

Technical Note

Project:	Warehouse near Heathrow	SMA Ref:	6969
Subject:	Active Travel Zone		
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Checked by:	Rhys Donoghue	Date:	29.07.2022
Revised by:	Rhys Donoghue	Date:	13.09.2022
Revised by:	Rhys Donoghue	Date:	25.11.2022

1.0 INTRODUCTION

- 1.1. Stuart Michael Associates Limited (SMA) have been instructed by Harvest Land Management (The Client) to prepare an Active Travel Zone Assessment for a site located in West Drayton, London.
- 1.2. The development proposes the construction of a warehouse, on land approximately 2 miles north of Heathrow Airport. Pre-application advice has been sought by Harvest Land Management, and it is understood that the council is favourable to the proposed development.
- 1.3. The site is currently utilised for the purpose of open storage (including vehicle storage and mobile homes). The site also accommodates five permanent chalets (static homes).

2.0 EXISTING SITUATION

- 2.1. In order to assess the level of sustainable travel in any given area of London, Transport for London (TfL) require Active Travel Zone Assessments (ATZA) to be undertaken. The process involves mapping all facilities within the vicinity of the site, the characteristics of the neighbourhood, and determining what improvements can be made. Locations are assessed against a number of criteria, including how safe, clean, and healthy the streets are.
- 2.2. A site visit was undertaken on Wednesday 13th July 2022. Conditions were clear and dry.
- 2.3. During the site visit, the route from the site to key local facilities were walked. This established the characteristics of the local area. The location of these facilities are shown in **Appendix A**.
- 2.4. There are multiple crossing points along Horton Road to facilitate pedestrian movements from north-south sides of Horton Road. Speed bumps along Horton Road and the High Street encourage low speeds from vehicles. Furthermore the development proposes improved footways on the western side of the private access road.
- 2.5. The eastern section of Horton Road is industrial in nature, with car garages, trade warehouses, and tool shops. The middle section of Horton Road is residential in nature. To the west where Horton Road conjoins with High Street, it becomes residential in nature and the speed limit is lowered from 30mph (Horton Road) to 20mph (High Street).
- 2.6. There is little street furniture along High Street and multiple retail units are currently disused.
- 2.7. The footpath from the site to West Drayton town centre was tarmacked and of good quality, with street lighting and various crossing points, making it safe for pedestrians to use at all hours of the day.
- 2.8. **Table 2.1** shows the local facilities close to the site.

Table 2.1: Local Facilities within vicinity of the site

Facility		Distance (metres)	Walk Time (minutes)	Cycle Time (minutes)
1	Horton Close Bus Stop	145	1m44s	0m26s
2	West Drayton Train Station	1300	15m29s	3m56s
3	Iceland Food	1300	15m29s	3m56s
4	Aldi	1480	17m37s	4m29s
5	Tesco	1730	20m36s	5m14s
6	Yiewsley Recreation Ground	1490	17m44s	4m31s

- 2.9. As **Table 2.1** shows, there are a number of transport, recreation, and retail facilities located in West Drayton close to the site. These sites range in distance from 145m to 1730m from the site, with waiting times ranging from 1m44s to 20m36s, and cycle times ranging from 0m26s to 5m14s.
- 2.10. The majority of the facilities were located on High Street, northwest of the site. High Street is accessible via Horton Road from the site, so the east of West Drayton town centre.

Bus Services

- 2.11. The majority of bus stops on Horton Road and High Street have sheltered benches, which provides comfort and safety for passengers.
- 2.12. The bus stops on Horton Road are served by the number 350 bus service only. In West Drayton town centre, the Yiewsley High Street Bus Stop is served by the 222, U1, U3 and U5 services.

Train Services

- 2.13. Services at West Drayton Railway Station are operated by Great Western Railway. Regular services operate between Reading and London Paddington. This station is part of the new Elizabeth Line and as such benefits from improved journey times to Reading and Central London.
- 2.14. **Table 2.2** illustrates the walked route from the site to the key active travel destinations outlined. Point of view (POV) photographs taken at regular intervals are included. The remainder of the photographs are attached as **Appendix B**.

