

A VISION AND A GUIDE TO

GET SOUTHALL MOVING

September 2025

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Executive summary

Get Southall Moving

GSM is a place-based programme to create a healthier, better-connected and more inclusive Southall. It makes walking, wheeling and cycling the easy choice for everyday trips; strengthens links to jobs, schools, parks and stations; and improves air quality, safety and public space—especially in neighbourhoods with greater need.

The case for change

Southall faces the borough's highest rates of self-reported "bad or very bad" health (~5%) and diabetes (~1.6x borough average), alongside lower life expectancy—while experiencing rapid, plan-led growth around the Elizabeth Line and Opportunity Area. Public realm quality and cycling provision lag demand, with north–south severance across the rail corridor a persistent barrier.

Vision and principles

The programme's vision is to enable a healthier, more connected Southall. Seven principles guide delivery: prioritise active and sustainable travel; design safe, inclusive streets; support health and wellbeing; connect communities and destinations; deliver equitable change; design for climate resilience; and coordinate with ongoing initiatives.

Growth, identity and movement

Over 11,800 consented/under-construction homes and major mixed-use schemes concentrate change around the station/rail corridor. GSM aligns street and public-realm upgrades with this build-out, preserving and adapting Southall's cultural identity through greener, more welcoming streets and better cycle/walking networks.

Priority corridors and junctions

Two priority routes structure delivery: Route 1 (Western Rd–Lady Margaret Rd) and Route 2 (Merrick Rd–Avenue Rd). Shifting the core north–south cycle movement from Route 1 to the near-parallel Route 2 enables segregated cycling without bus conflicts, complemented by safer crossings and secure, visible cycle parking at town-centre nodes, schools and the station.

Opportunities and constraints

Key constraints include the unalterable South Road bridge, land ownership on Avenue Road, one-way pressures on Havelock Road, and parking displacement risks from car-free development. Targeted fixes—lighting and safety at underpasses, junction signalisation for bus reliability and safer crossings, and converting maintenance works into GSM-aligned upgrades—unlock network benefits.

Industrial areas—role and integration

Great Western SIL and the LSIS clusters (International Trading, Featherstone, Bridge Road) underpin local jobs, many in food production. Public-realm, wayfinding and last-mile logistics improvements will make industry safer and more legible while reducing conflicts and severance along the rail edge.

Public realm uplift at the scale of investment

Development must meet—and where possible exceed—London Plan/Ealing design quality, funding area-wide upgrades beyond site red lines so streets form a coherent, high-quality, climate-resilient network (active-travel spines, shade/greening, places to rest).

Engagement and evidence

A structured engagement framework and three-phase baseline data plan (area-wide counts, site-specific surveys, and a monitoring tool) ensure schemes reflect local priorities, are grounded in robust evidence and can demonstrate health, equity and mobility outcomes over time.

Delivery approach

An "already delivered" list captures recent progress; a prioritised timeline sequences near-term works (e.g., South Road Bridge area, Merrick Road junctions, Avenue Road improvements) and medium-/long-term schemes, coordinated with parallel programmes and funding (e.g., AMM, Destination Southall).

What success looks like

More short trips done by foot, wheel or bike; safer, more welcoming streets and junctions; improved bus reliability at key pinch points; cleaner air and cooler, greener routes; and a town centre that thrives as a cultural destination—delivering lasting health and quality-of-life gains for Southall's communities.

Foreword

Political Foreword

[Draft to be completed and signed by local Councillor of the London Borough of Ealing]

Southall is one of London's most vibrant and distinctive places. It's a community rich in culture, enterprise, and resilience—with a proud history of activism and a bright future ahead. But for too long, the way we move around Southall has not reflected the energy and ambition of the people who live and work here.

That's why the Get Southall Moving programme is so important. It's about more than just transport. It's about shaping a healthier, safer, and more inclusive Southall where everyone—young and old, on foot or by bike, with a buggy or a wheelchair—can move freely and confidently.

This Vision and Design Guide is a critical part of that work. It sets out a clear direction for how we can transform our streets and spaces in a way that reflects local character, responds to the challenges of our time, and puts people first. It builds on the voices we heard through recent engagement and reflects our ambition to deliver real change—not just in infrastructure, but in quality of life.

As a Council, we are committed to tackling inequality, reducing car dependence, and making active travel the natural choice. Southall has a key role to play in that journey. We know the changes won't happen overnight—but with this guide, we have a shared framework to help us work together towards a better-connected, greener, and more liveable Southall.

I want to thank all the residents, businesses, and partners who are helping to shape this work. Let's keep going.

Foreword

What is Get Southall Moving about

Get Southall Moving (GSM) is a programme commissioned by the London Borough of Ealing to improve active travel and sustainable transport in Southall, a diverse and dynamic area in West London. The project aims to create a more connected, accessible, and healthier neighbourhood by encouraging walking, cycling, and public transport use—reducing car dependency and supporting broader social, environmental, and economic goals.

Purpose of this document

The general purpose of this document is to provide a shared vision and spatial framework that guides the planning, design, and delivery of active travel and public realm improvements in Southall—ensuring they are coherent, context-sensitive, and aligned with local needs and borough-wide strategies. This document also aims to:



1. Establish a Common Vision.

Define a place-based aspiration for how people should move through and experience Southall



2. Coordinate Across Initiatives.

Align ongoing and planned projects (transport, highways, regeneration) under a single coherent narrative and strategic action plan



3. Set Design Principles.

Provide clear and consistent design guidance for walking, cycling, and placemaking interventions



4. Identify Opportunities and Constraints.

Map and analyse spatial conditions to inform project prioritisation and strategic focus areas



5. Support Inclusive and Equitable Access.

Ensure mobility improvements benefit all users, especially groups currently underserved by infrastructure



6. Embed Community Priorities.

Reflect the insights and needs gathered from the 2023 community engagement and future engagement phases.



National

National Planning Policy Framework (NPPF) - Short summary + title linked to online document

National Design Guide (NDG) - Short summary + title linked to online document

20-Minute Neighbourhoods - Short summary + title linked to online document

Spatial Planning for Health: An evidence resource for planning and designing healthier spaces - Short summary + title linked to online document

Manual for Streets - Short summary + title linked to online document



Regional

London Plan 2021 - Short summary + title linked to online document

Mayor's Transport Strategy - Short summary + title linked to online document

London Recovery Programme - Short summary + title linked to online document

Build and Recover Strategy for West London - Short summary + title linked to online document

Streetscape Guidance (TfL) - Short summary + title linked to online document

SuDS in London - a guide - Short summary + title linked to online document



Ealing

Southall as an example of good practice

Ealing Council Transport Strategy 2019

- This document sets out the transport priorities for Ealing Council in accordance with the Mayor's Transport Strategy 2018 (MTS) but focuses on the initial 2019-22 period. The Strategy has three core objectives: (1) Mode Shift (2) Reducing the Environmental Footprint of Transport and (3) Improving Road Safety. New Transport Strategy is set to be published in 2026.

Local Implementation Plan Transport Delivery 2019

- This document sets out long terms goals and transport objectives covering the period up to 2041, programme of investment covering 2019/20, and delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the Borough are seeking to achieve.

Ealing Cycle Network Plan 2024-2035

- This report is a summary of the data from the Give My View cycle network consultation, which finished in May 2023. The findings from this data were used to develop **the cycle network plan**, which will be part of the next Ealing transport strategy

Shaping Ealing Summary - Findings from engagement period November 2021 to May 2022, which helped to inform Ealing Local Plan. Southall residents are more concerned about feeling safe, walking and cycling routes, parks and open spaces, air quality and the availability of good jobs and employment opportunities.

Climate and Ecological Emergency Strategy

- Strategy to meet the council's goal of becoming carbon neutral by 2030 underpinned by five strategic themes (1) Energy (2) Food (3) Nature (4) Travel and (5) Waste. The themes each have three objectives and corresponding two year action plans.

Race and Equality Commission - A report setting out priorities and recommendations (1) Education, (2) Health, (3) Participation and Democracy, (4) Policing, (5) Income and Employment, (6) Housing



Southall

Southall Baseline Study 2022 - A portrait of Southall, including demographic, social and economic data. It covers the evolving context of Southall including major developments and land use.

Industrious Ealing - Southall Employment Audit 2022

- A closer look at the type of businesses, buildings and jobs that make Southall a productive place. It identifies the key challenges and opportunities in different industrial locations and for different sectors.

Southall Reset: Spatial Planning Framework 2022

- This report builds on the findings of Southall Baseline Study and summarises internal workshop of the Southall Reset officers working group. It outlines deep-rooted challenges specific to Southall and illustrates a set of frameworks to provide a high-level guidance on movement, public open space, land use, density and character and includes a number of strategic sites.

Let's Go Southall (LGS) - A website for local initiative led by community organisations, charities and volunteers working together to help get Southall more physically active. It includes a monthly schedule of activities in Southall and borough-wide interactive map of sport opportunities

Get Southall Moving (GSM) Information Boards 2023

- A design response to the initial engagement for the four corridors in GSM area. 4 general principles for all areas include: Tree planting and greening, wider footpaths, improved signage and improved

junctions. Consultation on these ended June 2025.

Southall Town Regeneration Framework 2024

- A long term, 15-year, vision and objectives for Southall which has been developed as part of the Local Plan and based on the town's unique profile, challenges and opportunities. This is supplemented with more detailed visions for focus areas and infrastructure delivery priorities for the sustainable regeneration.

Ealing's Local Plan 2024 - Strategic objectives and priorities of the Local Plan include: (1) Tackling the climate crisis, (2) Fighting inequality and (3) Creating good jobs and growth. Southall Spatial Strategy

Our seven towns. Guidance on 20-minute neighbourhoods in Ealing 2025

- The guidance explores the concept of the 20-minute neighbourhood, which ensures essential facilities are reachable within a 20-minute round trip via safe walking and cycling routes. Southall is designated as an International Culture and Manufacturing Neighbourhood focusing on four pillars: (1) Community and health facilities, (2) Parks and open spaces, (3) Walkable streets and bus connections and (4) Places to Work.

Ealing Local Plan Health Study 2022

- Social and health data, including health risk factors, issues and priorities summarised in a Health Study matrix showing Southall scoring the the worst. A list of recommendations including to test suitability of 20-minute neighbourhood borough wide and specifically for the seven towns, other plans to reinforce health objectives and enhance green and blue spaces as 'health assets'

Together in Ealing Health and Wellbeing Strategy 2023-2028

- A series of commitments under three key themes (1) Putting communities at the heart of everything, (2) Systems and structures that leave no one behind and (3) Connecting the building blocks of health and wellbeing, underpinned by a snapshot of health, social and demographic data. It refers to Let's Go

Historic, social and demographic data

Historic context

Southall's built character reflects a long, layered history visible in key local landmarks such as the Wharncliffe Viaduct, Southall Manor House, the Water Tower, Himalaya Palace, Gurdwara Sri Guru Singh Sabha, and the Lady Margaret Road corridor. These sites illustrate the area's heritage and the diverse communities that have shaped its identity.

