



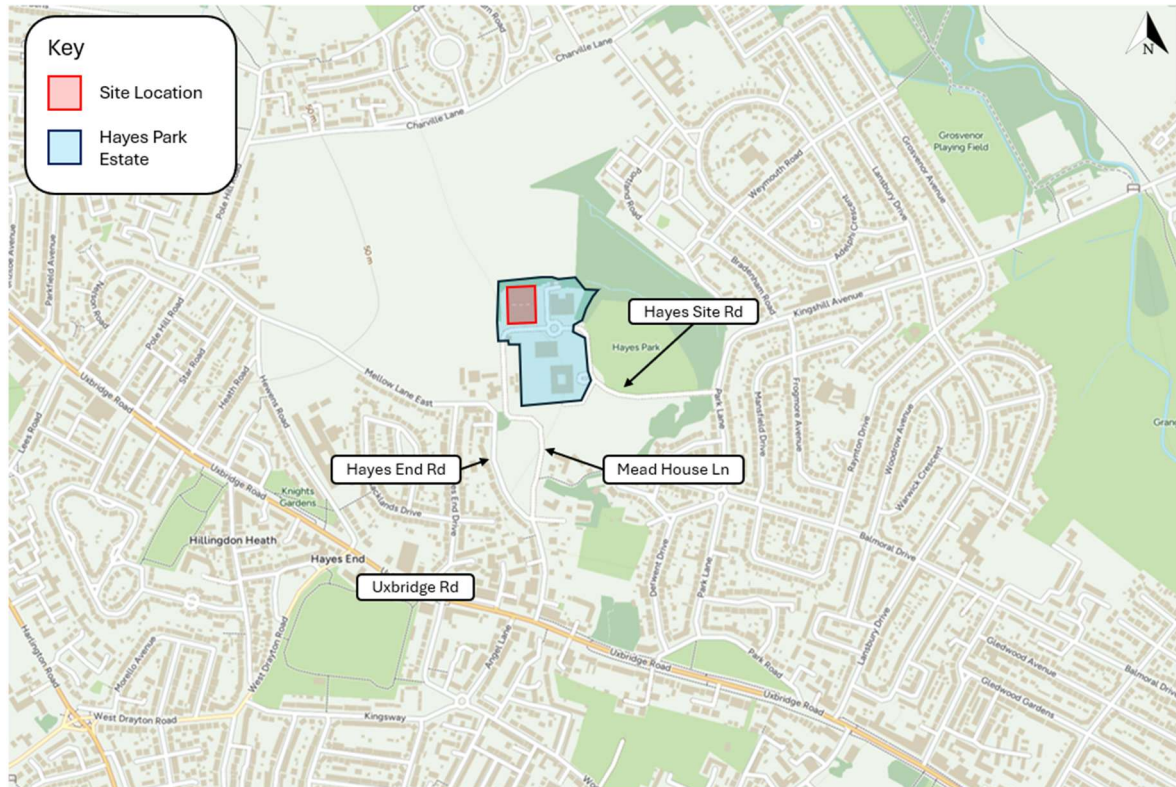
ACTIVE TRAVEL ZONE AUDIT

To: **London Borough of Hillingdon**
From: **Iceni Projects Ltd**
Date: **February 2026**
Title: **Hayes Park West – Active Travel Zone Audit**

a. Introduction

1. Iceni Projects Ltd (IPL) has been to undertake an Active Travel Zone (ATZ) assessment in response to comments made on the application from TfL and LB Hillingdon pertaining to a full planning application (ref: 12853/APP/2025/2844) submitted by Shall Do Hayes Developments Ltd (“the Applicant”) to the London Borough of Hillingdon (“the Council”) for the development at Hayes Park West, Hayes Park, Uxbridge, UB4 8FE.
2. Hayes Park West (‘the site’) is located within the Hayes Park Estate in the Charville Ward of the London Borough of Hillingdon (‘the Council’), who will be the relevant Local Planning Authority for the application. The site sits within a wider former business park known as ‘Hayes Park’ which is indicatively shown on **Figure 1**.

Figure 1 – Site Location Plan



b. Active Travel Zone Assessment

3. This note sets out a Healthy Streets Active Travel Zone (ATZ) assessment with the aim of reviewing and evaluating active travel routes associated with the development by prospective residents and visitors. Informed via a daytime and night-time Site visit, this ATZ also identifies areas for improvement along the key routes.
4. The ATZ assessment has been undertaken in accordance with the TfL's ten Healthy Streets criteria, which are clarified in **Figure 2**.

