

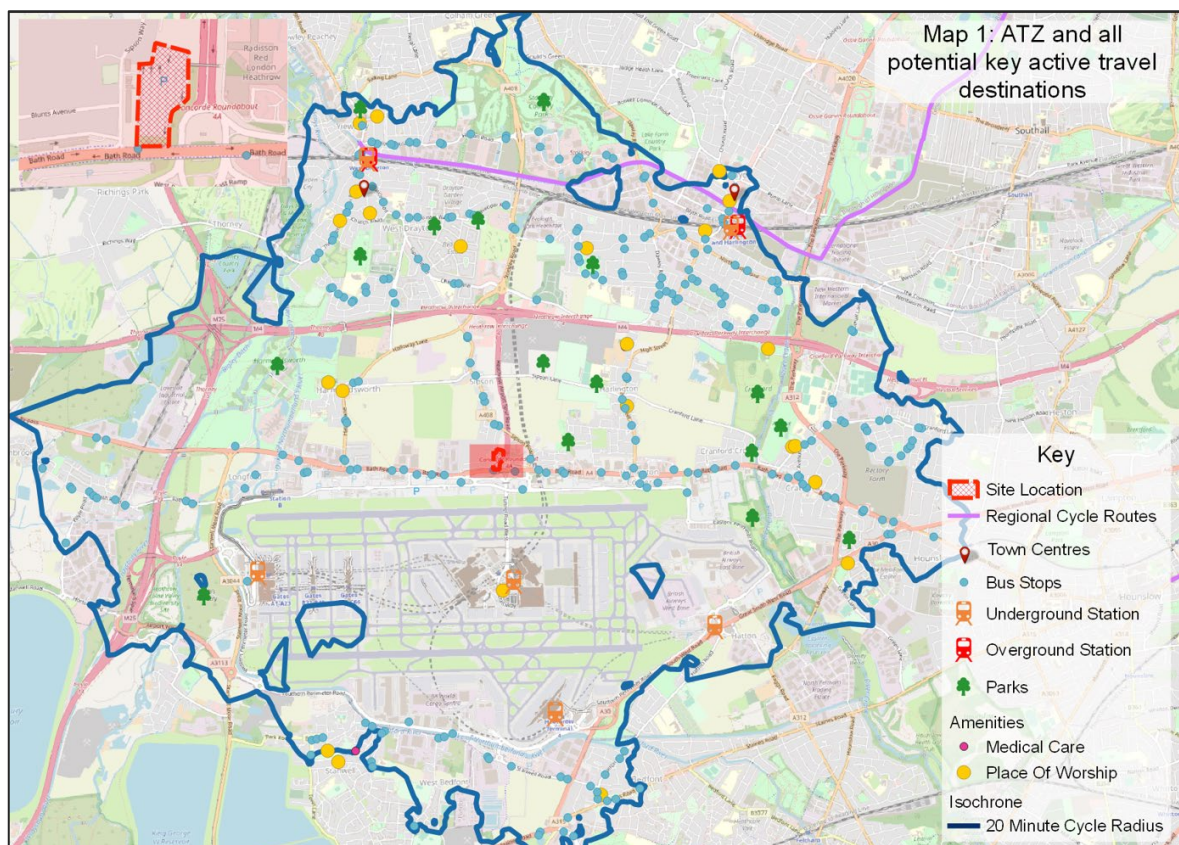
# ATZ Assessment

## Introduction

- 1.1 This Active Travel Zone (ATZ) assessment accompanies a Transport Assessment and Technical Note prepared on behalf of Heathrow NCP Property Limited in relation to the proposed development at the Aprirose NCP Flightpath car park at Heathrow, West Drayton.
- 1.2 The ATZ is defined as a 20-minute cycle distance from a site where key travel destinations are likely to be reached using active modes of travel. The following maps, tables and ATZ analysis have been produced in reference to the TfL ATZ assessment instructions.

### The Active Travel Zone

- 1.3 **Figure 1.1** shows the ATZ for the proposed site, with a 20-minute cycling catchment shown by the dark blue boundary line.



