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Route 2: From the Site along the length of the High Street (with a cycle diversion around the pedestrianised section)

1.3 This route covers the length of Uxbridge High Street, which scores highly against all criteria. There is a small diversion (indicated by a dashed green line on the above image) due to cyclists not being able to legally cycle on the pedestrian section in front of the Uxbridge Underground front entrance.

1.4 This section of the route was chosen as the 'worst' mainly due to the width of the footway on the eastern side. The more southerly sections of the route are very pleasant (traffic-free), easily navigable (via map posts) and safe (well-lit) for pedestrians, meaning they score very highly against all criteria.

Location (photos)	**Section of High Street north of junction with Belmont Road**
Healthy street indicator	Healthy street statement
Easy to cross	There is a signalised pedestrian crossing at the 'junction' with Belmont Road (where the High Street curves to the east and becomes Belmont Road). This would lead pedestrians coming along this route from the site straight onto the pedestrianised section of the High Street just south of this junction. This crossing has a large footway width either side so that pedestrians waiting would not interrupt the paths of pedestrians passing by, and the crossing distance is short. North of this crossing, there are not many opportunities to cross over the High Street. The next one is at the northern end of the High Street where there is a pedestrian refuge and tactile paving. This would leave the western side of the road less easy to reach if pedestrians are not confident stepping out from between the parked cars or visibility lines are reduced. For cyclists, this section of the High Street is relatively easy to cross at junctions, as the northern junction with Harefield Road provides some

Location (photos)	**Section of High Street north of junction with Belmont Road**
Healthy street indicator	Healthy street statement
	protection from vehicles with a small cycle lane in the middle of the pedestrian refuge. Whilst this is unusual, it makes the junction easier to navigate if cyclists are continuing straight ahead or turning right from the High Street. At the junction with Belmont Road, it is assumed cyclists would turn onto Belmont Road and Baker Street, and this section is discussed further in Route 1.
People feel safe	This section of the High Street is very busy which would reduce feelings of isolation and fear of crime amongst pedestrians and cyclists. There is more traffic on this section but due to this does not appear to be travelling particularly fast. This means cars are more likely to be able to stop if a pedestrian walked into the street, for instance to attempt to cross it. However, the presence of parked cars and loading bays on both sides of the street reduces visibility for both pedestrians and drivers. There are some cycle stands at the southern end of this section, which is very beneficial for people using their bikes to carry shopping.
Things to see and do	There are lots of things to see and do on this section. This is the main street in Uxbridge and so has many different kinds of shops and window displays, shoppers to watch and flower displays. There are trees on the street and care has clearly been taken to present this street as a pleasant place to walk around in. Further south of this section, there is often a food market set up to sell street food and other offerings to passers-by. The benches mentioned below would provide places for people to stop whilst they ate their food, which is a pleasant addition to the street. Overall, this section scores very well against this indicator.
Places to stop and rest	There are many places to stop and rest on the western side of this section, including benches in bus stops and more benches unconnected to bus stops. There are various different kinds of benches to suit different needs. The footway is also much wider on the western side of the road, which allows people sitting to be more relaxed without getting in the way of passing pedestrians.
People feel relaxed	Overall people do feel relaxed on this street, due to the aforementioned lively footways and presence of other people and attractions. The width of the eastern footway, whilst narrow, would be possible for people to travel in groups or to pass others in wheelchairs or mobility scooters. It should be mentioned that the western footway scores very well: there is much less cluttering and wider overall width.
Not too noisy	This section of the road is relatively noisy, but as it is the main street in Uxbridge, this is to be expected. Furthermore, the noise mainly comes from the traffic which reduces as you travel further south on this route and the High Street becomes pedestrianised.
Clean air	Uxbridge Town Centre, including this route, is included in the Clean Air Focus Area 102 as defined in the Hillingdon Air Quality Action Plan, 2019-2024.

Location (photos)	**Section of High Street north of junction with Belmont Road**
Healthy street indicator	Healthy street statement
Shade and shelter	There is shade and shelter on this street provided by the shop overhangs on the western side of the road. There are also trees and some bus shelters on the western side of the road which could be used for shelter.