Figure 2 – Healthy Streets Criteria

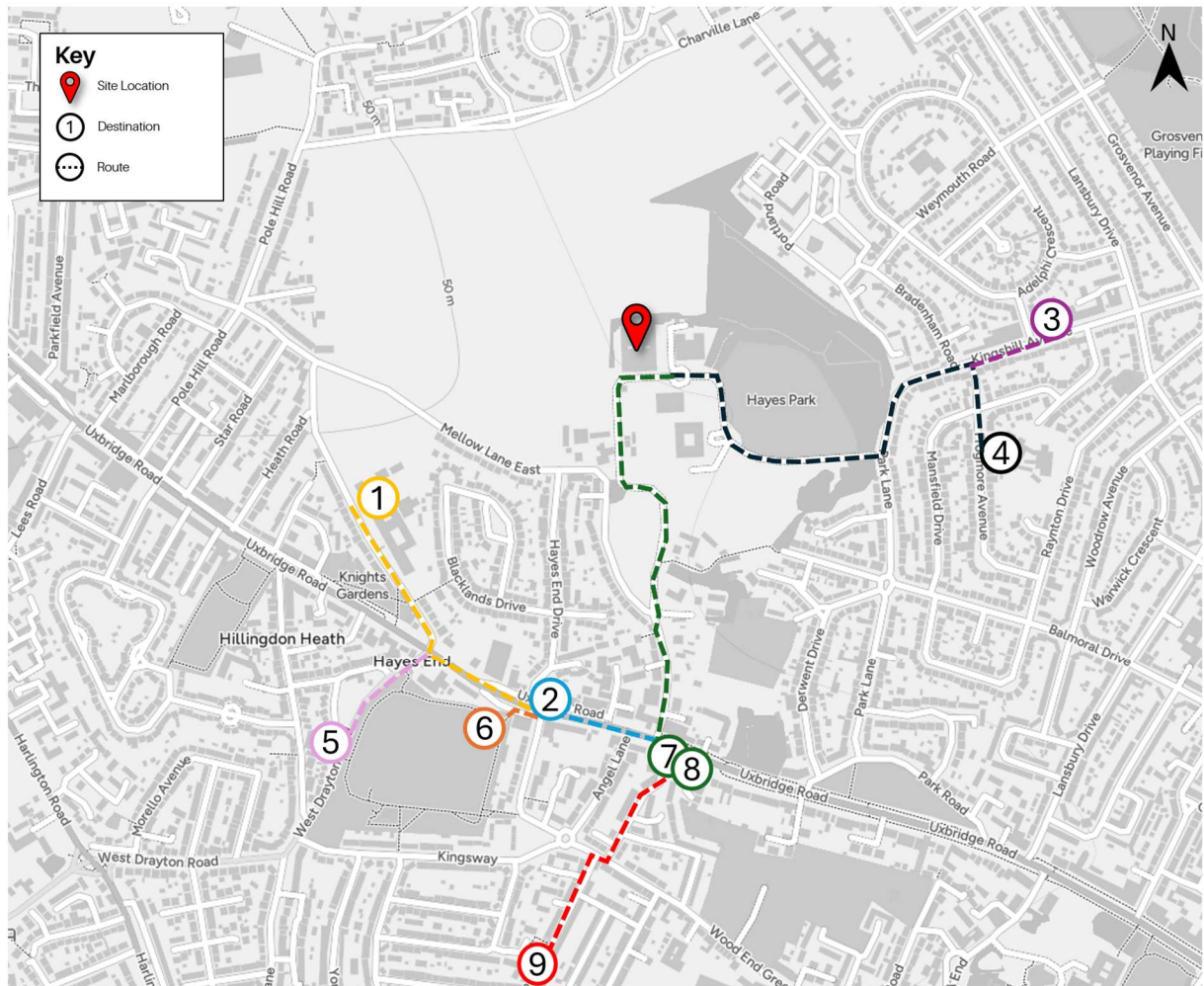


5. The following ATZ routes to and from key destinations within the local area have been identified and evaluated via both a daytime and night-time Site visit:
 - **Key Route 1:** Hewens College and Little Marvels Nursery
 - **Key Route 2:** Iceland / Cafes and Restaurants
 - **Key Route 3:** Post Office and Co-Op
 - **Key Route 4:** Hayes Park School
 - **Key Route 5:** Parkview Doctors Surgery
 - **Key Route 6:** Hayes End Community Park (Recreation Ground)

- **Key Route 7:** Hayes End Methodist Church
- **Key Route 8:** Hayes End XC and XF Bus Stops
- **Key Route 9:** Hayes and Harlington Railway Station

6. It should be noted that the routes identified are to/from the Site entrance. The above key routes are plotted in relation to the Proposed Development boundary on **Figure 3**.

