

TECHNICAL NOTE

Job Name: Grays Road, Uxbridge
Job No: 333701048
Note No: TN003 (A)
Date: 29th September 2026
Prepared By: Jack Dalley/Phil Brady
Subject: **Grays Road, Uxbridge – Transport Assessment Addendum: Healthy Streets**

1. Introduction

- 1.1. This Technical Note has been prepared to address the comments from Transport for London relating to application 585/APP/2026/580 for '*Full planning permission for the demolition of the existing buildings and the redevelopment of the site to provide 333 dwellings, together with associated access, parking, landscaping and other ancillary works.*'
- 1.2. This Technical Note provides an update to the Healthy Streets assessment undertaken in the Transport Assessment and identifies possible mitigation measures on each Active Travel Zone route.
- 1.3. The routes to amenities cross over roads only at existing pedestrian crossing points. The following new crossings were previously reviewed and removed as possible options.
 - The crossing of Park Road at the western site access was initially considered in discussions with LBH and TFL, however there is limited scope to improve this opportunity or deliver this on the ground without a major redesign of the Park Road/St Andrews Road/Chippendale Way roundabout.
 - The current uncontrolled central island refuge crossing of St Andrews Road was assessed for improvement, but this would require a wider review of the roundabout to provide a comprehensive scheme (which is we believe being carried out by LBH Highways) plus any improvement is further complicated as the land adjacent to this location is outside of the client's ownership.

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- 1.4. As stated above, we believe that LBH Highways are investigating the St Andrews Roundabout as part of a wider study, therefore LBH Highways have requested the following be required in terms of a highways contribution. The proposed works are to be finalised, but this contribution could be used for crossing enhancements at the current crossings on St Andrews Road or Park Road South
- To help broaden the travel choice for residents living within the Gray's Road development a 1990 Town and Country Planning Act s.106 Healthy Streets contribution of **£100,000** is sought, this help fund the delivery of the St. Andrews roundabout project.
- 1.5. The proposed master plan for the site, also includes and creates the following which will be funded by the development and should be considered as part of the wider Active Travel commitment as the proposals provide benefit to the wider community
- Opening up the east/west safe and secure route across the site for pedestrians and cyclists which is currently blocked
 - Multiple on plot play and landscape areas with appropriate amenities seating, cycle parking, bins etc
 - New art work on building B to enhance the new entrance for pedestrian and cyclist from Park Road.
 - The scheme also provides scope for opening up the wider north/south connections providing shorter routes across the wider area for existing residents subject to legal agreements

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2. Active Travel Zone Routes

2.1. The Transport Assessment reviewed 8 routes as agreed with TFL and LBH

- Route 1 is from the western site access to St Andrews Primary School via St Andrews Road, Park Road, Hillingdon Road, Manor Waye and Nursery Waye.
- Route 2 is from the southern site access to Uxbridge High School and Brunel University via Hornchurch Road, Churchill Road, The Greenway and Cleveland Road. An alternative route to Brunel University via Hillingdon Road and a Public Right of Way adjacent to the River Pinn
- Route 3 is from the western site access to Sainsburys supermarket via Park Road, Chippendale Waye and York Road.
- Route 4 is from the western site access to Uxbridge Common and Hillingdon Sports Complex via Park Road.
- Route 5 is from the eastern site access to John Locke Academy via Bader Way.
- Route 6 is from the western site access to The Pavilions shopping centre via Park Road and High Street.
- Route 7 is from the western site access to The Chimes shopping centre via Park Road, Chippendale Waye and George Street. A
- Route 8 is from the western site access to Uxbridge Underground station and bus station via Park Road, Chippendale Waye and York Road.

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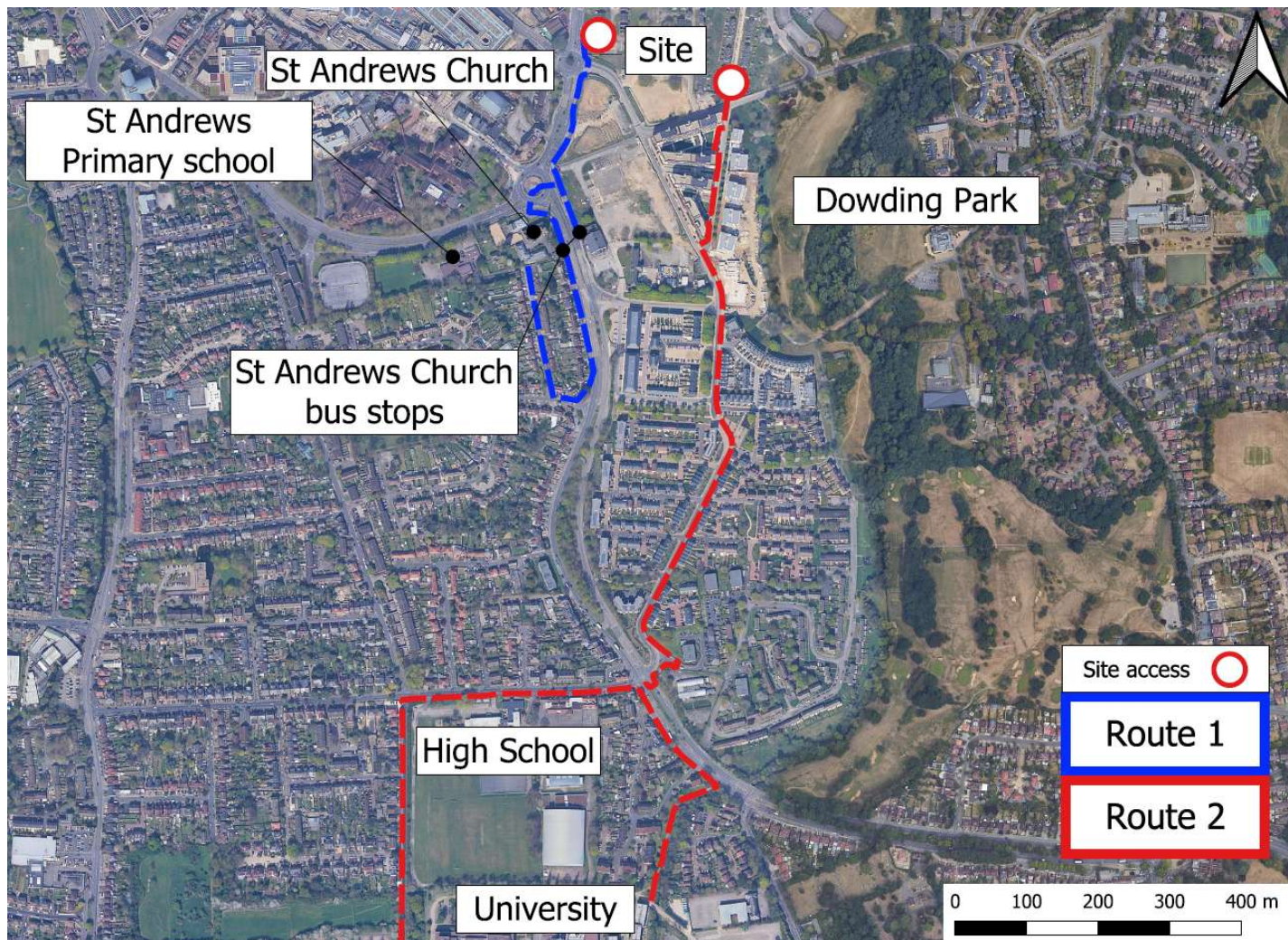


