

Get Southall Moving

Public consultation results

March 2024

EALING COUNCIL

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What is 'Get Southall Moving?'

Ealing Council is working with the community to help make our roads safer, less congested and easier to walk and cycle. We want to make our streets greener and more attractive. This will make Southall a better place to live or work in. The consultation started in December 2022. There have been two stages of consultation so far.

Stage one: between December 2022 and January 2023, Ealing Council asked residents for feedback on how local people travel around Southall and what improvements could be made to encourage active travel. The feedback received has helped shape the ideas being shown today. Over 350 feedback forms were completed, 5 workshop sessions took place and 40 businesses completed surveys.

Stage two: between May 2023 and June 2023, Ealing Council asked for feedback on specific ideas for active travel, highways and public realm improvements. 11 consultation events were held with approximately 580 people and over 500 surveys were completed.

There will be a statutory consultation on the ideas which Ealing Council intend to take forward in 2024. This will include a description of key design changes in response to the feedback received. In making decisions about any changes to the original proposals and whether or not to process with the proposals, Ealing Council will:

- refer to the feedback received from people through the consultation, giving weight to this in line with what we said when seeking people's views
- refer to the robust 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

Find out more on: www.ealing.gov.uk/get-southall-moving, email the Get Southall Moving team on regeneration@ealing.gov.uk or write to Regeneration Team, Perceval House, 14-16 Uxbridge Road, London W5 2HL.

The Statement of Community Involvement

This report summarises the findings from the public consultation. A Statement of Community Involvement has been prepared by AECOM to provide a record of the public consultation, engagement and communication activities undertaken by Ealing Council between May and June 2023 for the second phase of the Get Southall Moving project. Please email regeneration@ealing.gov.uk if you would like to read this.

Let's Go Southall provided support organising, leading and reporting on the engagement events, as well as providing comms support and translation support.

The Statement of Community Involvement also includes analysis of the feedback received during the consultation and examples of all engagement materials produced.

The programme of consultation activities followed guidance set out in [Ealing Council's Statement of Community Involvement](#). It also aligns with Ealing Council's '[Travel in Ealing Charter](#)', the Council's commitment for engaging local communities in the development and delivery of transport projects to ensure that they are engaged throughout. The charter includes a series of commitments, approaches and techniques aimed at guiding the engagement and delivery of projects.

Project background

In July 2022, Ealing Council initiated the Southall Reset Programme. This programme was tasked with enabling a community-led approach to regeneration and investment for Southall town centre and its surrounding neighbourhoods located in the wards of Lady Margaret, Dormers Wells, Southall Broadway, Southall West, Southall Green and Norwood Green. The programme focusses on tackling deep-rooted challenges specific to Southall to support its residents and businesses to become part of a thriving Southall community and benefit from a more inclusive economy.

As a key part of the Southall Reset Programme, Ealing Council has an ambition to deliver active travel improvements in Southall that will enhance walking and cycling opportunities and contribute to a more healthy, attractive, and prosperous town centre. These active travel ideas will impact people across Southall but will be focused along key transport routes to either side of South Road Bridge: South Road, Merrick Road, The Green, Western Road and Uxbridge Road.

The first stage of consultation was carried out to inform the community about the project, get feedback on how local people travel around Southall and understand what improvements could be made to encourage active travel and make walking and cycling easier. During this time, Ealing Council received over 350 feedback responses. The key areas identified by the local community for improving were:

- barriers to walking
- barriers to cycling
- barriers to using public transport
- concerns over illegal parking and lack of enforcement
- concerns over lack of parking

The second stage of consultation, which took place between May and June 2023 and is summarised in this report, presented the local community with a proposed list of ideas to encourage active travel around Southall which considered the feedback received during stage one.

What were the key outcomes for Lady Margaret Road to Western Road?

Overall, respondents were generally opposed to a one-way system along King Street

- support was shown for wider pavements and improvements to pedestrian safety
- key concern is that that traffic would be redirected onto neighbouring streets which will negatively impact businesses because of the loss of parking spaces.

Overall, respondents were generally opposed to the idea of a bus-only lane along the Green in the northbound direction between Featherstone Road and Kingston Road. There were concerns on the impact on traffic flow and inconvenience to residents

- there were suggestions that bus lanes should operate during peak times to help buses run faster

Overall, respondents were generally opposed to the introduction of traffic lights to replace the roundabout at The Green, South Road and Merrick Road junction with traffic lights

- the key concern is that that traffic lights would worsen congestion causing gridlock traffic

Respondents were generally opposed to making The Green one-way in the southbound direction and adding a northbound bus and cycle-only lane

- there was concern was that removing a traffic lane, or a bus and cycle-only lane would increase congestion
- there were suggestions to widen the bridge to increase road capacity and to widen pavements near Southall Station

Direct responses from residents:

“You will send all the traffic and congestion to Norwood Road and Western Road which will add further congestion.”

