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**Project:** Former MSD Facility, Breakspear Road South

**Our reference:** 100108003

**Prepared by:** Joshua Barrett

**Date:** April 2023

**Approved by:** Mark Fitch

**Checked by:** Alex Keene

**Subject:** Healthy Streets Active Travel Zone Assessment

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## 1. Introduction

- 1.1. A planning application (Ref 72870/APP/2022/3126) was submitted in October 2022 for the redevelopment of the former Merck Sharpe Dohme (MSD) facility off Breakspear Road South in the London Borough of Hillingdon (LBH) for a new storage yard for Keltbray Developments Limited, part of the Keltbray Group. The Keltbray Group are a leading UK sub-contractor and the yard is intended to support future construction projects in West and Central London for which the Keltbray Group will be a key member of the construction supply chain. The site would be focused on supporting Keltbray's wider activities to service and facilitate these future construction projects.
- 1.2. Comments on the planning application were provided by TfL and subsequently discussed during a meeting involving TfL Spatial Planning officers and members of the development team, held on 23 February 2023. During these discussions it was agreed that an ATZ assessment of a single route between the site and Ickenham London Underground (LU) station would be undertaken, as well as a review of the cycle parking provision being proposed on site. A scope and route for the ATZ assessment was subsequently agreed via email on 28 February 2023 and this note sets out that assessment as well as the conclusions of the cycle parking provision review.

## 2. Healthy Street ATZ Assessment Methodology

- 2.1. A Healthy Streets Active Travel Zone assessment has been undertaken to demonstrate how the development proposals contribute towards the targets in the Mayor's Transport Strategy and vision for Healthy Streets. This assessment has been undertaken in accordance with the most recent TfL guidance.
- 2.2. The selected route has been assessed approximately every 150m against eight of the ten Healthy Streets Indicators (HSI). The full ten HSI's are illustrated in Figure 2-1.

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**Figure 2-1 Healthy Street Indicators**



Source: Healthy Streets for London, Transport for London, February 2017

2.3. In line with the guidance, the eight Healthy Streets indicators that have been assessed are as follows:

- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People feel safe
- Things to see and do
- People feel relaxed
- Clean air

### 3. Assessed Route

3.1. The agreed route for assessment begins at Ickenham London Underground station, continues along Glebe Avenue and Long Lane then along the B467 Swakeleys Road to Copthall Road East. It continues along Hoylake Crescent, onto King George V Playing Fields via Public Right of Way (PROW) U48, before detouring along the playing field towards the U47 Public Right of Way. The route then continues along the southern side of the Chiltern mainline railway towards Breakspear Road

