

ATZ Assessment

Introduction

- 1.1 This Active Travel Zone (ATZ) assessment accompanies a Transport Assessment and Travel Plan Statement prepared on behalf of Lysara in relation to the proposed development of an Electric Vehicle (EV) Fast Charging Station with supporting facilities including a new food and beverage unit (F&B unit) at the Heathrow Flightpath Car Park, Sipson.
- 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.

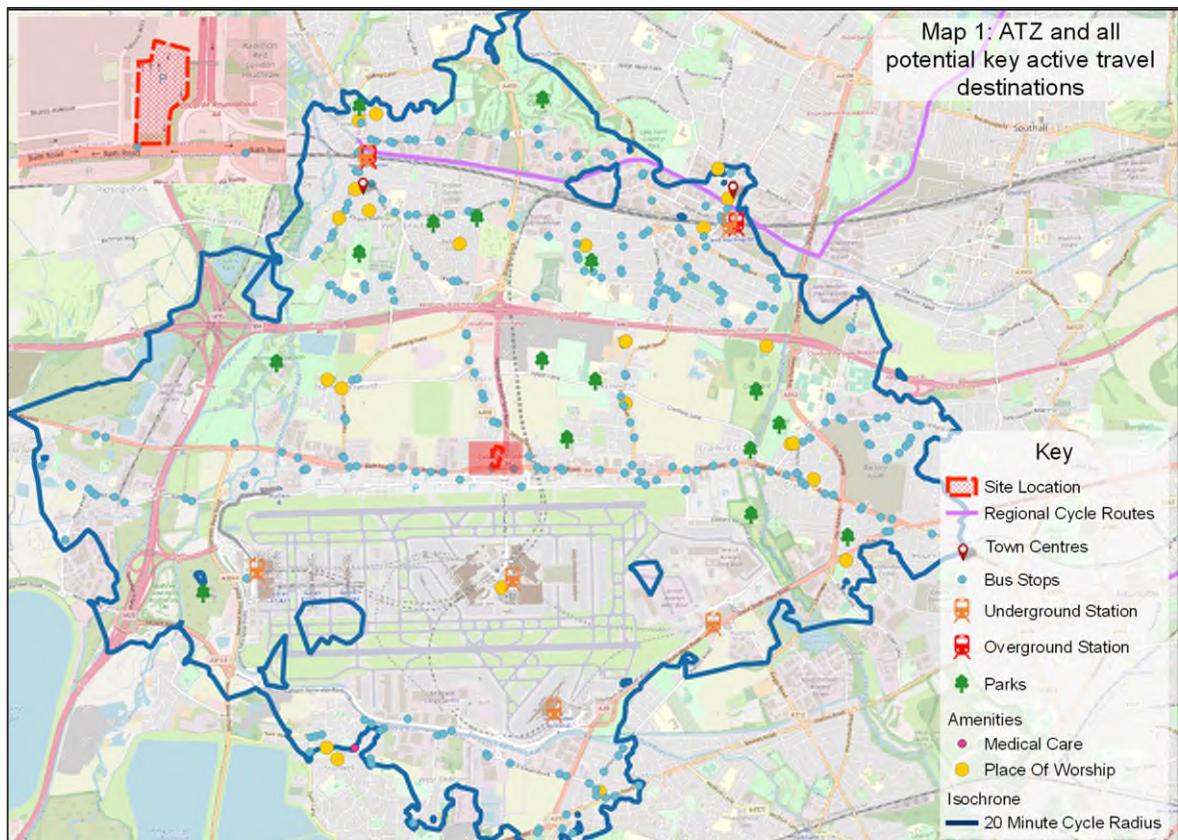


Figure 1.1: Active Travel Zone

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

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 | Staff associated with the F&B unit can take the bus to work. As a fast charging EV facility, it is unlikely that customers parking their vehicle will also use the bus. |
| Railway Stations | High | Staff associated with the F&B unit can take the train to work. As a fast charging EV facility, it is unlikely that customers parking their vehicle will also use the train. |
| Strategic Cycle Network | High | As per ATZ assessment guidelines, the strategic cycle network has been identified as a high priority destination for staff. |
| Town Centres | Medium | The distance from the site suggests this would not be a high priority destination for staff and customers. |
| Parks | Medium | Users of the site may wish to visit local green spaces while their vehicle is charging. As may staff. |
| Places of Worship, including Churches | Low | Employees of the F&B unit may visit places of worship from the site. |
| Hospitals | Low | Employees and visitors to the site are likely to require use of a hospital infrequently and therefore hospitals are of low importance. |
| Schools/Colleges/University | Low | The proposed site is an EV charging station with a small F&B unit 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

1.4 As can be seen from **Figure 1.2**, the main desire lines from the site will be north towards the town centre and railway. 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 (defined as one or more 'killed' and/or two or more 'seriously injured'). This aligns with the safe streets element of the Vision Zero approach.

| Location | Number of KSIs | Comments | Potential Improvements* |
|---|----------------|---|--|
| Cluster 1: Porters Way / Station Road Junction | 2 SI's | 1 pedestrian casualty, 1 motorcycle rider casualty. The incident involving the pedestrian occurred in darkness, with the car colliding with the pedestrian who was on a crossing or refuge. The motorcycle driver turned right across car drivers path. | The pedestrian refuge area could be widened. |
| Cluster 2: Station Road / Ferrers Avenue Junction | 3 SI's | 2 cyclist casualties, 1 car driver casualty. Once incident involved a car turning left across a cyclists path, another incident involved a vehicle colliding with another vehicle parked in the carriageway, with one incidents details unknown. | Consider an off-road cycle facility or enhanced cycle segregation for the on-road route. |

Table 1.2: Potential Safety Improvements

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

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.