“Wider pavements are a great idea and are really essential, not just for greenery, but the footfall is so much bigger than the amount of people driving.”

What were the key outcomes for Avenue Road to Merrick Road?

Respondents were generally supportive of a wider, shared pavement for pedestrians and cyclists to connect the canal with the western side of Merrick Road

- key concerns were raised about an increase in traffic and congestion along the road.
- support was shown for the shared pedestrian and cycle route along Merrick Road, with a particular focus on increasing safety.

Residents were asked about a shared pedestrian or cyclist pavement on the eastern side of Avenue Road and improvements to the pavement surface, which would replace the illegal car parking on the road.

- overall, respondents were generally supportive of the idea to improve active travel but some felt a shared pedestrian and cycle pavement wasn't required.
- key concerns were that there is no requirement for a shared path as there are not enough cyclists in Southall to make the idea worthwhile

Direct responses from residents:

"Wider pavements mean less road space which just makes traffic jams worse."

"This would utilise the dead space on the one side of the road." (on shared pedestrian and cycle route along Merrick Road)

"This is not required as it is already one way and there are not enough significant number of cyclists for this to be the case."

What were the key outcomes for Bankside to Havelock Road?

Overall, respondents were widely opposed to adding a separate cycle lane to Guru Nanak Road in the westbound direction and adding an island to separate the cycle lane from the traffic. This idea received the most feedback on this Street.

- key concerns were the impact on public access to the Gurdwara and impact on businesses because of the removal of parking spaces. Further concern was an increase in congestion if the road is narrowed.
- support was shown for the addition of planting along Guru Nanak Road

Overall, respondents were generally opposed to changing the existing parking to on-road parking to allow more space for pedestrians

- there was a suggestion to improve the pavement surfaces along Havelock Road

Direct responses from residents:

“This will really affect worshippers and local businesses as the gurdwara attracts visitors from all over the country and lack of parking will discourage people from visiting.”

“Put planters on the island to prevent illegal parking across the cycle lane & provide protection.”

“...though the number of parked cars, lorries and poor road surface in combination on Havelock Road after Merrick Road doesn't feel particularly safe.”

“Improvement in road surfaces for safer cycling - areas that particularly stand out to me on my regular routes are Havelock Road and North Hyde Lane bridge”

What were the key outcomes for The Broadway and Uxbridge Road?

Overall, respondents were generally opposed to extending the barriers that are in place between traffic and cycle lanes along Uxbridge Road and removing parking on the pavement to stop cars crossing the cycle lane to park.

- key concerns were raised that the existing cycle lane is rarely used and will cause delays to vehicle traffic.
- there were two suggestions to reinstate a two-way lane on Uxbridge Road and replace a traffic lane at the bridge with a cycle lane.

Direct responses from residents:

“Cycle lane on Uxbridge Road is rarely used. Instead, it has caused car traffic in the area.”

“Close a lane to cars on Uxbridge Rd at Iron Bridge and create a cycle lane in its place”

Engagement Activity: Purpose of the consultation

The purpose of the consultation during May and June 2023 was to seek feedback from the local community on the list of ideas to understand which they think should be taken forward, as well as providing an opportunity for the community to suggest additional ideas for the proposals via a feedback survey.

Based on the feedback received during the first phase of the consultation in 2022, a series of ideas were identified and grouped into four streets within the Get Southall Moving area (see the map on page 10). These ideas respond to the concerns raised about travel around Southall within these streets and the four streets marked on the map on the right.



Get Southall Moving area showing the four streets

- | | | |
|-------------------------------|----------------------------------|--------------|
| ↔ Avenue Road to Merrick Road | ↔ Lady Margaret to Western Road | — Canal path |
| ↔ Bankside to Havelock Road | ↔ The Broadway and Uxbridge Road | |

Engagement Activity: Approach to consultation

The formal consultation period took place from Wednesday 17 May to Sunday 25 June 2023, however Ealing Council hosted a walking tour for the community on Thursday 4 May as a soft launch to the main consultation. During the formal consultation period, a number of in-person and virtual events were held including drop-in events, walking tours, targeted stakeholder sessions such as faith visits, online workshops, co-design workshops and business visits. Each event was attended by members of Ealing Council, the authority delivering the project; Let's Go Southall, the partnering organisation supporting the consultation to help the local community understand the proposals, and AECOM who developed the proposed ideas and consultation materials with Ealing.

Walking tour of the key areas in the consultation with members of the community, Let's Go Southall, local Councillor and residents (right). Residents at an in-person co-design workshop (below).