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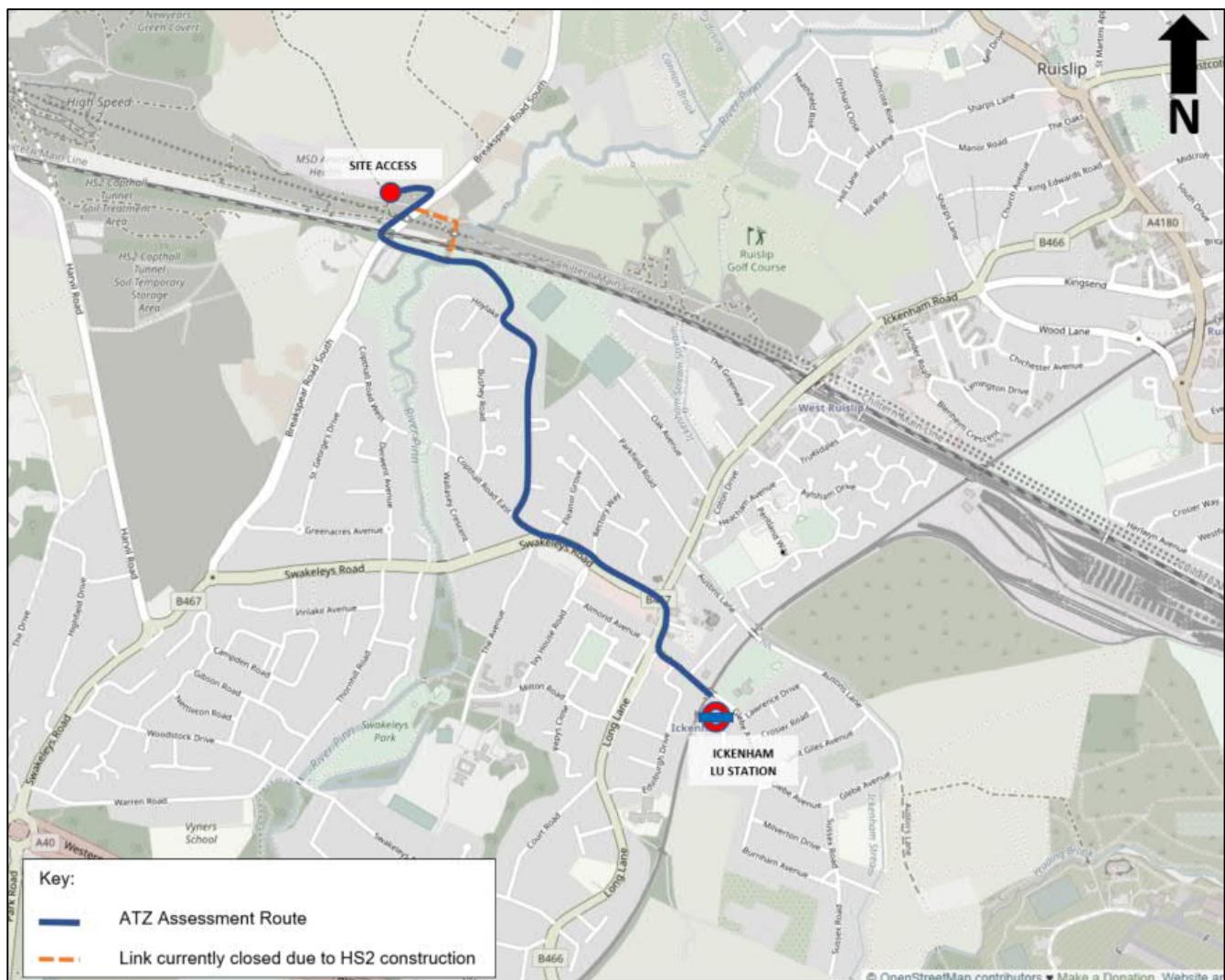
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South. Breakspear Road South is crossed via a temporary signalised crossing to a temporary footway along the western side of the carriageway, in turn providing access to the bridleway which leads into the site.

- 3.2. This route includes a temporary diversion of the potential longer term route as a result of the closure of PROW U45, including the underpass of the railway line, as a result of HS2 construction works in the area.
- 3.3. The route assessed and the location of the diversion as a result of the HS2 construction works are illustrated in Figure 3-1.