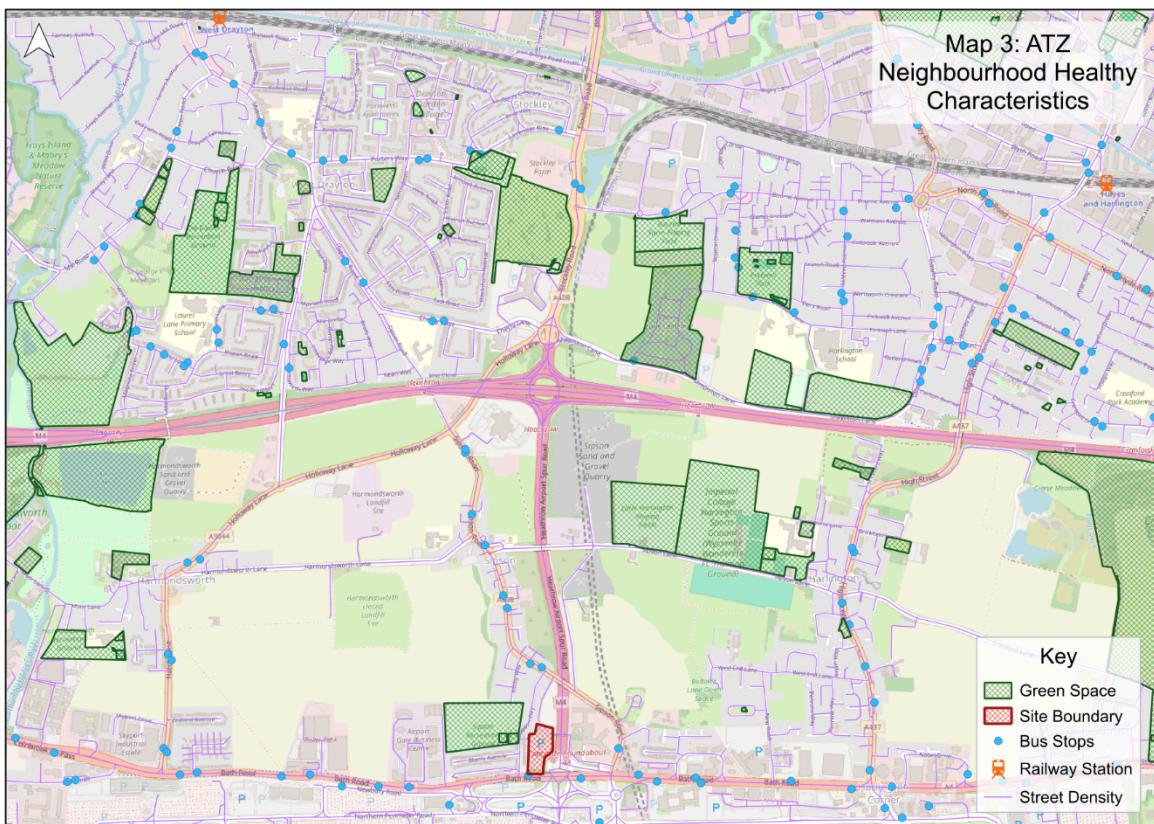


Figure 1.3: ATZ Neighbourhood Healthy Characteristics

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 was undertaken on the 9th January 2025, 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 accompanying 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. The below healthy streets audit will therefore place a greater focus on cycle facilities than pedestrian so as not to be repetitive content.

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.

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

| Healthy Streets Indicator/s Not Met | Observation/Why | Recommendation |
|--|--|---|
| 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. | An acoustic barrier could be considered, however the balance of this should be weighed up with the safety and visual effects of screening at this location. |
| 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

1.16 As noted within the Transport Assessment, the route to the Bath Road bus stops with dropped kerbs and tactile paving in good condition.