What this means for GSM

- The strategy should use heritage destinations and community landmarks as anchors for legible walking and cycling links and wayfinding, encouraging everyday active trips to well-loved places.

Social snapshot

Southall has a distinct identity with a strong South Asian cultural presence, reflected in its faith and cultural landmarks and in the high-street offer (food, retail, services). From a health perspective, Southall has the highest proportion of residents reporting "bad or very bad" health in Ealing (5%) and the highest recorded diabetes prevalence - about 1.6x the borough average.

Life expectancy is below the borough average for both men and women, and Southall has the lowest female life expectancy among Ealing's seven towns - underscoring the need for GSM's focus on everyday active travel and healthier streets.

What this means for GSM

- Active travel strategies represent a clear opportunity to improve the population's health and quality of everyday life.

Demographic profile

Across Southall Broadway, Southall Green, Norwood Green, Dormers Wells and Lady Margaret, baseline indicators show larger than average household sizes (3.2-3.7

persons), high residential densities, and economically active rates typically 61-69%. Projected growth to 2030 and recent growth outpacing the wider borough (1% vs 0.3% over the past decade) will increase pressure on streets, services and public realm.

What this means for GSM

- A focus on school-run corridors, continuous footways and low-stress cycle links to convert high-frequency short trips into daily physical activity at scale.
- Planning capacity for growth: connect new homes around the station and canalside developments to parks, high streets and rail by coherent active-travel spines.

Town centre

Southall's town centre -focused along The Broadway (A4020) and South Road (A3005)- has a strong, distinctive identity with a broad mix of shops, food and drink, workplaces and social infrastructure. The 2022 Town Centre Health Check noted strengths including good public transport links, a strong presence of local businesses, and busy/high-returning footfall.

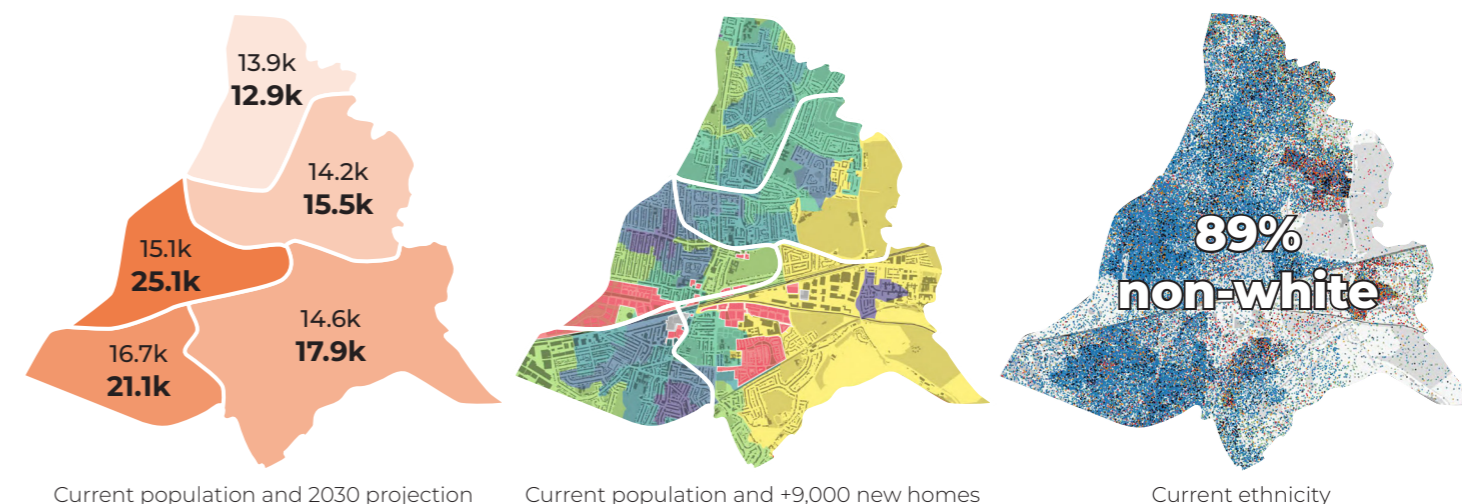
Challenges include limited incidental greenery, modest leisure offer, and limited cycling infrastructure and cycle parking; opportunities include more greening and seating, improved leisure, better cycling provision, and promotion of Southall's strong identity.

What this means for GSM

- Prioritise safe crossings, wider footways, shade/greening and seating at peak desire lines to directly support health through active mobility.
- Develop a connected cycle network with secure, visible cycle parking at town-centre nodes, schools and the station.

Links

Click here for more information on social and demographic data



population density, residential and economic characteristics. This page summarises some key demographic data found across Southall, broken down by local ward.

	Population (2020)	Projected population (2030)	Population density (people per sqkm)	Age (%)	Sex	Ethnicity	Average household size	Economically active population (%)
Southall Broadway	15.1k	25.1k	13.2k	65+ 12.1 16-64 65.5 0-15 22.4	male 8.1k female 14k	asian 11.6k white 0.9k black 1k	3.7	63.4
Southall Green	16.7k	21.1k	11.5k	65+ 10.4 16-64 65.5 0-15 24.1	male 9k female 7.7k	asian 10.2k white 1.2k black 1.8k	3.6	65.4
Norwood Green	14.6k	17.9k	5k	65+ 13.6 16-64 65.7 0-15 20.7	male 7.3k female 9k	asian 7.6k white 4.2k black 2.3k	3.2	63.8
Dormers Wells	14.2k	15.5k	8k	65+ 15.7 16-64 61.4 0-15 22.9	male 7k female 8.1k	asian 8.2k white 3.2k black 2.3k	3.2	64.5
Lady Margaret	13.1k	12.9k	9.5k	65+ 15.2 16-64 63.9 0-15 20.9	male 6.6k female 6.4k	asian 11.8k white 4k black 1.8k	3.5	69.2

Current Trends

Ealing’s Local Plan positions Southall for significant, plan-led growth, with policies continuing to direct investment here due to its town centre role, Elizabeth Line connectivity, and transformable brownfield land.

A transformational level of growth and investment is happening in Southall, which should help tackle some of the high levels of deprivation. To support the diverse population and make Southall stand out as a cultural destination, delivery of enhanced connectivity is necessary.



Southall identity

Southall already has a rich heritage and a strong identity, but with the transformation level of growth the challenge is to preserve and adapt its identity as a cultural destination of national importance. Some of the challenges include the limited incidental greenery, an average leisure offer, and limited cycling infrastructure and cycle parking - all opportunities to improve comfort, safety and dwell time for residents and visitors.

What this means for GSM

- Investing in greener, more welcoming streets and a stronger leisure/amenity mix will help preserve and adapt Southall’s identity as a cultural destination while improving health and air quality.

Active Travel

Incomplete networks today. Walking access to shops and services is good, but cycling provision is limited with few lanes and secure parking—constraining mode shift for short local trips.

Severance to overcome. The rail corridor and historic street pattern constrain north–south movement; targeted links and safer crossings are needed to connect neighbourhoods, the town centre and stations. (Multiple schemes also add new walking/cycling links—e.g., Toplocks includes a new pedestrian/cycle footbridge over Maypole Dock.)

Green/blue assets coming forward. Large developments (e.g., Southall Waterside) are delivering new parks and linear routes that can anchor active-travel spines across the area.

What this means for GSM

- GSM should prioritise safe crossings, continuous footways and low-stress cycle corridors (especially north–south), with secure, visible cycle parking at town-centre nodes, schools and the station, so more everyday trips become healthy, active trips.



Growth and regeneration

Scale and focus of change. A large part of Southall is an Opportunity Area, identified for 9,000 new homes and 3,000 jobs by 2041, driven by former industrial sites and the Elizabeth Line at Southall Station.

Pipeline of development. Major schemes already consented/underway total over 11,800 new homes alongside substantial commercial/community floorspace. This will increase pressure on local streets, health and social infrastructure.

What this means for GSM

- GSM should synchronise street and public-realm upgrades with the build-out of new homes and jobs—especially around the station—so healthier, low-carbon trips become the default from day one.



Southall Urban Character

Southall is unique due to a combination of cultural richness, historic significance, and strategic location.

Cultural Diversity

- South Asian Heritage: Often called “Little India”, Southall has one of the largest and most established South Asian communities in the UK, particularly Indian, Pakistani, and Sri Lankan populations.
- Cultural Institutions: Home to gurdwaras (notably Sri Guru Singh Sabha, one of the largest Sikh temples outside India), mosques, and temples, as well as a variety of community centres and places of worship.
- Festivals and Events: Celebrations like Diwali, Vaisakhi, and Eid are major community events that animate the public realm and high street.

Distinctive Economy

- Vibrant High Street: Known for its colourful shops, saree stores, spice markets, gold jewellers, and diverse food offerings.
- Culinary Destination: A draw for food lovers across London for its authentic South Asian cuisine, street food, and sweets.

Urban Character

- Railway Heritage and Industrial Past: Historically a working-class area with roots in industry and rail infrastructure, visible in its built form and land use.
- Mixed Urban Fabric: A blend of Victorian terraces, post-war estates, industrial units, and newer developments, especially around the canal and rail corridor.
- Grand Union Canal: Offers a linear green and blue infrastructure corridor

that connects to wider regional green networks.

Strategic Connectivity

- Elizabeth Line (Crossrail): Improved access to Central London, Canary Wharf, Heathrow, and beyond—positioning Southall as a key growth area.
- Proximity to Heathrow: Important for economic ties, jobs, and international accessibility.

Ongoing Transformation

- Major Regeneration Projects: Large-scale housing and public realm schemes are reshaping the area, including The Green Quarter by Berkeley Group and initiatives from the London Borough of Ealing.

