

Get Southall Moving

Frequently Asked Questions

15/06/2023

EALING COUNCIL



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 FOR ALL

What is the status of these ideas? And What are the next steps once the engagement closes?

As set out in Ealing Council's '**Travel in Ealing Charter**' (TIE), the council is committed to being open, transparent, and inclusive and will work as hard as we can to engage as well as we can with the people and communities likely to be affected by the proposals we bring forward, so that the outcomes are the best they can be for as many people as possible.

Therefore, we are sharing our **draft** ideas to Get Southall Moving, such as traffic calming and better pavements, as well as making it easier and faster for bikes and buses to get around Southall.

These ideas are **not final**, so your feedback is really important and the purpose of the current consultation is to hear from the local community, as we want to get this right.

Once the current consultation concludes, we will review the **draft** ideas in the light of experience and the thoughts, ideas and feedback received. And in-line with the TIE Charter we will continue an open, transparent and constructive approach to ensure meaningful, engaging, sincere conversations with residents and communities.

In making decisions any of the ideas we will:

- Refer to the feedback received through engagement, giving weight to this in line with what we said when seeking people's views
- Refer to the evidence base we will have built
- Confirm the alignment of decisions with any previous relevant commitments made by the council, including policies previously consulted on
- Communicate our decisions openly, giving clear reasoning.

The sample size of 350 responses is relatively small. Can you share the Stage 1 engagement findings that has informed these ideas?

In the first stage of consultation we asked local people and businesses questions relating to:

- How people travel around Southall
- The barriers they face travelling around Southall
- Potential solutions to these barriers

As part of this consultation we ran two three-hour workshops, one online workshop and two pop-up stands to raise awareness of the consultation (one outside Southall station and on The Broadway). We also attended the Southall Faith Forum, attended two local schools and we carried out door to door surveys of local businesses. All of these events were publicised using Council social media accounts and the Council newsletter. We also got in touch with local

community organisations to help us spread the message. Finally, we promoted the message via Desi Radio.

In addition to the qualitative feedback we received, we collected over 350 survey responses from local people and businesses.

Please share the evidence behind some of the ideas e.g. transport modelling.

All of the proposals have been modelled by the strategic transport team and assessed against agreed criteria, including the proposals for additional cycle lanes.

The daft ideas have been taken through a Red / Amber / Green (RAG) assessment process, which allowed us to compare different intervention options that are mutually exclusive and facilitated a simple summary of costs and benefits for each intervention.

The RAG assessment has been informed by desktop and qualitative analysis, as well as the microsimulation, strategic and junction modelling assessments, and feedback from stakeholders.

The assessment criteria were as follows:

Assessment Criteria	Qualitative/ Quantitative	Assessment methodology
Improvement to personal safety	Qualitative	Assessment of change in personal safety produced by intervention. Reference to "Designing out Crime" supplementary planning document, and to case studies as set out in "Safer Places: The Planning System and Crime Prevention" - Home Office
Cycling provision standard	Qualitative	Comparison between existing and proposed cycling infrastructure provisions with reference to TfL design standards as set out in LCDS and LTN 1/20
Pedestrian delay	Qualitative	Consideration of likely existing delays at junctions and pedestrian crossings and expected improvement associated with the proposed interventions
Cycle delay	Qualitative	Consideration of likely existing cycling delays along routes and crossings points and expected improvement associated with the proposed intervention
Cycling safety	Qualitative	Qualitative review of the intervention to assess the likely improvement in safety for cyclists - e.g. provision of cycle crossings, segregated lanes through congested junctions, etc.
	Qualitative	Qualitative review of the intervention to assess the likely improvement in safety and comfort for pedestrian as set out in "Pedestrian Comfort Guidance for London" - TfL- e.g. safety and