Table 2.2 Active Travel Zone Assessment

Photograph	Assessment
	<p>In Photograph 1, the area shown is the site access from the private access road.</p> <p>The area shown isn't 'clean air' because people live near a busy road. Air pollution can negatively impact people's health and quality of life. The area shown can be considered not too 'noisy' as it is near a main road. People are at risk of noise pollution.</p> <p>As such the site can be considered better suited to industrial use.</p> <p>The area shown does not make 'people feel safe' as there is no footpath on the residential side of the road. Improving the pedestrian access facilities as per the development proposals will improve this.</p> <p>The area shown is not 'easy to cross' due to the on-street parking. Double yellow lines will be provided, allowing pedestrians to cross safely.</p> <p>The area shown does not have 'places to stop and rest'. There is limited resources for people with poor mobility.</p> <p>The area shown has little shade. Vulnerable people will be at risk from heat.</p> <p>The area shown does not make 'people feel relaxed'. The area is industrial in character. Improved landscaping would make it feel more relaxing.</p> <p>There is no street lighting as such pedestrians/ cyclists could feel vulnerable at night. The developer is happy to liaise with the relevant bodies about providing suitable street lighting.</p>



In **Photograph 13**, the area shown is Horton Road to the west of the site, close to the Horton Road/High Street junction.

The area shown does not have 'clean air' as it is located next to a busy road and junction. Air pollution can negatively impact people's health and quality of life. Installing a congestion charge would help reduce air pollution.

The area shown does not 'make people feel safe' as there is a driveway with poor visibility. Pedestrians could be at risk of injury if drivers do not enter and exit safely. Improving safety by installing mirrors or a speed bump could improve this.

The area shown isn't 'not too noisy' as it is adjacent to a busy main road. People are at risk of noise pollution. Decreasing the speed limit on Horton Road would reduce the noise pollution.

The area shown isn't 'easy to cross'. Here Horton Road is busy and pedestrian must pass parked cars and 2 lanes of traffic. A pedestrian crossing would improve this.

The area shown has no 'places to stop and rest'. There is limited resources for people with poor mobility. Street furniture such as benches would improve this.

There is inadequate 'shade and shelter'. Shade is only provided by tall buildings and there is no dedicated shade provided for users of the footpath.

The area shown does not make 'people feel relaxed'. The pavement is dirty and poorly kept. Providing nicer natural landscaping would improve this.

There isn't many 'things to see or do'. Whilst there are a few shops visible there is little attractive amenities. Improving the character of the area would improve the situation.



In **Photograph 22**, the area shown is Yiewsley High Street opposite the Iceland supermarket.

In the area shown, there isn't 'clean air' as it is located on a main road through the town centre. Air pollution can negatively impact people's health and quality of life. Signs encouraging drivers to turn engines off when idling would improve this.

In the area shown, 'people feel safe' as there is adequate footway provision of both sides of the High Street. This improves pedestrian's safety as they are segregated from vehicles using the road.

In the area shown, it is 'not too noisy' as it is adjacent to a busy road. However there are speed bumps visible in the photograph which reduce vehicle's speeds and noise.

In the area shown, it is not 'easy to cross'. There is no dedicated pedestrian crossing available here, increasing severance. Introducing a pedestrian island would improve this.

There are no 'places to stop and rest'. Whilst there are informal places such as low walls, providing benches would improve the situation for pedestrians who lack mobility.

The image shows no 'shade or shelter'. Vulnerable pedestrians are at risk from heat. Planting trees or providing shelter would improve this.

The area shown does not make 'people feel relaxed'. The buildings opposite are unclean and unsightly. Maintaining the buildings better would make people feel more relaxed.

The area shown has some things to 'see and do'. However they are amenities such as Iceland, and the area lacks interesting features that make it attractive to visit. Improved landscaping and features would help this.



In **Photograph 29**, the area shown is the entrance to the Tesco supermarket from Chantry Close.

