

Grove Park Road Public Realm Project

Frequently Asked Questions

Hasn't this been consulted on before?

A public consultation was undertaken on these proposals in March 2020. However, given what else was going on in the country at that time in relation to the Covid-19 pandemic, and with the national "lockdown" occurring part way through the consultation, it was felt that residents, businesses and visitors should be given a fresh opportunity to comment on the Grove Park Road Public Realm proposals.

Has anything changed from the March 2020 consultation?

The layout is essentially the same although the designs are a little more developed providing more detail than was previously shown. The proposed loading bay has been relocated into Spencer Road in front of the bus stop. The bus stop on Bolton Road has been moved towards Grove Park Road to create additional space for on-street residential parking. Other changes to parking layouts are now shown as detailed below.

How does this benefit the local community?

We believe these works will enhance the experience for all - local community and visitors alike - by creating a space that will encourage people to stay and visit the local establishments. An intention behind the proposed changes is to create a space similar to a 'piazza', in which people can use the increased pedestrianised space. Shops can 'spill' out onto the footway with seating and stalls. Engagement like this can help to further bring the community together, create opportunities and raise the profile of the Grove Park area.

Encouraging more pedestrian activity in the space also has the additional benefit of providing natural surveillance, increasing the safety and security of the space.

Funding for the scheme?

The scheme has been funded by Hounslow Council and Transport for London with contributions from the Grove Park Group Residents Association. The Grove Park Group Residents Association took the initiative of promoting the need for improvements, securing funding for the concept development of the scheme.

How has accessibility been considered?

We are committed to creating an accessible area for all users. Throughout the design process, we considered several measures to help improve accessibility including:

- Introducing tactile paving at crossing points for those with visual impairments;
- Exploring new seating areas to enable people to pause and rest;
- Disabled parking provision retained close to the shops; and
- Raising the carriageway and crossing points to ease and facilitate pedestrian movements through the area.

How will parking be affected by the scheme?

We are aware that parking is important to both residents and the local shops and so we have tried to carefully balance and cater for each need. The proposal for each road is outlined below.

Grove Park Road:

- The parking spaces outside the shops are to be pay-by-phone, with 30 minutes free between the hours of 9am – 5pm to encourage greater turn-over of spaces during trading hours. There is a reduction of four spaces due to the increased pedestrian space.
- The parking spaces outside the Station House Pub are to be converted into pay-by-phone, with 30 minutes free between the hours of 9am – 5pm to compensate in part for the reduction in parking directly outside the shops.
- Residents' permit parking opposite Grove Park Bridge to be increased by one space.
- Additional cycle parking to facilitate active travel to and from the area.

Spencer Road:

- The existing shared use bay on the eastern side to be converted into a loading bay and one pay-by-phone, with 30 minutes free between the hours of 9am – 5pm.
- No changes to the western side of the road with the retention of the electric vehicle charges spaces and shared use spaces.

Bolton Road:

- The existing shared use bay on the western side is to be retained but shortened by two spaces to accommodate the raised table and pedestrian crossing.
- The addition of two residents' permit parking spaces on the eastern side.

What are blended crossings?

Blended crossings extend the footway pavement across the carriageway to make crossing the road easier for many road users. Increasingly being used throughout London, these crossings are designed reinforce the rules of the Highway Code and give priority to pedestrians at side roads. They encourage vehicles to slow down and give way to pedestrians when entering or exiting side roads.



Image 1 – Example of a blended crossing on Bath Road, Hounslow

As they are fairly new to the borough and the UK, there will be a period of adjustment as people get used to the new layout. However, the design will be subject to an extensive evaluation process and an independent road safety audit.

Following implementation, the council will monitor the changes to ensure the crossing is performing well and any potential safety issues are identified.

Why has the Grove Park Bridge junction not been included?

The council recognises that the junction of Grove Park Bridge, Grove Park Road and Grove Park Gardens can be difficult to negotiate, and a number of comments were made about this during previous consultations. However, incorporating the Grove Park Bridge junction into this proposal would significantly increase the scope and affect the affordability and deliverability of the current project.

As outlined above the primary purpose of the proposals is to enhance the area directly associated with the pub and shops within Grove Park Road. The proposals do include changes to the eastern side of the junction, tightening the junction radius. This change along with the new speed table will reduce the speed of vehicles turning left from Grove Park Bridge into Grove Park Road.