Figure 2-1: ATZ walking routes 1 and 2

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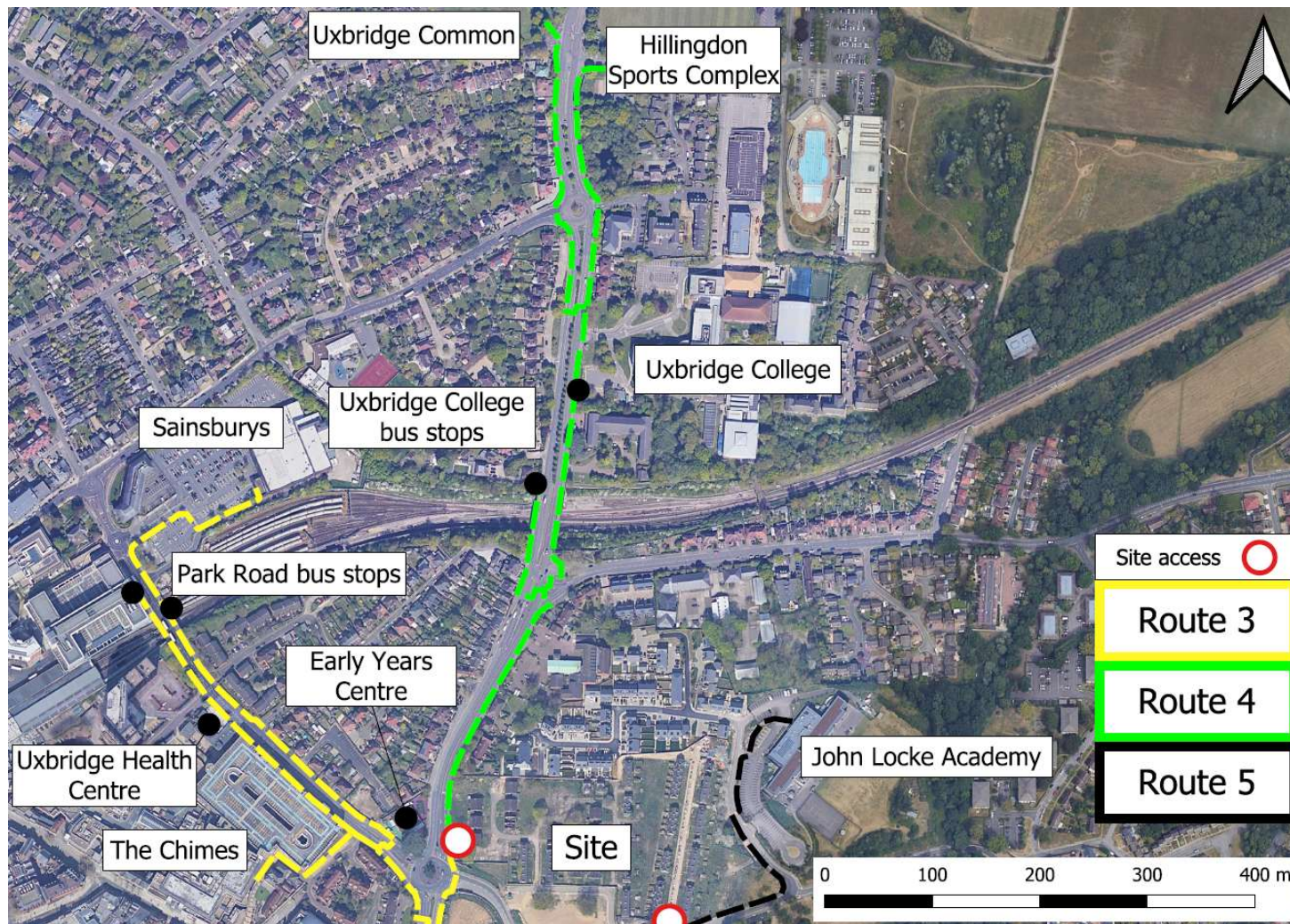


