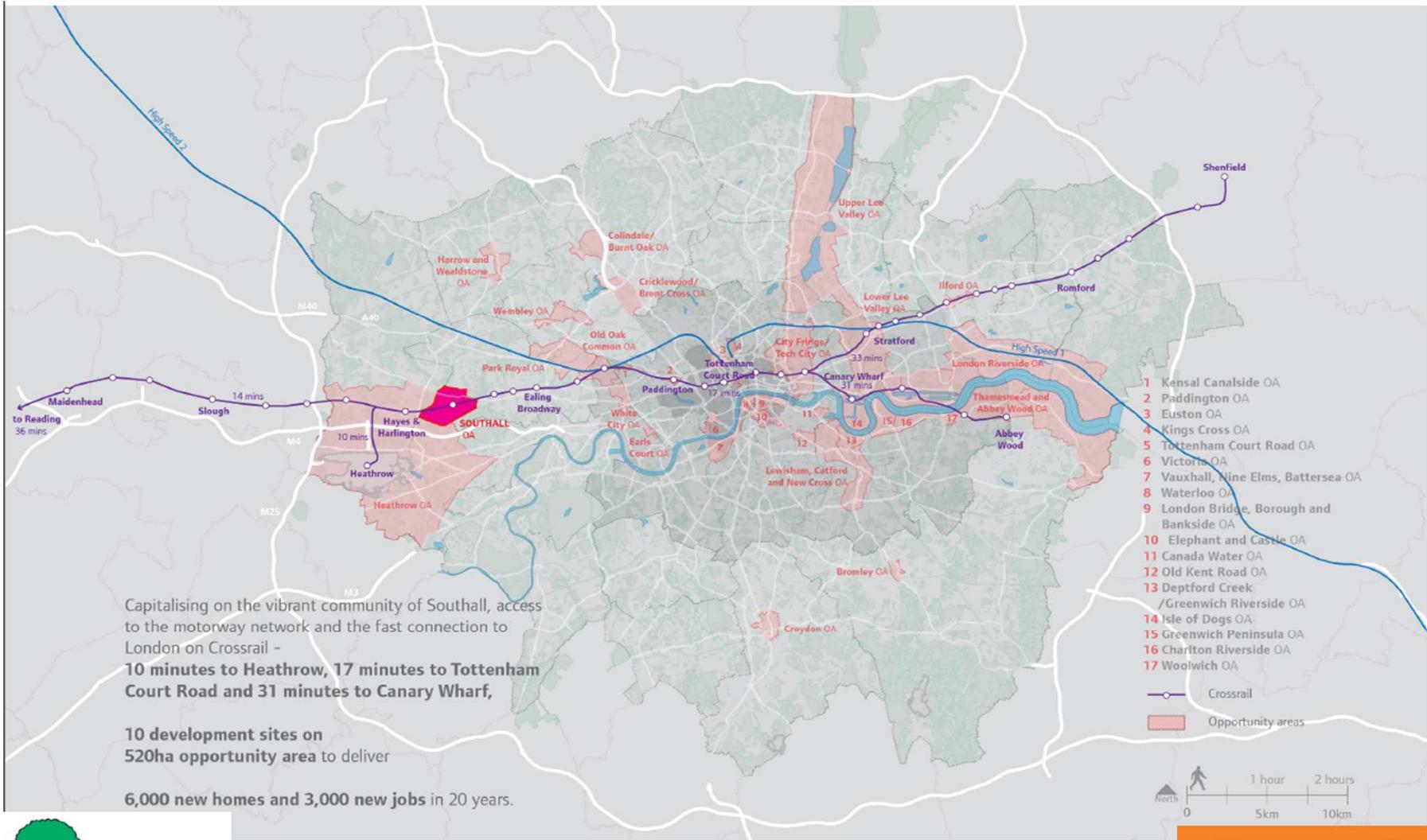


**London Councils Event
Infrastructure Planning in Opportunity Areas
Tuesday 3 November 2015**