**Figure 3-1 Healthy Streets ATZ assessment route**



Source: OpenStreetMap

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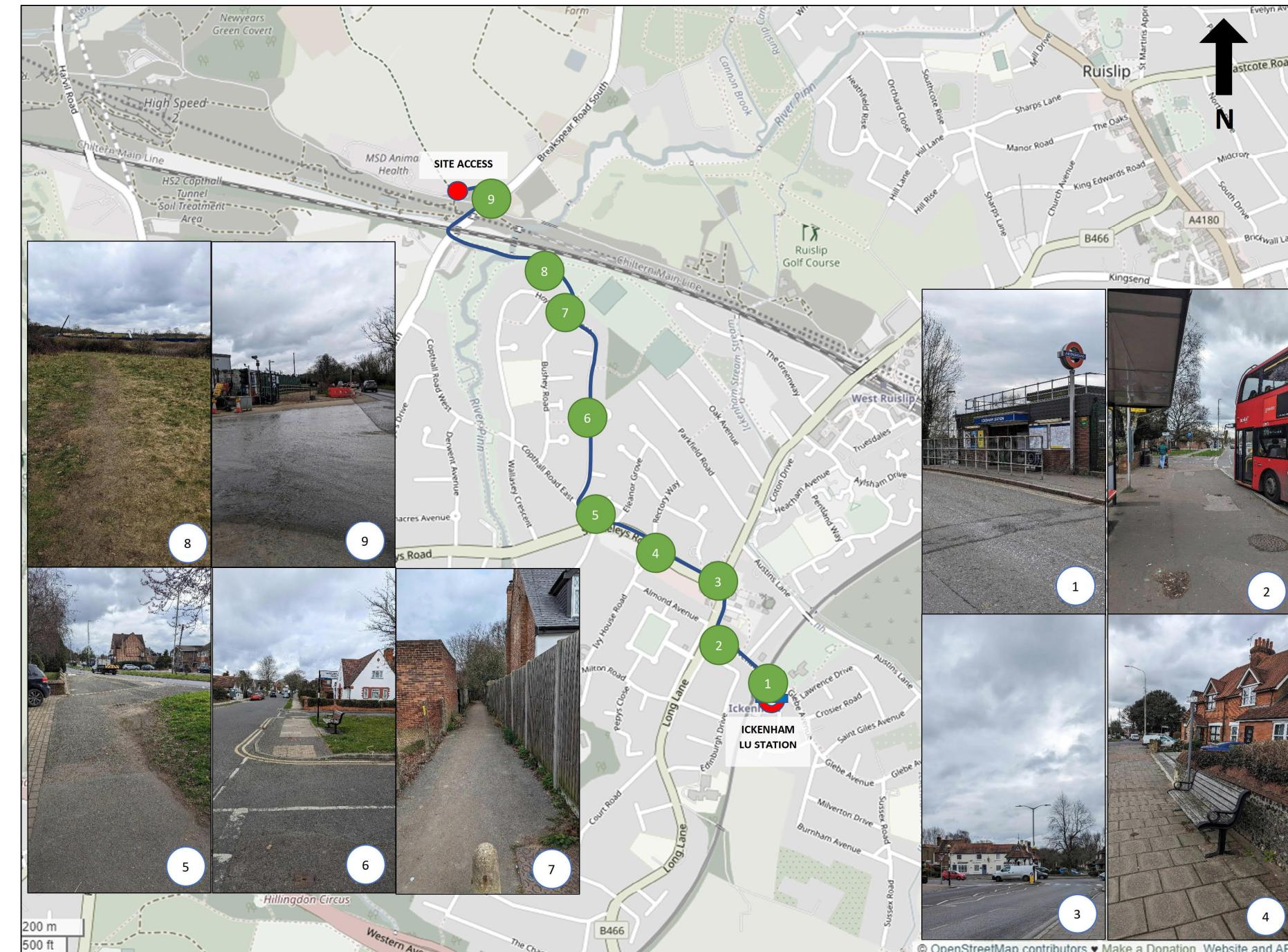
## 4. ATZ Assessment

4.1. A site visit to review the route was undertaken on Monday 6 March 2023 between 10:00 and 13:30. The weather conditions were fine and dry.

4.2. The route assessed and relevant photographs from the site visit are shown in Figure 4-1.

**Figure 4-1 Healthy Streets ATZ assessment route review**

Source: OpenStreetMap



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4.3. The route is formed by a mixture of bridleways, footways and footpaths, on-street links and off-street shared paths.

4.4. The environment between Ickenham London Underground station and the site was generally pleasant and not too noisy with suitable crossings provided at key locations.

4.5. Most of the route had footways of suitable widths, with some sections separated by a grass verge. Along some sections of the route, the footway widths were reduced by various items of street furniture for short distances. Part of the off-street route through King George V Playing Fields is unmade. The temporary diversion to the west of this is formed by a gravel path, which connects into the temporary crossing provided as part of the diversion for HS2 construction works, which in turn links to a short section of temporary footway in the carriageway on Breakspear Road South demarcated by temporary weighted barriers and fencing.