Figure 2-2: ATZ walking routes 3, 4 and 5

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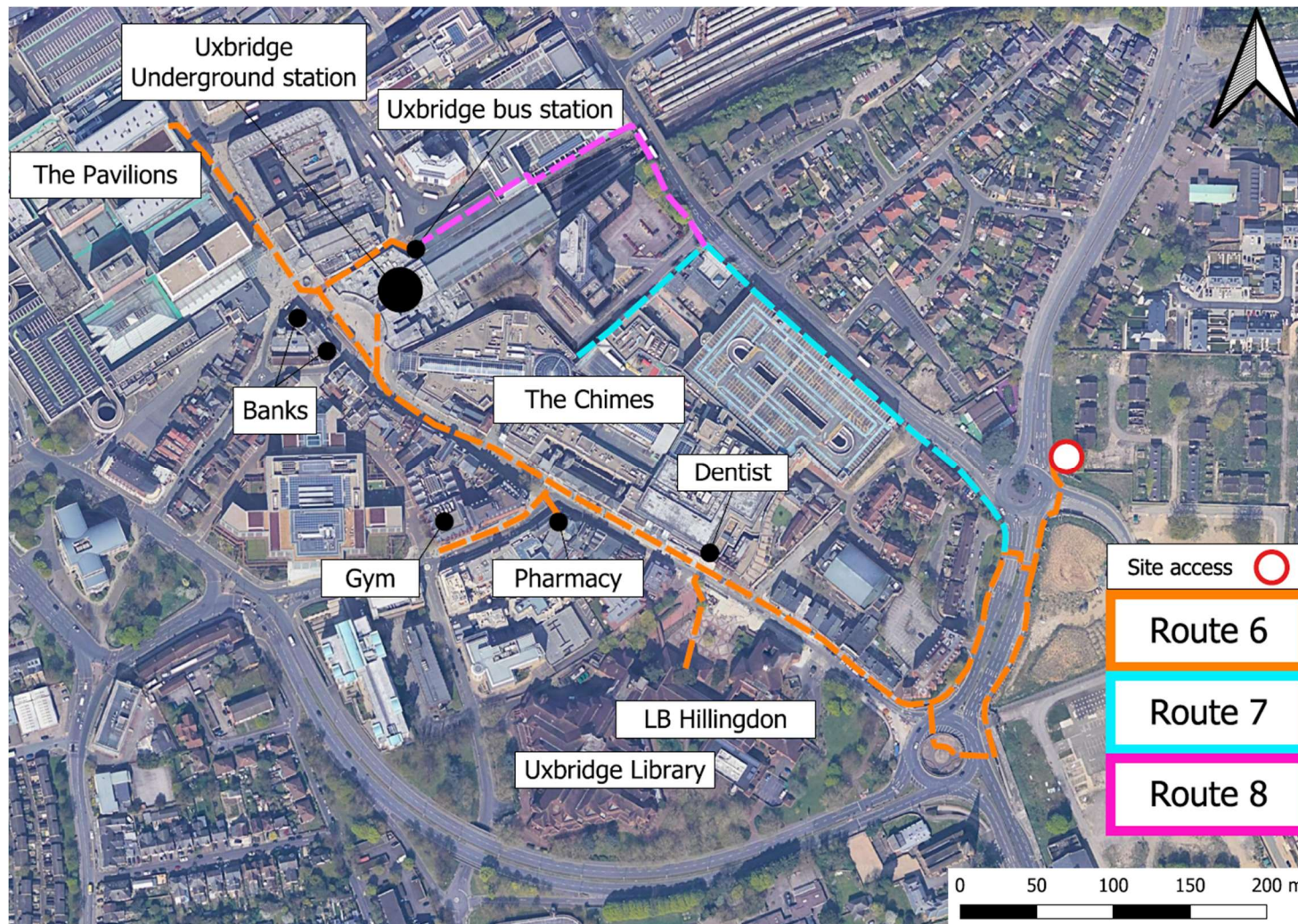


Figure 2-3: ATZ walking routes 6, 7 and 8

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Route 1

Route 1 is from the western site access to St Andrews Primary School via St Andrews Road, Park Road, Hillingdon Road, Manor Waye and Nursery Waye.

Table 2-1: Healthy Streets overview of Route 1 (Western site access to St Andrews Primary)

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Pedestrians from all walks of life	The street is accessible to all and features footways measuring approximately 2.0m on both sides, sufficient to accommodate those in wheelchairs. Dropped kerbs are provided at junctions, with tactile paving at most. The subway under the roundabout is wide, well-lit and shows no signs of flooding or vandalism 	Lack of tactile paving has been identified at Manor Waye/Nursery Waye junction
Easy to cross	Dropped kerbs, central refuge island and tactile paving at St Andrews Road	LBH Highways have a wider St Andrews Road Roundabout project for movement and safety