Architectural Landmarks

- Some of the architectural landmarks of Southall include:



The Water Tower



Gurdwara Sri Guru Singh Sabha



The Himalaya Palace



Southall Manor House



Local landmark - Gurdwara



Typical Southall high street



Historic image of Southall train station



Southall train station today - Elizabeth Line



Local built character



Green Quarter development



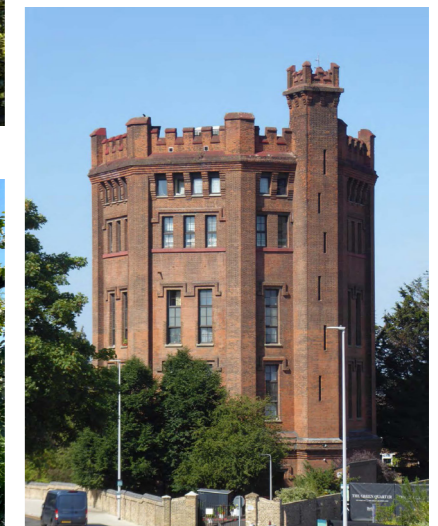
Local built character



Local built character



Local landmark - The Manor House



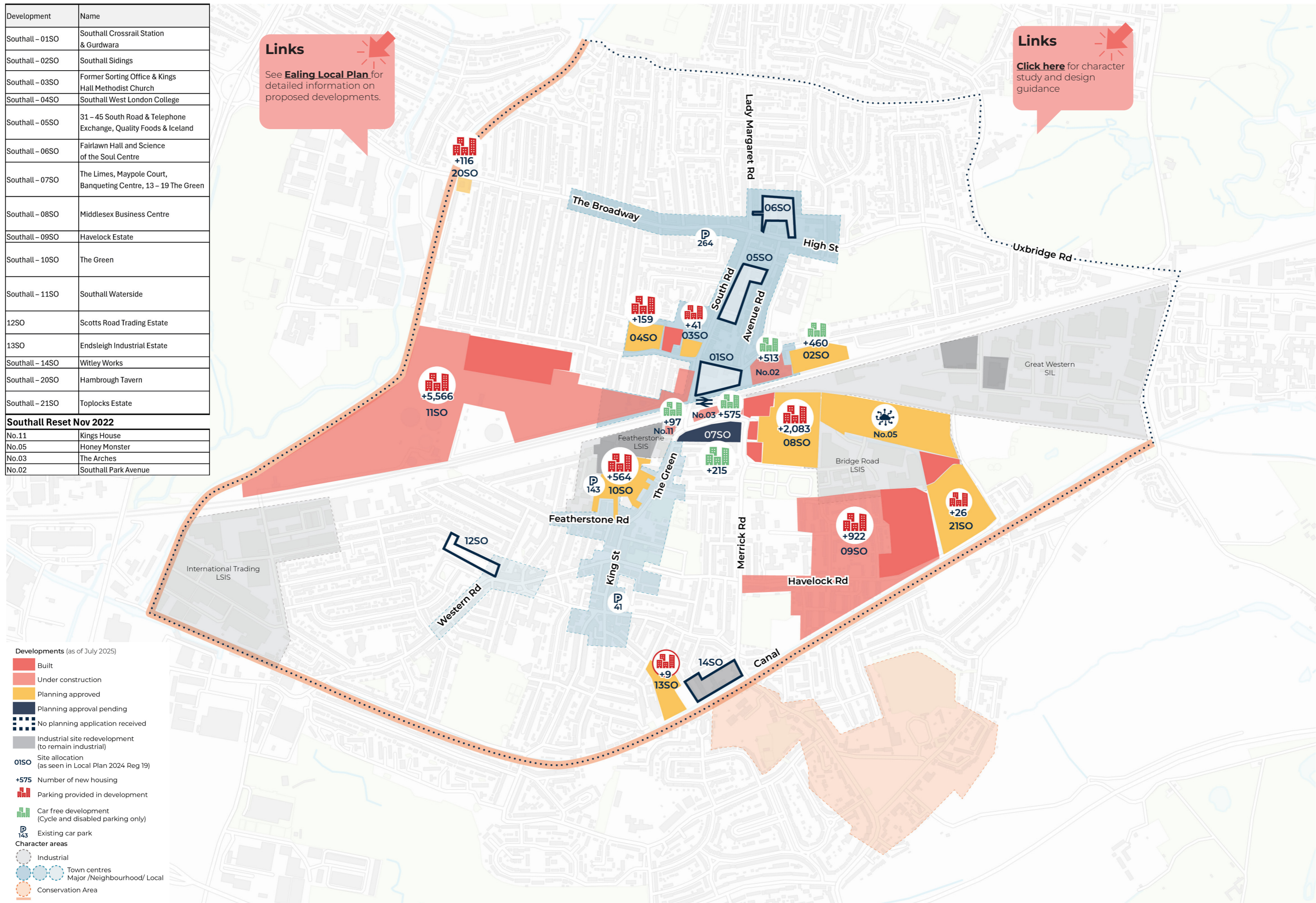
Local landmark - The Water Tower



Development	Name
Southall – 01SO	Southall Crossrail Station & Gurdwara
Southall – 02SO	Southall Sidings
Southall – 03SO	Former Sorting Office & Kings Hall Methodist Church
Southall – 04SO	Southall West London College
Southall – 05SO	31 – 45 South Road & Telephone Exchange, Quality Foods & Iceland
Southall – 06SO	Fairlawn Hall and Science of the Soul Centre
Southall – 07SO	The Limes, Maypole Court, Banqueting Centre, 13 – 19 The Green
Southall – 08SO	Middlesex Business Centre
Southall – 09SO	Havelock Estate
Southall – 10SO	The Green
Southall – 11SO	Southall Waterside
12SO	Scotts Road Trading Estate
13SO	Endsleigh Industrial Estate
Southall – 14SO	Witley Works
Southall – 20SO	Hambrough Tavern
Southall – 21SO	Toplocks Estate
Southall Reset Nov 2022	
No.11	Kings House
No.05	Honey Monster
No.03	The Arches
No.02	Southall Park Avenue

Links
See **Ealing Local Plan** for detailed information on proposed developments.

Links
[Click here](#) for character study and design guidance



- Developments (as of July 2025)**
- Built
 - Under construction
 - Planning approved
 - Planning approval pending
 - No planning application received
 - Industrial site redevelopment (to remain industrial)
- 01SO** Site allocation (as seen in Local Plan 2024 Reg 19)
- +575** Number of new housing
- Parking provided in development
 - Car free development (Cycle and disabled parking only)
 - Existing car park
- Character areas**
- Industrial
 - Town centres
 - Major /Neighbourhood/ Local
 - Conservation Area

Pipeline of Developments in Southall

Residential led growth focus

A large part of Southall is an Opportunity Area in the London Plan, identified for 9,000 homes and 3,000 jobs by 204, driven by brownfield land and the Elizabeth Line at Southall Station. Most major schemes cluster around the station and along the rail corridor.

What's in the pipeline

Consented/under-construction schemes total 11,878 homes plus significant commercial, community and hotel space. Flagship projects include Southall Waterside (3,750 homes; 20 ha public realm/parkland), Margarine Works (up to 2,083 homes) and Quayside Quarter (1,997 homes + 27,900 sqm business/industrial). See map in page 10.

Railway severance & movement

Growth intensifies the need to move smoothly north-south across the railway and between new neighbourhoods, the town centre and stations. New links or the improvement of existing ones (e.g. Merrick Rd/Avenue Rd footbridge) help, but more safe and attractive crossing points and coherent walking/cycling routes are required to make active travel the default for short trips.

Public realm & quality

As development comes forward, schemes should lift town centre and street quality and deliver connected active travel links, shade, greening, and places to be able to walk and rest. To match the scale of private investment, proposals should meet and exceed London Plan/Ealing design quality expectations and fund area-wide public-realm upgrades (via s106), so improvements extend beyond red lines into a coherent, high-quality network of streets and spaces.

Employment led growth

While much of the pipeline is residential led, the local economy remains substantial (384 businesses / 4,171 jobs), with clusters at Great Western SIL and LSIS sites (International Trading, Featherstone, Bridge Road). Mixed-use proposals, such as the former Honey Monster site on Bridge Road with a creative/industrial hub, help balance jobs and homes.

Industrial sites

- **Great Western SIL.** Safeguarded strategic employment land for heavier industry/larger units. Acts as a physical barrier along the railway; prioritise perimeter public-realm upgrades, safer crossings and wayfinding to reduce severance.
- **International Trading LSIS.** Local production cluster with safety and access issues; improve lighting, crossings and continuous footways, and manage HGV/servicing to calm streets.
- **Featherstone LSIS.** Smallest LSIS with mixed use and a food-wholesale focus. Its proximity to The Green and nearby developments is a chance to showcase Southall's food economy and add legible active travel links.
- **Bridge Road LSIS.** Highly visible and surrounded by new residential/employment uses; strong food manufacturing/catering presence. Integrate with the high street fabric through better frontages, pedestrian priority and last mile logistics.

Make industry visible and welcoming.

While Great Western SIL remains safeguarded, other LSIS are protected local production areas; targeted public-realm, signage and active-travel connections can reveal Southall's productive economy and improve safety without displacing jobs.

Links

For more information see:

- [The London Plan](#)
- [Ealing Local Plan](#)
- [Industrious Ealing - Southall Audit](#)