Feedback and Analysis: Walking Tours

The council held two walking tours with members of the community on Thursday 4 May and Thursday 13 June. The first tour marked the soft launch of the consultation. Members of the project team led attendees on a tour of the consultation area where the active travel ideas are being proposed to help them understand what these changes would look like and the impact they would have. In total, 35 members of the public attended this walking tour.

The second walking tour followed the same format as the first. This provided another opportunity for the local community to walk the route of the consultation area to understand where changes are being proposed and to ask questions to the project team. In total, approximately 12 members of the public attended the tour.

During the formal consultation period, a number of in-person and virtual events were held including drop-in events, walking tours, targeted stakeholder sessions such as faith visits, online workshops, co-design workshops and business visits. Each event was attended by members of Ealing Council, the authority delivering the project; Let's Go Southall, the partnering organisation supporting the consultation to help the local community understand the proposals, and AECOM who developed the proposed ideas and consultation materials with the local community were encouraged to provide feedback on the proposals at both walking tours and ask questions to the project team.

Summary of feedback: The verbal feedback had mixed opinions of the proposed ideas, including the impact on businesses, concerns that there are not enough people in Southall that cycle to justify the proposals, ongoing access to the Gurdwara and how the existing community functions and moves within Southall.

In addition to providing feedback, some participants also provided some suggestions for additional proposals or amendments to some of the proposed plans, for example installing zebra crossings in some areas instead of the proposed traffic lights. In addition to verbal feedback, 68 people who provided online feedback confirmed that they attended the walking tours.

Feedback and Analysis: Business Visits

On Wednesday 17 May and Thursday 18 May, the project team carried out visits to approximately 218 businesses located along The Green, King Street, South Road and The Broadway to share details of the proposed ideas to improve active travel in Southall and request their feedback.

Each business was encouraged to submit their feedback via the feedback survey during the visit so they could ask questions to the project team. Some businesses opted not to complete the survey and instead took a flyer with a QR code to complete the survey at a later date.

Business owners were also encouraged to attend the upcoming drop-in sessions and events where they could speak to members of the Council. 26 business owners in the consultation area submitted their feedback online.

Summary of feedback: The verbal feedback received at the business visits mainly focused on the impact that the changes would have on the number of people visiting the businesses, particularly during the construction period. Businesses were generally supportive of the proposals to improve the pedestrian and cycle routes to make them safer, with some concerns around the loss of parking along Uxbridge Road and an increase in traffic and congestion along King Street and The Green, which would have a direct impact on them.

In addition to verbal feedback, 40 people who provided online feedback confirmed that they were visited as part of the business visits.

Feedback and Analysis: Faith sessions

Ealing Council held two faith sessions on Friday 19 May at the Central Jamia Masjid Mosque and Gurdwara Sri Guru Singh Sanha to provide details of the proposals. At both sessions attendees were encouraged to complete a feedback survey, however verbal feedback was also recorded.

Central Jamia Masjid Mosque

The session at the Central Jamia Masjid Mosque took place between 12:30pm - 2pm. The session was divided into two groups, male and female. Both groups were shown the project proposals and members of the project team answered any questions. Project leaflets were also available for attendees to take away. A copy of the leaflet is available in Appendix A. In total, the team engaged with approximately 60 people and handed out approximately 300 leaflets.

Summary of feedback from Central Jamia Masjid Mosque: The key feedback received from attendees at the event held in the Central Jamia Masjid Mosque was regarding Street 1. There was a lot of opposition to the idea of converting the mini-roundabout at Western Road / Featherstone Road / Montague Way to traffic lights and a pedestrian crossing. There was also opposition regarding the bus-only lane along The Green with concerns that this would direct traffic in front of the Mosque and create a gridlock in other parts of Southall. A few of the ideas including the bus lane over South Road bridge and the removal of parking along Western Road were viewed as unnecessary changes, but there was overall support for the improvements to the cycle lanes along Merrick Road and Avenue Road.

Feedback and Analysis: Faith sessions

Ealing Council held two faith sessions on Friday 19 May at the Central Jamia Masjid Mosque and Gurdwara Sri Guru Singh Sanha to provide details of the proposals. At both sessions attendees were encouraged to complete a feedback survey, however verbal feedback was also recorded.

Gurdwara Sri Guru Singh Sanha

The session at the Gurdwara Sri Guru Singh Sanha Southall took place between 5pm - 7pm. In total, the team engaged with approximately 50 people at this session

Summary of feedback from Gurdwara Sri Guru Singh Sanha: The key piece of feedback received from attendees at the events held in the Gurdwara Sri Guru Singh Sanha Southall was around the impact that the proposals would have on the Gurdwara. Many people expressed that the Gurdwara welcomes many people each week, with numbers being particularly high during events such as weddings, therefore there needs to be suitable access for cars and ample parking spaces available.