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	crossing. Hillingdon Road can be crossed using a wide, lit and well maintained subway. Dropped kerbs at entrance to Nursery Way	improvements which is being proposed to be supported by developer contributions
Shade and shelter	Bus stop provided on Hillingdon Road along with multiple mature trees which provide shade from the sun	
Places to stop and rest	Seating is provided in the bus stop located on Hillingdon Road	
Not too noisy	While Hillingdon Road is a dual carriageway subject to a 40mph speed limit, there was no need to raise our voice during the site visit.	
People choose to	The street includes wide footways on both sides of	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
walk, cycle and use public transport	Park Road and Hillingdon Road with crossing points provided on desire lines at all junctions. During site visits it was observed that there were numerous people walking along this route. There are multiple bus stops within walking distance of St Andrews Road and a northbound bus stop and bus lane on Hillingdon Road. In general, cycle infrastructure along the route is poor. There is a section of advisory on-carriageway cycle lane on Hillingdon Road, but no way for cyclists to turn right from Hillingdon Road southbound into Manor Waye. This manoeuvre would require a cyclist to dismount.	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	Nursery Way is a lightly trafficked cul-de-sac.	
People feel safe	Due to the St Andrews Park development, there are currently hoardings along St Andrews Road, Park Road and Hillingdon Road; natural surveillance will improve once this development is built. Street lighting along all roads on the route so there is illumination during darkness. The subway under Hillingdon Road was wide, lit and well maintained. A range of pedestrians were seen using the subway. 	It is understood that developer contributions from this site and surrounding developments are to be spent on improving the Park Road/Hillingdon Road/High Street roundabout. This will likely remove the subway crossings and replace them with at-grade signalised crossings. Whilst it was felt by the reviewers that the subways were well maintained, the removal of these subways will lessen the fear of crime and increase the natural surveillance and perception of safety when travelling through this junction

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
Things to see and do	Mature trees and vegetation are present along the western side of Hillingdon Road 	
People feel relaxed	Footways are uncluttered and are well maintained, with no potholes, damaged inspection covers or tree root ingress causing a trip hazard. A bus lane is present along Hillingdon Road which keeps traffic	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	away from pedestrians on the footway	
Clean air	While part of Hillingdon Road is subject to a 40mph speed limit, there were no observations of drivers accelerating or braking aggressively	

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Route 2

Route 2 is from the southern site access to Uxbridge High School and Brunel University via Hornchurch Road, Churchill Road, The Greenway and Cleveland Road. An alternative route to Brunel University via Hillingdon Road and a Public Right of Way adjacent to the River Pinn has also been considered, although this is only open during daylight hours.

Table 2-2: Healthy Streets overview of Route 2 (Southern site access to Brunel University)

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Pedestrians from all walks of life	The street is accessible to all and features wide footways, sufficient to accommodate those in wheelchairs. Dropped kerbs are provided at junctions, with tactile paving at most. 	Missing tactile paving – Cleveland Road/Villiers Street junction, Cleveland Road/Norton Road junction
Easy to cross	Dropped kerbs and tactile paving are provided at crossing points. Signalised	Consideration of crossing requirements at Grays Road/St Andrews Road/Hornchurch Road

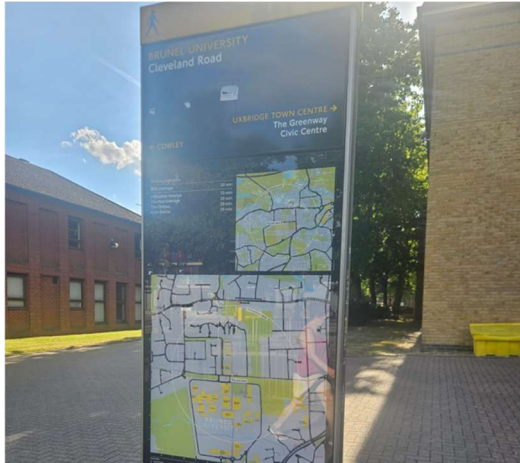
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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	pedestrian crossing facilities are located at the Hillingdon Road/Churchill Road/The Greenway junction	junction to facilitate pedestrian movements south from the site.
Shade and shelter	There are some trees and vegetation along the route which provide shade and shelter	

TECHNICAL NOTE

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Places to stop and rest	Seating is provided at Victory Place on Churchill Road, a pocket park built as part of the St Andrews Park development. Additional benches are located on a path from Churchill Road towards Hillingdon Road 	
Not too noisy	Low traffic flows and speeds were observed along the roads walked as part of the route.	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
People choose to walk, cycle and use public transport	The street includes wide footways on both sides of Churchill Road and The Greenway with crossing points provided on desire lines at all junctions. Additional pedestrian crossings are present on The Greenway and Cleveland Road. During site visits it was observed that there were numerous people walking along this route. Pedestrian wayfinding is present in places. The whole route is 20mph with some advisory cycle lanes on The Greenway and on-carriageway cycle 	Potential consideration for Advanced Stop Line for cyclists at Churchill Road where it meets The Greenway / Hillingdon Road in keeping with the other arms of this junction.

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	markings on Cleveland Road. There are no facilities for cyclists at the Churchill Road / Hillingdon Road / The Greenway junction.	
People feel safe	There is a high level of natural surveillance along the route from residential dwellings. The pedestrian path from Hillingdon Road to Brunel University is wide and had good natural surveillance. It is locked overnight. Street lighting along all roads on the route so there is illumination during darkness	

TECHNICAL NOTE

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Things to see and do	Victory Place on Churchill Road is a public plaza featuring a paved area and landscaping	
People feel relaxed	Footways are uncluttered and are well maintained, with no potholes, damaged inspection covers or tree root ingress causing a trip hazard.	
Clean air	While part of Hillingdon Road is subject to a 40mph speed limit, there were no observations of drivers accelerating or braking aggressively	

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Route 3

Route 3 is from the western site access to Sainsburys supermarket via Park Road, Chippendale Waye and York Road. An alternative route to the Chimes shopping centre is also considered.