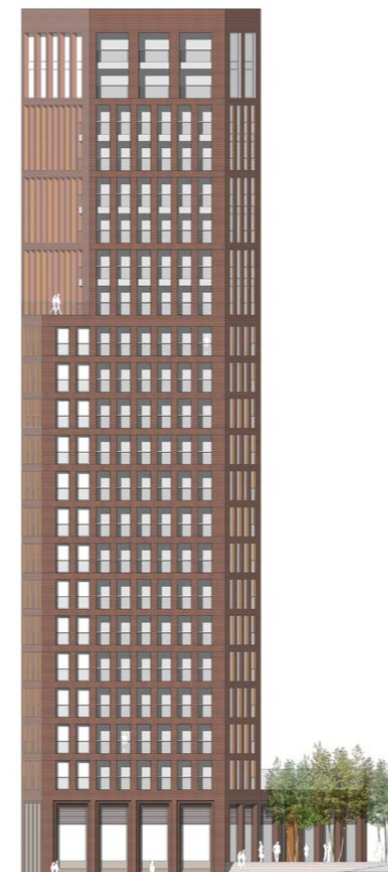
No.02 Southal Park Avenue ●



08SO Middlesex Business Park ●



11SO Green Quarter ●



No.01 Kings House ●



09SO Havelock ●



21SO Toplocks Estate ●

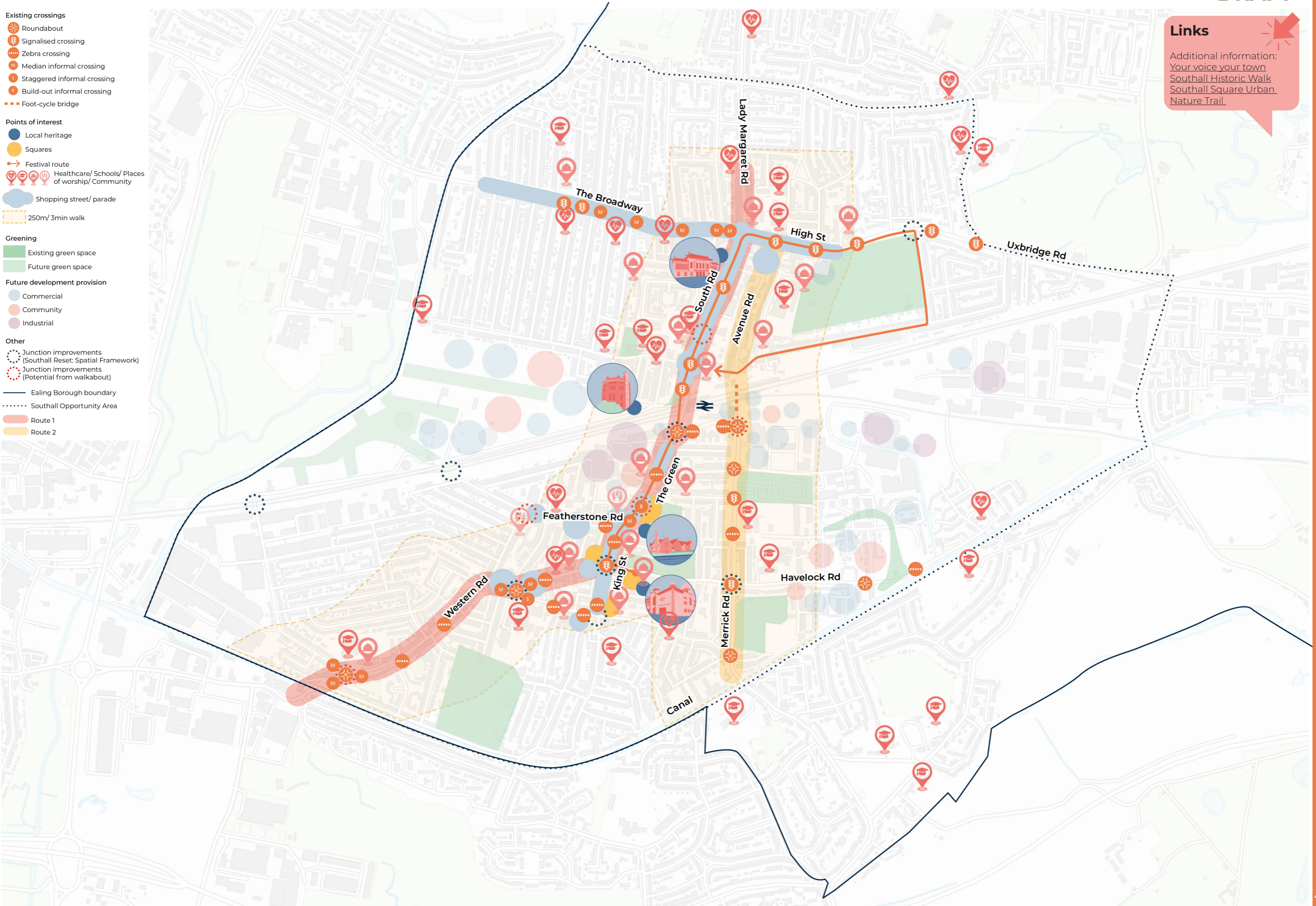


No.05 Honey Monster ●

- Existing crossings**
 - Roundabout
 - Signalised crossing
 - Zebra crossing
 - Median informal crossing
 - Staggered informal crossing
 - Build-out informal crossing
 - Foot-cycle bridge
- Points of interest**
 - Local heritage
 - Squares
 - Festival route
 - Healthcare/ Schools/ Places of worship/ Community
 - Shopping street/ parade
 - 250m/ 3min walk
- Greening**
 - Existing green space
 - Future green space
- Future development provision**
 - Commercial
 - Community
 - Industrial
- Other**
 - Junction improvements (Southall Reset: Spatial Framework)
 - Junction improvements (Potential from walkabout)
 - Ealing Borough boundary
 - Southall Opportunity Area
 - Route 1
 - Route 2

Links

Additional information:
[Your voice your town](#)
[Southall Historic Walk](#)
[Southall Square Urban Nature Trail](#)



Walking and Points of Interest

Challenges

- With the current lowest overall ranking of the health detriment indicators across the whole borough, plus the increase of population by over 30% inevitably comes the increase in footfall and the need for better pedestrian environment and health assets.
- The town scored the worst in tree canopy and green space provision per person as has the highest noise level exposure – all detrimental to walkability and willingness to linger in public space.
- 2 in 3 residents finds the available parks and open spaces unpleasant and unsafe and consequently polluted air.

Opportunities

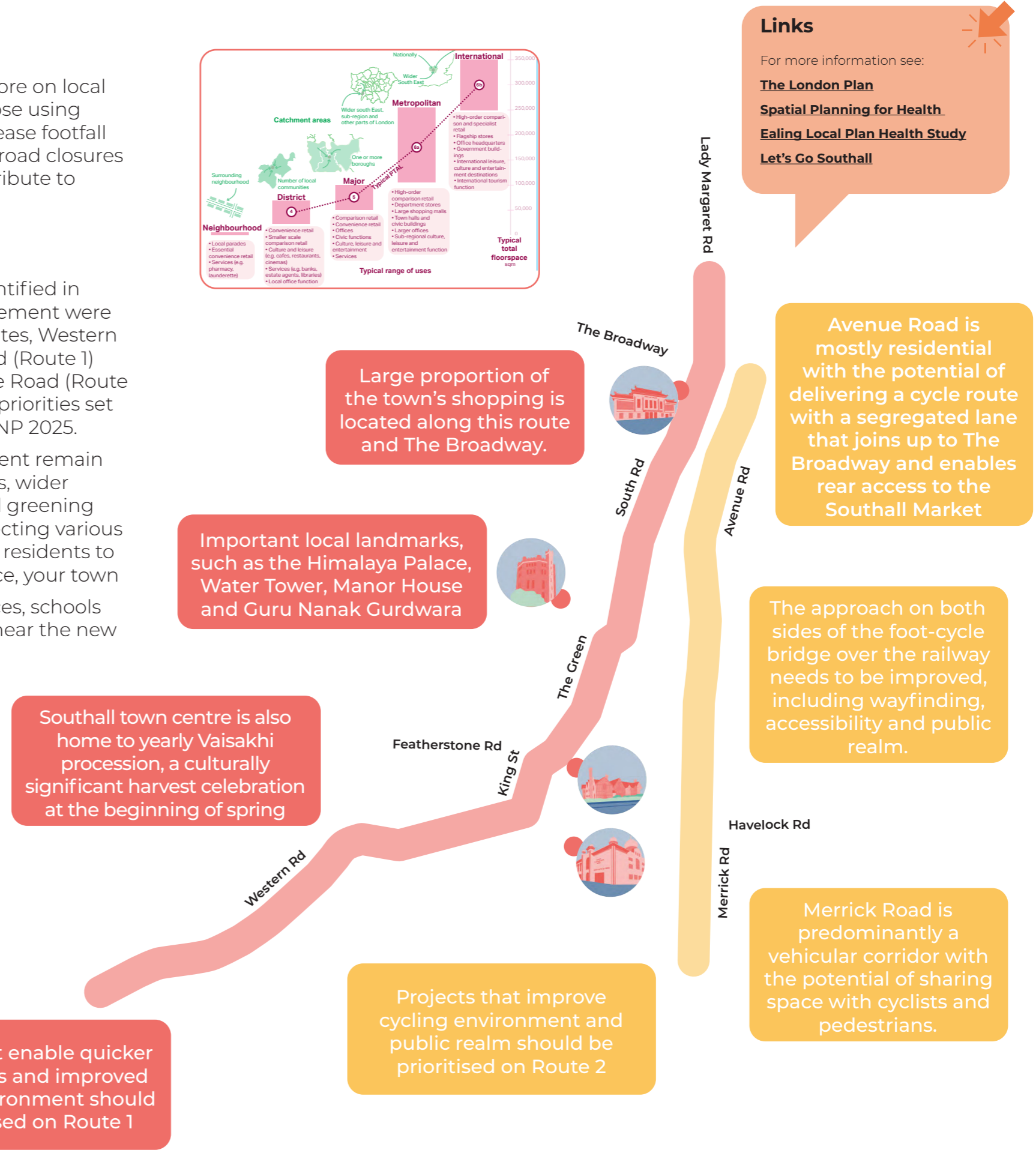
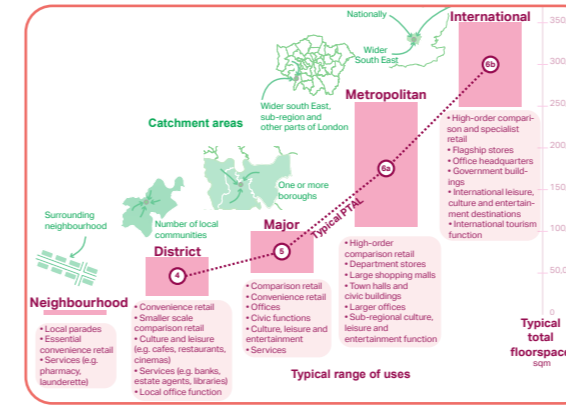
The Health Study recommendations reinforce health objectives for Southall and include:

1. Developing a social prescribing to improve resident's health
 2. Enhancing open spaces as health assets
 3. Testing the suitability of 20-minute Neighbourhoods on a strategic level
 4. Provision of active travel infrastructure
- Enhanced neighbourhood walkability and cycling is proven to lower the risks of circulatory disease, type 2 diabetes, obesity. Being active can boost mental well-being, and especially in older adults, help to keep musculoskeletal system healthy.
 - London Plan 2021 classified Southall as a Major Town Centre so there is a scope for supporting the town centre as a cultural destination through high quality public realm and pedestrian and cycle routes connecting across Southall.
 - Research into travel habits and shopping in Southall demonstrated that customers

who travel on foot spend more on local shopping as opposed to those using cars (LIP, reference 30), increase footfall through streets events and road closures generate revenue and contribute to placemaking.