**Figure 1.1: Active Travel Zone**

*(Note – ATZ always defined as 20 minutes' cycle around a new development site)*

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### The Neighbourhood Active Travel Zone

1.2 **Table 1.1** allocates the key active travel destinations into priority groups, based on the proposed uses of the development site. The high priority destinations have then been used to remap the ATZ at neighbourhood scale.

Key Destination	Priority	Justification
Bus Stops	High	As a commercial workplace, it is expected that a significant proportion of travel to and from the site will be via bus and bus stops will be a high priority destination.
Railway Stations	High	A certain proportion of trips to and from the site will be via rail, possibly as part of a multi-modal journey to and from the site.
Strategic Cycle Network	High	Employees who live in close proximity to the site may wish to cycle to work, and others may cycle as part of a multi-modal journey. The site will provide ample cycle parking in line with London Plan standards and therefore larger journeys using the regional cycle network may be undertaken.
Town Centres	Medium	Cyclists and pedestrians may walk through West Drayton Town Centre to access the strategic cycle network or rail station, however its distance from the site suggests this would not be a high priority destination.
Parks	Medium	All users of the site may wish to visit local green spaces on lunch breaks or before/after work.
Places of Worship, including Churches	Low	Some employees and visitors to the site may attend places of worship.
Hospitals	Low	Employees and visitors to the site are likely to require use of a hospital infrequently, and may attend other more local health centres or GPs more frequently.
Schools/Colleges/University	Low	The proposed site is a commercial workplace and therefore journeys to local education facilities will be of very low importance.

**Table 1.1: Prioritising the most important local Active Travel Destinations**

*(Note – the nearest bus stop, stations and current or future strategic cycle network to the development site are always defined as high priority).*

1.3 **Figure 1.2** presents the Neighbourhood Scale Active Travel Destinations.





**Figure 1.2: ATZ at Neighbourhood Scale with Vision Zero Analysis (KSI Clusters)**

**Note – ATZ neighbourhood scale defined by expected key walking/cycling journeys of site users**

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- 1.4 As can be seen from **Figure 1.2**, the main desire lines from the site will be north towards the town centre, rail station and regional cycleway. To access the closest bus stops, pedestrians will head along desire lines both east and west from the site for a short distance.
- 1.5 Vision Zero for London relates the Mayor's goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. This will be achieved through an action plan that targets safe speeds, safe streets, safe vehicles, safe behaviours and post-collision response.
- 1.6 **Table 1.2** identifies possible improvements to increase safety and reduce vehicle dominance in the areas seeing clusters of KSIs. This aligns with the safe streets element of the Vision Zero approach.

