from Highways |
|--|--------------|---|
| Scheme will cause traffic congestion / chaos / pollution | 114 | The only significant alteration for motor traffic is a slightly reduced length of 2 lanes at the north end of Lower Boston Rd. TfL will check that this does not affect junction capacity. Elsewhere, space removed from the carriageway, is currently either car parking, cycle lane, or unnecessary. Traffic lanes will not be reduced below 3.2 metres, a comfortable width for buses and HGVs travelling below 30mph. |
| General approval | 108 | Noted |
| Not enough cyclists to justify, or they will continue to use the carriageway | 107 | <p>The road is not bad for experienced, faster cyclists, but as noted below, not attractive to new, slow, or inexperienced ones. The changes will therefore attract more cyclists.</p> <p>Some existing cyclists may continue to use the carriageway, though the intention is to make the cycle tracks attractive and easy to get to, with the new crossings. Faster cyclists remaining on the carriageway, as is their right, will have little effect on motor traffic, except on drivers who want to break the 20mph speed limit.</p> |

| Comment | Count | Response from Highways |
|---|--------------|---|
| Concerns about effect of road narrowing, especially at bus stops and on emergency vehicles | 84 | <p>As above. There will be more bus stops where drivers can only pass stopped buses when there is a gap in traffic the other way. Dwell times at most stops are short – typically under 20 seconds except at the busiest stops. Boston Manor station is the only busy stop, but additional delay to motor traffic there will be minimal, as there are already delays from the existing crossing.</p> <p>The effect on emergency vehicles will be considered at detailed design stage. In general drivers will be able to let them past, though this may require adjustments to the design on Lower Boston Road.</p> |
| Requests for continuous foot/cycleways at junctions, or other improvements to continuity | 71 | <p>This is a change that will be made to the scheme, adding entry treatments or continuous footways all side roads on the cycle track side, and to ones on the other side that are near crossings, if not already present. The proposals for Elthorne Park Road and Haslemere Avenue will be altered to continuous footways, to make it easier and safer for pedestrians to cross.</p> |
| Extend segregation and / or produce better cycle facilities north of Elthorne Park (as well as south of it) | 67 | <p>The design between Elthorne Park and Townholm Crescent will be reviewed, and cyclists segregated from pedestrians for as much of this section as possible, by reducing footway and cycleway width slightly.</p> <p>Further north there is mostly no space for additional segregation of cyclists and motor traffic. There may be some space on the east side near the Lower</p> |

| Comment | Count | Response from Highways |
|---|-------|---|
| | | Boston Road junction, and if so, the protected cycle lane will be extended. |
| Concerns about cyclist safety on on-carriageway sections, e.g. from speeding | 64 | The only alternative to riding on carriageway on the northern section is an inconvenient detour via back streets. Signs and lines will be used to make drivers aware of the presence of cyclists and promote safe sharing of the space. The 20mph speed limit will help with this, and we will try to ensure that it is strictly enforced. |
| Concerns about safety at bus stops, especially Boston Manor station, crossovers and school entrances. | 47 | <p>In general, street furniture (bus shelter, litter bin) and different surfacing will be used to guide cyclists away from the area bus passengers alight into, which is the main danger point.</p> <p>Where there is a segregated cycle track at a bus stop, we will put in a TfL standard bus stop bypass, but note that at some stops, near junctions and crossings, making the whole area shared and treating it as above is a safer approach.</p> <p>Crossovers should not be an issue, as the cycle track will be outside the existing footway, so sightlines should be good. This will be checked where there are trees.</p> <p>School entrances can be busy, especially at closing time. If enough schoolchildren cycle, they will keep the others off the cycle track. If not, the school can be asked to remind pupils to stay off the cycle track to avoid conflict.</p> |