Table 2-3: Healthy Streets overview of Route 3 (Western site access to Sainsburys)

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Pedestrians from all walks of life	The street is accessible to all and features footways consistently at least 2.0m wide, sufficient to accommodate those in wheelchairs. Dropped kerbs are provided at junctions, with tactile paving at most	Missing tactile paving at York Road/George Street junction

TECHNICAL NOTE

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Easy to cross	The route features multiple formal crossing points, including across St Andrews Road, Park Road, Chippendale Way and a zebra crossing (shown opposite) adjacent to the Sainsburys access 	LBH Highways have a wider St Andrews Road Roundabout project for movement and safety improvements which is being proposed to be supported by developer contributions
Shade and shelter	There are some trees and vegetation along the route which provide shade and shelter, along with bus shelters	
Places to stop and rest	Seating is provided at bus stops along the route	

TECHNICAL NOTE

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Not too noisy	All roads on the route are subject to a 30mph speed limit. Low traffic flows and speeds were observed along the roads walked as part of the route.	
People choose to walk, cycle and use public transport	The route features multiple formal crossing points, with additional provided on desire lines at all junctions. During site visits it was observed that there were numerous people walking along this route. The route passes bus stops on Park Road and York Road. There are no facilities for cyclists at any point along the route.	Consider improved wayfinding signage on Cumbrian Way to aid pedestrian navigation to The Chimes shopping centre and Uxbridge town centre as the route is currently unclear



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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	The pedestrian route to The Chimes shopping centre can be made via a wide pedestrianised route with good levels of natural surveillance, however the route to this point lacks wayfinding signage (See photo)	
People feel safe	There is a reasonable level of natural surveillance along the route from residential dwellings and commercial properties, although the latter will be closed overnight. One of the respondents to the Women's Safety Audit highlighted this route, stating that "Felt safe, felt seen and the greenery made the space very welcoming".	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	However, another stated “While conducting the audit, we were questioned by security at a main office nearby (HQ of Coca Cola) and asking us what we were doing there”. This, along with other points raised in the audit about feeling confined, means that maximising the natural surveillance and ensuring that there are ‘eyes on the street’ is especially important along York Road.	
Things to see and do	The Chimes shopping centre can be accessed from Chippendale Way	
People feel relaxed	Footways are uncluttered and are well maintained, pedestrian guardrails	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	separate the footway from the carriageway in some places	
Clean air	There were no observations of drivers accelerating or braking aggressively	

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Route 4

Route 4 is from the western site access to Uxbridge Common and Hillingdon Sports Complex via Park Road.

Table 2-4: Healthy Streets overview of Route 4 (Western site access to Uxbridge Common)

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Pedestrians from all walks of life	The street is accessible to all and features wide footways, sufficient to accommodate those in wheelchairs. Dropped kerbs are provided at junctions, with tactile paving at most. One notable exception is the Park Road/Belmont Road roundabout (see photo) and Park Road/South Common Road junction, where dropped kerbs are present but not tactile paving 	Missing tactile paving in these locations

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
Easy to cross	Dropped kerbs and tactile paving are provided at most crossing points. Signalised pedestrian crossing facilities are located at the Park Road/Honeycroft Hill and Park Road/Gatting Way junctions, as well as on Park Road	
Shade and shelter	There are some trees and vegetation along the route which provide shade and shelter, as well as bus shelters	

TECHNICAL NOTE

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Places to stop and rest	Seating is provided in some bus shelters 	Lack of possible seating along route, option at the northeastern side of the Park Road/Honeycroft Hill junction (see photo)
Not too noisy	Park Road is a dual carriageway, but road noise was not louder than a conversation	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
People choose to walk, cycle and use public transport	The street includes wide footways on both sides of Churchill Road and The Greenway with crossing points provided on desire lines at all junctions. Additional pedestrian crossings are present on The Greenway and Cleveland Road. During site visits it was observed that there were numerous people walking along this route. Some pedestrian wayfinding is provided on Park Road	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
People feel safe	There is a reasonable level of natural surveillance along the route from residential dwellings. While the southern end of the route currently features a brick wall, this will be removed as part of the development 	
Things to see and do	There is a convenience shop, bar/restaurant and college on the route	
People feel relaxed	Footways are uncluttered and are relatively well maintained	
Clean air	While Park Road is a dual carriageway, there	

TECHNICAL NOTE

Healthy Streets indicator	Surrounding the site	Possible Mitigation
	were no observations of drivers accelerating or braking aggressively	

Route 5

Route 5 is from the eastern site access to John Locke Academy via Bader Way.

Table 2-5: Healthy Streets overview of Route 5 (Eastern site access to John Locke Academy)

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Pedestrians from all walks of life	The street is accessible to all and features footways measuring approximately 2.0m on both sides, sufficient to accommodate those in wheelchairs. Dropped kerbs with tactile paving are 	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	provided at junctions. A zebra crossing is provided on Bader Way between the eastern site access and the school entrance	
Easy to cross	Dropped kerbs and tactile paving are provided at every junction. A zebra crossing is provided to aid access to the school 	
Shade and shelter	There are some mature trees which provide shade from the sun	

TECHNICAL NOTE

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Places to stop and rest	While there are not any formal places to stop, the walking route is approximately 100m long	
Not too noisy	Bader Way is subject to a 20mph speed limit and is a cul-de-sac serving only the school and some residential properties	
People choose to walk, cycle and use public transport	The street includes wide footways on both sides with crossing points featuring dropped kerbs and tactile paving provided on desire lines at all junctions, in addition to a zebra crossing.	

TECHNICAL NOTE

Healthy Streets indicator	Surrounding the site	Possible Mitigation
	During site visits it was observed that there were numerous people walking along this route. There are bus stops within walking distance on Park Road	
People feel safe	The natural surveillance will improve once this development is built. Street lighting is present along all roads on the route so there is illumination during darkness	
Things to see and do	Mature trees and vegetation are present along the western side of	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	Hillingdon Road. Dowding Park can be accessed to the south	
People feel relaxed	Footways are wide, uncluttered and are well maintained, with no potholes, damaged inspection covers or tree root ingress causing a trip hazard.	
Clean air	Bader Way is subject to a 20mph speed limit and is a cul-de-sac serving only the school and some residential properties	

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Route 6

Route 6 is from the western site access to The Pavilions shopping centre via Park Road and High Street.