Figure 3 - ATZ Identified Travel Routes



c. Route Assessment

7. An overall summary of each of the key routes and how they accord with the Healthy Streets characteristics is set out below, with further analysis relating to the areas for possible improvements provided later in this Chapter.
8. In order to evaluate the quality of routes identified with regard to Healthy Streets criteria, both a night-time visit and a day-time visit was undertaken on Wednesday 4th February 2026.
9. As a general note on air quality / clean air, this has been removed from the analysis as this was not tested on-Site as part of the audit.
10. It is worth noting that the section of carriageway routing immediately south of the Site until the junction with Hayes End Road does not benefit from footway provision and currently does not have

street lighting present. However, with the forthcoming planning applications at the entire Hayes Park Estate, this route will benefit from greater natural surveillance, due to a significant increase in people walking, cycling and driving this route, and alternative pedestrian only routes will be provided through the wider estate to take pedestrians away from the carriageway.

Key Route 1 – Hewens College

11. Overall, the route to Hewens College comprises a high-quality route with well-lit footway provision provided on both extents of the carriageway from south of the Mead House Lane/Hayes End Road junction all the way to the destination. On-road cycle routes are provided along Uxbridge Road which can encourage journeys to be made via bicycle.
12. There were no distinct issues with this route which comprised the quality of public realm with regard to the Healthy Streets criteria.

Healthy Streets Assessment – Key Route 1

Healthy Streets Criteria	Route Comments
Pedestrians from all walks of life	This route features minimal level changes, tactile paving and dropped kerbs are provided along the entirety of the route
Easy to cross	Tactile paving and dropped kerbs are provided along the entire route.
Shade and shelter	There are multiple bus stops along the route which provide shade and shelter
Places to stop and rest	There is public seating located on Uxbridge Road
Not too noisy	Aside from the section of the route along Uxbridge Road, the route did not exhibit high levels of noise
People choose to walk, cycle and use public transport	Walking and cycling are the natural choice of travel on this route due to the wide footways and numerous crossing points as well as the on-road cycle routes. Uxbridge Road has heavy vehicle traffic but this is unavoidable on a wider distributor road.
People feel safe	There was observed to be continuous street lighting and high levels of public-surveillance along the route
Things to see and do	There are a wide variety of retail uses along Uxbridge Road
People feel relaxed	Whilst the route was observed to be busy, it was not overly so

13. The route to Hewens College during the day is pictured in **Photograph 1**, with a night-time image provided in **Photograph 2**.

Photograph 1 – Day Time



Photograph 2 – Nighttime



Key Route 2 – Iceland

14. Overall, the route to Iceland comprises a high-quality well-lit route which benefits from dropped kerbs and tactile paving which also benefits from available public seating. Uxbridge Road was observed to be highly trafficked and benefits from natural surveillance.

15. There were no distinct issues with this route which comprised the quality of public realm with regard to the Healthy Streets criteria.

Healthy Streets Assessment – Key Route 2

Healthy Streets Criteria	Route Comments
Pedestrians from all walks of life	This route features minimal level changes, tactile paving and dropped kerbs are provided along the entirety of the route
Easy to cross	Tactile paving and dropped kerbs are provided along the entire route.
Shade and shelter	There is a bus stop located on Uxbridge Road which provides shade and shelter
Places to stop and rest	There is public seating located on Uxbridge Road
Not too noisy	Aside from the section of the route along Uxbridge Road, the route did not exhibit high levels of noise
People choose to walk, cycle and use public transport	Walking and cycling are the natural choice of travel on this route due to the wide footways and numerous crossing points as well as the on-road cycle routes
People feel safe	Continuous street lighting is provided along Uxbridge Road and there is high-levels of public surveillance across the route
Things to see and do	There are a wide variety of retail uses along Uxbridge Road
People feel relaxed	Whilst the route was observed to be busy, it was not overly so

16. The route to Iceland during the day is pictured in **Photograph 3**, with a night-time image provided in **Photograph 4**.

Photograph 3 – Day Time



Photograph 4 – Nighttime



Key Route 3 – Post Office & Co-op

17. Overall, the route to the Post Office / Co-op comprises a quieter route with dropped kerbs and tactile paving along its route as well as being well-lit. There are minimal places to stop and rest along this route.

18. There were no distinct issues with this route which comprised the quality of public realm with regard to the Healthy Streets criteria.