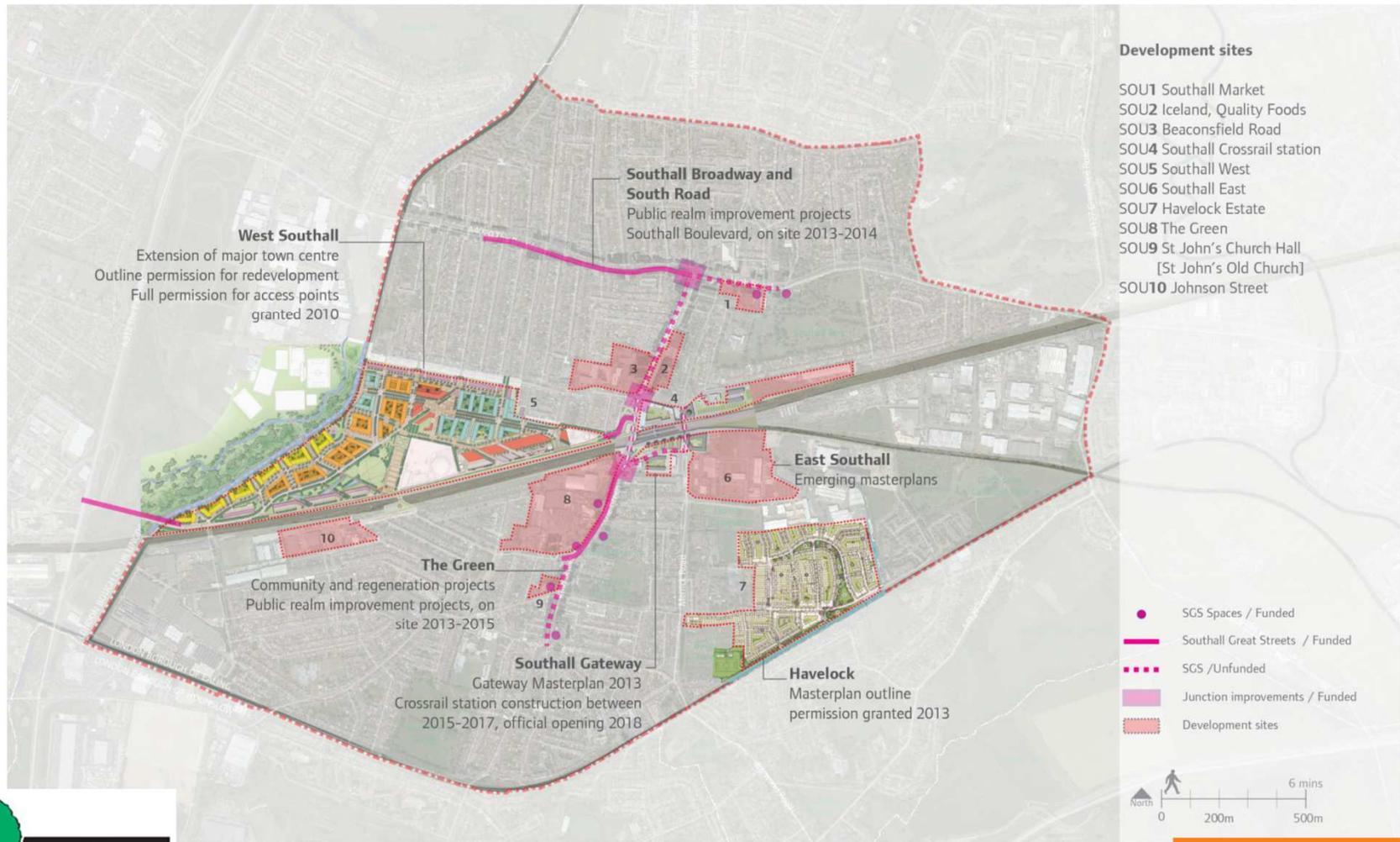
Southall Opportunity Area The Role of Transport Infrastructure in the Southall OAPF