Priority routes

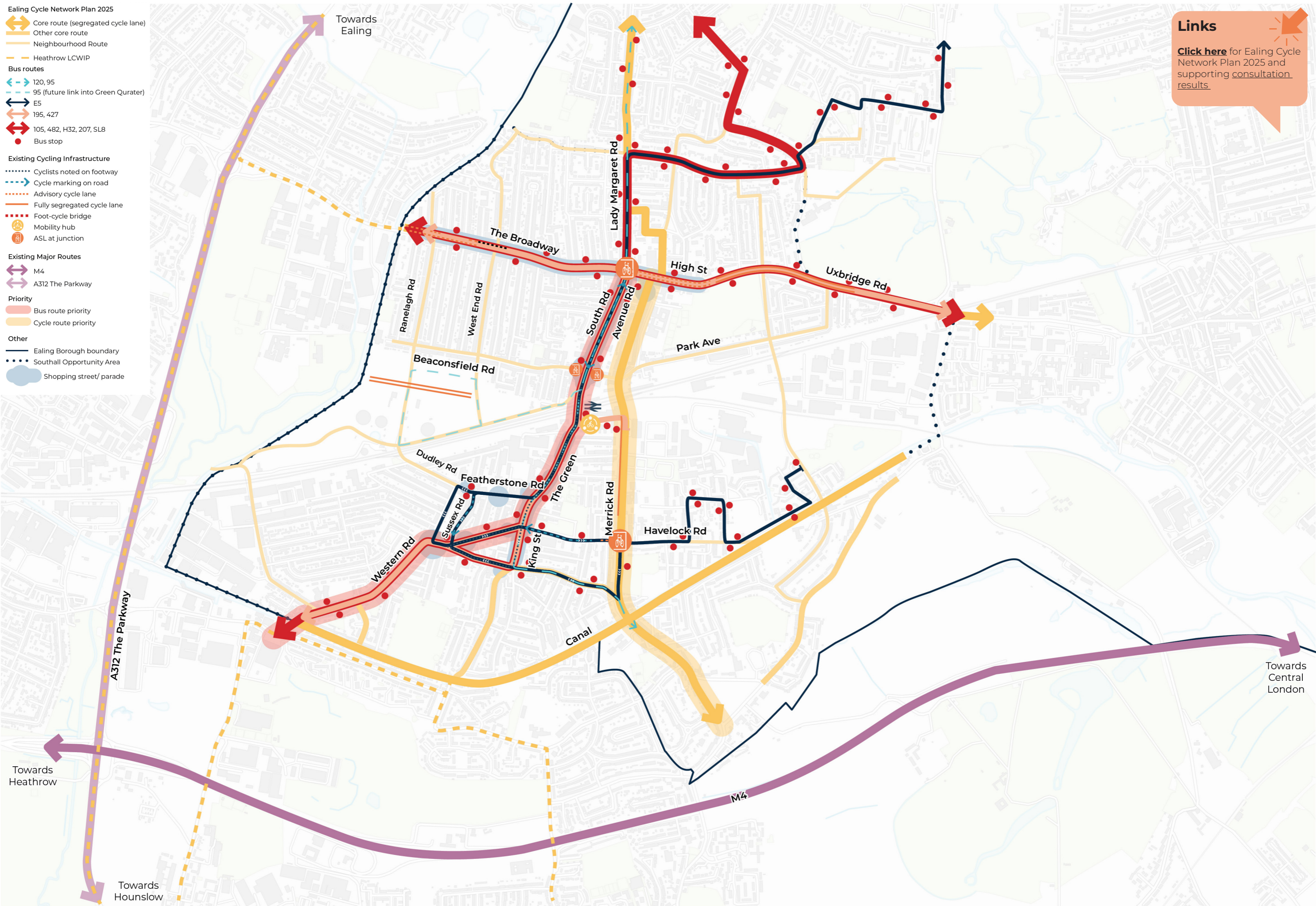
- The initial four corridors identified in Get Southall Moving engagement were narrowed to two priority routes, Western Road to Lady Margaret Road (Route 1) and Merrick Road to Avenue Road (Route 2). These correspond to the priorities set out in the ELP 2025 and ECNP 2025.
- The key areas for improvement remain relevant, improved junctions, wider footpaths, tree planting and greening and improved signage, reflecting various feedback received from the residents to date. (GSM boards, Your voice, your town
- Majority of healthcare services, schools and places of worships are near the new two priority routes.



- Ealing Cycle Network Plan 2025**
- Core route (segregated cycle lane)
- Other core route
- Neighbourhood Route
- Heathrow LCWIP
- Bus routes**
- 120, 95
- 95 (future link into Green Quarter)
- E5
- 195, 427
- 105, 482, H32, 207, SL8
- Bus stop
- Existing Cycling Infrastructure**
- Cyclists noted on footway
- Cycle marking on road
- Advisory cycle lane
- Fully segregated cycle lane
- Foot-cycle bridge
- Mobility hub
- ASL at junction
- Existing Major Routes**
- M4
- A312 The Parkway
- Priority**
- Bus route priority
- Cycle route priority
- Other**
- Ealing Borough boundary
- Southall Opportunity Area
- Shopping street/ parade

Links

[Click here](#) for Ealing Cycle Network Plan 2025 and supporting consultation results.



Cycling and Public Transport

Cycling

- TfL identifies Southall as having high potential for mode shift to cycling, requiring more infrastructure to achieve higher Healthy Streets outcomes (London Plan 2021).
- Local priorities from engagement:



- Only 2–3% of Ealing residents currently cycle regularly.

Public transport

- Mayor’s Transport Strategy (2018) notes Route 1 and The Broadway as among the busiest bus corridors in Greater London.
- LIP objectives are supported by four core transport principles.



- A. Improve health and well-being
- B. Improve the Borough’s air quality, and other environmental enhancements
- C. Provide a more efficient and safe transport network
- D. Support good growth, and enhance the vibrancy and robustness of the Borough’s economy

Challenges

- Dispersed bus network except along heavily used Route 1.
- Railway causes severance north–south, with congestion focused on South Road bridge; other crossings need improvement.
- High car ownership and low incomes limit viability of car club provision.

Opportunities

- Extend impact of Let’s Go Southall behaviour change programme to embed active travel habits.
- Align GSM delivery with resident priorities: connect key destinations, complete missing links, and upgrade popular routes.
- Shift core north–south cycle route from Route 1 to parallel Route 2 to enable segregated lanes without bus conflict.
- Heathrow Local Cycling and Walking Infrastructure Plan (LCWIP) highlights high-priority “Southall Spoke” for cycling access to Heathrow, boosting public transport accessibility levels (PTAL).

Links

[Click here](#) for Ealing Cycle Network Plan 2025 and supporting consultation results.

LIP (2019-2022)



- Get Southall Moving (GSM)**
£8.69M by
- Route 1**
Lady Margaret Rd - Western Rd
Priority: Bus route and pedestrian improvements
- Route 2**
Avenue Rd - Merrick Rd
Priority: Cycle route and other active travel and public realm improvements
- Revised GQ Planning Application**
£4.2M by
Public realm improvements
- Destination Southall**
Visitor Experience, Place Promotion, Facilities and Infrastructure
£300k by April 2026
Public realm improvements

- Types of intervention/ improvement**
- Footway improvement/ resurfacing
 - Minor footway improvements
 - Carriageway improvement/resurfacing
 - Removal/ review of parking/ loading bays
 - Bus and cycle lane only
 - Junction improvement
 - Signalised junction
 - New Pedestrian crossing
 - Side roads raised entry/ crossing
 - New Advanced Stop Line (ASL)
 - Public realm improvement
 - New planting
 - Art
- Other**
- Ealing Borough boundary
 - Southall Opportunity Area
 - Shopping street/ parade



Revised Green Quarter Planning Application £4.2M

West End Rd, Trinity Rd, Ranelagh Rd

West End Road: FW renewal (both sides)
Trinity Road: FW renewal (both sides) + CW resurfacing + humps
Ranelagh Road: FW renewal (west side)

South Rd, Park Ave up to St Joseph's Dr

Provide new ped crossing facility (signalised)
Enhance existing pedestrian crossing
ASL/ Adv cycle release signal, 5 cycle parking stands

South Rd

Park Ave up to Hambrough Primary School
Upgrade both Footways, quality paving
C/Way surfacing, F/Way incl bus stops/ school entrance

Beaconsfield Rd and Park Ave (South Rd to Avenue Rd)

Beaconsfield/South/Park junction: ASL/ early cycle release, raised side entry table, guardrail assessment
Western end to Lewis Road: CW resurfacing
Western end to Hanson Gdns: FW resurfacing
Townsend, Woodlands, Hamborough, Randolph, Hanson, Lewis, Grange Road: side road raised entry treatment

South Rd Bridge

Improve appearance: paint bridge structure; replace guardrail; planters; art commission; cycle stands
Repave both FWay, C/Way resurfacing, Wayfinding

Streets linking to Dudley Rd Underpass: Dudley Rd, Featherstone Rd, Sussex Rd

Underpass to Sussex Rd: FW flag paving (190LM), SUDS, c/stands or c/hanger at shops
Sussex Road to Western Rd: raised table jw Dudley, contraflow cycles, c/stands or c/hanger at shops, new trees
Featherstone Road to Western Rd: minor FW improvements
Featherstone Road link to King Street/The Green: FW renewal

Get Southall Moving (GSM) £8.69M

Route 1: Lady Margaret Rd - Western Rd

South Rd Bridge

Southbound bus stop moved to by the Station = widened footpath where the previous southbound bus stop is.
Northbound bus stop opposite Station entrance, just before the road widens. This provides immediate access to Station. Likely result of a bus stop with a cage up to 36m long is to move the pedestrian crossing further south, possibly just north of the Merrick Road/South Road junction.
Two lanes northbound. However, too narrow to have one of these as a bus lane (minimum 3.2m), as road width is only 8.7m across all three lanes.
Modelling required, can build on previous AECOM modelling from 2017.

Western Rd (Brent Rd to King St)

Removal of car parking bays wherever possible; review of waiting & loading restrictions; footway de-cluttering. (key bus and active travel corridor through Southall)
Develop option with less loss of parking

Western Rd/ King St Junction

Deliver ASLs; simplified signalling dependent on King Street proposals. Proposals to include additional facilities to improve cycling safety and priority

King St south of Western Rd/Guru Nanak Rd Junction

Improving walking conditions; bus and cycle only northbound (a ban only for general traffic).
TFL to assess impact of southbound traffic only, impact on the diversion of the 120 bus.
Add in loading pads so that southbound traffic can pass by without being blocked.

The Green

Improve pedestrian/ cycle environment.
Discussion concluded likely minimal impact on bus times for 150m section of northbound bus lane (featherstone Rd to War Memorial)

and may cause delay on other parts of the network, to be confirmed by modelling.
Rationalisation of parking suggested e.g. switching two bays on eastern side of King Street to western side by Featherstone Road.
Narrowing of crossing on Featherstone Road

The Green/ South Rd/ Merrick Rd Junction

Indicative modelling has estimated that signals would not result in additional congestion compared to current situation.
Alternative is to improve (mini) roundabout with pedestrian crossings on all arms.
Need to futureproof roundabout for swept paths of electric buses.
Opportunity to link in (footway) improvements here with local developments in the area e.g. redevelopment of 13-19 The Green.

Route 2: Avenue Rd - Merrick Rd

Merrick Road (Norwood Rd to Guru Nanak Rd and Guru Nanak Rd to Bridge Road Roundabout)

Shared cycle and pedestrian path along west side of Merrick Road. Enhance attractiveness: Widen/ resurface cycle pedestrian path.
Enhance safety: vegetation clearance and lighting.

Avenue Rd

Rationalisation of (unregulated) parking to create more space for walking, wheeling and cycling. to provide better connection between the foot-cycle bridge and Uxbridge Rd
Footway and carriageway resurfacing.

Walking & Cycling Bridge over railway.

Introduce lifts at pedestrian/ cycle bridge.
Inclusive connection to key trip attractors and cycle access to pedestrian/ cycle bridge, encouraging active travel rather than short car trips over South Road bridge.

A3005/ Merrick Road/ Healum Avenue Junction

Signalisation of roundabout. Improved walking & cycling crossings (improving access to the foot-cycle bridge) and urban greening.
Potential for bus priority to be introduced

Merrick Road/ Bridge Road Roundabout
Signalisation of roundabout. Improved pedestrian and cycle crossings along Merrick Road and to/ from Bridge Road. Potential for bus priority to be introduced, mitigating for bus journey time increases on South Road associated with Green Quarter.

Merrick Road (Norwood Rd to Guru Nanak Rd)
Wider footways/ narrow crossings encourage walking trips through junction. Toucan crossing over Guru Nanak Road creates safe/ attractive cycle route.
Safety improvement through better lighting and improved public realm.