In the area shown, there isn't 'clean air' as it is located on a busy vehicular access. Air pollution can negatively impact people's health and quality of life. Installing a congestion charge would help reduce air pollution.

In the area shown it does not make 'people feel safe' as pedestrians and cars are in close proximity. Putting a barrier between the footway and the vehicular access would improve this.

In the area shown, it is not 'not too noisy' as it is adjacent to a busy vehicular access. However there are is a sign indicating upcoming speed bumps visible in the photograph which reduces vehicle's speeds and noise.

In the area shown it is 'easy to cross' as there is a pedestrian crossing facility visible in the photograph. This crossing provides access from the footway to the store.

There are no 'places to stop and rest'. Pedestrians with low mobility are affected. Providing benches would improve the situation for pedestrians who lack mobility.

The image shows some 'shade or shelter'. Vulnerable pedestrians are at risk from heat. Planting more trees or providing permanent shelter would improve this.

The area shown does not make 'people feel relaxed'. The area has unsightly street furniture, i.e. a vehicle barrier and an advertising banner. Better integration of such objects into the surrounding area would make people feel more relaxed.

The area shown has some things to 'see and do'. However they are amenities such as Tesco, and the area lacks interesting features that make it attractive to visit. Improved landscaping and features would help this.

3.0 FURTHER INFORMATION NIGHT TIME ATZ ASSESSMET

- 3.1. Due to the nature of the development proposals a Night time ATZ has also be produced.
- 3.2. No street lighting is provided on the private access road, but security lighting from the existing industrial units does provide some lighting, however this creates shadowing and dark areas. The development proposals will increase lighting on the site side of the access road via security lighting along the frontage.
- 3.3. To increase the sites compatibility with the London Plan, the developer is happy to liaise with relevant authorities to potentially provide lighting along the private access road. These measures can be secured through planning conditions.
- 3.4. Horton Road and the surrounding highway network are well lit, due to the built-up nature of the area. Increase lighting is provided at pedestrian crossing and junctions. A street light is also provided next to the bus stop on Horton Road.
- 3.5. It can therefore be considered that with the potential street lighting on the access road, the site is in an area that is conducive to active travel in the periods of darkness.

4.0 CONCLUSION

- 4.1. In conclusion, the proposed site has good pedestrian links to key facilities in West Drayton Town Centre.
- 4.2. Excellent public transport links on Horton Road and Station Approach facilitate journeys via bus and train, reducing the reliance on private vehicles by users of the site.
- 4.3. Furthermore the development proposes footway improvements along the western edge of the private access road which will enhance pedestrian accessibility to the site.

APPENDICES

APPENDIX A

APPENDIX B

Photograph 1: Private Access Road



Photograph 2: Eastbound Horton Road



**Photograph 3: Horton Road/Private
Access Junction**

**Photograph 4: Westbound on
Horton Road**



Photograph 5: Westbound on Horton Road, opp Horton Close



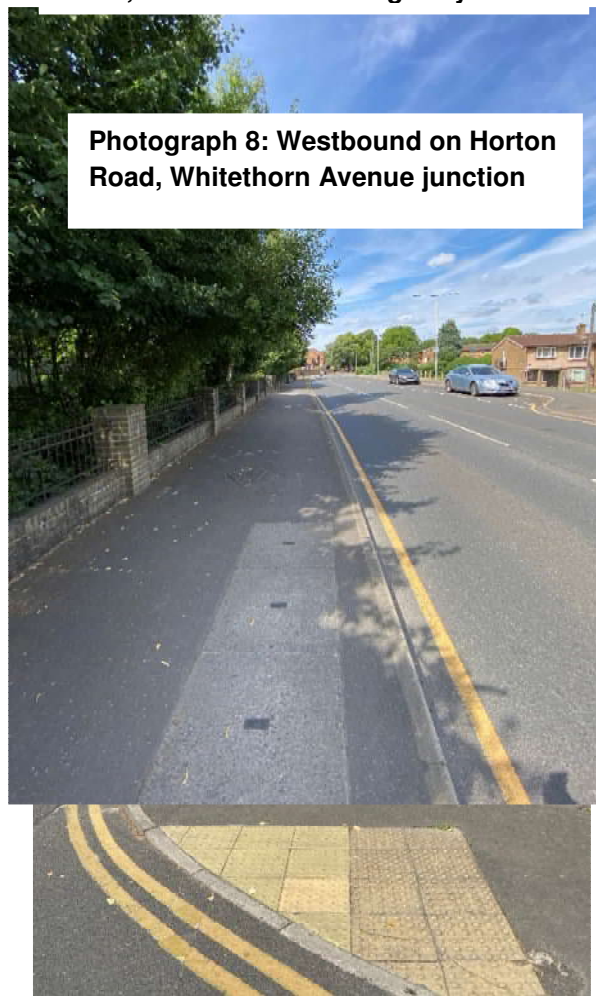
Photograph 6: Westbound on Horton Road, Stone Close Bus Stop



