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**Revised Nighttime Active Travel
Zone Assessment (ATZ)**

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1 NIGHTTIME ACTIVE TRAVEL ZONE ASSESSMENT SCOPE

- 1.1 This document presents an updated Nighttime Active Travel Zone (ATZ) Assessment following comments received from Transport for London (TfL) dated 21st of October 2025 in relation to the Transport Assessment accompanying the planning application (Ref: 79625/APP/2025/2128) for the Land at HPH2, HPH5, and Multistorey Car Park, located at Millington Road, Hayes.
- 1.2 It was noted in the TfL response (dated 21st October 2025) that:
- "An Active Travel Zone (ATZ) assessment, which includes a review of some of the key active travel routes during darker hours has been undertaken. An updated assessment which reviews all routes during darker hours should be undertaken. This should then be used to inform further discussions with the relevant authority about intended mitigation."*
- 1.3 The Active Travel Zone Assessment covers a 20-minute walking and cycling catchment around the site and includes an audit of routes where people are likely to travel actively to key destinations.
- 1.4 This document provides an updated nighttime ATZ assessment with reference to the key underpinning guidance documents, with the latter two focusing on the nighttime assessment:
- Healthy Streets Qualitative Assessment;
 - Mayor's 'Violence Against Women and Girls Strategy' (VAWG);
 - Good Growth by Design (GGbD) guidance Safety in Public Space: Women, Girls and Gender Diverse People; and
 - Safer London for All: Delivering Women's Safety Audits.
- 1.5 An audit of the key routes, setting out the existing healthy streets' characteristics and potential improvements has been undertaken. The following routes were assessed:
- Route 1: to Hayes Town Centre passing Hayes & Harlington Station and Hayes Medical Centre;
 - Route 2: to Harlington School & Sports Centre, and Pinkwell Primary School;
 - Route 3: to Pinkwell Park passing 'Guinness Close' bus stops and Mosque;
 - Route 4: to Asda and Cranford Park Academy; and
 - Route 5: to Dawley Road.
- 1.6 A map showing the key routes which formed part of the ATZ is provided at **Appendix A**.

2 POLICY AND GUIDANCE

- 2.1 There have been a number of recently developed strategies published by the Mayor of London, Transport for London and the Mayor's Office for Policing and Crime, which set out the scope for a Nighttime ATZ a summary of which are provided below:

Good Growth by Design (GGbD) guidance Safety in Public Space: Women, Girls and Gender Diverse People' (February 2023)

- 2.2 This strategy is part of a larger programme of work which underpins London's commitment to advancing gender equality & equity and focuses on Safety Issues and Public Space Design. This can be understood through the three lenses of safety: Freedom from violence, harassment and intimidation; Usability; and a Sense of belonging and levels of participation. Women, girls, and gender diverse people often feel unsafe in public spaces, with public spaces often afterthoughts in city design, leading to unwelcoming environments. This strategy sets out a framework to change this.

Violence Against Women and Girls Strategy (VAWG) (June 2022)

- 2.3 This strategy aims to create a safer London for women and girls by addressing the root causes of violence, supporting victims, holding perpetrators accountable, and building trust in the police and justice system. This will be delivered through collaboration with various agencies and communities, including the NHS, local police and local councils; procuring a London VAWG Board to strategise and provide leadership for change; and investing in services to prevent VAWG and support victims.

Safer London for All: Delivering Women's Safety Audits

- 2.4 The Women's Safety Audit Pilot Project was commissioned by Transport for London and the Mayor's Office for Policing and Crime (MOPAC). The guidance is driven by a participatory research process where women, girls, and gender-diverse people assess public spaces to identify safety concerns. It captures lived experiences to inform policy, design, and practice for safer, more inclusive environments.

