

It is proposed to introduce a 20 mph speed limit throughout the scheme. This will help to improve road safety, smooth traffic flows and ease congestion. Road safety and personal security will also be improved installing additional street lighting with brighter lights.

A key part of the proposals is removing the bus lane between Tudor Road and Greenford Avenue to provide wider pavements for pedestrians and to provide dedicated loading bays for businesses. The loading bays will be available for use for more hours throughout the day than at present. The existing pedestrian crossing by Tudor Road will be removed and replaced by a bus-gate to reduce delays to buses. Pedestrians will be able to cross via the adjacent Boulevard Zone.

Significant changes are also proposed to the access to the Herbert Road car park because the current arrangement causes collisions and congestion on The Broadway. A new anti-clockwise one-way system is proposed with entry to the car park via Beachcroft Avenue, Orchard Avenue and Herbert Road. Vehicles will exit the car park via Herbert Road and onto The Broadway.

At the junction with Lady Margaret Road and South Road (by the Town Hall), pavements will be widened to reduce pedestrian congestion, while shortened pedestrian crossing distances will help improve safety and smooth traffic flows.

Want to know more?

If you would like to find out more, please come along to our exhibition at:

Southall Town Hall, 1 High Street, Southall, Middlesex UB1 3HA
on Friday 29 and Saturday 30 June between 10am and 4pm.

Staff will be on hand to discuss the proposals and there will be large scale plans available to view. Further information and electronic copies of this document can be found on our website www.ealing.gov.uk

Frequently asked questions

Why doesn't the Council remove street stalls to provide more space for pedestrians?

Most street stalls on Southall Broadway are located on private land that is beyond the Council's control. The Council will however continue to work with local traders to ensure that the impact of the stalls on pedestrians is minimised, and enforced.

Why aren't there any signalised pedestrian crossings proposed in the design?

The proposed design for The Broadway will reduce speed and encourage drivers to be more considerate to other road users. It will also provide many more places where people can cross the road, creating a better street environment for all. Pedestrians will be able to cross more freely and at many more locations than they can currently. The removal of pedestrian crossings and the proposed 20mph speed limit will also help smooth traffic flows along The Broadway and improve road safety without causing congestion.

Will there be any parking / loading bays?

The design will provide more opportunities for on-street parking and loading in dedicated bays. The loading and parking bays will be incorporated into wider sections of the pavement, which allows them to be used by pedestrians when not in use.

What is a bus gate?

A bus gate is a specially designed traffic signal that provides priority to general traffic but when a bus approaches, general traffic is stopped and buses are allowed through via the bus lane. This will compensate buses for the loss of the bus lane and smooth traffic flow along The Broadway minimising delays for both general traffic and buses.

What are raised entry treatments?