4.6. Cycle parking is provided along the route near to various key retail and local land uses. There are also on-carriageway cycle lanes provided along Long Lane, as well as a shared cycle / pedestrian path on the western side of Long Lane for the section of the route between Glebe Avenue and B467 Swakeleys Road. Quiet residential roads with wide carriageways and observed low vehicle flows also form part of the route and would be suitable and appealing for cyclists, although on-street parking would require cyclists to travel closer to the centre of the carriageway in places.

4.7. The photograph which reflects the worst part of the journey is Photograph 3, towards the junction of B467 Swakeleys Road / High Road / Long Lane. This location was observed to have higher traffic flows and greater turning movements than the rest of the route increasing the potential for conflicts between active modes and vehicles. This junction is wholly within adopted public highway and is considered to have the greatest potential for positive deliverable interventions to improve active mode journeys from Ickenham Station to the Site.

4.8. Table 4-1 illustrates the observations made at this location against the relevant TfL Healthy Streets Indicators.

**Table 4-1 Photograph 3 - Healthy Streets ATZ assessment**

<b>Healthy Streets Indicator</b>	<b>Observations</b>	<b>Areas for Improvement</b>
<b>Easy to cross</b>	<p>While a zebra crossing is provided which allows pedestrians and dismounted cyclists to cross (with connections to a Toucan Crossing and on-street and off-street cycle facilities on Long Lane, the effective crossing width is reduced by the location of a lighting column in the middle of the pedestrian refuge).</p> <p>Vehicles were observed to stop across the zebra crossing on the southeast bound side of the B467 Swakeleys Road carriageway as the crossing was located too close to the B467 / High Road / Long Lane junction.</p> <p>There is a raised section of carriageway (flush to footway) between B467 Swakeleys Road and High Road, providing vehicle access to properties on the north-west corner of the junction. No tactile paving is provided to indicate a crossing location across this carriageway.</p>	<p>Consider relocation of lighting column or increasing the width / length of the pedestrian refuge.</p> <p>It is not considered practical to relocate the crossing given pedestrian desire lines and the number of vehicle access points in the vicinity of this approach.</p> <p>Consider the provision of tactile paving to indicate a crossing point / change of use for visually impaired pedestrians walking along B467 Swakeleys Road at this vehicle access link</p>
<b>Shade and shelter</b>	<p>Shops, cafes and public houses within the vicinity of this area, including those with canopies provide shade and shelter. There are</p>	<p>There is little area for improvement.</p>

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<b>Healthy Streets Indicator</b>	<b>Observations</b>	<b>Areas for Improvement</b>
	also bus stops with shelters within the vicinity of this location as well as some large trees and a pagoda around the Ickenham Pump.	
<b>Places to stop and rest</b>	There are many shops, cafes and a public house within the vicinity of this assessment area which can provide places to stop and rest. There are also bus stops with seating and benches as well as the seating near the Ickenham Pump and Pond and Ickenham Library within the vicinity of this location.	There is little area for improvement.
<b>Not too noisy</b>	Based on observations, the general activity at this location was considered to be moderate but with a noticeable level of HGV activity. Conversations could be held without raising voices.	Improvements should be achieved through approaches outlined in the Mayor's Transport Strategy for the entirety of London to reduce reliance on private vehicles, noting in particular the Mayor's proposals for the extension of the ULEZ to include this area.
<b>People feel safe</b>	<p>While there is the potential for conflict between pedestrians and vehicles where pedestrians are required to cross the carriageway that connects the B467 and the High Road, crossings (a zebra crossing on B467 Swakeleys Road and then a toucan crossing on Long Lane) help to mitigate this.</p> <p>Less confident cyclists travelling on-road may be wary if turning right from B467 Swakeleys Road onto Long Lane given HGV activity and the need to cross both the northbound Long Lane carriageway and the right turn pocket into B467 Swakeleys Road. However, cyclists may use the access link that connects the B467 Swakeleys Road and the High Road to dismount and choose to continue their route along the zebra crossing and connect to cycle facilities on Long Lane.</p> <p>The lighting column on the refuge island may lead to pedestrians being temporarily obstructed and stranded in the carriageway when higher volumes of pedestrians are present. The area appears to be well lit, and there is natural surveillance provided by local properties and vehicles.</p>	Consider relocation of lighting column or increasing the width / length of the pedestrian refuge.
<b>Things to see and do</b>	Numerous retail services are provided around this location. Ickenham Library, a public house and the Ickenham Pump and Pond also provide an interesting, engaging area for pedestrians. There are also planters with flowers provided at the junction creating a more pleasant environment.	There is little area for improvement.
<b>People feel relaxed</b>	<p>The street is well maintained, and litter was not observed in this area. There were also litter bins provided in this area. There was no evidence of ponding observed along the footways in this area either.</p> <p>The speed of vehicles in this area appeared to fit the setting.</p> <p>The footways within the vicinity of this area were well-maintained and relatively smooth overall, while the area appeared pleasant with planters provided that improved the environment.</p> <p>Vehicles were observed to stop across the zebra crossing on the southeast bound side of the B467 carriageway. This may intimidate some pedestrians.</p>	There is little area for improvement