3 NIGHTTIME AUDIT

- 3.1 The nighttime assessment focuses on the following Healthy Streets Indicators: Everyone feels welcome; People feel safe; and People choose to walk and cycle. The audit has been undertaken with reference to the key underpinning guidance documents as set out above, with particular thought given to the MOPAC's document on delivering women's safety audits.
- 3.2 The initial assessment for Routes 1, 2, and 3 as submitted with the aforementioned planning application Ref: 79625/APP/2025/2128) were undertaken on the following times & dates:
- Date of Site Visit: 1st May 2025;
 - Time of Site Visit: 21:00 – 22:00;
 - Weather Conditions: Clear, darkening, and
 - Site Visit Undertaken by: Karl Mamphey and Claire McCracken
- 3.3 Further details in regard to potential improvements have been considered for these routes following receipt of the TfL comments and taking on board the recent policy and guidance set out in Section 2.
- 3.4 The assessments for Routes 4 and 5 were undertaken at the following times and date following receipt of the TfL comments:
- Date of Site Visit: 28th October 2025;
 - Time of Site Visit: 17:00 – 18:00;
 - Weather Conditions: Clear, dark, and
 - Site Visit Undertaken by: Karl Mamphey and Laura-Jane Dickson

Route 1: to Hayes Town Centre, Hayes & Harlington Station & Hayes Medical Centre

- 3.5

This route provides a connection between the Site and Hayes Town Centre, passing Hayes Medical Centre, and Hayes & Harlington Station. The assessment for this route took place at approximately 21:25, in May 2025, and as such is considered representative of typical evening / nighttime conditions.
- 3.6

The route benefits from the local evening/night economy, with local shops remaining open into the night, as well as takeaways and restaurants along the route, providing access to facilities and leisure opportunities. These active frontages offer increased natural surveillance and potentially offer a place of refuge should a pedestrian feel vulnerable.



Route 1: to Hayes Town Centre, Hayes & Harlington Station, and Hayes Medical Centre		
Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	There are numerous shops within Hayes Town centre which means that the route is well overlooked and illuminated at night. Station Road also experiences high levels of footfall during the evening with people travelling home from the station or going to the shops, gym, or restaurants.	No improvement suggestion.
People choose to Walk and Cycle	There is a shared walking and cycling path on the footway within Hayes Town Centre (as seen in Image B). offering off-road route for cyclists.	No improvement suggestion.
People feel Safe	Seating areas along the route are well-lit and positioned in visible areas, helping people feel safe.	No improvement suggestion.

Route 2: to Harlington School & Sports Centre and Pinkwell Primary School

3.7 This route provides a connection to the south of the site towards the nearby school and sports centre; residents may travel along this route to attend the gym, sport events or cultural/leisure events held at the school. The assessment for this route took place at approximately 21:15, in May 2025, and as such is considered representative of typical evening / nighttime conditions.



Route 2: to Harlington School & Sports Centre and Pinkwell Primary School		
Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	At the Pinkwell Lane / Dawley Road junction, there are signs informing drivers the route towards Harlington Sports Centre.	The wayfinding for pedestrians could be improved along this route e.g. providing signs which explain the approximate walk distance from the sport centre, school, etc.
People choose to Walk and Cycle	The cycle paths and footways along this route are well-lit, which will encourage late night journey by bicycle.	The route would benefit from regular maintenance / resurface treatment along the footways, as well as repeating the cycle lane markings.
People feel Safe	The zebra crossing on Pinkwell Lane is well illuminated at night, as shown in Image C.	No improvement suggestion.

Route 3: to Pinkwell Park passing 'Guinness Close' bus stops and Mosque

3.8 This route provides a connection between the site and the Mosque, passing the bus stops around Guinness Close, and will mainly be used by residents attending the Mosque. The assessment for this route took place at approximately 21:15, in May 2025, and, as such is considered representative of typical evening / nighttime conditions.



Route 3: to Pinkwell Park passing 'Guinness Close' bus stops and Mosque		
Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	The location of existing light column and trees creates a deep shadow over the bus stop, as shown in Image B.	Relocating the nearby light column would significantly improve the levels of lighting over the bus stop.
People choose to Walk and Cycle	There cycle crossings along the northern side of the North Hyde Road / Dawley Road roundabout are poor.	The route connecting North Hyde Road to Bourne Avenue via the roundabout could be improved by separating cyclist movements from both pedestrian and vehicle traffic, particularly for cyclists travelling along the east and to west, using the northern arm of the roundabout.
People feel Safe	There are wide and well-lit footways provided along both sides of the road along the route, providing safer routes for people to walk through at night.	No improvement suggestion.