There were also a number of negative comments regarding the implementation of cycle lanes with attendees generally opposed to the idea as existing cycle lanes are not often used and the demographic makeup of Southall is generally older people who are unlikely to start cycling. There were some suggestions for additional proposals, or changes to proposed plans, including more speed humps and bridges, as well as the introduction of a park and ride scheme.

Feedback and Analysis: Public meetings

A Faith Forum was held Thursday 1st June at the Gurdwara Sri Guru Singh Sanha Southall and was attended by representatives of the major religions in Southall. This session took place from 2pm to 8pm and in total had approximately 20 attendees. Attendees were encouraged to complete a feedback survey however verbal feedback was also recorded

Summary of feedback: The key feedback from the Faith Forum was related to cycle networks. There was overall support for getting more people cycling, however there were concerns about the lack of cycle storage and parking if the number of people cycling increases. More specifically, there was concern about the proposed cycle lane along Guru Nanak Road as some people felt there are already few cyclists in Southall that use the existing cycle path and therefore there was no need to have a separate cycle lane.

There were also general comments regarding the impact on traffic, in particular support for changes that will help to manage and address the current congestion issues in Southall. There was a suggestion for a plan for parking provisions until people transition to walking and cycling.

There were also several comments requesting more information about the modelling that was carried out in relation to journey times and air quality.

Ealing Council attended the Southall Community Alliance community group meeting on Thursday 25 May. The group which meets once a month is attended by local residents. In total, approximately 20 people attended the meeting, where they heard about the consultation proposals, and were able to provide their feedback.

Summary of feedback: The key feedback from the Southall Community Alliance group Lady Margaret Road to Western Road, the most comments received were concerns about an increase in congestion along South Road as a result of making it one-way and introducing a bus and cycle-only lane. There were wider concerns that the proposals would cause an increase in traffic across Southall.

For Avenue Road to Merrick Road, the main feedback was ensuring that pedestrian would have priority on the shared pedestrian and cyclist lanes across Southall.

Feedback and Analysis: Co-design workshop

Ealing Council held a co-design workshop on Saturday 24 June from 10am – 1pm which was attended by approximately 30 people. The purpose of the co-design workshop was to bring local people on the journey of developing the ideas, understand key issues and opportunities regarding the ideas and take feedback.

The workshop consisted of an opening presentation, an introduction to the workshop activities and a feedback and proposals exercise, before verbal feedback was reported to the group. A survey station was available throughout the workshop in which participants could complete a feedback survey.

Three tables were set out to cover the street areas:

Table 1 – Street 1: Western Road to Lady Margaret

Table 2 - Street 2: Merrick Road to Avenue Road

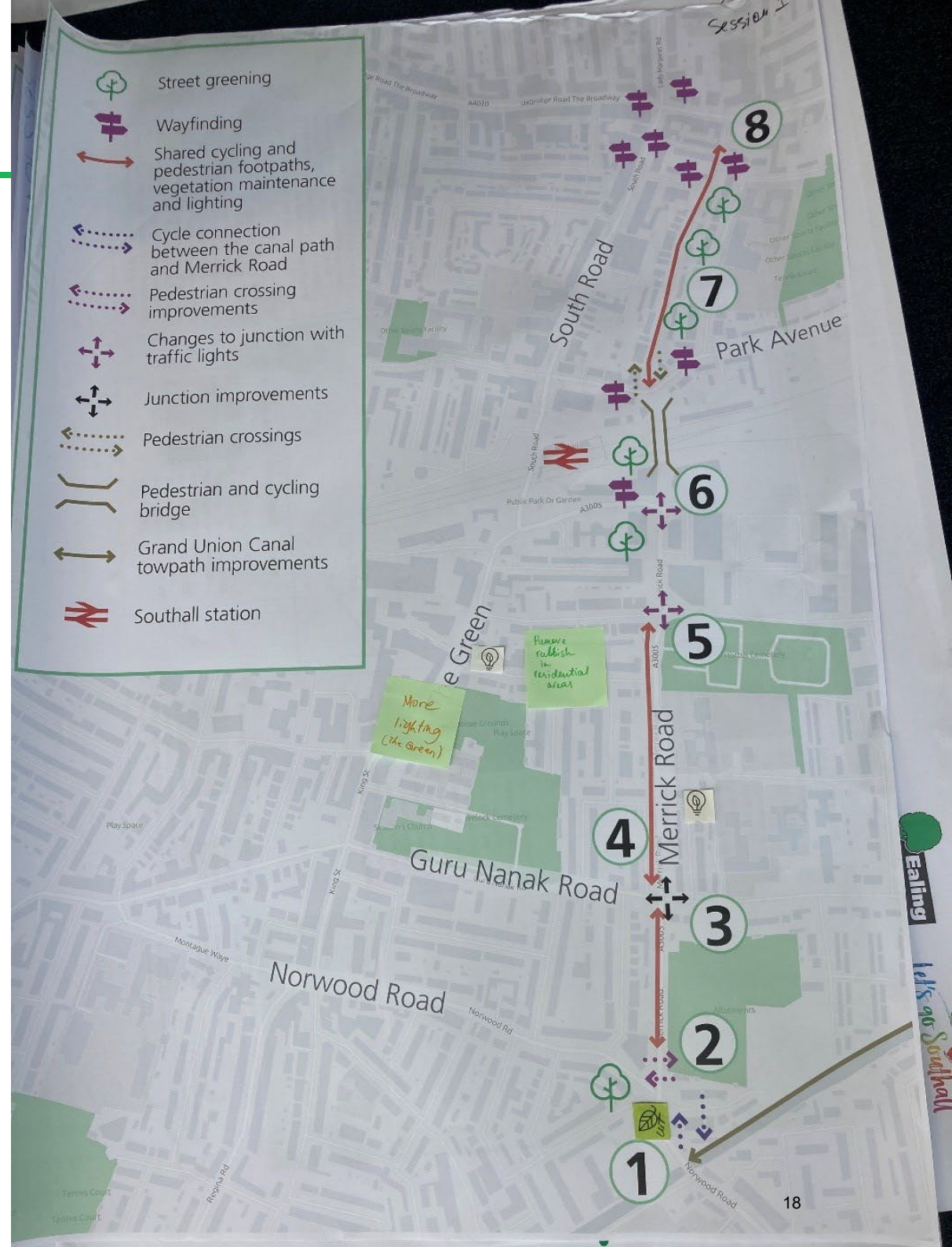
Table 3 – Street 3: Bankside to Havelock Road and Street 4: The Broadway and Uxbridge Road