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Healthy Streets Indicator	Observations	Areas for Improvement
	<p>It was observed that the junction was utilised by HGVs. Therefore, some cyclists may feel less comfortable in this location, particularly if turning right on to Long Lane. However, cyclists may use the carriageway that connects the B467 and the High Road to dismount and choose to continue their route along the zebra crossing across the B467.</p>	
<b>Clean air</b>	<p>Based on observations, the general activity at this location was considered to be moderate but with a noticeable level of HGV activity which may compromise air quality</p>	<p>Improvements should be achieved through approaches outlined in the Mayor's Transport Strategy for the entirety of London to reduce reliance on private vehicles, noting in particular the Mayor's proposals for the extension of the ULEZ to include this area.</p>

- 4.9. In addition to the ATZ assessment, it was agreed with TfL that consideration would be given to the level of Killed or Seriously Injured (KSI) casualties involving either pedestrians or cyclists on the route in the last five years, in line with the Mayor of London's Vision Zero policies. Data was obtained for the five year period between 31<sup>st</sup> August 2017 and 31st August 2022 from the Transport for London Road Safety website.
- 4.10. The review indicated that there was one serious and no fatal incidents recorded on this route in that time period. The serious incident took place at the junction of B467 Swakeleys Road / High Road / Long Lane (the location considered in the ATZ assessment above). This collision occurred as the cyclist was crossing on the zebra crossing and impacted the side of a car passing through the crossing, resulting in the cyclist falling to the pavement. This suggests both potential inappropriate use of the zebra crossing and a failure for the vehicle to give way at the crossing, but does not indicate a particular design issue.

## 5. Cycle Design Review

- 5.1. Following the meeting on the 23 February 2023, the design team, led by Campbell Architects, undertook a review of the cycle parking provision and location.
- 5.2. An assessment was undertaken of various alternative options available for re-siting the cycle parking provision to ensure that it was in the best location to encourage use and be as safe as possible for users and bikes. The locations of these are shown in Appendix A.
- 5.3. The area currently available to the east of the main administration building (marked as **Location B**), which had been identified as a preference by TfL officers in the meeting, with the relocation of the proposed motorcycle parking, is not large enough to accommodate the cycle parking required. Increasing this area would have a knock-on effect on the land around the administration building, extending the footprint of the car parking area at the expense of landscaping. This is also the most elevated location within the site and as such, the introduction of an additional structure in the form of a cycle shelter would heavily impact the aesthetic of the surrounding area and negatively impact key views.