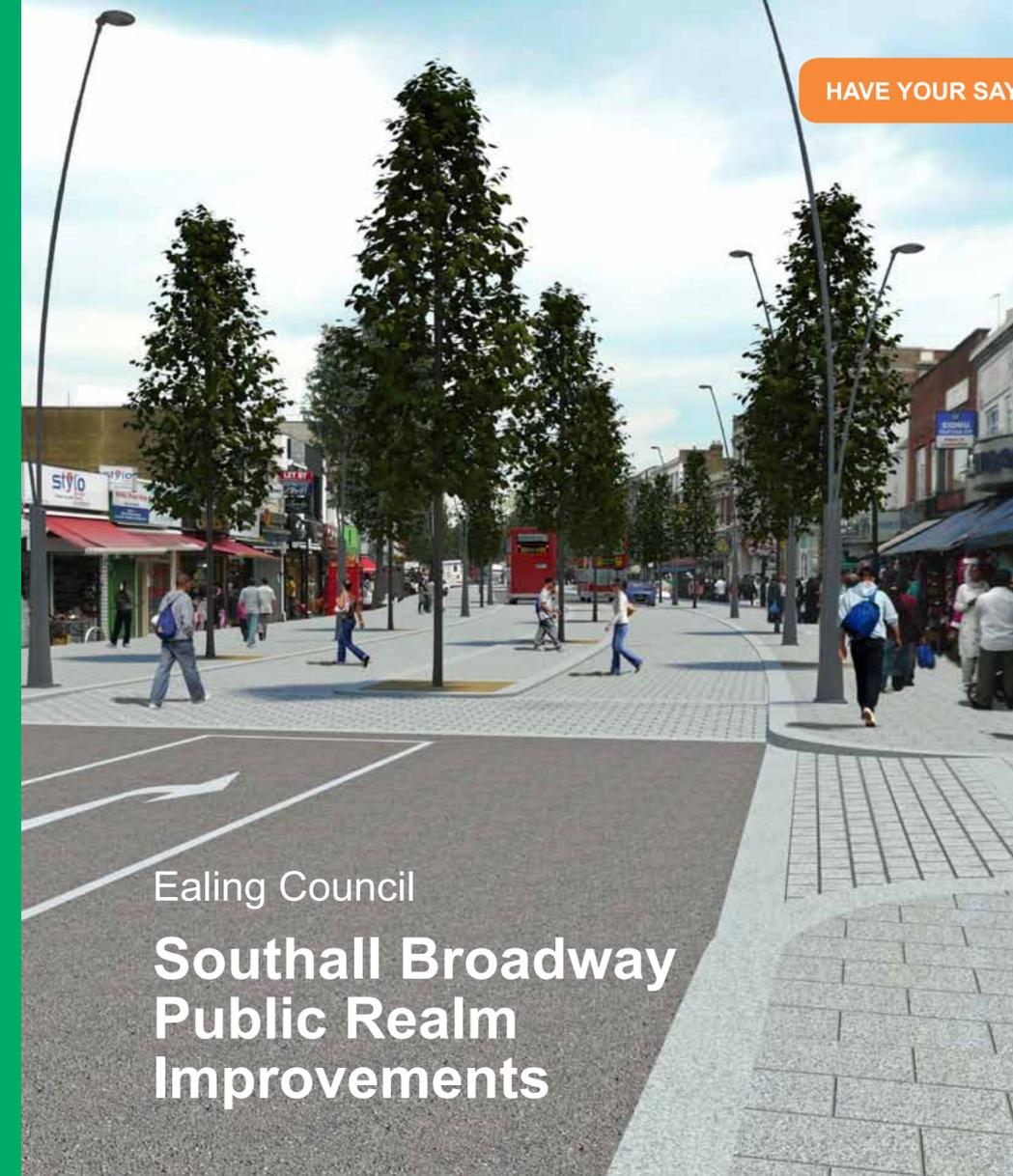
Raised entry treatments at side roads are junctions where the road is raised to footway level to provide a continuous level surface for pedestrians. This makes it easier to cross the road especially with pushchairs or for people with mobility issues.

What is being done to reduce traffic congestion?

The proposals aim to reduce traffic congestion and smooth traffic flow along The Broadway in a number of ways. This includes changes at the South Road/Lady Margaret Road junction, the bus gate, removal of pelican crossings, inset loading and parking bays, and the 20 mph speed limit. In addition, the proposed new access to the Herbert Rd car park via Beachcroft Ave and Orchard Ave will reduce traffic congestion, particularly at weekends.

Why does the scheme stop at Stanley Road?

The proposed improvements are being focussed on the areas where most of the shops are located, where the pavements are most crowded and where the road safety problems are greatest. After Stanley Rd, these issues are less severe. However, the Council will consider extending the improvements to pavements and street lighting at a later date, subject to the availability of funding.



HAVE YOUR SAY

Southall Broadway

Southall Broadway Public Realm Improvements

Introduction

The Council wants to know your views on proposed improvements to Southall Broadway. Please take a few minutes to look at the information in this leaflet. You can tell us what you think by filling in the attached questionnaire and returning it Freepost before 13 July 2012. Your comments are very important and will help to make sure the proposed changes deliver benefits for everyone. Your comments will be incorporated into the final design prior to construction starting in Spring 2013.

Why are we doing this?

Improving Southall Broadway forms a key part of the Southall Big Plan, a series of improvements, which the Council, the wider public sector, businesses and the community are working on together, to make Southall a more prosperous, safer, connected and healthier place.

Southall Broadway is both a busy traffic route and a popular shopping destination with large numbers of pedestrians and vehicles using the street each day. The Broadway suffers from traffic congestion, over-crowded pavements and a higher than average number of collisions involving pedestrians and cyclists.

The proposed improvements aim to radically change the street layout to improve safety for pedestrians, reduce traffic speeds and provide a better environment for shoppers and visitors.

How do we propose to do this?

Improvements are planned between Stanley Road and South Road (see drawing overleaf) including:

- wider pavements
- removing the bus lane between Tudor Road and Greenford Avenue;
- providing loading bays along The Broadway;
- smoothing traffic flow to reduce congestion;
- reducing the speed limit to 20mph; and
- improving street lighting

In addition, four 'Boulevard Zones' will be created along The Broadway. These zones are designed to make it easier and safer to cross the street by increasing driver awareness of pedestrians, reducing traffic speeds and providing a central island. The existing signalised crossings in the Boulevard Zones will be removed and replaced with Courtesy Crossings, specifically marked out for pedestrians. The Boulevard Zones will also include a number of features to enhance the overall look and feel of the street, including wider natural stone pavements, better lighting and tree planting.