Healthy Streets Assessment – Key Route 3

Healthy Streets Criteria	Route Comments
Pedestrians from all walks of life	This route features minimal level changes, tactile paving and dropped kerbs are provided along the entirety of the route
Easy to cross	Tactile paving and dropped kerbs are provided along the entire route.
Shade and shelter	The majority of the route features tree plantings which provide shade and shelter
Places to stop and rest	There is public seating located on Kingshill Avenue
Not too noisy	This route did not exhibit high levels of noise
People choose to walk, cycle and use public transport	Walking is the natural choice of travel on this route due to the wide footways and numerous crossing points
People feel safe	Continuous street lighting is provided on Kingshill Avenue and Park Lane, there is also a high-level of public surveillance
Things to see and do	There are a wide variety of retail uses along Kingshill Avenue
People feel relaxed	The route benefits from low noise levels and was observed to be relatively quiet

19. The route to the Post Office / Co-op during the day is pictured in **Photograph 5**, with a night-time image provided in **Photograph 6**.

Photograph 5 – Day Time



Photograph 6 – Nighttime



Key Route 4 – Hayes Park School

20. Overall, the route to Hayes Park School comprises a relatively quiet route which is well-lit and benefits from dropped kerbs and tactile paving along its extent. Similarly to Key Route 3, there were minimal places to stop and rest along this route. The route benefits from sporadic barrier provision, shielding pedestrians from the carriageway in key locations outside the school.

21. There were no distinct issues with this route which comprised the quality of public realm with regard to the Healthy Streets criteria.

Healthy Streets Assessment – Key Route 4

Healthy Streets Criteria	Route Comments
Pedestrians from all walks of life	This route features minimal level changes, tactile paving and dropped kerbs are provided along the entirety of the route
Easy to cross	Tactile paving and dropped kerbs are provided along the entire route.
Shade and shelter	The majority of the route features tree plantings which provide shade and shelter
Places to stop and rest	There are no dedicated places to stop and rest
Not too noisy	This route did not exhibit high levels of noise
People choose to walk, cycle and use public transport	Walking is the natural choice of travel on this route due to the wide footways and numerous crossing points
People feel safe	Continuous street lighting is provided on Kingshill Avenue, Park Lane and Frogmore Avenue, there is also a high-level of public surveillance
Things to see and do	This route is predominantly residential
People feel relaxed	The route benefits from low noise levels and was observed to be relatively quiet

22. The route to Hayes Park School during the day is pictured in **Photograph 7**, with a night-time image provided in **Photograph 8**.

Photograph 7 – Day Time



Photograph 8 – Nighttime



Key Route 5 – Doctors Surgery

23. Overall, the route to the Doctors Surgery comprises a high-quality route with dedicated crossing points, public seating and street lighting. Parts of the route, particularly along Uxbridge Road, were observed to be highly trafficked but benefited from high levels of public surveillance. On-road cycle routes along Uxbridge Road provide the opportunity to cycle along this route. Crossing Uxbridge Road can be lengthy but this is to be expected when needing to cross a wider distributor road.

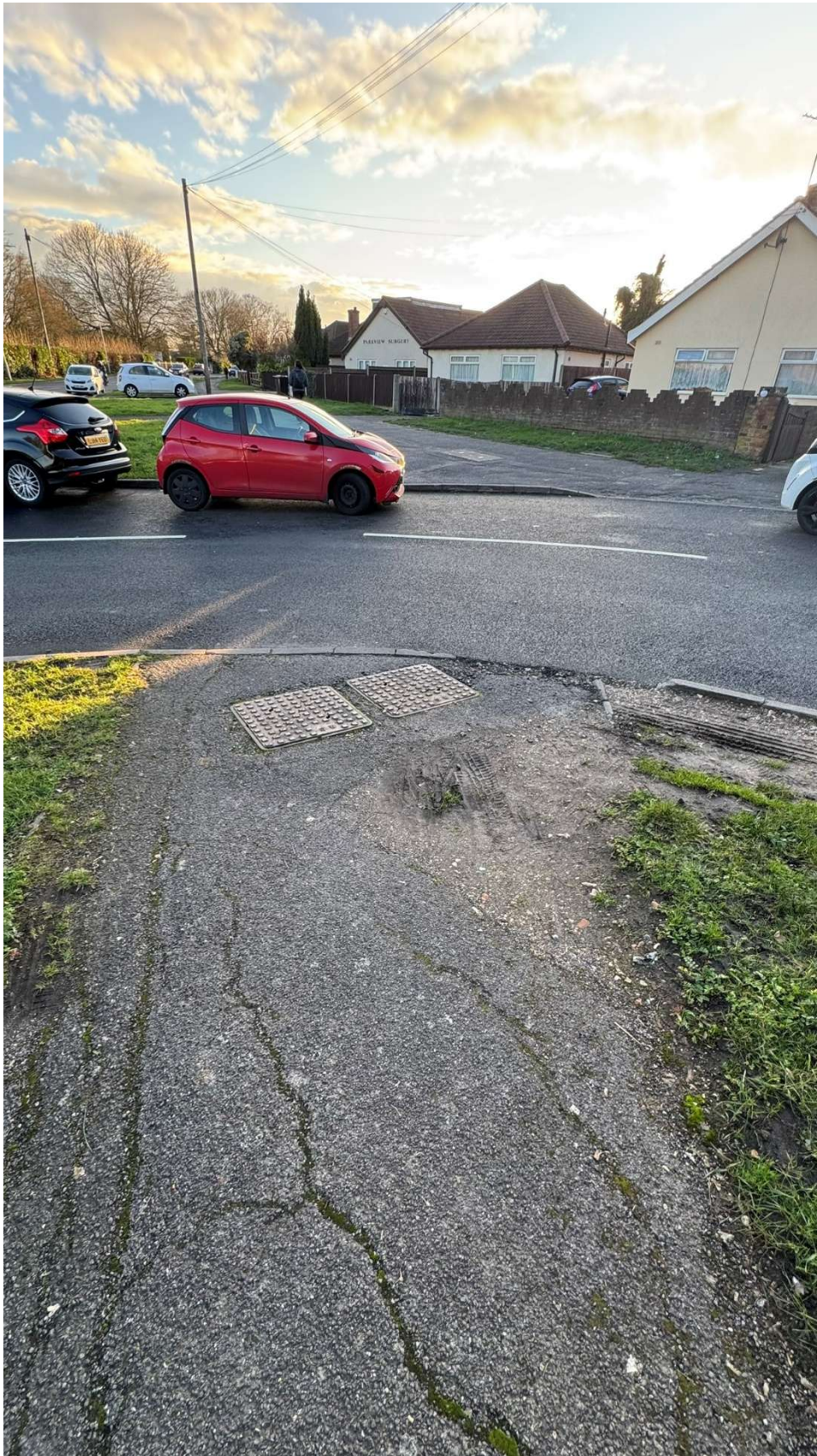
24. There were no distinct issues with this route which comprised the quality of public realm with regard to the Healthy Streets criteria.