**Cllr Julian Bell – Leader of Ealing Council
Lucy Taylor – Director of Regeneration and Planning**

Southall – A London Opportunity



Southall - Extensive Development Opportunities

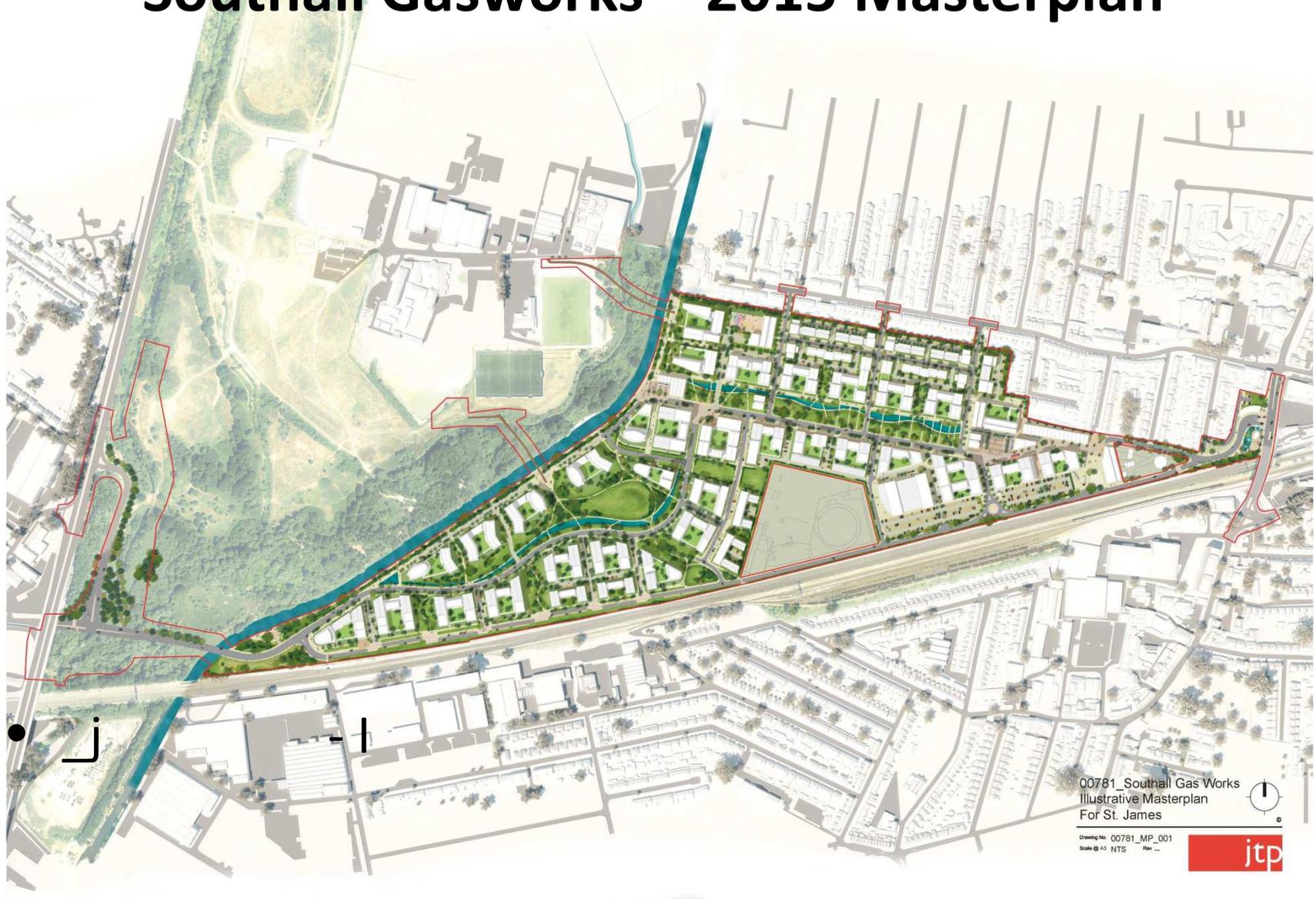


Building balanced communities

At least 6,000 (net) new homes over the next 20 years:

- Southall Gateway - 400 homes
- East Southall - 800 homes
- Havelock Estate - 230 homes
- West Southall (the Gasworks) - 3750 homes
- Southall Broadway and South Road – 350 homes
- The Green - 450 homes