Co-design workshop

Each table had two large scale printed maps on display showing the ideas that are being proposed for that location. Participants were invited to complete two exercises for each street.

Voting on ideas: Using red, amber and green stickers, participants voted on the popularity of the ideas being proposed for each street. Green stickers indicated support, amber indicated they were impartial or required more information, and red stickers indicated opposition.

Suggest additional proposals: using printed icons participants identified if other opportunities had been missed by placing the icons on the map. Further comments and suggestions were captured on post-it notes and stuck to the maps (right: example of map).



Summary of feedback responses

All responses received were anonymised. It should be noted that respondents were not required to answer each question. Therefore, there are different response rates to each question. The response rate percentages below have been rounded to the nearest decimal place and therefore do not always equal precisely 100%.

A total of 531 responses were submitted via the online survey.

The online survey comprised of 23 questions in total. The first 17 questions were all project specific, relating to the project proposals directly and asking how the respondent was connected to Southall. These were a mix of open and closed questions that allowed the respondent to provide quantitative feedback by rating specific proposals on a scale on 1-10, and then qualitative feedback by providing any additional comments they had. Four of the questions were based on demographics and will be used for equalities monitoring purposes. The final two questions asked if the respondent would like to sign up for email updates confirming that all data provided would be used anonymously.

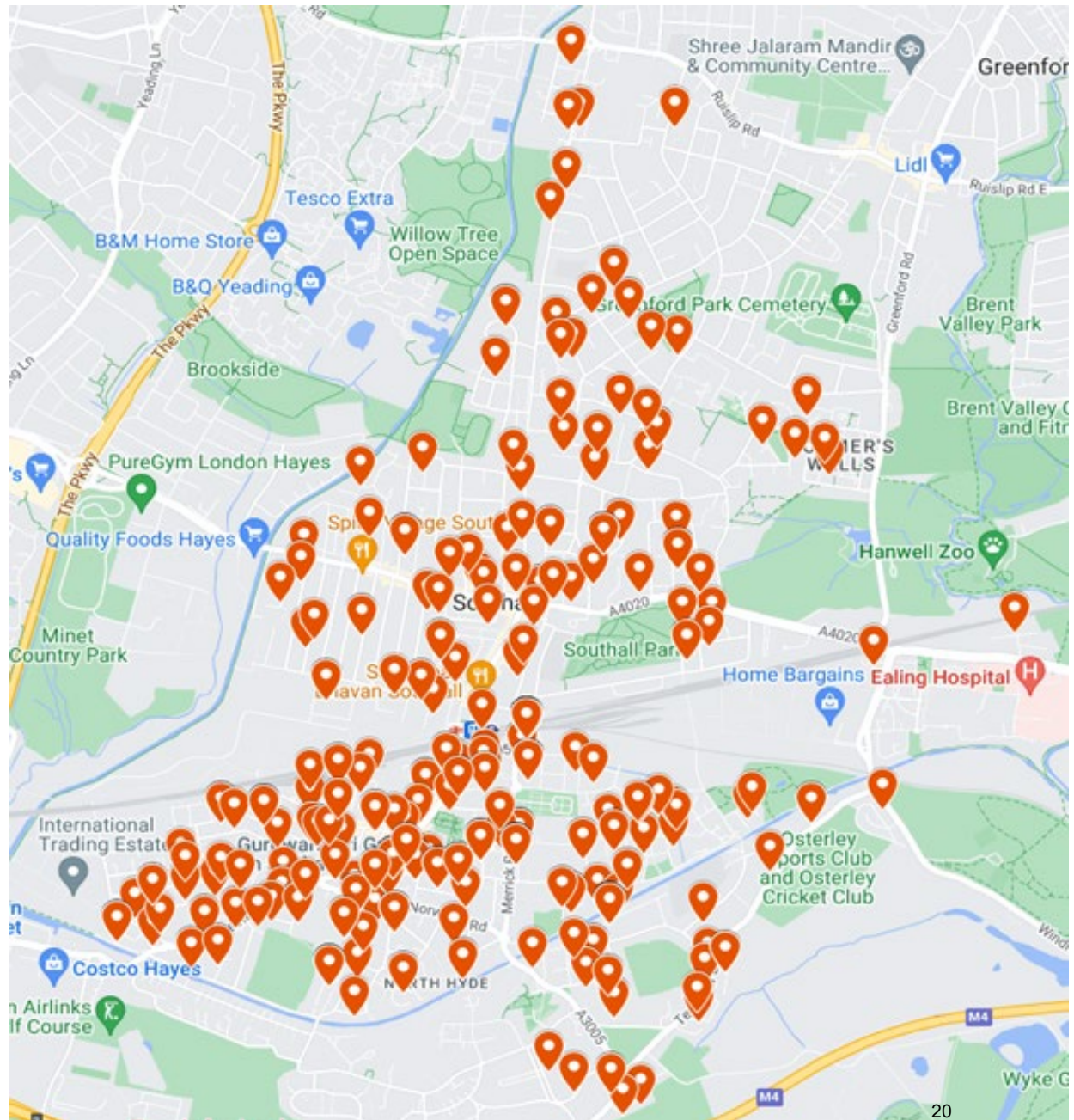
Demographics

The next page provide an analysis of the optional Equalities Monitoring survey questions on demographics, to understand the reach and audience of the consultation. This includes information on the geographic location, age, gender, and ethnicity of respondents.

Summary of feedback responses

Geographic location