Photograph 9: Westbound on Horton Road, Whitethorn Avenue Bus Stop



Photograph 10: Westbound on Horton Road, south side of carriageway

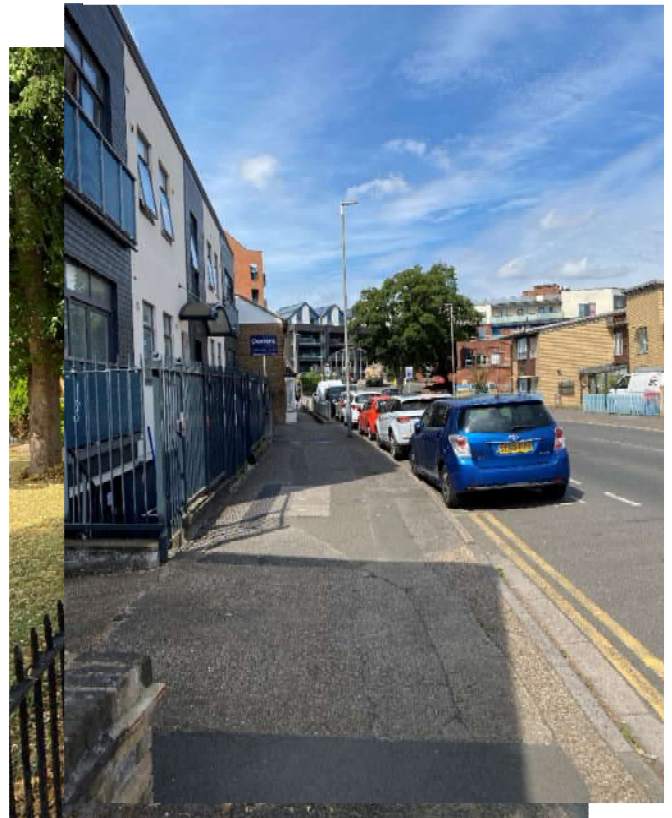


Photograph 12: Westbound on Horton Road, pedestrian crossing in front of Knowles Close

**Photograph 13: Westbound Horton Road,
Albert Road Bus Stop
Road, Roberts Close Bus Stop**



**Photograph 14: Westbound Horton Road,
parade of shops**



**Photograph 15: Westbound Horton
Road, near High Street junction**

**Photograph 16: opposite parade of shops,
northbound**

Photograph 17: Southbound on High Street



Photograph 18: Eastbound on Station Approach, towards West Drayton



Photograph 19: Northbound on High Street



Photograph 20: Northbound on High Street opposite Iceland



Photograph 21: Westbound from High Street, St Matthew's Primary



Photograph 22: High Street opposite St Matthews School



Photograph 23: Northbound on High Street



Photograph 24: Westbound towards St Stephen's Road



Photograph 25: Northbound on High Street



Photograph 26: Northbound on High Street



**Photograph 27: Northbound
on High Street**



**Photograph 28: Northbound on High
Street near Trout Road/Falling Lane
junction**



**Photograph 29: Westbound on
Chantry Close towards Tesco**

