Further improvements

Why don’t the Council reserve street space to provide more space for pedestrians?

More street space on Southall Broadway will enable some people to use the pavements for purposes other than walking, thereby creating wider and safer spaces to cross the road. The proposal will also create a better street environment for all. Pedestrians will be able to cross more freely and when they are using the pavement, which allows them to be used by pedestrians when road is used.

What is a bus gate?

A bus gate is a specially designed traffic signal that provides priority to general traffic when a bus approaches, general traffic is stopped and buses are allowed through the bus lane. This temporarily slows down traffic which is beneficial especially with pushchairs or for people with mobility issues.

What is being done to reduce traffic congestion?

The proposals to reduce traffic congestion include:

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

providing loading bays along The Broadway;

What are raised entry treatments?

Raised entry treatments at side roads are junctions where the road is raised to footway level to improve safety and 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 safely when they are using the pavement, which allows them to be used by pedestrians when road is used.

Why are there any signalised pedestrian crossings proposed in the design?

The main reason for the proposed new signalised crossings is to improve safety and reduce the number of accidents involving cyclists and pedestrians. This is important especially with the rise in the number of cyclists and pedestrians and the increase in the number of electric scooters. The new signalised crossings will be located, where the pavements are most crowded and where the road safety problems are greatest.

Why not add more signalised pedestrian crossings to the whole scheme?

Many of the proposals to improve safety and reduce the number of accidents involving cyclists and pedestrians have been designed to maximise the effects of the signals when they are in use. Some of the new signalised crossings were not added because they would not provide sufficient benefit to pedestrians and cyclists. The signalised crossings were designed to provide the most benefits to pedestrians and cyclists in the most crowded areas.

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**Boulevard Zone 1**
- Parking bays to be provided at pavement level
- New trees in central island
- New trees alongside entry zone ramp
- Courtesy crossing provided to help less able people to cross the road
- Road raised and low kerb used
- Road widths reduced to one lane in each direction
- Central island to help pedestrians cross the road
- Widened pavements

**Bus Gate Zone**
- Normal road surface and standard height kerbs
- Existing pelican crossing removed
- Bus gate provided where existing bus lane ends

**Street Zone 1**
- Standard height kerbs at bus stops
- Continuation of new materials on pavements
- Road wide enough for vehicles to pass stopped buses
- Bus stop moved from east of Oswald Road
- Loading bays provided on widened pavement

**Boulevard Zone 2**
- Boulevard design theme repeated to create more pedestrian friendly area
- Existing pelican crossing removed
- Elevated pavements
- Central island to help pedestrians cross the road
- Road raised and low kerb used
- Road widths reduced to one lane in each direction
- Central island to help pedestrians cross the road
- No parking or loading bays provided so there is more space for pedestrians
- Boulevard design theme continued to create more pedestrian friendly area
- Existing pelican crossing removed
- Elevated pavements
- Central island to help pedestrians cross the road
- Road raised and low kerb used
- Road widths reduced to one lane in each direction
- Central island to help pedestrians cross the road
- 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
- Elevated pavements
- Central island to help pedestrians cross the road
- Road raised and low kerb used
- Road widths reduced to one lane in each direction
- Central island to help pedestrians cross the road
- No parking or loading bays provided so there is more space for pedestrians
- Boulevard design theme continued to create more pedestrian friendly area
- Existing pelican crossing removed
- Elevated pavements
- Central island to help pedestrians cross the road
- Road raised and low kerb used
- Road widths reduced to one lane in each direction
- Central island to help pedestrians cross the road
- 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
- Existing pelican crossing removed
- Elevated pavements
- Central island to help pedestrians cross the road
- Road raised and low kerb used
- Road widths reduced to one lane in each direction
- Central island to help pedestrians cross the road
- No parking or loading bays provided so there is more space for pedestrians

**Entry Zone**
- Start of 20mph speed limit
- Loading bays provided on road surface
- Existing mature tree
- Road raised and low kerb used
- Existing kerbs and low kerbs used
- No parking in loading bays provided as there is more space for pedestrians

**Changed Car Park Access**
- Loading bays provided on road surface
- Existing mature tree
- Road raised and low kerb used
- Existing kerbs and low kerbs used
- No parking in loading bays provided as there is more space for pedestrians

**Samples and Key**
- **Concrete:**
  - Colour: mid grey to match footways
  - Material sample: Granite setts 300x300mm
- **Raised Entry Treatments**
  - For pedestrians
  - Railings removed to give more space
  - Pavements widened
- **Pavements**
  - Colour: Silver grey granite
  - Material sample: 200x100x100mm setts
- **Central Island**
  - Colour: 70% silver grey granite, 30% mid grey granite
  - Material sample: Granite sett 300x300mm
- **Loading Bays and Parking**
  - Colour: Standard exposed Granite Aggregate and Silver grey granite
  - Material sample: 200x100x100mm setts
- **Main Carriageway**
  - Colour: Standard exposed Granite Aggregate and Silver grey granite
  - Material sample: 200x100x100mm setts
- **Ramp**
  - Colour: Standard exposed Granite Aggregate and Silver grey granite
  - Material sample: 200x100x100mm setts
- **Footway**
  - Colour: mid grey granite
  - Material sample: Mid grey granite
- **Railings**
  - Colour: Green
  - Material sample: Green painted metal
- **Miscellaneous**
  - Colour: Green painted metal
  - Material sample: Green painted metal