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- 5.4. For similar reasons, an alternative location to the north-east of the building at the entrance to the car park (**Location C**) has been considered and discounted, given the required increases in hardstanding, impact on landscaping and the interruption of key views through the site. It is also removed from the building and the access and does not provide a seamless high quality journey for cyclists.
- 5.5. A further location (**Location D**) to the north-west corner of the main administration building would be a position which would be expected to have less harm on the openness of the green belt but is considered to be too remote from the key entrance points to the site with poor visibility and surveillance.
- 5.6. Cycle facilities that enhance the operation of the site, whilst maintaining the openness of the green belt and that provide high quality aesthetics comparable to the wider scheme, are a key part of the success of this site. It has therefore been concluded that the correct location for the long stay cycle storage / parking is in the currently proposed position (**Location A**) but with amendments to overcome concerns raised by TfL
- 5.7. To provide further clarity to TfL, we have attached a revised and more detailed plan drawing (Appendix A), which highlights the proposed treatment of the cycle parking areas, and have further highlighted the benefits of this location through a series of annotated notes. The proposals are suggesting the introduction of a single tier long stay cycle store (lockable), with adjacent short stay provision. This reflects a change from the two-tier long-stay cycle parking provision previously proposed and provides short-stay and long-stay provision in adjacent locations for ease of search.
- 5.8. The design and location of the cycle parking is appropriate for the following reasons:
  - There is a clear line of sight from the approach to the main building entrance to the proposed cycle parking area (short stay), which draws the user towards this area. This would be supported by clear, bespoke cycle signage to draw cyclists' attention to the facilities.
  - Passive surveillance of the cycle parking area is offered through large glazed units that allow views from the reception and meeting room at ground floor level to the cycle parking area.
  - Further passive surveillance is offered through glazed openings within the primary circulation route, and large glazed openings within the office space at first floor level.
  - The proposed cycle parking area lies on a direct route that yard operatives will take to access the welfare and canteen facilities. Movement of individuals in this area will be frequent throughout the day and will offer enhanced surveillance.
  - The location of the cycle parking will allow those staff cycling to the site to securely store their bikes, before making a short journey to the welfare / shower facilities through an adjacent access door, prior to commencing work (either in the office building or within the yard spaces).
  - Suitable directional lighting will be incorporated to light the area when required.
  - The short-stay parking would remain within approximately 15m of the main entrance and as such very convenient for visitors.
  - Dimensions have been shown to identify that the proposed cycle storage / parking solution is feasible in this location, with regard to adequate clearance. Provision for larger non-standard cycles is also made.
- 5.9. In summary, this is a primary access route into the building for a number of operatives on site, and will be well supervised throughout the day, with excellent natural surveillance. This area will be treated with high quality hardstanding and soft landscaping, alongside a defined lighting strategy to enhance the entrance sequence when moving into the building. The revised proposals maintain a separate bin

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presentation store and further detail is provided showing the separation between this and the accessible car parking spaces.

## 6. Summary

- 6.1. The B467 Swakeleys Road / High Road / Long Lane junction is considered to represent potentially the best location for positive improvements for active modes on the journey between Ickenham London Underground station and the proposed site.
- 6.2. On review, it is suggested consideration could be given to adjustments to the pedestrian refuge or lighting column location on the zebra crossing, as well as the introduction of tactile paving to mark a crossing point of the raised carriageway access road between B467 Swakeleys Road and High Road. It is noted that the existing location of the lighting column in particular is something which may present more of a challenge to other users of the crossing rather than those likely to be associated with travelling between the station and the site, such as people with pushchairs or buggies. It is not known if LB Hillingdon has previously identified this as an issue and investigated the feasibility of the lamp column's relocation or changing the dimensions of the pedestrian refuge, however it is considered that the cost of such a study and subsequent works would be a disproportionate cost for the proposed development to solely cover, given the relative number of trips likely to involve the use of this crossing (noting just 60 staff are anticipated to be accommodated at the site and only a small number will travel by rail). Notwithstanding this, a proportionate contribution by the development of £5,000 is proposed towards the installation of tactile paving and a possible study to improve the pedestrian comfort associated with the pedestrian refuge.
- 6.3. In addition, a plan has been provided showing revised on-site cycle parking following a review of the provision and location of the proposed facilities. The proposed cycle parking will be in a convenient location for the relevant entrance points to the administration building with good access, surveillance and lighting.