Southall Gasworks – 2015 Masterplan

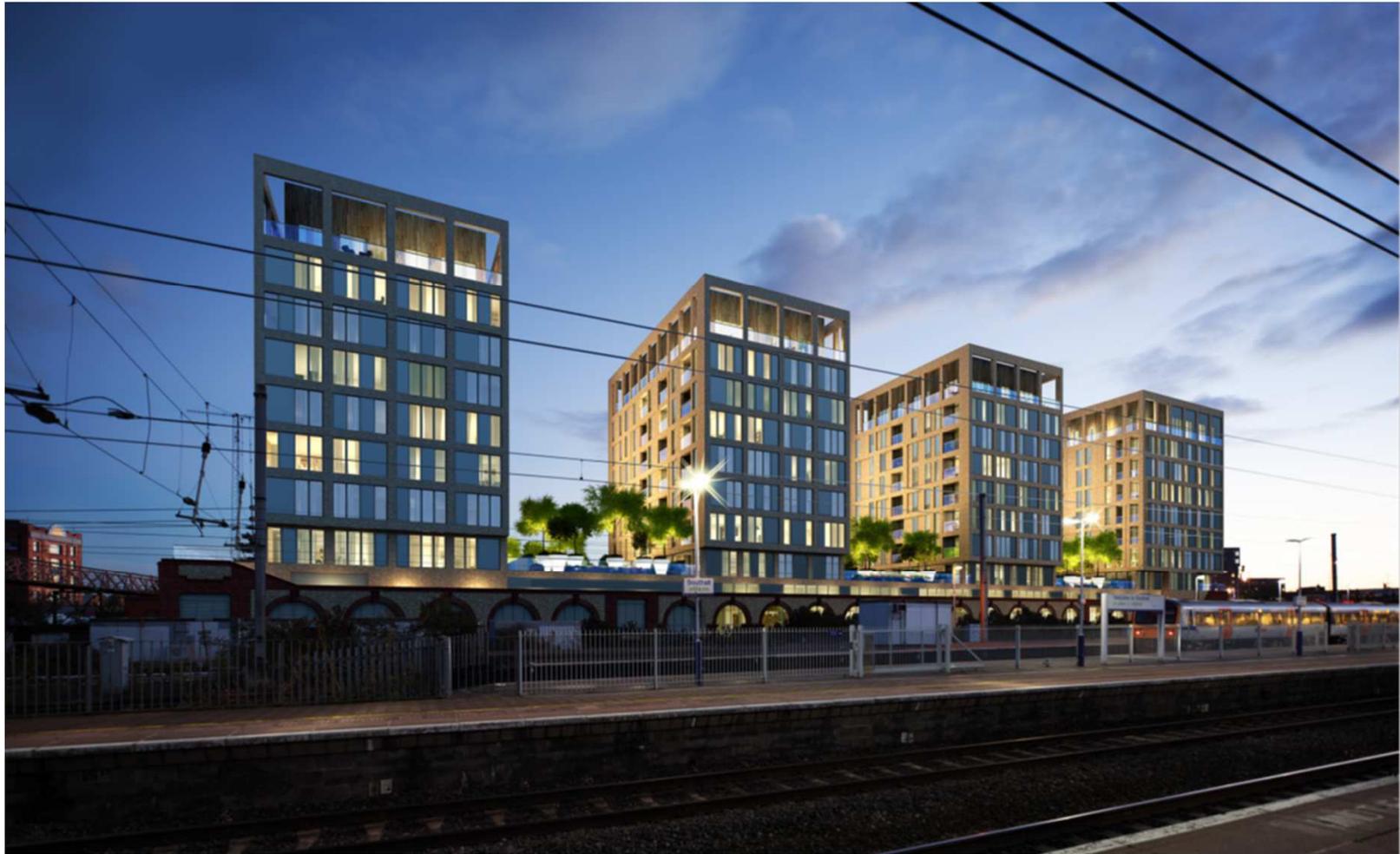


00781_Southall Gas Works
Illustrative Masterplan
For St. James

Drawing No. 00781_MP_001
Scale @ A3 NTS Rev. ...



The Arches - Southall



Southall OAPF - Objectives

- The OAPF's vision for Southall:
 - Deliver a minimum of 6,000 new homes and 3,000 new jobs in 10 new developments
 - Stitch the heart of Southall together, by developing brownfield sites around Southall Broadway station
 - Maximise the potential of Crossrail
 - New neighbourhoods on former industrial land
 - Thriving and distinctive town centres
 - Flourishing businesses and training opportunities
 - Great streets to move around and spaces to linger.