Destination Southall Visitor Experience, Place Promotion, Facilities and Infrastructure £300k

Southall Station Bridge (Western side) + Junction of Seva Dr and South Rd + Mound at The Green/South Road/Merrick Road roundabout

Public art installations (e.g. sculptures, murals, illuminated buildings), Bespoke wayfinding (e.g. pavement inlays, signage, Cultural storytelling through design (e.g. music, migration, industry themes)

1. The Dominion Centre and Southall Library (Theme: Heritage)
2. Glade Lane Park (Havelock/Top Locks) (Theme: Future vision)
3. Merrick d Foot Bridge or Merrick Rd vegetation (Theme: Migration)
4. Southall Train Station Bridge (Theme: Migration & Future Vision)
5. The Boradway, central islands opposite Jas musicals (Theme: Resurgence of Creative community & Heritage)
6. Spencer Street Park (Theme – Resurgence of Creative community)

GSM projects and their interdependencies

Delivering change in Southall requires more than a collection of isolated interventions. The Get Southall Moving (GSM) programme is grounded in the understanding that projects across transport, public realm, and regeneration are interdependent — geographically, temporally, and operationally.

This chapter outlines the key types of interdependencies within the GSM programme, and presents a strategic approach to phasing, coordination, and integration across multiple delivery streams.

1. Geographic Overlap

Several projects fall within the same corridors or junctions. For example, proposed changes on Southall Bridge affect bus priority, walking, and wheeling routes, and influence adjacent junction design.

Where feasible, interventions should be coordinated to minimise disruption and maximise impact — closing an area once and delivering all layers of intervention together.

2. Timing and Delivery Phasing

Project delivery should align with other planned works, such as resurfacing or utility maintenance. This approach allows enhancements to be bundled with routine works, ensuring cost-efficiency and design consistency.

Funding sources and cycles, such as those linked to the Alternative Mitigation Measures (AMM) programme (e.g. April 2027 deadline), also create timing pressures. Phasing strategies must be responsive to these frameworks while retaining focus on GSM priorities.

3. Policy and Strategy Alignment

GSM operates within a wider policy

ecosystem. Interdependencies exist with:

- TfL's Bus Priority Strategy and signal modelling requirements
- Ealing's Climate Resilience, Freight, Lighting, and Parking strategies
- Planning policies and Local Plan allocations
- The Connected Communities and Destination Southall regeneration programmes

Integration across these policies ensures that design decisions contribute to broader place-shaping and environmental outcomes.

The complexity of Southall's urban fabric demands a coordinated and layered approach. Recognising interdependencies enables the GSM programme to be greater than the sum of its parts — ensuring that transport, regeneration, and public realm improvements support each other and deliver lasting change.

Summary of main trends

Improving current and unlocking further North-South connections is vital in supporting the growth in Southall and transforming how people move through and experience the town. Improvements to key junctions can further unlock the delivery of active travel measures, which in turn, coupled with improved public realm can help preserve Southall's rich heritage of local shopping parades....

Spatial opportunitites and constraints

Constraints

Some of the spatial challenges include:

- South Road bridge, which is the most important North-South connection but cannot be structurally altered
- Legal constraints in land ownership on Avenue Road may delay redesign of this street as a core cycle route
- Pressures on Havelock Road due to vehicular one way in and out and completion of the upcoming development phases

- Increase in car-free developments may displace car parking in the area

Other constraints include pace the pace of shift to active travel through Southall. Understanding who are the key stakeholders and community leaders is vital to ensure the engagement is meaningful and enable the residents to understand and support the objectives for their town. For example, behavioural change of businesses following waste management strategy would have a substantial effect on how people experience the streets of Southall.

Identifying Gaps and Opportunities

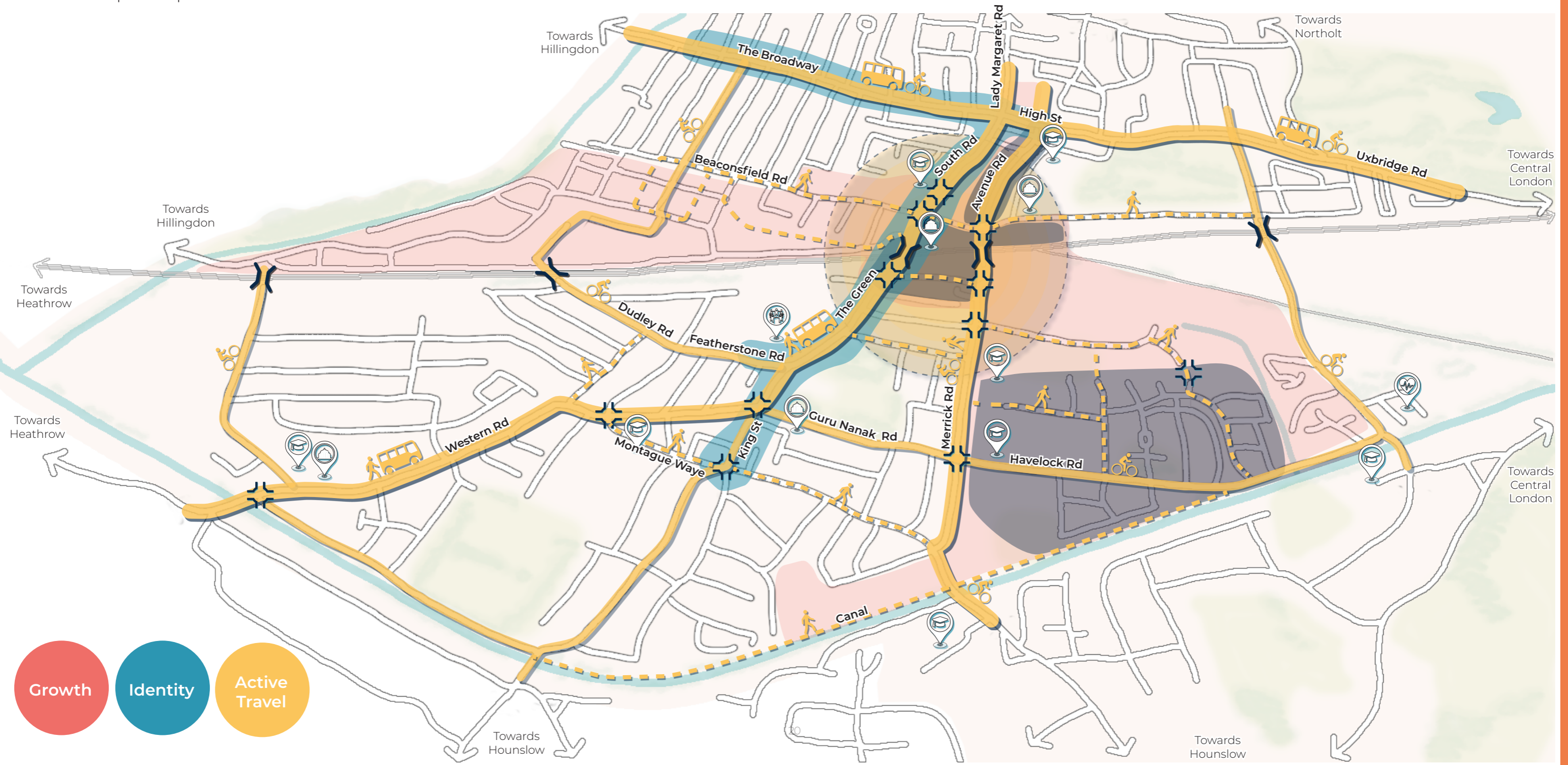
The process has also identified spatial and thematic gaps that should be addressed to enable delivery across the network.

These include:

- Missing active travel connections (e.g. between Green Quarter and Dudley Road)
- Key junctions requiring signalisation to support bus reliability and safer crossings

- Underpasses and severance points lacking safety or lighting improvements
- Potential maintenance works that could be upgraded into GSM-aligned schemes

Such gaps are being mapped and summarised as part of the delivery plan, highlighting where small interventions could unlock wider benefits.



Growth
Identity
Active Travel

Strategic Vision and Principles

Vision

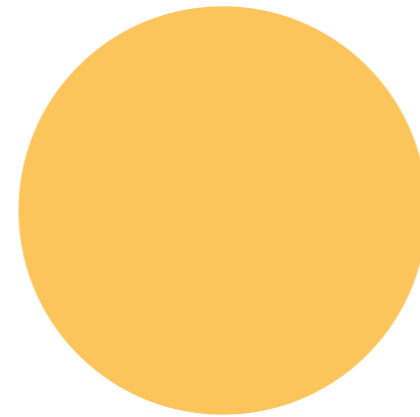
Get Southall Moving seeks to enable a healthier, more connected, and more inclusive Southall by transforming how people move through and experience the area.

The project aims to create safe, accessible, and attractive streets and public spaces that support everyday walking, wheeling, and cycling for all, reduce reliance on cars, and enhance the quality of life for residents, workers, and visitors.

GSM will support a thriving Southall by making sustainable travel the easy choice—strengthening connections to jobs, services, and green spaces, improving air quality and safety, and fostering a strong sense of community belonging and pride.

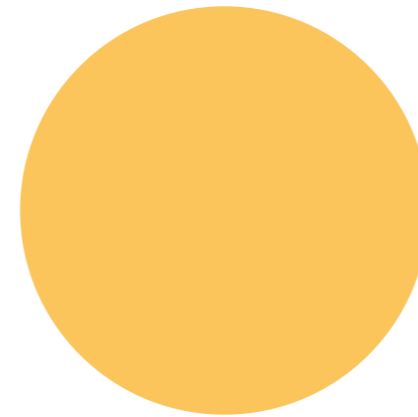
Principles

The following principles guide the development and delivery of the Get Southall Moving programme:



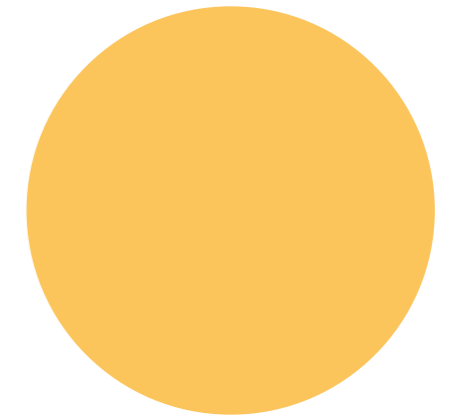
2. Enable Safe, Inclusive, and Accessible Streets

Create environments where everyone—regardless of age, gender, ability, or background—can travel safely and confidently. Improve street lighting, reduce road danger, and design for accessibility and mobility justice.



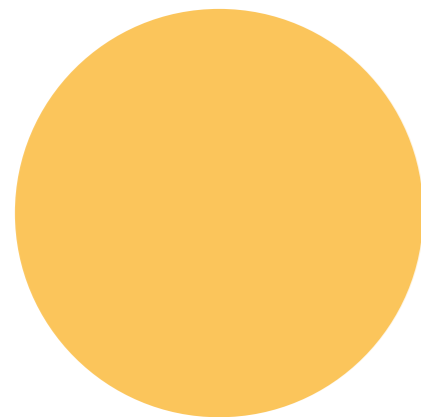
3. Support Health and Wellbeing

Promote active lifestyles through design that encourages movement and social interaction. Reduce air and noise pollution by limiting the dominance of private vehicles and enhancing the green infrastructure.