Question 1 of the Equalities Monitoring asked respondents to provide their postcode in order to map the geographic reach of the consultation. There were 497 responses giving a full or partial postcode in answer to this question. Of these, fourteen partial postcodes could not be mapped, and eight postcodes were further outlying from the area of the proposals, in Southampton, Towcester, Camberley, Reading, Beaconsfield, Slough and Staines. These locations are not shown in the map area. The map on the right displays 378 postcode locations of respondents located within the Southall boundary, marked by red pins.



Summary of feedback responses - equalities monitoring

Age of respondents: question 2 of the Equalities Monitoring asked respondents their age group, with 381 responses provided in answer to this question. The largest proportion of respondents at 27% (102) were aged 40-49, followed by 22% (85) of respondents who were aged 30-39. Respondents aged 18-29 made up 19% (72) of responses, followed by the 50-59 age group who made up 17% (64) of the respondents. Under 18's made up 3% (10) of respondents followed the 70+ age group.

Gender identity: of the 384 responses given, 57% (218) identified as male, 37% (143) identified as female and 6% (23) selected prefer not to say.

Ethnicity: a total of 492 responses were provided to this question. The ethnicity most selected was Indian, with 48.8% (240) of respondents choosing this. There were 12.2% (60) who identified as English/ Welsh/ Scottish/ Northern Irish/ British. 5.5% (27) identified as Pakistani, and 5.3% (26) as any other white background. Other Asian was selected by 4.3% (21) of respondents. Other mixed/ multi-ethnic background was selected by 1.2% (6) of respondents. A further 1% (5) of respondents selected African and Irish. Arab and any other black/ Caribbean/ African were selected by 0.8% (4) respondents. Bangladeshi was selected by two respondents. Gypsy or Irish Traveller, White and Black Asian, and White and Black Caribbean were each selected once. These all amounted to less than 1% of responses.

7.5% (37) of respondents identified as another ethnic group not listed in the question. These included Afghani, Afghani British, British Indian, Punjabi, British Punjabi, Sikh, British Sikh, Italian, European, White-Indian, Khalsa, Panjabi, and Black Caribbean and Indo-Caribbean. The option 'prefer not to say' was selected by 10.6% (52) of respondents in answer to this question.

Project-specific analysis – quantitative feedback analysis

Connection to Southall

Question 1 of the feedback survey asked respondents which statements described their connection to Southall, with a total of 515 respondents. Respondents were able to select multiple statements, so the percentages displayed in Figure 15 total greater than 100%.