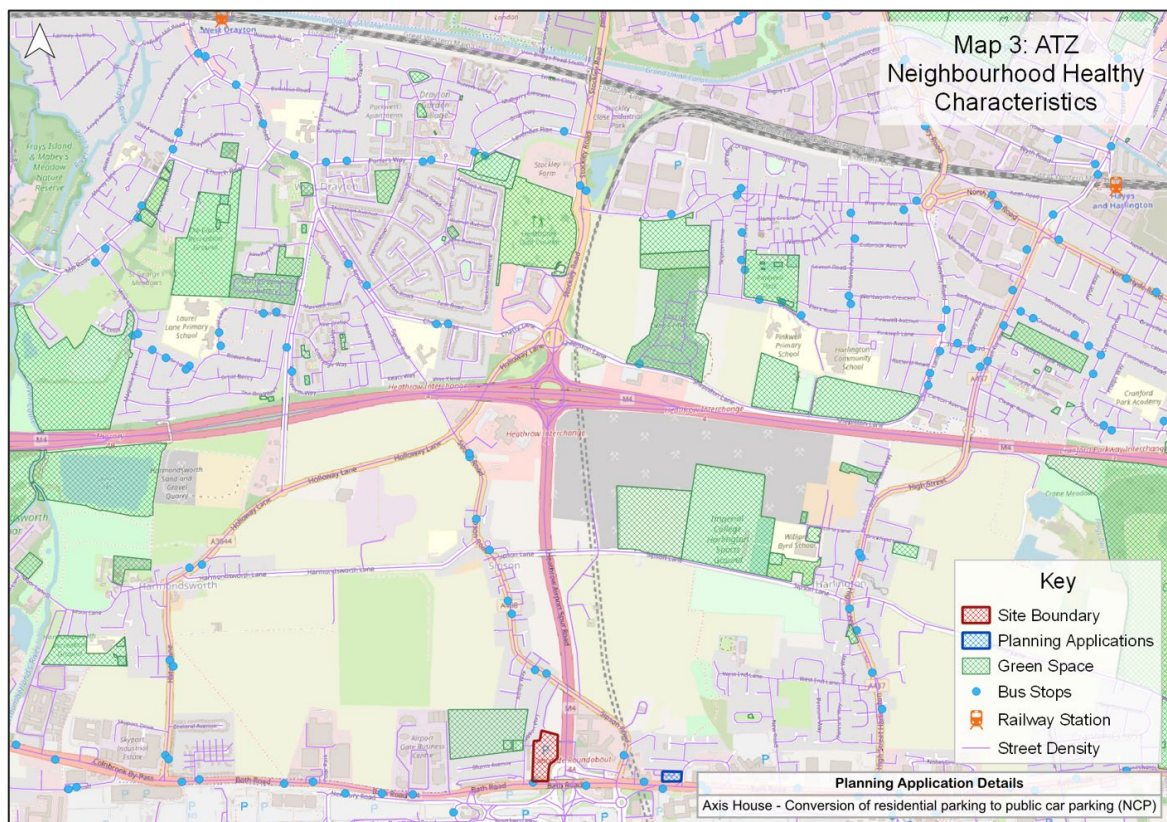
Location	Number of KSIs	Comments	Potential Improvements
Cluster 1: Holloway Lane / Sipson Road Roundabout	Two serious	Both incidents involved a pedal cyclist	Clearer cycle markings on all arms or addition of cycle boxes on Station Road arms
Cluster 2: Station Road / Drayton Gardens Junction	Two serious	Only one incident involved a pedestrian	Add tactile paving to Drayton Gardens crossover.

**Table 1.2: Potential Safety Improvements**

[ATZ Neighbourhood Healthy Characteristics Check](#)

- 1.7 **Figure 1.3** identifies the key characteristics of a typical healthy neighbourhood. This includes permeable streets, public transport and green spaces which are mapped alongside other development and transport improvements happening locally.

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**Figure 1.3: ATZ Neighbourhood Healthy Characteristics**

- 1.8 As can be seen from **Figure 1.3**, the site benefits from well-connected streets which shorten travel distances to key destinations, as well as excellent access to public transport stops and services. The site is also in close proximity to a large number of areas of green space.

**ATZ Neighbourhood Key Routes Check Based on Healthy Streets Indicators**

- 1.9 Finally, a site visit has been undertaken on the 22<sup>nd</sup> September 2022, which audited the key walking and cycling routes within the ATZ neighbourhood, with specific reference to the Healthy Streets indicators. Photographs were taken at key points along the route, at least every 150m, with a focus on what could be improved in the area.
- 1.10 As part of the Transport Assessment, an assessment of pedestrian routes between the site and key destinations of the nearest bus stops on Bath Road and the nearest train station and town centre (both West Drayton) was considered via a desktop study. This study is provided in **Appendix A** of this assessment and it identified locations where pedestrian infrastructure could be improved. The below healthy streets audit will therefore place a greater focus on cycle facilities than pedestrian so as not to be repetitive of content.



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- 1.11 The Healthy Streets approach puts people and their health at the heart of decision making. This results in a healthier, more inclusive city where people chose to walk, cycle and use public transport. The 10 Healthy Streets Indicators are illustrated in **Figure 1.4**.