Route 2 – Site to Town Centre

1.17 **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

| Healthy Streets Indicator/s Not Met | Observation/Why | Recommendation |
|--|--|---|
| People feel relaxed | Rubbish / fly tipping present along the route, particularly in underpass and along eastern side of Sipson Road. Litter so bad, rats were spotted at Sipson Road side of underpass. | Ensure council are aware of rubbish collection issue, provide more public bins along Sipson Road and remove street clutter. |
| People feel safe | Cycle markings fading on Station Road. Cars parked on footway on Sipson Road making it difficult to walk on the footpaths and forcing pedestrians to walk in the carriageway. | Where possible, delineate the cycle route in a clearer manner. Enforce parking on-road rather than on footway. |
| Easy to cross | Missing tactile paving at a number of side road crossing points (see pedestrian route audit in TA). Also broken tactile paving at Station Road crossing, adjacent to Tesco. Footpath ends on Sipson Road adjacent to Raddison (if walking alternative route to site on Sipson Road rather than Sipson Way), with no dropped kerbs or tactile encouraging crossing to other side. | Install tactile paving/dropped kerbs where absent. |

Table 1.4: Healthy Streets Assessment of Route 2

1.18 Further details on the quality of each crossing between the site and West Drayton Town Centre are provided within the Transport Assessment.

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

1.19 **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

| Healthy Streets Indicator/s Not Met | Observation/Why | Recommendation |
|--|--|--|
| People feel safe | 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

1.20 As detailed within the Transport Assessment, the crossings along this route are in good condition and are well lit. It is noted that cycle storage is provided at the railway station, which appears to be well used.

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

1.21 **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:

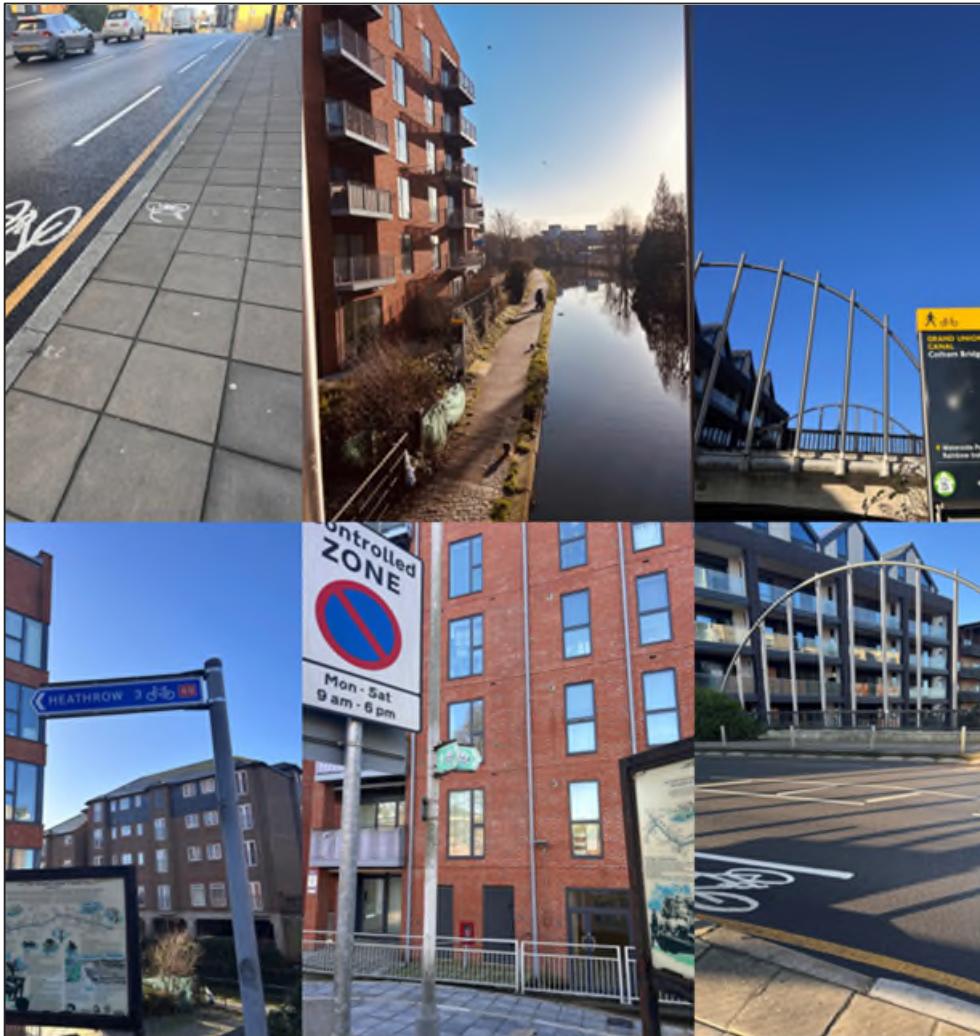


Figure 1.8: Photographs along Route 4

| Healthy Streets Indicator/s Not Met | Observation/Why | Recommendation |
|--|--|---|
| People feel safe | People walking and cycling expected to share the same space once on the Grand Union canal. | Segregation of cycle and pedestrian traffic where space allows. |
| Places to stop and rest | No cycle parking at this entry point to route | Consider adding in some Sheffield Stands |

Table 1.6: Healthy Streets Assessment of Route 4

1.22 This is a well signposted route with high quality markings in the majority.

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

Cycle Audit

1.24 While Tables 1.3-1.6 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. The cycle network is accessed from adjacent to the site on Bath Road.



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

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