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Route 3: From the Site to the Fassnidge Park

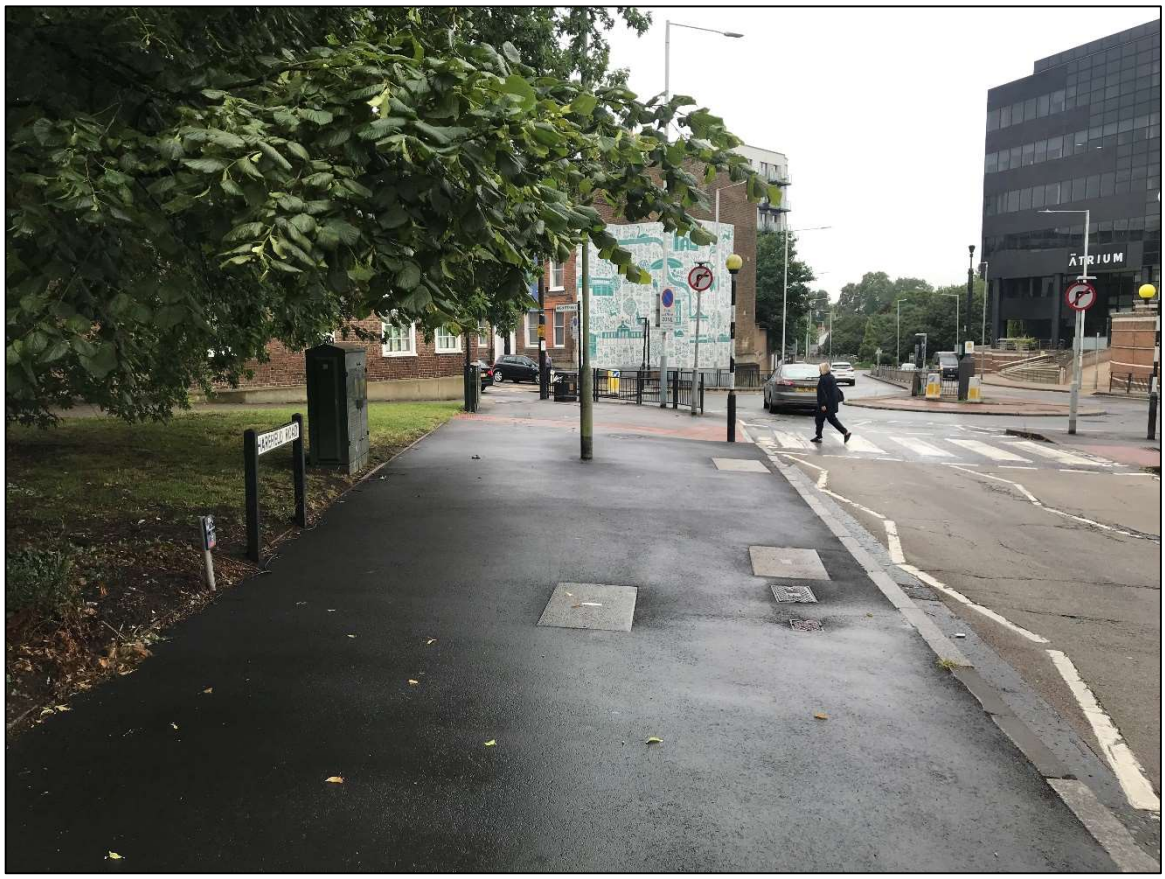
1.5 This route was chosen because it is the fastest route to the park, which is a likely destination for site users to want to visit.

1.6 There are alternative routes to the park, including one which turns north from Harefield Road up the High Street and then back down Oxford Road, which would have scored highly against the Healthy Streets criteria. However, in order to be robust, this route was chosen, and its 'worst' section is the footway / dual carriageway near to the park.

Location (photos)	**Section of the B467 Harefield Road west of the junction with High Street**
Healthy street indicator	Healthy street statement
Easy to cross	At the junction of Harefield Road and the High Street there are zebra crossings on the eastern arm of Harefield Road and unsignalised pedestrian crossings on the other three arms. The zebra crossing deserves praise, especially its pedestrian refuge in the centre which reduces the crossing distance for less mobile pedestrians. The unsignalised crossings may cause hesitation for less confident walkers, especially on the wider roads (northern arm of High Street and western arm of Harefield Road). As a cyclist, this junction does cater for easier crossing via the area of protected cycle lane in the central islands. This allows cyclists' crossing distances to be shorter when travelling north from the High Street, as they can pause in the centre of the junction without fearing a collision. This is positive. West of this junction, there is a pedestrian guard rail in the centre island of the road, to prevent pedestrians crossing the carriageway.