Table 2-6: Healthy Streets overview of Route 6 (Western site access to The Pavilions shopping centre)

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Pedestrians from all walks of life	The street is accessible to all and features footways measuring approximately 2.0m on both sides, sufficient to accommodate those in wheelchairs. Dropped kerbs are provided at junctions, with tactile paving at most. The subway under the roundabout is wide, well-lit and shows no signs of flooding or vandalism 	
Easy to cross	Dropped kerbs, central refuge island and tactile paving at St Andrews Road crossing. Park Road can be crossed using	LBH Highways have a wider St Andrews Road Roundabout project for movement and safety

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	either a signalised crossing or a wide, lit and well maintained subway. A zebra crossing on High Street enables pedestrians on the southern footway cross into the pedestrianised section	improvements which is being proposed to be supported by developer contributions
Shade and shelter	Bus stop provided on Park Road	
Places to stop and rest	Seating is provided in the bus stop located on Park Road and benches on High Street	
Not too noisy	While Park Road is a dual carriageway, there was no need to raise our voice during the site visit	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
People choose to walk, cycle and use public transport	The street includes wide footways on both sides of Park Road. The High Street features a pedestrianised section and is in a town centre location. During the site visits it was observed that this was a highly active area, even at night. There are multiple bus stops within walking distance of St Andrews Road and a northbound bus stop on Hillingdon Road 	Consideration of improved way finding signage on Park Road close to the pedestrian access from the west of the site. This would assist wayfinding for pedestrians heading towards Uxbridge town centre along Park Road and reinforce the proximity of the town centre amenities to the residents
People feel safe	Due to the St Andrews Park development, there are currently hoardings along St Andrews Road and Park Road; natural surveillance will improve once this development is built. Street lighting along all roads on the route so there is illumination during darkness. The subway	It is understood that developer contributions from this site and surrounding developments are to be spent on improving the Park Road/Hillingdon Road/High Street roundabout. This will likely remove the subway crossings and replace them with at-grade signalised crossings. Whilst it was felt by the reviewers that the subways were well maintained, the removal of these subways will lessen the fear of crime and increase the

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	under Hillingdon Road was wide, lit and well maintained. A range of pedestrians were seen using the subway. The High Street towards the Underground station is a very active area, with high levels of natural surveillance. The review of the High Street in the Uxbridge Women's Safety Audit identified the need for better maintenance and upkeep, as well as the inclusion of further infrastructure improvements such as seating, lighting and tackling areas that felt particularly dark due to overhangs.	perception of safety when travelling through this junction. Consideration for additional seating and lighting on the High Street would address findings from the Uxbridge Women's Safety Audit

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
Things to see and do	The Chimes and The Pavilions shopping centres are accessible from this route, along with Hillingdon Library, a dentist, a gym and multiple pubs and restaurants. Public art is also present on the High Street	
People feel relaxed	Footways are uncluttered and are well maintained, with no potholes, damaged inspection covers or tree root ingress causing a trip hazard. The High Street features a	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	bus gate and a pedestrianised section	
Clean air	There were no observations of drivers accelerating or braking aggressively on Park Road.	

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Route 7

Route 7 is from the western site access to The Chimes shopping centre via Park Road, Chippendale Waye and George Street. An alternate route via Cumbrian Way has also been assessed

Table 2-7: Healthy Streets overview of Route 7 (Western site access to The Chimes shopping centre)

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Pedestrians from all walks of life	The street is accessible to all and features footways consistently at least 2.0m wide, sufficient to accommodate those in wheelchairs. Dropped kerbs are provided at junctions, with tactile paving at most.  There is a pedestrianised section southwest of Cumbrian Way	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
Easy to cross	The route features multiple formal crossing points, including across St Andrews Road, Park Road and Chippendale Way. There are shared surface sections on Cumbrian Way 	
Shade and shelter	There are some trees and vegetation along the route which provide shade and shelter, along with a bus shelter on Park Road	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
Places to stop and rest	Seating is provided at bus stops along the route and on the pedestrianised section to the southeast of The Chimes 	
Not too noisy	All roads on the route are subject to a 30mph speed limit. It was possible to maintain a conversation throughout the route	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
People choose to walk, cycle and use public transport	The route features multiple formal crossing points, with additional provided on desire lines at all junctions. During site visits it was observed that there were numerous people walking along this route. The route passes bus stops on Park Road 	Consider improved wayfinding signage on Cumbrian Way to aid pedestrian navigation to The Chimes shopping centre and Uxbridge town centre as the route is currently unclear

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
People feel safe	There is a reasonable level of natural surveillance along the route from residential dwellings and commercial properties, although the latter will be closed overnight. Alternate route from Cumbrian Way via alley is lit, but lacks natural surveillance 	Consider better way finding signage for the route to The Chimes (shown below) which could limit use of the alley from Cumbrian Way 
Things to see and do	The Chimes shopping centre can be accessed from Chippendale Way	
People feel relaxed	Footways are uncluttered and are	