The most frequently selected statement was 'I live in Southall', at 72% (371). Over a quarter, 28% (143) of respondents answered that they visit friends and/ or family in Southall and 25% (127) shop in Southall. 'I commute through Southall' was selected by 22% (115) of respondent and 'I work in Southall' was selected by 20% (102). The option for owning a business in Southall was selected by 5% (26) and a further 5% (28) selected other response.

The most common other response stated that they visit the Gurdwara or a place of worship, in 15 of the 28 responses. Responses also included travelling through Southall, visiting Southall on occasion, holding an allotment plot, use of sports facilities, travelling to school in Southall, a bus driver, a former resident, and a resident of Hanwell, bordering Southall.

Project-specific analysis – quantitative feedback analysis

Question 2 asked respondents to rank a series of general suggestions for improving Southall's streets. The answers were on a scale of one to five, with one indicating the suggestion is not at all important, and five indicating the suggestion is very important. In total, respondents were asked to give their views on seven general suggestions including:

- more trees, plants and greenery
- wider and better pavements
- crossings for people walking and wheeling (wheelchairs, mobility scooters, pushchairs, bikes, etc)
- cycle lanes
- faster buses
- street lighting
- more street furniture such as benches, bins, and planters

Of the seven general suggestions, street lighting and more trees, plants and greenery came out at the top two most important things, compared to cycle lanes which came out as the least important suggestion.

Conclusion

A wide range of channels were used to maximise feedback and engagement during the public consultation period. This included 11 events with differing formats, ranging from in-person workshops, door-to-door business visits and drop in events, to online workshops for those who were unable to attend in person. Ealing Council also attended community meetings to help reach as many people in the local community as possible.

Feedback was accepted in multiple formats maximising the opportunity for local people to share their thoughts.

Ealing Council will review and consider all of the feedback received during the consultation, including suggested new ideas. The Council has emphasised throughout the consultation period that the proposals are not final, and they are working with Southall residents to find the best solutions to Get Southall Moving.

Conclusion: Street 1 - Lady Margaret Road to Western Road

Proposals for Street 1 centred on improvements to pavements, cycling routes, junctions, and bus lanes along Western Road, King Street, The Green, and South Road. In general, concerns were raised about the ideas worsening traffic flow and their suitability for the needs of residents.

Making South Road one-way in the southbound direction and adding a northbound bus and cycle-only lane received the most feedback from the response form questions and email feedback. Respondents broadly felt that the suggestion to add a bus and cycle-only lane, removing a southbound lane for traffic, would worsen congestion on this road and many respondents opposed the changes. It was highlighted that consideration should be given to the impact on traffic flow both on South Road and surrounding streets, with many suggesting widening the bridge to increase the road's capacity. Responses also encouraged additional ideas for a new bus stop opposite Southall Station and wider pavements on the station side, due to them being a busy location for bus and train passengers.

Respondents commented frequently on widening the northeast pavement along The Green, South Road and Merrick Road and changing the roundabout to a junction with traffic lights, with a strong consensus to keep the existing roundabout layout rather than replacing with traffic lights. The main concern with the idea was that traffic lights would slow traffic and worsen congestion. Feedback agreed it can feel unsafe for pedestrians, and suggestions were made for new pedestrian crossings and re-opening the existing underpass.

Conclusion: Street 1 - Lady Margaret Road to Western Road

Changing King Street to southbound traffic only to widen the pavement also received a high number of responses. Most frequently, responses noted opposition to a one-way system for King Street. Concerns were raised that traffic would instead be redirected onto neighbouring streets, and local businesses would be impacted by the loss of parking spaces. However, many also voiced support for the ideas presented here and encouraged making more space on pavements for pedestrians, as well as measures for pedestrian safety. Respondents made suggestions to enforce parking restrictions on double yellow lines and the addition of parking cameras.

In response to a bus only lane along the Green in the northbound direction between Featherstone Road and Kingston Road, the majority of concerns again centred on the impact on traffic flow and inconvenience for residents. Respondents generally opposed a bus-only lane and felt it should remain as it is currently. Respondents also felt there is little demand for cycling on this road. There was some support for improving bus lanes, and several respondents suggested bus lanes should operate during peak times to help buses run faster

Conclusion: Street 2: Avenue Road to Merrick Road

Eight ideas were proposed including widening and improving footpaths, introducing a shared pedestrian and cycle lane, implementation of traffic lights and zebra crossings and improvements to lighting and vegetation.

The proposals to create a wider, shared pavement for pedestrians and cyclists along Merrick Road were generally welcomed by consultees with many people expressing concerns about the current safety issues along the road and therefore support the ideas to improve visibility and manage vegetation. One key concern that was raised multiple times in opposition to this idea was around an increase in traffic and congestion on the road.