People feel safe	The B467 Harefield Road at this section is busy and traffic is moving faster as it is a dual carriageway. This would reduce feelings of pedestrian safety, as would the lack of other passing pedestrians – there is no active frontage and no houses on this section of the route. For cyclists, there is no specific provision on the road. It is not likely that cyclists would mix with traffic on the dual carriageway, as this would not engender feelings of safety. Therefore, less confident cyclists are likely to dismount and use the footway on this section, alternatively they would use an alternative route up High Street and down the Oxford Road, which has a mandatory cycle lane. It is unlikely that even confident cyclists would use the roundabout at the western end of this section, and would instead dismount and use the very good pedestrian crossings with pedestrians.
Things to see and do	There are few things to see and do on this section of the route. There is mainly office building frontage on either side.
Places to stop and rest	There are few places to stop and rest on this section of the route. However the park is at the end of the route so there are more pleasant places to stop and rest once that is reached.
People feel relaxed	The footway width is reasonable, and would allow two people to pass each other. It is unobstructed and has good visibility for other pedestrians. For cyclists, there are some cycle stands at the junction with High Street, which is a positive addition to the street. They would also be able to dismount and walk along the footway at its reasonable width without obstructing pedestrians.
Not too noisy	This section of the route is slightly more noisy due to the roundabout at the western end, and the fast speeds of traffic travelling on the dual carriageway roads.
Clean air	Uxbridge Town Centre, including this route, is included in the Clean Air Focus Area 102 as defined in the Hillingdon Air Quality Action Plan, 2019-2024.
Shade and shelter	There is no shade nor shelter on this section of the route. However, once one enters the park, there are many trees.


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GIVE WAY





Route 4: Warwick Place link between the Site and the High Street

1.7 This route is the fastest way from the site to the High Street, and was chosen for this reason. However, it should not be relied upon as a consistent pedestrian route through due to its being private land belonging to the adjacent church.

1.8 The majority of the route scores highly against the Healthy Streets indicators. This section of the route was chosen as the 'worst' because, although there is no motor traffic, it is narrow and poorly lit at night.

Location (photos)	**Section of Beasley's Yard**
Healthy street indicator	Healthy street statement
Easy to cross	This is a pedestrianised alleyway so there is no vehicular traffic to navigate. This makes it exceptionally easy to cross. For cyclists, it is recommended they would dismount or slow down so as to account for pedestrians also using the space. The bollard at the western end of the section (as it meets the footway of the High Street) may prevent wider mobility scooters or wheelchairs from getting through. However, it also prevents motorcycles from entering the alleyway which is positive for pedestrians.
People feel safe	This indicator is split between avoiding feelings of fear of crime and avoiding danger from motor vehicles. On the former count, despite not being publicly maintained (it is private land) there is street lighting over the alleyway, and it is not covered which allows daylight in. The alleyway is very short so passing pedestrians at the western end would be able to see in, therefore increasing feelings of safety.

Location (photos)	**Section of Beasley's Yard**
Healthy street indicator	Healthy street statement
	On the latter count, this section scores very well due to the lack of motor vehicles.
Things to see and do	There are things to see and do on this section of the route, as Beasley's Yard is home to some small and old buildings which are pretty to look at. The street lighting is arranged in an interesting manner and there is foliage along the wall on the northern edge which is pleasant. There are also plenty of things to see and do on the High Street just at the end of this short section.
Places to stop and rest	There are no places to stop and rest on this section. However, at the eastern end of this section – at the southern end of Warwick Place – there is a small wall which may be used to rest on.
People feel relaxed	As mentioned above, this is a pedestrianised lane with no motor traffic, therefore it scores highly against this indicator. The pedestrianisation is enforced with bollards, which prevent large vehicles from entering the alleyway whilst allowing pedestrian traffic to flow around them. This is overall easy to navigate and does not feel cluttered, although as mentioned above may cause obstruction for some very wide mobility scooters or wheelchairs.
Not too noisy	This section of the route is not too noisy due to its separation from the High Street and the absence of motor traffic.
Clean air	Uxbridge Town Centre, including this route, is included in the Clean Air Focus Area 102 as defined in the Hillingdon Air Quality Action Plan, 2019-2024.
Shade and shelter	There is moderate shade and shelter on this section, as the buildings on both sides create a narrow width which would protect pedestrians from strong winds.