Between the Boulevard Zones will be 'Street Zones'. Street Zones will look and feel more like a conventional high street with more space provided for traffic, bus stops, loading and parking. Where possible, pavements will be widened with natural stone paving. Loading bays will be incorporated into the pavement so pedestrians can use them when they are not in use.

Ealing Council Southall Broadway Public Realm Improvements

TRANSPORT & REGENERATION

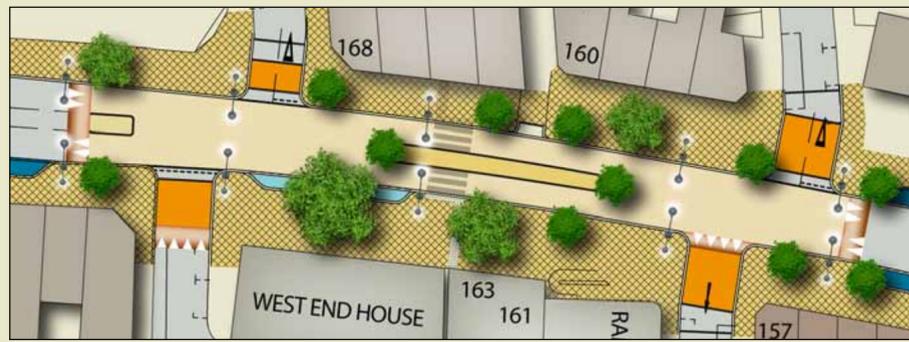


MAYOR OF LONDON



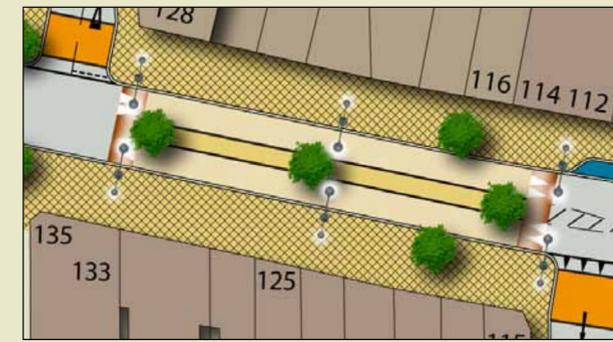
MAYOR OF LONDON





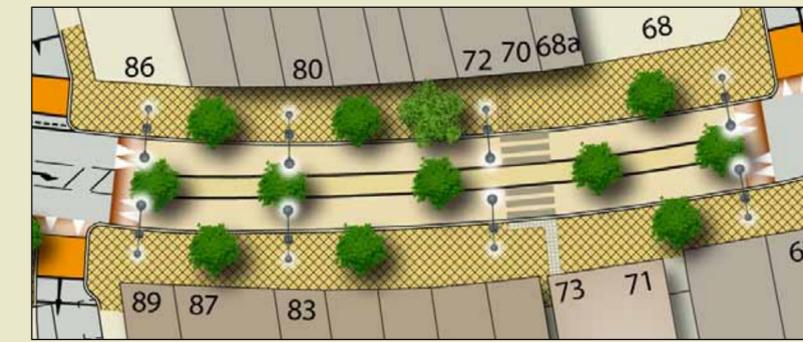
Boulevard Zone 1

- First entry zone into the scheme from the west
- Start of 20mph speed limit
- Widened pavements
- Central island to help pedestrians cross the road
- Road widths reduced to one lane in each direction
- Road raised and low kerb used
- Courtesy crossing provided to help less able people to cross the road
- New trees alongside entry zone ramp
- New trees in central island
- Parking bays to be provided at pavement level