**Figure 1.4: Health Streets Indicators**

*(Source: Healthy Streets Qualitative Assessment Guide)*

- 1.12 The assessment of routes to key destinations has been considered in light of Healthy Streets Indicators 3-10 (easy to cross, people feel safe, things to see and do, places to stop and rest, people feel relaxed, not too noisy, clean air, shade and shelter) as set out in the ATZ assessment instructions. The routes selected are as follows:
- Route 1 – Site to Bath Road Bus Stops
  - Route 2 – Site to West Drayton Town Centre
  - Route 3 – Site to West Drayton Railway Station
  - Route 4 – Site to Regional Cycle Network
- 1.13 These routes are indicated by the dashed lines on **Figure 1.2** above.
- 1.14 The route from site to the Town Centre, Railway Station and Regional Cycle Network all follow the same initial start. Therefore Routes 3 and 4 will consider sections only beyond Route 2.

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### Route 1 – Site to Bath Road Bus Stops

1.15 **Figure 1.5** provides photos taken along the route to the nearest bus stops on the A4 Bath Road. **Table 1.3** assesses the route in light of the Healthy Streets Indicators:



**Figure 1.5: Photographs Along Route 1**



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<i>Healthy Streets Indicator/s Not Met</i>	<i>Observation/Why</i>	<i>Recommendation</i>
Not too noisy	High volume of traffic paired with noise from the airport runways means people often have to raise their voice to hold a conversation.	Seek lower traffic speeds on Bath Road
Places to stop and rest	No places to rest other than within the bus stop itself	Provide additional bench

**Table 1.3: Healthy Streets Assessment of Route 1**

## Route 2 – Site to Town Centre

1.16 **Figure 1.6** provides photos taken along the route to West Drayton Town Centre. **Table 1.4** assesses the route in light of the Healthy Streets Indicators:



**Figure 1.6: Photographs along Route 2**



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<i>Healthy Streets Indicator/s Not Met</i>	<i>Observation/Why</i>	<i>Recommendation</i>
People feel relaxed	Rubbish / fly tipping present along the route, on-road signage for cyclists at times confusing	Ensure council are aware of rubbish collection issue, re-paint cycle markings
People choose to walk and cycle	Cyclists may not feel that the street has been designed to prioritise their needs, they often have to move around or in close proximity to parked cars	Where possible, delineate the cycle route in a clearer manner, avoiding rows of parked cars
Easy to cross	Defective tactile paving and kerbs at some dropped kerbs	Re-install tactile paving/kerbs (see TA)
Places to Stop and Rest	Some long sections of the route have no places to stop and rest.	Consider if any benches could be installed along the route.

**Table 1.4: Healthy Streets Assessment of Route 2**

### Route 3 – Site to Railway Station (Town Centre Onwards)

1.17 **Figure 1.7** provides photos taken along the route to the Railway Station from the Town Centre. **Table 1.5** assesses the route in light of the Healthy Streets Indicators:



**Figure 1.7: Photographs along Route 3**

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<i>Healthy Streets Indicator/s Not Met</i>	<i>Observation/Why</i>	<i>Recommendation</i>
People choose to walk and cycle	Insufficient cycle parking at the railway station – racks all full.	Increase the number of Sheffield stands at the station.
People choose to walk and cycle	Cyclists have to share Station Approach with vehicles.	Consider introduction of cycle box coming out of Station Approach.

**Table 1.5: Healthy Streets Assessment of Route 3**

#### Route 4 – Site to Regional Cycle Network (Railway Station Onwards)

1.18 **Figure 1.8** provides photos taken along the route to the Regional Highway Network from the Railway Station, and the point of entry to the Regional Highway Network from this location. **Table 1.6** assesses the route in light of the Healthy Streets Indicators:



**Figure 1.8: Photographs along Route 4, Including Point of Entry to Cycle Network**



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<i>Healthy Streets Indicator/s Not Met</i>	<i>Observation/Why</i>	<i>Recommendation</i>
People choose to walk and cycle	People walking and cycling expected to share the same space.	Ensure signage is clear
Places to stop and rest	No cycle parking at this entry point to route	Consider adding in a couple of Sheffield Stands
People Feel Relaxed	Street signage on approach doesn't promote regional cycle route very clearly, you have to know where to look. Rubbish abandoned on corners.	Ensure signage is sufficient, ensure council are aware of rubbish collection issues.