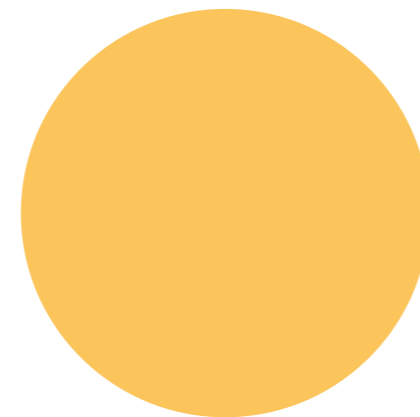
4. Connect Communities and Destinations

Improve links between neighbourhoods, schools, parks, town centres, transport hubs, and key services. Ensure that movement networks support local economies and community cohesion.



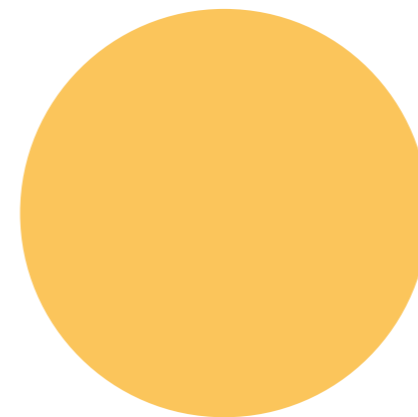
1. Prioritise Active and Sustainable Travel

Redesign streets and spaces to encourage walking, cycling, wheeling, and public transport as the first choice for local journeys—particularly for short trips and school, work, and shopping travel.



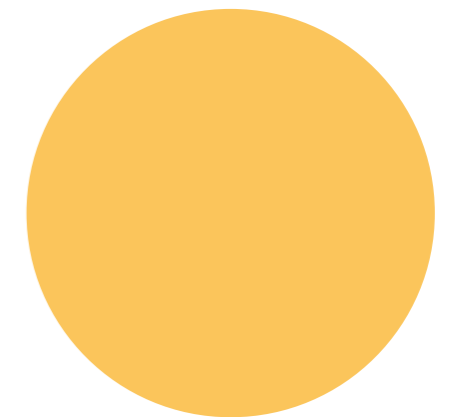
5. Deliver Equitable Change

Recognise and address existing inequalities in transport access and public realm quality. Ensure that interventions benefit those who need them most, and that changes are shaped by local needs and experiences.



6. Design for Climate Resilience

Promote climate action by reducing carbon emissions, improving climate resilience through SuDS and urban greening, and ensuring future adaptability in the face of environmental and social change.



7. Coordinate and Align with Ongoing Initiatives

Build on and integrate existing investments, strategies, and community efforts across the borough. Maximise the impact of GSM by identifying interdependencies and aligning with other programmes and stakeholders.



Principles for engagement

Engagement lies at the heart of the Get Southall Moving (GSM) programme. From the outset, the programme has aimed to be shaped with, not just for, the local community — ensuring that proposals reflect Southall’s needs, values, and diversity.

This chapter summarises the engagement activities to date and sets out the strategy that will guide ongoing community involvement.

Engagement to Date

Between 2022 and 2023, Ealing Council undertook two stages of public engagement:

- **Stage 1 (Dec 2022 – Jan 2023):** Focused on understanding how people travel and what changes they want. Over 350 survey responses and five workshops were held
- **Stage 2 (May – June 2023):** Gathered feedback on proposed improvements to walking, cycling, public realm, and traffic. Over 500 surveys and 11 events were delivered, including walking tours, business visits, faith group sessions, and a co-design workshop.

Key feedback themes included:

- Support for wider pavements, better lighting, and greenery
- Mixed views on cycle lanes and concerns about parking loss
- A strong desire for better communication and transparency

Strategic Engagement Framework

In 2025, Ealing adopted a new Engagement Framework to embed community involvement throughout the project lifecycle. Its aims are to build trust, improve transparency, and ensure local voices influence decisions.

Key principles include:

- Inclusive communication, with translated and visual materials
- Face-to-face engagement at community and faith events
- School and youth involvement
- Establishing a Community Advisory Group to support ongoing dialogue

Engagement is structured across four stages:

1. Early engagement and relationship building
2. Statutory consultation and scheme development
3. Communication during construction
4. Post-completion feedback and evaluation

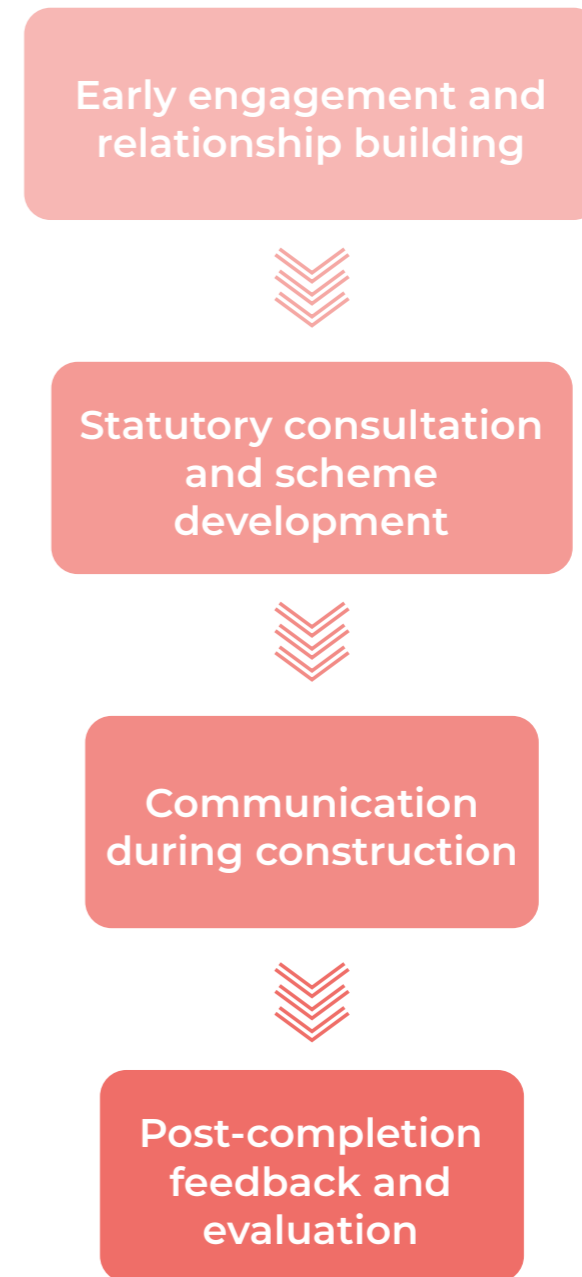
Messaging focuses on empowering choice, promoting health and safety (especially for children), and celebrating Southall as a cultural destination.

Next Steps

The GSM website and Commonplace platform will serve as central engagement hubs. Engagement will continue through targeted outreach, school programmes, accessible materials, and feedback mechanisms that show how community input shapes outcomes.

Conclusion

A successful transport and public realm strategy for Southall must be co-created. By building on extensive prior engagement and applying a structured, inclusive framework going forward, the GSM programme aims to deliver not just physical change, but a stronger, more connected Southall.



Baseline data plan

This plan outlines the data collection process for GSM, which will form the basis for future monitoring and evaluation. It is being coordinated by Project Centre Limited (PCL) and is structured in three phases:

Phase One – Wider area data collection

Focuses on areas identified by Ealing Council and partner consultants. Survey specifications are being finalised and issued to survey companies. Data to be collected includes:

- Automatic Traffic Counts (ATCs)
- Junction Turning Counts (JTCs)

- Pedestrian counts
- Cycle counts
- Parking beat surveys
- Cycle occupancy surveys

Phase Two – Site-specific and time-sensitive data

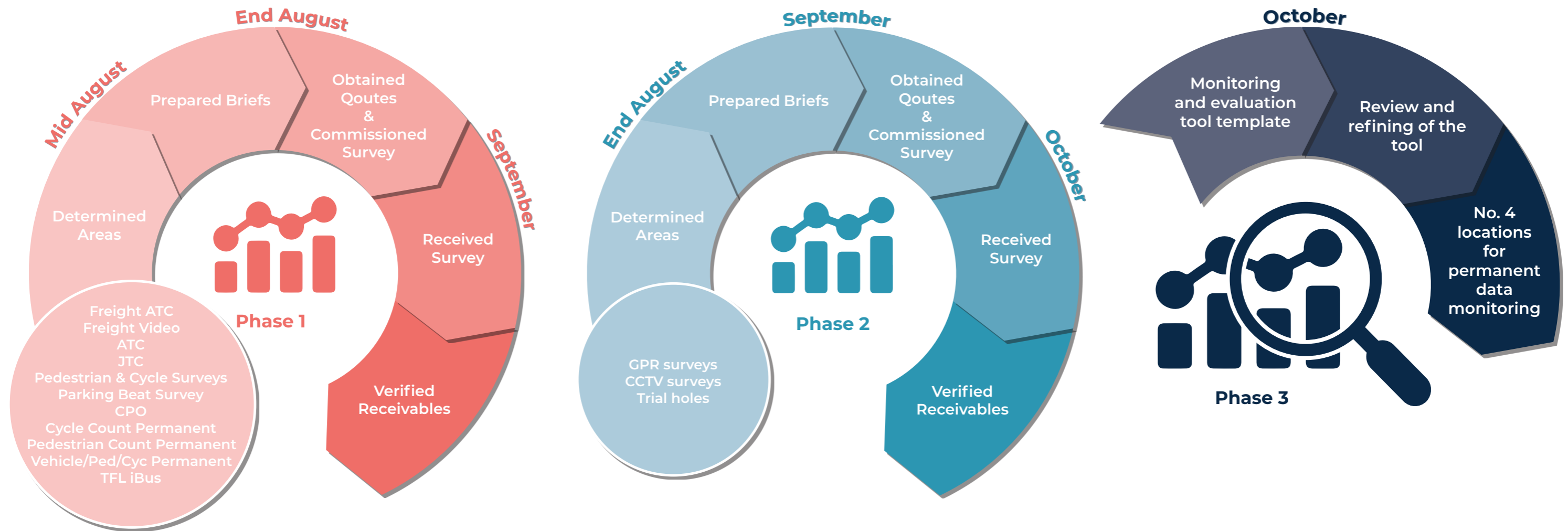
Based on requests from GSM consultants (GHD, Metis, and PCL) at any stage of the RIBA design process. Data types include:

- Ground Penetrating Radar (GPR) surveys
- CCTV surveys
- Trial holes

Phase Three – Data monitoring tool

PCL will develop a centralised monitoring tool for the London Borough of Ealing to support ongoing evaluation of GSM schemes.

This phased approach ensures that design and delivery decisions are grounded in robust, location-specific evidence, while creating a long-term framework to measure progress towards GSM's active travel, health, and public realm goals.



Budget and funding sources

Funding sources

GLA Housing Zone Fund, UK Shared Prosperity Fund (UKSPF), S106...

Get Southall Moving

97. The **Get Southall Moving (GSM)** programme for 2025/26 will consist of multiple workstreams, as it moves away from specific delivery of measures relating to the Green Quarter, and towards a much wider longer-term programme of transport and highways investment for Southall. This aligns with wider work across the council to plan and invest in infrastructure to support Southall's rapid growth over the lifetime of the Local Plan.