Pedestrian safety and comfort		accessibility of pedestrian crossings, waiting areas and crowding, etc.
Pedestrian connectivity	Qualitative	Comparison between existing and proposed crossing points and assessment of change in connectivity between Southall town centre, train station, and main residential areas.
Accessibility	Qualitative	Assessment of the change to the step-free access crossings and other barriers along the key corridors across Southall
Reduction in severance	Qualitative	Assessment of the change to severance in the area resulting from the intervention.
Impact on buses	Quantitative	Changes in bus journey times across Southall (Vissim) - Comparison between the existing situation and the operation resulting from the proposed interventions
Wider area rerouting	Quantitative	Changes in traffic volumes on roads outside Southall (SATURN) - Comparison between the existing situation and the operation resulting from the proposed interventions
Local air quality and noise	Quantitative	Changes in traffic volumes and queues on likely sensitive locations (e.g. shopping areas, residential streets, schools) (Vissim) - Comparison between the existing situation and the operation resulting from the proposed interventions
Increase in public realm provision	Quantitative	Change in public realm provision (sqm)
Deliverability	Quantitative	Availability of land based on assessment of highway boundary (Within public boundary - land take - land take and demolition)
Public Acceptability	Qualitative	Assessment of likely public support for the proposed interventions - based on feedback from LBE
Stakeholder support	Qualitative	Assessment of likely Stakeholder support to the proposed interventions based on previous discussions and feedback - based on feedback from LBE/ Stakeholders
Consistency with other interventions	Qualitative	Analysis of whether intervention compliments other proposals - assess if other interventions will maximise benefit of intervention and vice versa

For each of the criteria, a methodology was defined (see above table) to determine whether the interventions had a positive (green), neutral (amber), or negative (red) score.

What are the likely benefits for bus journey and impact on travel times by car if a bus lane is introduced along the Green?

The modelling results show that introducing the northbound bus lane in the Green will provide a small improvement in the morning peak and significant improvement in journey time for buses in the afternoon peak (1 minute in 850 meters of bus lane) which could reach up to 5 minutes if the bus lane on the bridge is introduced.

The draft idea of the lane reduction on the bridge, would potentially mean the southbound bus journey times increased by 50 seconds in the morning and 25 seconds in the afternoon peaks.

An impact of the bus lane is that it will lead to some car journeys being rerouted so they do not travel through Southall. This will mean fewer cars travelling through Southall altogether, which will compensate for any potential delays associated with the introduction of the bus lane. However, introducing the bus lane will require cars to go via Merrick road, which is a minute longer than the current route along The Green.

Traffic at Western Road is affected by delays at Hayes Road during peak hours. What is the status of junction improvement at Hayes road planned by Hounslow, outside the borough boundary?

Hayes Road is a main road linking Heston and Southall with the A312, and as such is an important, and heavily used, traffic corridor. It also serves as the main access route for a significant number of businesses and large retail premises.

The construction of Costco and Trade City in 2014 involved some road widening and the introduction of a new traffic signal junction. The widening created two westbound traffic lanes between Christopher Road and Southall Lane, and two eastbound traffic lanes between Southall Lane and just west of the Costco junction. The introduction of the traffic signal junction and the resultant pinch point to the west of the junction has led to an increase in congestion along Hayes Road.

The buildings on the southern side of Hayes Road are set back from the highway boundary offering the opportunity for the road to be widened, hopefully alleviating congestion. The draft ideas proposed are:

- Provision of a 2m wide footway on the southern side of the carriageway.
- Provision of a 6m wide westbound carriageway, made of two running lanes, on the southern side of the carriageway, thereby removing the pinch-point.
- Retention of the two running lanes for eastbound traffic on the northern side of the carriageway.
- Removal of the right-turn from the eastern most access of the petrol station.

The Council is supportive of this scheme; however, responsibility lies with the London Borough of Hounslow to deliver it. Council officers are aware that progress has been slower than we would have liked. The delay is due to an uncharted gas pipe running across the site, discovered when excavation works began. Works to remedy this are ongoing, and once complete, Hounslow Highways will deliver the new footway and carriageway widening, and alterations to the central islands. The scheme is expected to be complete by the end of July.

What would happen to residents parking along Western Road?

The draft idea proposals along Western road can be split in two sections: the section south of Montague Way and the section between Kings Street and Montague Way.

South of Montague Way - There are no resident car parking south of Montague Way, so there would be no impacts on resident car parking.