**Table 1.6: Healthy Streets Assessment of Route 4**

- 1.19 It should be noted that street improvement ideas are recommendations only and will not be funded by this development specifically.

[Cycle Audit](#)

- 1.20 While Tables 1.3-1.6 all identify potential improvements to cycle facilities, it should be noted that from the site to the regional cycle network, there is a fairly comprehensive local cycle route which is formed by both on-road and off-road facilities. **Figure 1.9** illustrates these provisions for reference.

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Figure 1.9: Cycle Facilities Between the Site and Regional Cycle Network



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Author: Rebecca Kingston

Date: 30<sup>th</sup> September 2022

## **APPENDIX A: Pedestrian Route Audit (Desktop Study)**



### Active Travel Zone (ATZ) Assessment

- 3.15 This section sets out an ATZ Assessment, which has been used to inform a Healthy Streets Assessment (HAS) as set out later in this section of the report.
- 3.16 An ATZ assessment requires identification of high priority active travel destination groups around the development site, which includes the nearest bus stop, rail station and town centre. The linking routes are then identified along with any KSIs (road accidents with severity of killed or seriously injured).
- 3.17 To support TfL's Vision Zero approach, changes should then be considered to make an area safer for the clusters of KSIs (meaning one or more 'Killed' and/or two or more 'Seriously Injured') along key routes that have been identified in the ATZ assessment.
- 3.18 The ATZ assessment for pedestrians is considered in the text below. This is a reduced form compared to a full 'map version' ATZ assessment, however, conveys the key information about the local pedestrian infrastructure and identifies any areas of substandard infrastructure.
- 3.19 The cycle network is accessed from adjacent to the site on Bath Road and so an ATZ assessment for cyclists is not considered necessary.

### Local Pedestrian Infrastructure

- 3.20 The application site benefits from connection to the adjacent pedestrian infrastructure, on Bath Road, which features footways of good width on both sides of the carriageway and regularly spaced street lighting.
- 3.21 Bath Road features an uncontrolled crossing facility approximately 50m west of the site access and a controlled crossing approximately 280m east of the site access. Both benefit from dropped kerbs and tactile paving.
- 3.22 Pedestrian accessibility to the bus network from the site is achievable from bus stops on Bath Road.
- 3.23 In line with the ATZ assessment, a qualitative desktop route audit of footway and crossing provision between the site and key destinations of the nearest public transport stops (Bath Road), nearest public transport stations (West Drayton) and the nearest town centre (West Drayton) has been carried out with the findings set out in **Tables 2.1 to 2.4** respectively.
- 3.24 Additionally, as required by the ATZ assessment guidelines, KSIs have been taken from Crashmap data for the three-year period up to July 2021 with **Tables 2.1 to 2.4** only including KSIs that involved a pedestrian or a cyclist.

Road	Link	Footway Provision	Crossing Provision	Other Facilities & Features	KSIs
Bath Road	South edge of site to Sipson Way Blunts Avenue Bus Stop	Wide paved footway in adequate condition with street lighting.	N/A	Trees, bollards	0

**Table 2.1: ATZ Assessment – Site to Bath Road Eastbound Bus Stop**

Road	Link	Footway Provision	Crossing Provision	Other Facilities & Features	KSIs
Bath Road	South edge of site to Bath Road crossing	Wide paved footway in adequate condition on north side of Bath Road with street lighting present.	Dropped kerbs and tactile paving in good condition at controlled crossing at junction (north side)	Trees, barrier between footway and carriageway, bridge	0
Bath Road	North side of Bath Road to south side of Bath Road	Standard width paved footways in adequate condition on north and south side of Bath Road as well as crossing island with street lighting present.	Dropped kerbs and tactile paving in good condition at Bath Road crossing (south side)	Trees, railing separating pedestrians from road at crossing point	1
Bath Road	Bath Road crossing to Sipson Road (Stop BP) bus stop	Wide paved / bricked footway in adequate condition on south side of Bath Road with street lighting present	Dropped kerbs	Bus stop shelter and seating, public house	0