Background to the Southall OAPF

- OAPF is part of the Southall Charter and the Southall Big Plan
- The Southall Charter was adopted by Ealing Council in 2012 and is an agreement between various stakeholders, public agencies, community members and local businesses as part of the Southall Partnership.
- The Southall Charter sets out a commitment to achieve common objectives for the area. The shared vision is to ***“work together to renew pride in Southall, building on the ambition of its culturally diverse community, creating a place where the potential of all is truly realised.”***



Transport Infrastructure Challenges

- Southall Broadway and the Green – Southall's two most prominent retail destinations – severed by rail line
- Congested highway networks and hotspots e.g. Southall Broadway railway station
- Walking and cycling difficult because of physical severance of rail and road corridors
- Radical change in travel behaviour required to maximise development potential

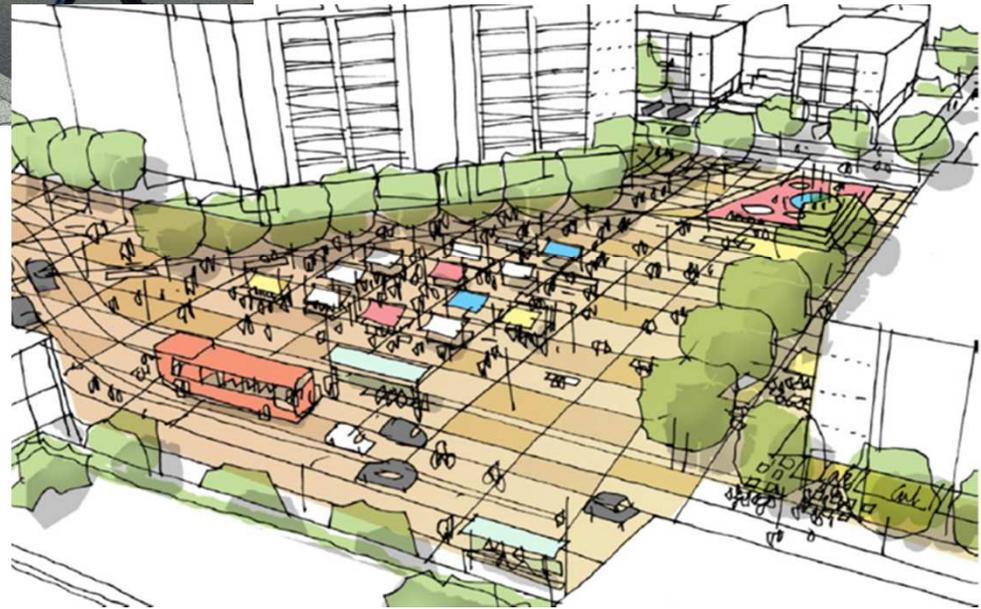
Transport Infrastructure Improvements

- South Road bridge widening
- Grand Union Avenue – new road to open up development sites.
- New Pedestrian/Cycle footbridge – will stitch together the heart of Southall - expected summer 2018
- A new eastern link road to relieve pressure on the South Road corridor
- New access to the A312 and junction improvements
- Enhanced bus services

Cycle and Pedestrian Improvements

- Aim to make walking and cycling the most attractive options
- Network of pedestrian and cycling routes to town centres and new developments
- New developments actively discourage private car use and aim to improve air quality
- Three types of cycle routes – express, direct and quiet – with Southall station, Uxbridge Road and Windmill Mill Lane Junction focus areas
- New ‘Grand Union Avenue’ to improve access to towpaths, connectivity and two new bridges over the canal

Southall Broadway Boulevard



Southall Crossrail Station – 2019



Southall Gateway

- 275 new homes
- New, improved Gurdwara and facilities
- High street along South Road
- Upgrade in public realm
- New gateway to 'new' Southall
- Pedestrian and cycle link to south of railway



Infrastructure Funding

- Transport infrastructure costs estimated at £112m.
- Sources of funding include:
 - Local Implementation Plans
 - Crossrail complementary measures
 - Local Authority Prudential borrowing
 - Business Rates Retention
 - Mayor of London's Regeneration Fund
 - GLA Housing Zone
 - New Homes Bonus
 - Local Infrastructure Fund
 - European Structural and Investment Funds
 - S106 and CIL Developer contributions.