26

98. The bulk of the funding for 2025/26 is £8.6m funding from the GLA Housing Zone fund (GLA / TfL / Developer), for Alternative Mitigation Measures (AMM) to be delivered instead of widening the South Road bridge. This spending was originally approved for 2024/25, but delivery was delayed due to developer negotiations over the scope of the programme. The schemes are being agreed between the council, GLA and Berkeley, with TfL as a key stakeholder, given the need to ensure adequate bus priority provision.

99. The overall Get Southall Moving programme comprises various schemes aiming to encourage walking, cycling and public transport use, while improving safety and the public realm. Extensive public consultation was carried out on four key corridors in 2023, with the schemes consulted on either able to be delivered relatively swiftly in 2025/26, or requiring further engagement if the scope has since changed. Works on and around those corridors (excluding those which will be covered through the AMM schemes) include:

Works Complete:

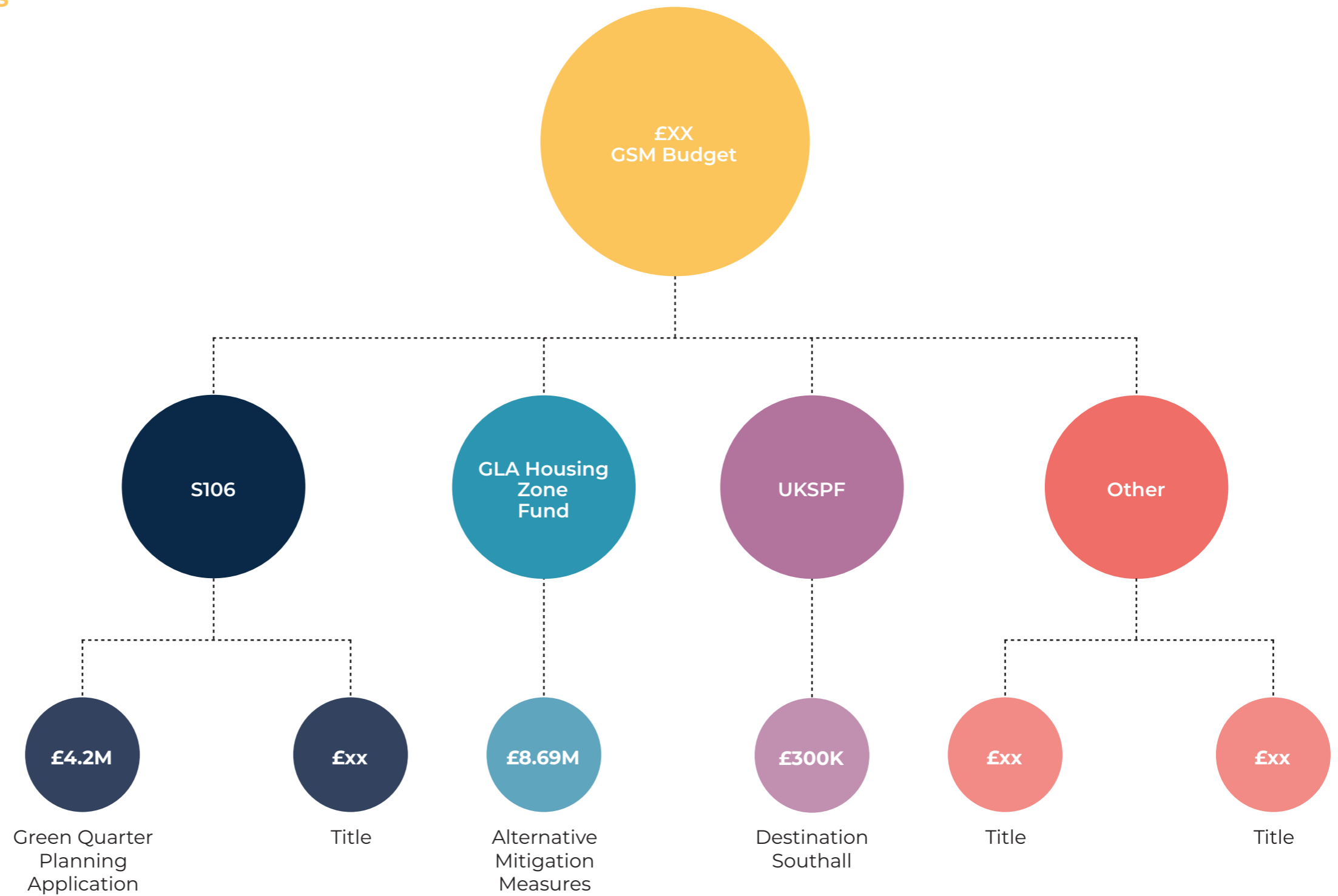
- Merrick Road cycle hub, opened in November 2024
- Merrick Road initial safety measures to address anti-social behaviour
- New link path to the Tentelow Lane and Norwood Road zebra crossing, completed December 2024

Works Currently on Site:

- Improvements along Merrick Road and Church Path, between the junctions of Norwood Road and Kingston Close, to widen and renew footways and cycleways, and upgrade street lighting

Proposed Works:

- A new safer crossing point to the canal towpath at Bankside
- New swales for Norwood Green Play Park, to address saturated ground conditions
- Design work for Avenue Road aims for better footways and street lighting, new cycle route with more green space, including a raingarden. It will also include new zebra crossings
- Design work for Havelock Road aims for refreshed footway and road surfaces, improved parking layout to help tackle congestion, safer cycling facilities, better street lighting with new trees, planting and green spaces.



Timeline

A fundamental aim of GSM is to shift from delivering what is “ready to go” to prioritising interventions that best support long-term goals — even where they require more complex coordination, feasibility studies, or stakeholder alignment.

To support this, we have identified two key timelines:

1. A delivery and priority timeline mapping schemes to be delivered in the short term (this financial year) and long term (10-15years)

2. A historical timeline showing what has already been delivered to date, providing context and continuity across the programme.

These timelines help to identify overlaps, gaps, and sequencing opportunities — ensuring efforts are aligned, not duplicated or delayed.



Merrick Road

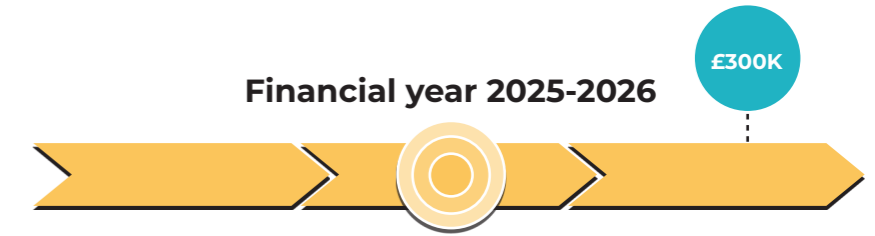
- Improvements along Merrick Road and Church Path (Norwood Road and Kingston Road) to widen and renew footways and cycleways, and upgrade street lighting
- mobility hub at junction with South Road bridge

Guru Nanak Road:

- raised crossing at junctions with Marlow Road and Victoria Road
- cycle lane extension

Bridge Road:

- new (enforceable) road marking for accessibility



South Road:

- Pedestrian crossing on South Road, outside Hamborough Primary School
- ASLs on South Road approaches at junction with Beaconsfield Road/ Park Avenue

Walking and cycling bridge over railway:

- Lift introduced at the walking and cycling bridge over

Destination Southall project

Footway improvements (pending agreement on bus priority schemes):

- South Road
- Featherstone Road



South Road Bridge:

- improve bus journey time
- relocate bus stop closer to train station

The Green/ South Road/ Merrick Road junction:

- improve bus journey time
- improve pedestrian crossing



Western Road (Brent Road to King Street):

- bus journey time
- parking/loading provision
- junctions at Featherstone Road/Montague way and at King Street
- pedestrian crossings
- pedestrian and cycling environment
- public realm

The Green (Featherstone Road to Merrick Road)

- bus journey times
- parking/loading provision
- public realm
- junction at South Road/Merrick Road



Avenue Road:

- pedestrian and cycling environment

A3005/ Merrick Road/ Healum Avenue junction:

- junction
- pedestrian and cycling crossing
- greening

Merrick Road:

- junctions at Havelock Road/Guru Nanak Road and at Bridge Road
- pedestrian and cycling environment



Timeline

A fundamental aim of GSM is to shift from delivering what is “ready to go” to prioritising interventions that best support long-term goals — even where they require more complex coordination, feasibility studies, or stakeholder alignment.

To support this, we have compiled:

1. An “already delivered” list showcasing completed schemes to date, providing context, evidence of progress, and a baseline for the next stages of work.
2. A delivery and priority timeline mapping schemes scheduled for the short term (this financial year), medium term (over the next X–Y years), and long term (Y–Z years).

These timeline should help to address the overlaps, gaps, and sequencing opportunities — ensuring efforts are aligned, not duplicated or delayed.

Delivered to date

Merrick Road

- Improvements along Merrick Road and Church Path (Norwood Road and Kingston Road) to widen and renew footways and cycleways, and upgrade street lighting
- mobility hub at junction with South Road bridge

Guru Nanak Road:

- raised crossing at junctions with Marlow Road and Victoria Road
- cycle lane extension

Bridge Road:

- new (enforceable) road marking for accessibility



South Road:

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South Road Bridge:

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The Green/ South Road/ Merrick Road junction:

- improve bus journey time
- improve pedestrian crossing

Western Road (Brent Road to King Street):

- bus journey time
- parking/loading provision
- junctions at Featherstone Road/ Montague Way and at King Street
- pedestrian crossings
- pedestrian and cycling environment
- public realm

The Green (Featherstone Road to Merrick Road)

- bus journey times
- parking/loading provision
- public realm
- junction at South Road/Merrick Road

Avenue Road:

- pedestrian and cycling environment

A3005/ Merrick Road/ Healum Avenue junction:

- junction
- pedestrian and cycling crossing
- greening

Merrick Road:

- junctions at Havelock Road/Guru Nanak Road and at Bridge Road
- pedestrian and cycling environment



Key priorities and critical aspects of the scheme Matrix Option 1

Projects	Budget Is the budget secured?	Approval Are all approvals signed off?	Data Is all the data collected?	Risk Is associated risk dealt with?	Desgin Is the design ready?	Delivery Is the delivery straightforward?	Alignment Are the departments coordinated?	Total score
Project Name 1								
Project Name 2								
Project Name 3								

Score

- 1
No
- 2
Somewhat
- 3
Yes



Key priorities and critical aspects of the scheme Matrix Option 2

Score	Project name 1	Project name 2	Project name 3
1 No			
2 Somewhat			
3 Yes			
Budget Is the budget secured?			
Approval Are all approvals signed off?			
Data Is all the data/modelling collected?			
Risk Is associated risk dealt with?			
Design Is the design ready?			
Delivery Is the delivery straightforward?			
Alignment Are the departments coordinated?			
Total score			