Healthy Streets Assessment – Key Route 5

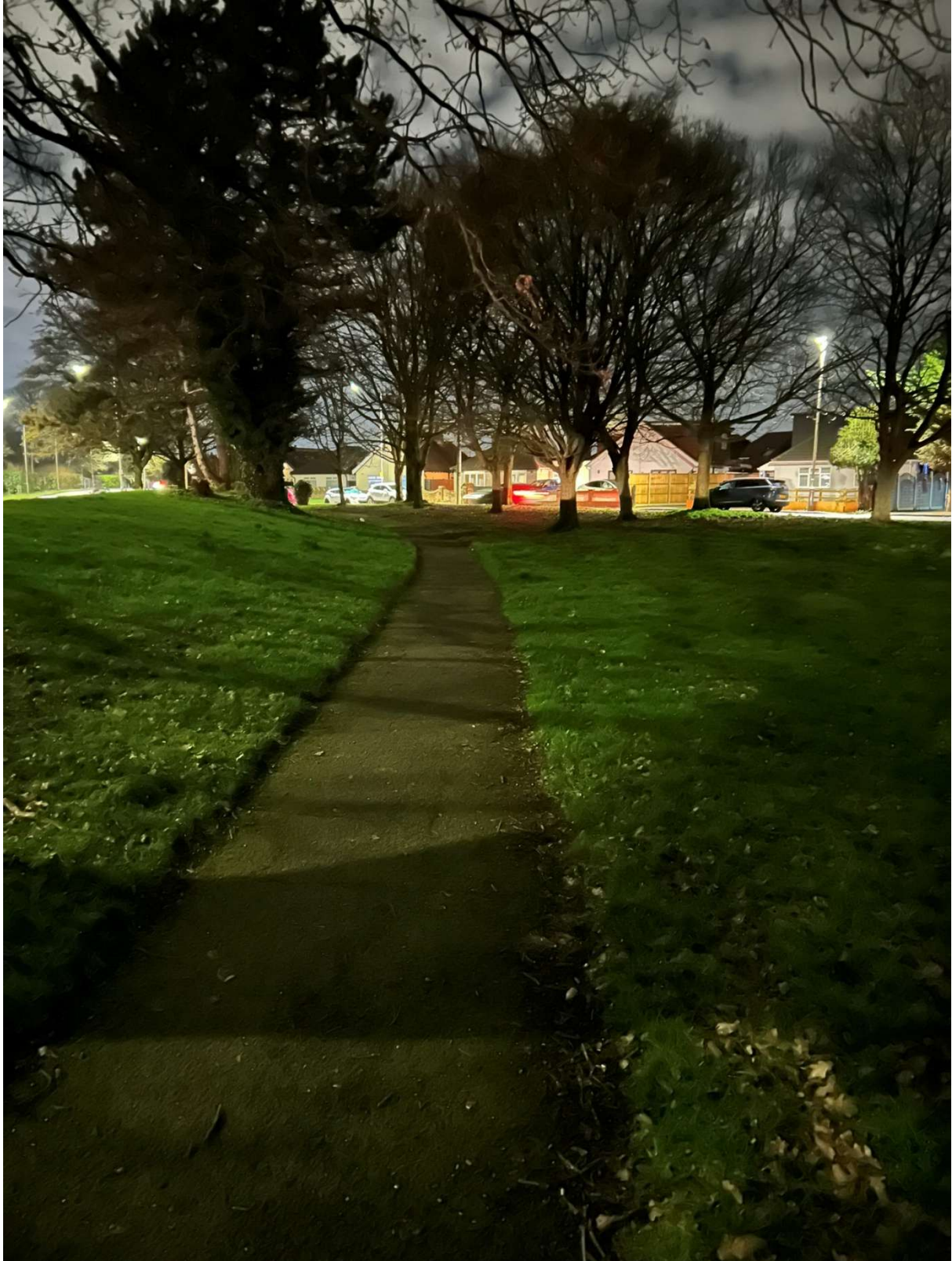
Healthy Streets Criteria	Route Comments
Pedestrians from all walks of life	This route features minimal level changes, tactile paving and dropped kerbs are provided along the entirety of the route
Easy to cross	Tactile paving and dropped kerbs are provided along the entire route. Signalised crossings are provided along Uxbridge Road, although there can be a considerable wait time for using these crossings.
Shade and shelter	The majority of the route features tree plantings which provide shade and shelter as well as bus stops located on Uxbridge Road.
Places to stop and rest	There is public seating located on Uxbridge Road
Not too noisy	Aside from the section of the route along Uxbridge Road, the route did not exhibit high levels of noise
People choose to walk, cycle and use public transport	Walking and cycling are the natural choice of travel on this route due to the wide footways and numerous crossing points as well as the on-road cycle routes
People feel safe	Continuous street lighting is provided along Uxbridge Road and W Drayton Road and there are high levels of public surveillance across the route
Things to see and do	There are a wide variety of retail uses along Uxbridge Road
People feel relaxed	Whilst the route was observed to be busy, it was not overly so