Between Kings Street and Montague Way - The draft idea proposals remove the resident car parking bays along this section. There are several resident car parking bays on this section, approximately 70 meters or 12 car parking bays. However, all the houses along these 70 meters have their own driveways and lowered kerb, which makes the majority of these bays practically unusable. Therefore, the modelling suggest that there will be limited impact in terms of loss of car parking bays.

How is the Council addressing parking enforcement along the Broadway, CPZs and Bridge Road?

The Council is aware of the illegal car parking in Southall and the parking enforcement team is taking an active approach to increase enforcement and compliance.

The Council have dedicated officers working in Southall and they are patrolling the Controlled Parking Zones and along The Broadway every day. Locations such as Bridge Road are on a special enforcement list which means it receives additional patrols due to the illegal parking issues.

The council is aware of the illegal car parking in Southall and the parking enforcement team is taking an active approach to increase enforcement and compliance. The Council also undertakes late night patrols in collaboration with the Police along The Broadway and nearby areas to target illegal parking. The most recent patrol was on 02/06/2023 and the Police have tweeted about this - [Southall Broadway & Southall West on Twitter: "Supporting Ealing council with some much needed parking enforcement in and around #SouthallBroadway. https://t.co/NFV4MUda1Z" / Twitter](https://t.co/NFV4MUda1Z). The patrols with the Police extend until 1am.

The Council are also working to increase the number of enforcement officers in Southall and extend the deployed officer hours in the CPZs and The Broadway.

Aside from this, residents and businesses are able to make an enforcement request if they notice vehicles parked in contravention. To request the enforcement against vehicles parking

in contravention please contact Parking Services on our automated telephone service 0208 825 6677 from Monday to Friday between 9am – 5pm and choose option one. By leaving a voicemail message with the location and vehicle description we are able to request a patrolling CEO attend the location to issue a PCN. At all other times please call the afterhours team on 0208 825 5000. Alternatively, an enforcement request can be made using the Parking option in the LoveCleanStreets app.

Would these ideas e.g. one way road, bus lanes and other restrictions affect emergency vehicles access?

The draft idea proposals are not expected to affect the access to emergency vehicles. Emergency vehicles can use bus lanes, and the one-way road on King's Street will not restrict access or increase journey times.

If any of the ideas are taken forward, the council will consult with the emergency services prior to implementation.

How is the air quality data currently monitored in Southall? Where are monitoring stations located?

We are monitoring air quality in Southall through diffusion tubes, which capture levels of nitrogen dioxide in small tubes attached to lamp columns. We change these over each month and receive analysis of the results from Socotec. The monitoring stations are located on Park Avenue, The Green, Western Road, Merrick Road, and Windmill Lane.

How the proposed improvements take into consideration needs of the faith organisations in Southall and their congregations who travel from outside Southall?

These are early-stage draft ideas. Therefore, at this point, we have initially modelled the area wide impacts and have not yet undertaken site specific modelling.

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Where residents living in a terrace property or flat can park cycles securely?

An option is for people to use a bike hangar. Bike hangars offer secure and dry cycle parking and can only be accessed by members using a key. They are for residents who do not have a space at home to store their bikes. They are half the length of a standard parking bay and can store up to six bikes.

Applicants can apply for a space in a nearby bike hanger by contacting [Cyclehoop](#). If there are no bike hangars in close proximity it is possible to request one. There is a limit to the number of bike hangars we can install each year. We select sites based on:

- demand from local residents
- number of bike thefts in the local area
- community support from local residents
- distribution across the borough

Ealing Council subsidises residents' spaces in bike hangars, so it costs only £8.40 per year instead of £72.00.

We are currently planning to install at least 25 more hangars across the borough this Summer, and every year until 2026.

[Ealing with 25 new bike hangars - YouTube](#)

Some ideas show access route through the Green Quarter development. When is it expected to open for public?

The Green Quarter development is a phased project that will be delivered over a long-time frame. As different sections of the development are completed more of the public realm will become available for use by the public. We have not yet been given firm timelines by Berkeley Homes as to when the development will be completed and subsequently when the public access routes will be opened. However, Berkeley Homes have showed commitment to ensuring that there are improved access routes through their site.