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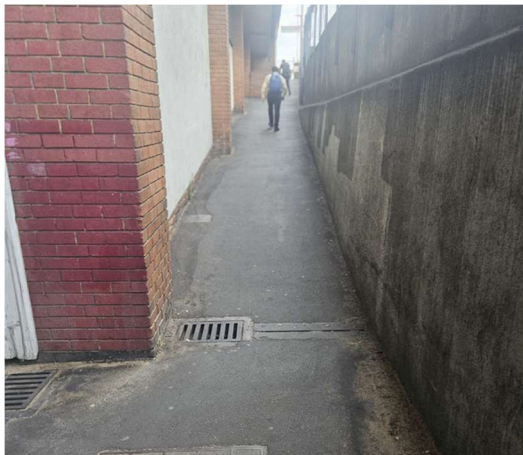
Healthy Streets indicator	Surrounding the site	Possible Mitigation
	well maintained, pedestrian guardrails separate the footway from the carriageway in some places	
Clean air	There were no observations of drivers accelerating or braking aggressively	

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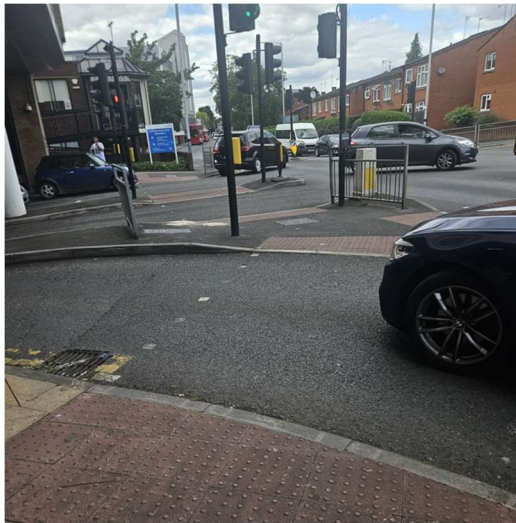
Route 8

Route 8 is from the western site access to Uxbridge Underground station and bus station via Park Road, Chippendale Waye and York Road. An alternative route to the Chimes shopping centre is also considered.

Table 2-8: Healthy Streets overview of Route 8 (Western site access to Uxbridge Underground station)

Healthy Streets indicator	Surrounding the site	Possible Mitigation
Pedestrians from all walks of life	The street is accessible to all and features footways consistently at least 2.0m wide, sufficient to accommodate those in wheelchairs. Dropped kerbs are provided at junctions, with tactile paving at most. The route from York Road to the Underground station is quite steep and may be unsuitable for those in wheelchairs	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
Easy to cross	The route features multiple formal crossing points, including across St Andrews Road, Park Road and Chippendale Way 	
Shade and shelter	There are some trees and vegetation along the route which provide shade and shelter, along with bus shelters. The alleyway from York Road to the bus	

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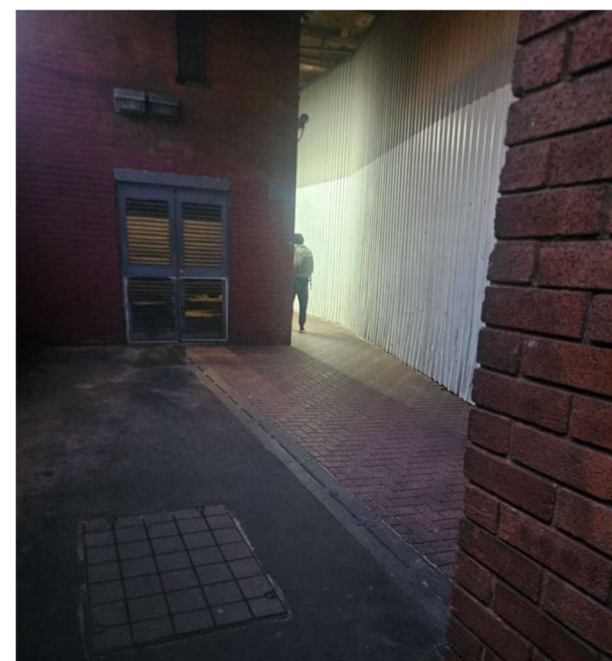
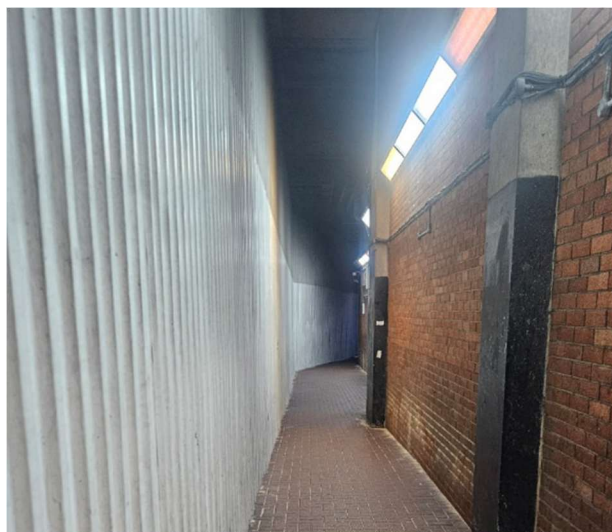
Healthy Streets indicator	Surrounding the site	Possible Mitigation
	station is enclosed in places	
Places to stop and rest	Seating is provided at bus stops along the route with formal benches provided at the bus station	
Not too noisy	All roads on the route are subject to a 30mph speed limit. Low traffic flows and speeds were observed along the roads walked as part of the route.	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
People choose to walk, cycle and use public transport	The route features multiple formal crossing points, with additional provided on desire lines at all junctions. During site visits it was observed that there were numerous people walking along this route. The route passes bus stops on Park Road, the bus station and terminates at Uxbridge Underground station 	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
People feel safe	There is a reasonable level of natural surveillance along the route from residential dwellings and commercial properties, although the latter will be closed overnight. The route between York Road and the Underground station is narrow and features a pair of 90 degree bends, but relatively well lit. One of the respondents to the Women's Safety Audit highlighted this route, stating that "she does not feel safe in this area due to the narrowness of	Consider additional lighting on the first section of the alley from York Road would help to make this area feel more attractive to pedestrians as this is the section furthest away from natural surveillance and TfL staff at the bus station.