25. The route to the Doctors Surgery during the day is pictured in **Photograph 9**, with a night-time image provided in **Photograph 10**.

Photograph 9 – Day Time



Photograph 10 – Nighttime



Key Route 6 – Recreation Ground

26. Overall, the route to the Recreation Ground comprises a high-quality route, which is well-lit and benefits from dropped kerbs and tactile paving along its route. Dedicated pedestrian crossings along Uxbridge Road provide the option for safe crossing, although there can be a considerable wait time. Uxbridge Road was observed to be highly trafficked and benefited from natural surveillance.

27. There were no distinct issues with this route which comprised the quality of public realm with regard to the Healthy Streets criteria.

Healthy Streets Assessment – Key Route 6

Healthy Streets Criteria	Route Comments
Pedestrians from all walks of life	This route features minimal level changes, tactile paving and dropped kerbs are provided along the entirety of the route
Easy to cross	Tactile paving and dropped kerbs are provided along the entire route.
Shade and shelter	There is a bus stop located on Uxbridge Road which provides shade and shelter
Places to stop and rest	There is public seating located on Uxbridge Road
Not too noisy	Aside from the section of the route along Uxbridge Road, the route did not exhibit high levels of noise
People choose to walk, cycle and use public transport	Walking and cycling are the natural choice of travel on this route due to the wide footways and numerous crossing points as well as the on-road cycle routes
People feel safe	Continuous street lighting is provided along Uxbridge Road and there are high levels of public surveillance across the route
Things to see and do	There are a wide variety of retail uses along Uxbridge Road
People feel relaxed	Whilst the route was observed to be busy, it was not overly so

28. The route to the Recreation Ground during the day is pictured in **Photograph 11**, with a night-time image provided in **Photograph 12**.