Route 4: to Asda and Cranford Academy

3.9 This route provides a connection between the site and Cranford Academy, passing Asda on Millington Road, and will mainly be used by residents either visiting the supermarket or attending events at Cranford Academy during the evening. The assessment for this route took place at 18:00, in October 2025, and as such is considered representative of typical evening / nighttime conditions.



Route 4: to Asda and Cranford Academy		
Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	Dropped kerbs and tactile paving are provided at crossing points along the route.	No improvement suggestion.
People choose to Walk and Cycle	The footways provided along this route are smooth, wide and well-maintained, although can sometimes be dominated by parked cars along parts of the route.	Adding clear parking bay markings would help manage half-on / half-off parking, making it more consistent and leaving enough space for both pedestrians and vehicles.
People feel Safe	Side streets and pedestrian paths along this route are poorly lit and secluded by high wall (as seen in Image C) reducing visibility and perceived levels of safety during the evening/night.	The route would benefit from improved lighting, particularly in sections that connect to pedestrian routes, such as those shown in Images B and C.

Route 5: to Dawley Road

3.10 This route provides a connection between the site and Dawley Road. There are a number of commercial/office and industrial uses in this direction, and therefore it is likely this route will be traversed by people walking home to the residential areas further south or towards Hayes Town Centre. The assessment for this route took place at 18:00, in October 2025, and as such is considered representative of typical evening / nighttime conditions.