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Healthy Streets indicator	Surrounding the site	Possible Mitigation
	the alleyway and lack of visibility". Another stated that "surrounding areas, such as roads and alleyways, confined the area making it feel inaccessible". Another respondent stated "There are London Underground staff (usually in sight) which is very reassuring" for the section of route at the end of the alley	
Things to see and do	The Chimes shopping centre can be accessed from Chippendale Waye, as can Uxbridge Health Centre	

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Healthy Streets indicator	Surrounding the site	Possible Mitigation
People feel relaxed	Footways are uncluttered and are well maintained, pedestrian guardrails separate the footway from the carriageway in some places	
Clean air	There were no observations of drivers accelerating or braking aggressively	

TECHNICAL NOTE

3. Consideration of Possible Mitigation

- 3.1. The tables above offer a description of the routes to identified key destinations in line with the Healthy Streets indicators and offer potential improvements for consideration address the highlighted deficiencies. These improvements could offer an improvement to the local environment for trips by walking and cycling and are summarised below.

Table 3-1: Healthy Streets overview of routes and possible mitigation

Healthy Streets route	Possible Mitigation	Indicative cost	Gray's Road Commentary	Possible Contribution Consideration
Route 1	Provide tactile paving where it is missing. A lack of tactile paving has been identified at Manor Waye/Nursery Waye junction	£5,000	Remote from Site, not on a Primary Route	N/A
	It is understood that developer contributions are being sought to be spent on improving the Park Road/Hillingdon Road/High Street roundabout. This will likely remove the subway crossings and replace them with at-grade signalised crossings. Whilst it was felt by the reviewers that the subways were well maintained, the removal of these subways will lessen the fear of crime and increase the natural surveillance and perception of safety when travelling through this junction	TBA	LBH Wider Initiative	N/A

TECHNICAL NOTE

Healthy Streets route	Possible Mitigation	Indicative cost	Gray's Road Commentary	Possible Contribution Consideration
Route 2	Provide tactile paving – Cleveland Road/Villiers Street junction, Cleveland Road/Norton Road junction	£5,000	Remote from Site, not on a Primary Route	N/A
	Provide a crossing point at Grays Road/St Andrews Road/Hornchurch Road junction to facilitate pedestrian movements south from the site	£20,000	LBH Highways have a wider St Andrews Road Roundabout project for movement and safety improvements which is being proposed to be supported by developer contributions. This scheme may be party to that review and Grays Road have agreed a £100k contribution to this wider scheme	£0
	Potential for Advanced Stop Line for cyclists at Churchill Road where it meets The Greenway / Hillingdon Road in keeping with the other arms of this junction.	£1,500	Remote from Site, not on a Primary Route	N/A
Route 3	Provide tactile paving at York Road/George Street junction	£5,000	Remote from Site, not on a Primary Route	N/A
	Provide signage on Cumbrian Way to aid pedestrian navigation to The Chimes shopping	£2,500	Provides way finding for developer and wider community	£2,500

TECHNICAL NOTE

Healthy Streets route	Possible Mitigation	Indicative cost	Gray's Road Commentary	Possible Contribution Consideration
	centre and Uxbridge town centre as the route is currently unclear			
Route 4	Provide tactile paving at Park Road/Belmont Road roundabout and Park Road/South Common Road junction	£5,000	Remote from Site, not on a Primary Route	N/A
	Provide additional seating at the northeastern side of the Park Road/Honeycroft Hill junction	£5,000	Remote from Site, not on a Primary Route	N/A
Route 6	The installation a Legible London totem on Park Road close to the pedestrian access from the west of the site. This will be placed within the site boundary facing Park Road and assist wayfinding for pedestrians heading towards Uxbridge town centre along Park Road and reinforce the proximity of the town centre amenities to the residents	£5,000	Needs to be part of a wider strategy for town centre not in isolation – therefore contribution not complete cost	£5,000
	The provision of additional seating and lighting on the High Street would address findings from the Uxbridge Women's Safety Audit	£7,500	Needs to be part of a wider strategy for town centre not in isolation – therefore contribution not complete cost – for new bench only	£7,500

TECHNICAL NOTE

Healthy Streets route	Possible Mitigation	Indicative cost	Gray's Road Commentary	Possible Contribution Consideration
Route 8	Adding additional lighting on the first section of the alley from York Road would help to make this area feel more attractive to pedestrians as this is the section furthest away from natural surveillance and TfL staff at the bus station.	£2,000- £5,000	Needs to be part of a wider strategy for town centre not in isolation	N/A

TECHNICAL NOTE

4. Gray's Road Proposed Mitigation

4.1. The following table sets out a summary of the possible measures and contributions which could be considered by

Route	Measure	Budget/Contribution
Route 3	Provide signage on Cumbrian Way to aid pedestrian navigation to The Chimes shopping centre and Uxbridge town centre as the route is currently unclear – development and wider community benefit	£2,500
Route 6	The installation of a Legible London totem on Park Road close to the pedestrian access from the west of the site. This will be placed within the site boundary facing Park Road and assist wayfinding for pedestrians heading towards Uxbridge town centre along Park Road and reinforce the proximity of the town centre amenities to the residents. – development and wider community benefit	£5,000
Route 6	The provision of additional seating on the High Street would address findings from the Uxbridge Women's Safety Audit – Wider community benefit	£7,500
Budget Contributions for Gray's Road to support the Healthy Street Assessment		£15,000