Photograph 11 – Day Time



Photograph 12 – Nighttime



Key Route 7 – Hayes End Methodist Church

29. Overall, the route to the Hayes End Methodist Church comprises a high-quality route with dropped kerbs, tactile paving and street lighting along its extent. There is a section of the route that passes through an underpass which facilitates the crossing of Uxbridge Road. Whilst street lighting is present at the entrance / exit, it is acknowledged that the underpass will irrespectively represent a perceived

barrier to safety for certain pedestrians, particularly at night and therefore people are more likely to choose a longer route that involves an at grade crossing

Healthy Streets Assessment – Key Route 7

Healthy Streets Criteria	Route Comments
Pedestrians from all walks of life	This route features minimal level changes, tactile paving and dropped kerbs are provided along the entirety of the route
Easy to cross	Tactile paving and dropped kerbs are provided along the entire route. There are signalised crossings located on Uxbridge Road and the underpass.
Shade and shelter	There are bus stops located on Uxbridge Road which provides shade and shelter. The underpass also provides shade and shelter.
Places to stop and rest	There are bus stops located along Uxbridge Road which offer places to sit
Not too noisy	Aside from the section of the route along Uxbridge Road, the route did not exhibit high levels of noise
People choose to walk, cycle and use public transport	Walking and cycling are the natural choice of travel on this route due to the wide footways and numerous crossing points as well as the on-road cycle routes
People feel safe	Continuous street lighting is provided along Uxbridge Road and there are high levels of public surveillance across the route. The underpass section however, despite benefitting from lighting, may represent a perceived barrier to safety for some pedestrians, both during the day and at night, given the isolated nature of this being below street level. There are, however, alternative routes at grade.
Things to see and do	The route is predominantly residential in nature
People feel relaxed	Whilst the route was observed to be busy, it was not overly so

30. The underpass during the day is pictured in **Photograph 13**, with a night-time image provided in **Photograph 14**.

Photograph 13 – Day Time



Photograph 14 – Nighttime



Key Route 8 – Hayes End Bus Stops (XC and XF)

31. The route to the bus stops is very similar to the aforementioned Key Route 8. The route benefits from dropped kerbs, tactile paving and street lighting along its extent. Pedestrian crossing points on Uxbridge Road provide the option for safe crossing and the bus stops on Uxbridge Road provide shade, shelter and places to stop and rest.
32. There were no distinct issues with this route which comprised the quality of public realm with regard to the Healthy Streets criteria.

Healthy Streets Assessment – Key Route 8

Healthy Streets Criteria	Route Comments
Pedestrians from all walks of life	This route features minimal level changes, tactile paving and dropped kerbs are provided along the entirety of the route
Easy to cross	Tactile paving and dropped kerbs are provided along the entire route. There are signalised crossings located on Uxbridge Road
Shade and shelter	There bus stops provide shade and shelter
Places to stop and rest	There bus stops offer a place to sit
Not too noisy	Aside from the section of the route along Uxbridge Road, the route did not exhibit high levels of noise
People choose to walk, cycle and use public transport	Walking and cycling are the natural choice of travel on this route due to the wide footways and numerous crossing points as well as the on-road cycle routes
People feel safe	Continuous street lighting is provided along Uxbridge Road and there are high levels of public surveillance across the route
Things to see and do	The route is predominantly residential in nature
People feel relaxed	Whilst the route was observed to be busy, it was not overly so

33. The route to Hayes End Bus Stops during the day is pictured in **Photograph 15**, with a night-time image provided in **Photograph 16**.

Photograph 15 – Day Time



Photograph 16 – Nighttime



Key Route 9 – Hayes and Harlington Railway Station

34. Overall, the route to the Hayes and Harlington Railway Station comprises routing to the bus stops on Uxbridge Road (See Key Route 8) before a bus journey to Hayes and Harlington Station. Around

the station was observed to be busy but benefited from dropped kerbs, tactile paving and street lighting as well as high levels of natural surveillance. The bus stops at the station provide shade, shelter and opportunities to stop and rest, albeit crossing facilities to reach the northbound bus stops do not match the desire line. On-road and segregated cycle lanes are also provided along Station Road which encourages cycle journeys along this route.