**Table 2.2: ATZ Assessment – Site to Bath Road Westbound Bus Stop**

Road	Link	Footway Provision	Crossing Provision	Other Facilities & Features	KSIs
Bath Road	Southern edge of site to corner of Bath Road and Sipson Way	Paved footway of adequate width in good condition with street lighting.	N/A	Trees	0
Sipson Way	Bath Road to Sipson Road	Standard width tarmac footway in adequate condition with street lighting	Dropped kerbs and tactile paving in poor condition at end of Sipson Road	Sipson Recreation Ground provides alternative route and places to stop and rest	0
Sipson Road	Sipson Way to Ashby Way crossing	Standard width tarmac footway in good condition	Dropped kerbs with tactile paving at Ashby Way in adequate condition	Tree lined verges, bus stops with shelters	0

Sipson Road	Ashby Way to Chitterfield Gate crossing	Standard width tarmac footway in good condition	Dropped kerbs with tactile paving in poor condition	Trees in verge, active frontages	0
Sipson Road	Chitterfield Gate to Sipson Close crossing	Wide tarmac footway in adequate condition with street lighting	Dropped kerbs and tactile paving in adequate condition	Active frontages	0
Sipson Road	Sipson Close to Hollycroft Gardens crossing	Standard width tarmac footway in adequate condition	Dropped kerbs but no tactile paving	Art on wall at restaurant, shops, active frontages	0
Sipson Road	Hollycroft Gardens to Hollycroft Close crossing	Standard width tarmac footway in adequate condition	Dropped kerbs but no tactile paving	Trees in verge, active frontages	0
Sipson Road	Hollycroft Close to Harmondsworth Lane crossing	Standard width tarmac footway in adequate condition with street lighting	Zebra crossing with tactile paving and dropped kerbs in adequate condition at mini roundabout to cross over Sipson Road	Church building, pub	0
Sipson Road	Harmondsworth Lane to Russell Gardens crossing	Narrow to standard width tarmac footway in adequate condition with street lighting	Dropped kerbs but no tactile paving	None	0
Sipson Road	Sipson Road to industrial site access crossing	Standard width tarmac footway in adequate condition with street lighting	Dropped kerbs, no tactile paving	None	0
Sipson Road	Industrial site to Holiday Inn crossing	Standard width tarmac footway in adequate condition with street lighting	Zebra crossing with dropped kerbs and tactile paving in good condition	Pub with outside seating, bus stop and shelter	0
Sipson Road	Holiday Inn to Holloway Lane roundabout crossing	Standard width tarmac footway in adequate condition with street lighting	Dropped kerbs with tactile paving in poor condition. Pedestrian island	None	0
Sipson Road	Holloway Lane roundabout to CCH site crossing	Standard width tarmac footway in poor condition with street lighting	Dropped kerbs in poor condition, no tactile paving	None	0