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MOTT  
MACDONALD

## **A. On-Site Cycle Parking Review and Proposed Provision**

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50m radius from primary entrances to Office Building

- (A) Potential Cycle Parking position 'A'
- (B) Potential Cycle Parking position 'B'
- (C) Potential Cycle Parking position 'C'
- (D) Potential Cycle Parking position 'D'



**campbellarchitects**

55 Whitfield Street, London W1T 4AH  
www.campbellarchitects.co.uk

Do not scale

**Safety, Health and Environmental Information**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing and noted in the Designer Risk Assessments and health and safety plan, note the following:  
 - It is assured that all works on this will be carried out by a competent Contractor working where appropriate, to be an approved method statement.  
 - Where applicable, significant residual risks are highlighted in the body of the drawing.

**General Note**

- All levels and dimensions are approximate, detailed site surveys must be carried out by Contractor before commencement on building works.  
 - All levels and dimensions to be confirmed on site.  
 - All existing drawing information is indicative and subject to the detailed site survey.  
 - Drawing is for information only.  
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Issue

Date

By

Chkd

Appd

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Issue

Date

By

Chkd

Appd

**Client**

Keltbray

**Job Title**

Former MSD Facility, Breakspear Road South, Ickenham

**Drawing Title**

Proposed Cycle Parking Analysis

**Drawing Status**

**PLANNING**

**Scale at A0**

NTS

**Issue**

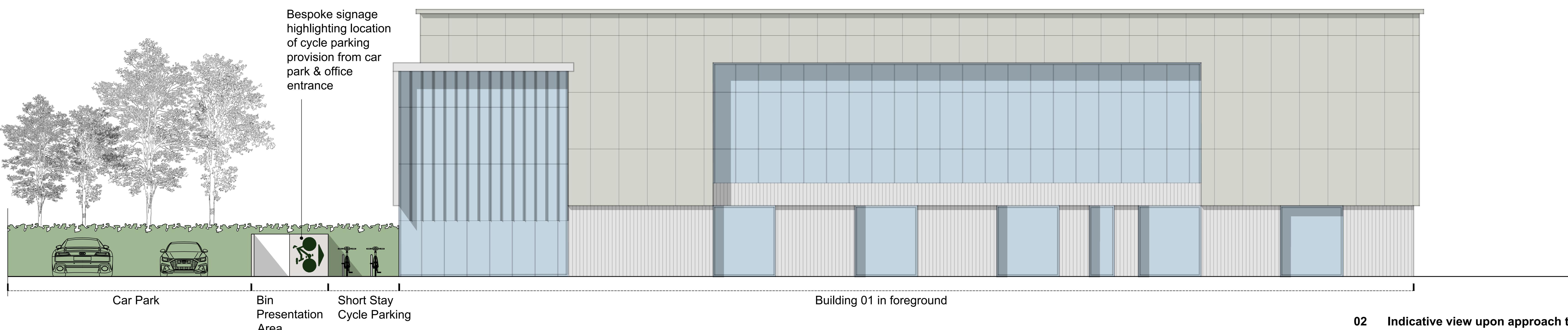
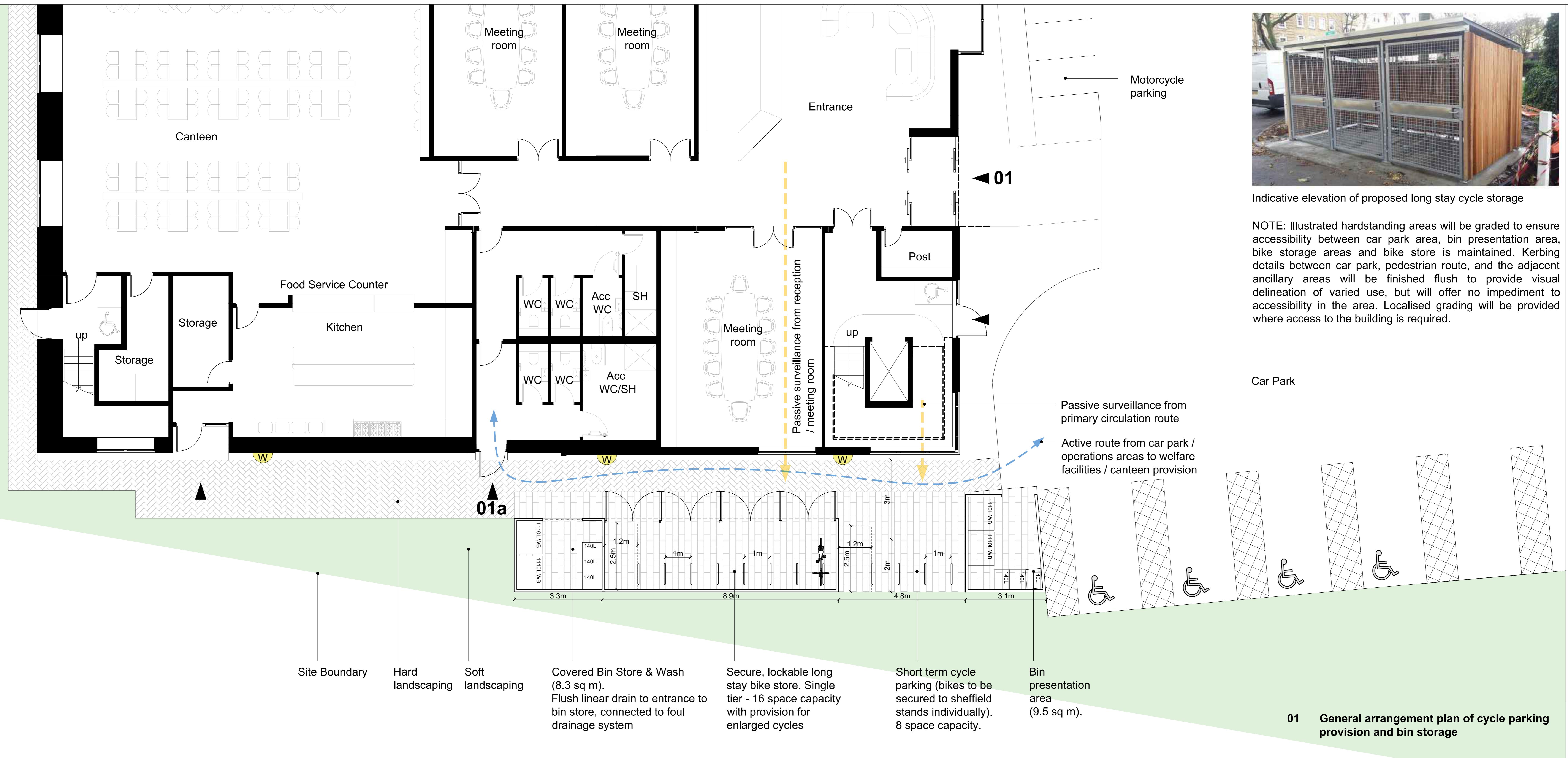
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**Project No**

1381

**Drawing No**

1381-DR-A-00-101



## **02 Indicative view upon approach towards cycle storage provision**

Safety, Health and Environmental Information	General Note	Issue	Date	By	Chkd	Appd	Client	Drawing Status
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							<b>Job Title</b>  <b>Scale at A0</b>	<b>Issue</b>  <b>NTS</b>
							<b>Drawing Title</b>  <b>Proposed Cycle Parking Provision</b>	<b>Drawing No</b>  <b>1381 DR-A-00100</b>
							<b>Project No</b>  <b>1381</b>	