| Comment | Count | Response from Highways |
|--|--------------|---|
| Improve safety on Elthorne Park Road, Leighton Road and Haslemere Avenue | 45 | Apart from improvements at the Boston Road junctions, these roads are out of scope for this scheme. However, there is a separate scheme to improve safety and the streetscape on Elthorne Park Road and Leighton Road, and we are aware of the similar issues on Haslemere Ave. |
| Road, footway, and cycleway surfaces need improvement, and concerns about drainage | 41 | Foot and cycleway surfaces will be improved where necessary, and detailed design should eliminate drainage issues (apart from blockages). Carriageway surfacing and unblocking drains will be managed under the council's normal maintenance programme. |
| Cyclists who say road is OK as it is | 27 | The existing layout encourages cyclists to ride too close to parked cars for safety, and encourages drivers to overtake too close, which is a frightening for new cyclists. More protection for cyclists is essential to attract new people to cycle on this corridor. |
| Safety improvements, e.g. signalisation, needed at Trumpers Way junction | 18 | The proposal builds out the south-western kerbline at Trumpers Way, giving much better sightlines than at present. However, we will investigate signalising this junction and the adjacent Oaklands Rd junction, to see if this is viable. |
| Support for new crossings, or requests for more | 16 | Noted |

| Comment | Count | Response from Highways |
|---|--------------|--|
| Danger from delivery drivers and riders parking and loading | 12 | This will be reviewed throughout design and construction. Dedicated bays will be provided where appropriate. |
| Objection to additional crossings, or to parallel ones | 12 | Pedestrians and cyclists will not detour far to use crossings, even though it's safer to do so. Therefore, crossings need to be added to serve the main desire lines. This also enables cyclists to avoid riding on the carriageway to get to/from side roads on the opposite side of the road to the cycle track. Additional lightly-used crossings do not delay motor traffic much, and promote compliance with the speed limit. |
| Prevent use by over-speed mopeds and scooters | 12 | There is no way to prevent these vehicles using the cycle track with physical measures. Working with the police, we will do all we can to keep illegal vehicles off cycle tracks and footways. We also respond to government consultations on the issue to try to ensure that the laws on e-bikes and e-scooters are not relaxed. |
| Do not remove trees, and/or add more | 9 | No plans to remove mature trees. Any saplings removed will be replaced, and opportunities will be sought to add extra trees. |
| Loss of car parking is not a problem | 8 | Slightly offsets the 161 who think it is. |

| Comment | Count | Response from Highways |
|---|--------------|---|
| More cycle parking needed (including for hire bikes) | 8 | Will be added where possible at detailed design stage. |
| Improve Westminster Road for northbound cyclists – new crossing to reach it | 7 | Crossing will be considered – if not, there will at least be a dropped kerb. Lower Boston Rd is not too hard to cross immediately upstream of Westminster Road. |
| Remove redundant signs, lines, street furniture and clutter, especially around shops. | 7 | Agreed |
| Improve Clock Tower junction | 5 | Outside scope of this scheme, but likely in the future as an Uxbridge Road scheme. |

Additional points mentioned by 4 or fewer people each:

- concern about disruption during construction.
- will increase (left/right hook) risk to cyclists.
- CPZ not working or poorly enforced.
- will encourage people to pave front gardens.
- prefer one-way cycle tracks each side.
- need yellow box at Cambridge Rd if roundabout removed.
- disabled car parking needed near Elthorne Park.
- allow additional crossovers where on-street parking removed.
- want contra-flow on one-way section of (Upper) Boston Rd.

- land-take to improve scheme where possible.
- sign back-street alternative route on Northern section.
- review and adjust after 6-12 months.

Respondents were asked to choose other improvements they would like, from a list, plus 'other, please specify'. 601 people answered this question. Most made more than one suggestion, so the total is more than 601.

Would you like to see any of the following improvements to the public realm on (or around) the Boston Road corridor?

1. Improved cycling infrastructure – 255
2. Better road maintenance – 359
3. More places to cross the road –169
4. Additional greenery – 252
5. Additional traffic calming measures – 222
6. Improved pavements – 315
7. Improved cycle parking – 179
8. Other, not included above – 146

The last question asked if anyone at the respondent's address cycles at least once a week. 625 people answered. 401 (64%) said yes; 224 (36%) said no.

Conclusions and recommendations

The recommendation is to proceed with the scheme, starting at the south (Boston Manor Station) end, with the changes noted on page 4 above.