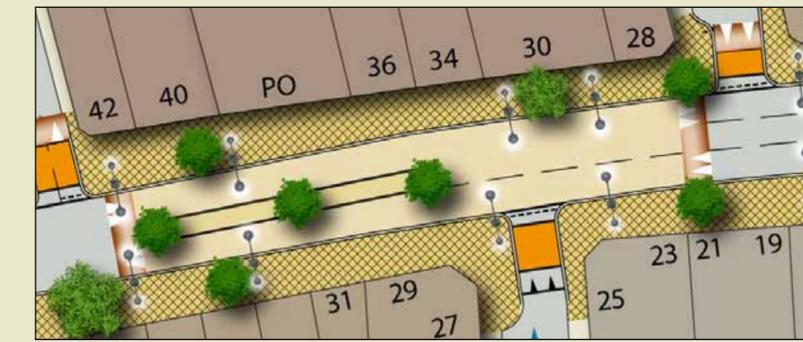
Boulevard Zone 2

- Boulevard design theme repeated to create more pedestrian friendly area
- Existing pelican crossing removed
- Widened pavements
- Central island to help pedestrians cross the road
- Road widths reduced to one lane in each direction
- Road raised and low kerb used
- New trees in central island and on pavement
- No parking or loading bays provided so there is more space for pedestrians



Boulevard Zone 3

- Boulevard design theme continued to create more pedestrian friendly area
- Existing pelican crossing removed
- Widened pavements
- Central island to help pedestrians cross the road
- Courtesy crossing provided to help less able people to cross the road
- Road widths reduced to one lane in each direction
- Road raised and low kerb used
- New trees in central island and on pavement
- No parking or loading bays provided so there is more space for pedestrians



Boulevard Zone 4

- Boulevard design theme continued to create more pedestrian friendly area
- Herbert Road junction narrowed and changed to exit only
- Existing pelican crossing removed
- Widened pavements
- Central island to help pedestrians cross the road outside Post Office
- Road widths reduced to one lane in each direction at central island
- Two traffic lanes provided on approach to junction
- Road raised and low kerb used
- New trees in central island and on pavement
- No parking or loading bays provided so there is more space for pedestrians

Samples and Key

<ul style="list-style-type: none"> ■ Footway - Mid grey granite slabs 600 x 600mm, existing to be retained and new tied in. Material sample: 	<ul style="list-style-type: none"> ■ Main Carriageway Ramp - Hot rolled Asphalt with exposed Granite Aggregate and Colour Standard Material sample: 	<ul style="list-style-type: none"> ■ Inset Loading Bays and Parking Granite sett 300x300mm 30% mid grey granite, 70% silver grey granite Material sample:
<ul style="list-style-type: none"> ■ Boulevard Zone carriageway Option 1 - granite setts Option 2 - asphalt - coloured and/or exposed granite aggregate Material sample: 	<ul style="list-style-type: none"> ■ Street Zone Carriageway Hot rolled Asphalt Material sample: 	<ul style="list-style-type: none"> ■ Side road ramps Silver grey granite 200x100x100mm setts Material sample:
<ul style="list-style-type: none"> ■ Raised Entry Treatments Granite setts 300x300 Colour mid grey to match footways Material sample: 	<ul style="list-style-type: none"> ■ Central Island Granite flags 400x200mm Colour silver grey Material sample: 	<ul style="list-style-type: none"> ➡ One way system for car park access ■ Parking bay ■ Loading bay

Existing mature tree
 Proposed tree planting
 Proposed lamp column



Bus Gate Zone

- Bus gate provided where existing bus lane ends
- Existing pelican crossing removed
- Normal road surface and standard height kerbs
- New materials on pavements to improve the look of the area

Street Zone 1 (Dane Road to Saxon Road)

- Loading bays provided on widened pavement
- Bus stop moved from east of Oswald Road
- Road wide enough for vehicles to pass stopped buses
- Continuation of new materials on pavements
- Standard height kerbs at bus stops

Street Zone 2 (Oswald Road to Beachcroft Avenue)

- New access to Herbert Road Car Park via Beachcroft Avenue
- Beachcroft Avenue changed to one way in only
- Right turn lane for drivers in to Beachcroft Avenue
- Loading bays provided on widened pavement
- Westbound bus stop moved further west to 'Street Zone 1'
- Road wide enough for vehicles to pass stopped buses
- Continuation of new materials on pavements
- Standard height kerbs at bus stops

Street Zone 3 (Alexandra Avenue to St George's Avenue)

- Loading bays provided on widened pavement
- Eastbound bus stop moved from Herbert Road
- Westbound bus stop moved further west
- Road wide enough for vehicles to pass stopped buses
- Continuation of new materials on pavements
- Standard height kerbs at bus stops
- Loading for Nos 27 to 65 via Punjab Lane

Changed Car Park Access

New one-way system to multi-storey car park via Beachcroft Avenue and Orchard Avenue. Exit via Herbert Road.

Entry Zone

- Start of 20mph speed limit
- Road raised and low kerb used
- Pavements widened
- Railings removed to give more space for pedestrians