Sipson Road	CCH site to CCH site crossing	Standard width footway in poor condition with street lighting	Dropped kerbs, no tactile paving	None	0
Sipson Road	CCH site to Sipson Road crossing via underpass	Standard width tarmac footway in adequate condition becoming poor to adequate paving from school with street lighting present	Dropped kerbs. Tactile paving present on eastern side of Sipson Road crossing	School, trees, wide verge, seating opposite school	0
Sipson Road	Sipson Road to Keats Way crossing	Standard width paved footway in poor to adequate condition with street lighting	Dropped kerbs, no tactile paving	Tree lines verges on both sides of road	0
Sipson Road	Keats Way to Maxwell Road crossing	Standard width paved footway in poor to adequate condition with street lighting.	Dropped kerbs and tactile paving in adequate condition	Trees	0
Sipson Road	Maxwell Road to Harmondsworth Road crossing	Standard width to wide footway in adequate condition with street lighting. Large stretches of this section are paved in poor to adequate condition.	Dropped kerbs and tactile paving in adequate condition. Controlled crossing with pedestrian island present	Trees, bus stop with shelter, local shops	0
Station Road	Harmondsworth Road to Constabulary Close crossing	Standard width tarmac footway in adequate condition with street lighting	Dropped kerbs and tactile paving in good condition	Trees	0
Station Road	Constabulary Close to Church Road crossing	Wide tarmac footway in good condition with street lighting	Dropped kerbs and tactile paving in good condition. Pedestrian island present	Trees, adjacent park, bus stop shelter.	1
Station Road	Church Road to Drayton Gardens crossing	Wide tarmac footway in adequate condition with street lighting	Dropped kerbs, no tactile paving	Trees	1
Station Road	Drayton Gardens to Swan Road crossing	Wide tarmac footway in good condition with street lighting. This section is partly paved towards Swan Road.	Dropped kerbs and tactile paving in good condition. Pedestrian island present	Trees, flower beds, seating, town centre shops	0

**Table 2.3: Site to West Drayton Town Centre**

Road	Link	Footway Provision	Crossing Provision	Other Facilities & Features	KSIs
Site to West Drayton Town Centre – See Table 2.3					
Station Road	Swan Road to Station Road crossing	Wide, paved footway in good condition with street lighting	Controlled crossing with dropped kerbs and tactile paving in good condition	Town centre shops	0
Station Road	Station Road to Cherry Orchard crossing	Wide, paved footway in good condition with street lighting	Dropped kerbs and tactile paving in good condition	Town centre shops, bus stop and shelter	0
Station Road	Cherry Orchard to Warwick Road	Wide, paved footway in good condition with street lighting	N/A	Town centre shops	0
Warwick Road	Warwick Road to Warwick Road crossing	Standard width paved footway in adequate condition with street lighting	Dropped kerbs and tactile paving in adequate condition	Town centre shops	0
Warwick Road	Warwick Road to West Drayton Station	Standard width footway in adequate condition	N/A	Town centre shops, trees, seating	0

**Table 2.4: Site to West Drayton Rail Station**

### ATZ Assessment Summary

- 3.25 Based on 2022 desktop observations, **Tables 2.1 to 2.4** show that there is generally good pedestrian infrastructure between the site and the key destinations considered in the audit. The footways are generally tarmac surfaced and in adequate condition with paved footways around Cherry Lane Primary School, local shopping areas and West Drayton town centre, which vary in quality. However, footway surfacing and the upkeep of existing crossing infrastructure is considered a highway maintenance issue rather than a deficiency in pedestrian infrastructure.
- 3.26 In the audit, a number of side road crossing points along the routes considered have dropped kerbs but are missing tactile paving. These areas are identified below.

#### Site to Bath Road Bus Stops

- 3.27 Between the site and the Bath Road bus stops, the footways are generally in adequate condition with controlled pedestrian crossing facilities in adequate condition at the Bath Road crossing providing access to the westbound bus stop.

#### Site to West Drayton Rail Station

3.28 Between the site and West Drayton town centre, the audit has identified deficiencies in crossing provision at the following locations:

- No tactile paving at Sipson Road / Hollycroft Gardens junction;
- No tactile paving at Sipson Road / Hollycroft Close junction;
- The absence of tactile paving at Sipson Road / Russell Gardens junction;
- No tactile paving at industrial site access onto Sipson Road;
- The absence of tactile paving at CCH site accesses onto Sipson Road;
- No tactile paving at Sipson Road / Keats Way junction; and
- No tactile paving at the Station Road / Drayton Gardens junction.

#### Site to West Drayton Rail Station

3.29 The site to West Drayton rail station follows the same route as the site to West Drayton town and so the same summary applies. The audit did not identify any pedestrian infrastructure deficiencies between the town centre and rail station.