The shared pedestrian and cycle lane along Avenue Road, however, was widely opposed with many people stating that there is no requirement for a shared path as there is currently space for a segregated cycle path and there are also not enough cyclists in Southall to make this idea worthwhile. Furthermore, there were a number of concerns around the safety of pedestrians using a shared cycle lane.

One issue that was raised throughout all of Street 2 was parking. Consultees requested more parking spaces throughout the Street and raised concerns around illegal parking. The proposal to keep on-street parking on Avenue Road received a mixed response. Some raised concerns that this would cause congestion along the road, while others thought additional spaces should be added to ensure residents had ample parking spaces.

Overall, the key areas of interest in Street 2 were the shared cycle and pedestrian lanes along Merrick Road and Avenue Road, with few comments relating to the wider ideas including traffic lights and zebra crossing implementation. There were some suggestions provided of additional ideas that were not included in the proposals. These included making Merrick Street one-way for vehicles, implementation of bollards along pavements to increase safety, widening Norwood Road to allow for parking and more spaces for cars to pass in both directions, improving road conditions along the street, and introducing a pay and display for parking bays on Merrick Road.

Conclusion: Street 3: Bankside to Havelock Road

The idea to create a separate cycle lane along Guru Nanak Road received the most comments on this Street which was widely opposed by consultees. The overarching comments related to the impact this idea would have on access to the Gurdwara. Many stated that the cycle lane would remove parking spaces for people visiting the Gurdwara, particularly disabled or elderly people who will require easy access. Some businesses expressed concern that a lack of parking spaces would negatively impact local businesses and shops. Furthermore, the Gurdwara regularly holds large events with hundreds of attendees from outside of the borough who travel by car and will require parking spaces. Consultees felt that the local community needs are not being considered here.

Further concern was raised relating to this idea suggesting it would lead to an increase in congestion and potential gridlock if the road is narrowed. However, others thought this would result in less congestion and supported the idea saying it would prevent parking and make the area more attractive.

Supportive comments and additional suggestions on idea 4 included adding planting along the island on Guru Nanak Road to prevent parking on the cycle lane and to make it more attractive. There were also requests for cycle parking along the road. There were several comments about creating more space for pedestrians to walk and there were suggestions to give this idea more consideration. Generally, this idea was opposed by consultees mainly due to safety concerns. By narrowing the road space, there was concern that vehicles will pass cyclists and pedestrians closer than they currently do. There were many suggestions to improve the pavement surfaces along Havelock Road to improve safety for the cyclists that use it.

There were also a number of suggestions relating to the local schools suggesting that on-street parking outside Havelock Primary School is removed and that Havelock Road is widened. There were also comments about consideration for improvements near Three Bridges School which currently experiences congestion.

There were few comments on the other ideas in this street, which supported proposals to increase safety along the canal path and improve vegetation near the underpass.

Conclusion: Street 4: The Broadway and Uxbridge Road

Four ideas are proposed for 'Street 4: The Broadway and Uxbridge Road'. Proposals for Street 4 include adding signage throughout Southall Park to direct cyclists to nearby cycle lanes, extending the eastbound bus lane on Uxbridge Road, changing the crossing type along Green Drive and extending the barriers to separate cycle and traffic lanes along Uxbridge Road. Two of these ideas would require removal of existing parking in the area.

The key area of interest on this Street was idea 4 which proposed to extend the barriers to separate cycle and traffic lanes along Uxbridge Road. The cycling aspect of the idea was generally opposed as consultees felt that the cycle lane on Uxbridge Road is rarely used and causes delays to vehicle traffic. Feedback relating to the traffic aspect of the idea mainly focused on the loss of parking with some supporting the removal of parking along the road and some raising concern over the lack of enforcement of parking restrictions.

There were some additional suggestions to for this street which included reinstating a two-way lane on Uxbridge Road and another which suggested closing a traffic lane at the bridge and replacing it with a cycle lane.

Conclusion: general feedback on the proposals

General feedback on the Get Southall Moving proposals covered a breadth of topics applicable across Southall. Feedback was mixed with levels of support and opposition to the scheme. Comments on the importance of reducing congestion were most prominent, as well as consideration for the needs of the community when travelling in Southall. Additional suggestions were given for changes to Southall's roads and travel network across a range of topics. Most frequently, respondents proposed ideas for more parking spaces and enforcement of parking restrictions, more regular street cleaning and provision of bins to improve the area, improvements to road and pavement surfaces, and wider ideas to improve traffic flow, among others.

Several suggestions were made to reconsider the consultation process to generate more meaningful engagement with the community.

Find out more on: www.ealing.gov.uk/get-southall-moving, email the Get Southall Moving team on regeneration@ealing.gov.uk or write to Regeneration Team, Perceval House, 14-16 Uxbridge Road, London W5 2HL.