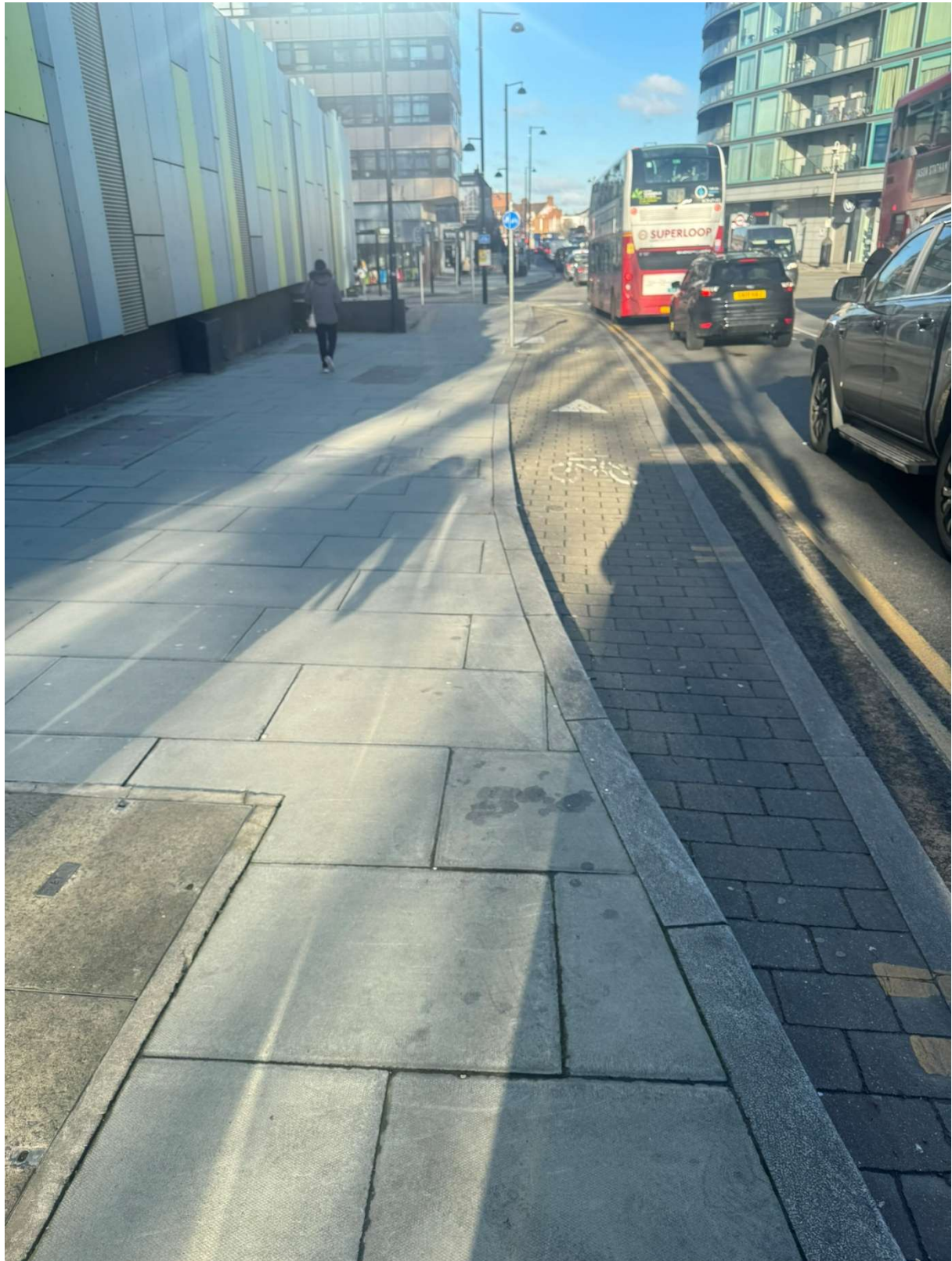
35. There were no distinct issues with this route which comprised the quality of public realm with regard to the Healthy Streets criteria.

Healthy Streets Assessment – Key Route 9

Healthy Streets Criteria	Route Comments
Pedestrians from all walks of life	This route features minimal level changes, tactile paving and dropped kerbs are provided along the entirety of the route
Easy to cross	Tactile paving and dropped kerbs are provided along the entire route as well as a Zebra crossing located on Station Road. It was however observed on site that there was no crossing to meet the desire line between people leaving the station and the bus stops to head towards the Site. Many people were observed crossing informally in this location between traffic.
Shade and shelter	The bus stops on Uxbridge Road and Station Road provide shade and shelter
Places to stop and rest	The bus stops on Uxbridge Road and Station Road provide opportunities to stop and rest
Not too noisy	Uxbridge Road and Station Road were observed to be relatively noisy, but not overly so
People choose to walk, cycle and use public transport	There are frequent bus services from the bus stops which are the subject of Key Route 8 to Hayes and Harlington station. Cycle lanes are present on Station Road.
People feel safe	Continuous street lighting is provided on Uxbridge Road and Station Road, there is also a high-level of public surveillance
Things to see and do	Station Road benefits from a wide variety of retail uses
People feel relaxed	Overall, there are areas of this route which were observed to be busier, but not excessively so

36. The route to Hayes End Bus Stops during the day is pictured in **Photograph 17**, with a night-time image provided in **Photograph 18**.

Photograph 17 – Day Time



Photograph 18 – Nighttime



d. Conclusion

37. In conclusion, the Site is well placed to benefit from active travel and public transport routes to surrounding amenities. The key routes assessed all benefit from dropped kerbs, tactile paving and pedestrian crossings are provided at multiple points along Uxbridge Road. As the wider Hayes Park Estate development comes forward, natural surveillance will increase in the vicinity of the site which will enable users to feel more relaxed when routing along the key routes.