#### KSI Assessment

3.30 Only three KSIs involving a pedestrian have been recorded on the audit routes in the past 3 years, with no two occurring on the same route section. Therefore, no changes are required to the existing transport network to make the area safer to support TfL's Vision Zero approach.

#### **Healthy Streets Assessment**

3.31 The Healthy Streets approach puts people, and their health, at the heart of decision making. This results in a healthier, more inclusive city where people choose to walk, cycle, and use public transport. The 10 Healthy Streets Indicators are illustrated in **Figure 2.1**.





**Figure 2.1: Healthy Streets Indicators**

- 3.32 The TA will set out the estimated number of pedestrian and public transport movements associated with the development. Given the proximity of the nearest bus stops and rail station, it is likely that these public transport movements will be start and end on foot.
- 3.33 The above pedestrian ATZ assessment considers the level of infrastructure between the site and the key destinations of the nearest bus stops on Bath Road, North Drayton town centre and North Drayton rail station.
- 3.34 The assessment of the pedestrian routes to key destinations has been considered in light of the seven Healthy Streets indicators that are considered relevant to the TA, as set out in **Table 2.5**.

Indicator		Bus Stop	Rail Station	Town Centre
People choose to walk, cycle and use public transport	A successful transport system enables more people to walk and cycle more often	Nearest bus stop located conveniently adjacent to site	The ATZ assessment shows that the nearest rail station (West Drayton) can be accessed on foot.	The ATZ assessment shows that the nearest town centre (West Drayton) can be accessed on foot.
People feel safe	The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger	Zero KSIs recorded between site and bus stops on Bath Road	No more than one KSI has been recorded in any one location along the route considered.	No more than one KSI has been recorded in any one location along the route considered.

Easy to cross	Making streets easier to cross is important to encourage more walking and to connect communities	Eastbound bus stop requires no crossing. Westbound bus stop benefits from controlled crossing with dropped kerbs and tactile paving.	All crossing points feature dropped kerbs although some are missing tactile paving with controlled or zebra crossings provided on main roads.	All crossing points feature dropped kerbs although some are missing tactile paving with controlled or zebra crossings provided on main roads.
Places to stop and rest	A lack of resting places can limit mobility for certain groups of people	Both bus stops feature seating and are near the site.	Places to rest are limited but there are benches present in Sipson Recreation Ground and in Drayton Hall Park.	Places to rest are limited but there are benches present in Sipson Recreation Ground and in Drayton Hall Park.
Shade and shelter	Providing shade and shelter enables everybody to use our streets, whatever the weather	Both bus stops feature shelter and are near the site.	Shade is provided by mature tree cover along the route in summer months.	Shade is provided by mature tree cover along the route in summer months.
People feel relaxed	More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair	The nature of the A4 Bath Road is that it serves as a primary traffic route. However, the stops are close to the site, the footways are of adequate quality and there is a controlled crossing to access the westbound bus stop.	The footways are predominantly in residential areas where traffic would not be moving too quickly. There is also street lighting present for the entirety of the route and the presence of wide tree lined verges in some place given the feeling of openness. However, some footway paving is cracked and doesn't appear particularly clean.	The footways are predominantly in residential areas where traffic would not be moving too quickly. There is also street lighting present for the entirety of the route and the presence of wide tree lined verges in some place given the feeling of openness. However, some footway paving is cracked and doesn't appear particularly clean.
Things to see and do	People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art	The nearby airport may provide some visual interest.	Grass verges and tree-lined streets contribute to a pleasant environment, and some active frontages offer some visual interest	Grass verges and tree-lined streets contribute to a pleasant environment, and some active frontages offer some visual interest.

**Table 2.5: Healthy Streets Assessment**

- 3.35 The ATZ and HSA have identified that the pedestrian route to West Drayton would benefit from the provision of tactile paving at some side road crossings, where this is absent. There are also locations where footway surfacing and existing tactile paving is in poor condition but this is considered a road maintenance issue.