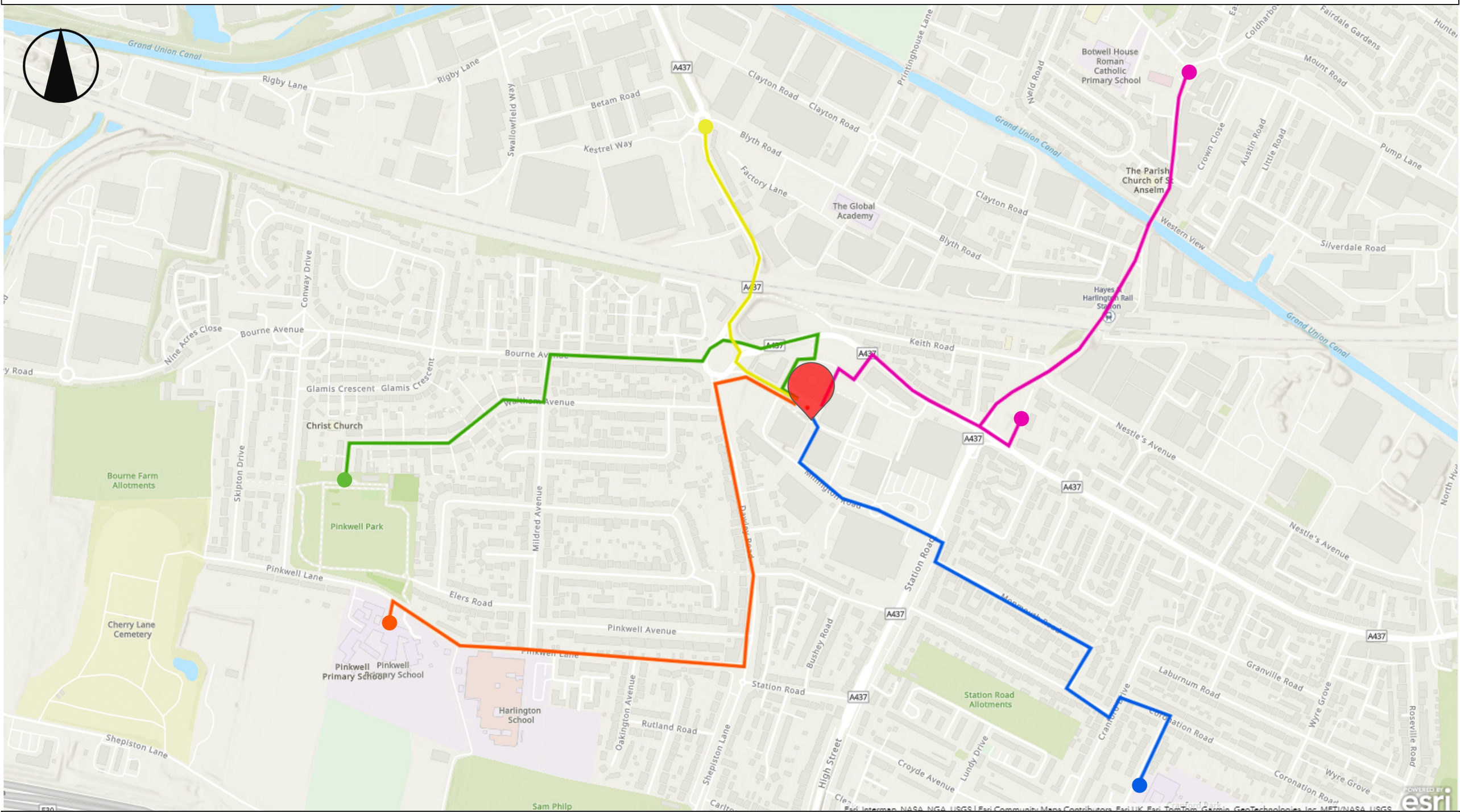
Route 5: to Dawley Road		
Healthy Street Indicator	Existing Healthy Streets Characteristics	Improvement Suggestions
Everyone Feels Welcome	There are no seating or shelter facilities provided at the northbound bus stop on Dawley Road, as shown in Image C.	This bus stop would benefit from seating, lighting and shelter to provide a more comfortable environment for people to stop and wait.
People choose to Walk and Cycle	There are sections of footway along Dawley Road which are very narrow, meaning pedestrians are brought close to vehicle traffic travelling at fast speeds around the bends. Pedestrian visibility at side streets/accesses along Dawley Road is poor and requires vehicles to pull out, blocking the pedestrian route.	The route would benefit from guard railing along the footway across the Dawley Road Overbridge, as vehicles travel along the bends in the road at speed.
People feel Safe	There are road markings encouraging cars to slow down when approaching the Dawley Road Overbridge.	The road markings do not feel adequate in encouraging slower speeds along this section of the route. An enforced, slower speed limit along Dawley Road would help make pedestrians feel safer when travelling along this route.

4 SUMMARY AND CONCLUSION

- 4.1 The Nighttime ATZ Assessment has been updated following receipt of TfL comments dated the 21st of October 2025. While the initial assessment shows that several areas along the key routes contribute positively to the Healthy Street Indicators, some areas could benefit from improvements. In summary, the potential improvements include:
- Improved wayfinding on routes towards Harlington School for pedestrians, particularly around the Pinkwell Lane / Dawley Road junction;
 - Improved lighting around bus stops, pedestrian paths and side streets;
 - The implementation of improved/vibrant lighting, artwork, and public realm improvements arising from the development would create a more welcoming environment.
 - The installation of real-time bus information at the bus stops within the vicinity of the site would offer reassurance to passengers on expected waiting times.
 - Improvements to cycle route connections at North Hyde Road, Dawley Road / Bourne Avenue would improve access for cyclists, particularly those travelling east to west along the north of the roundabout.
- 4.2 The car-lite nature of the proposed development supports the Healthy Streets Approach by improving air quality, reducing congestion, and helping to make the area a greener, healthier, and more attractive place to live, work, and visit. In addition, the proposed crossing over North Hyde Road will improve links to Hayes Town Centre and Hayes & Harlington Station making it easier and more pleasant for people to walk and cycle in the area.
- 4.3 The improvements suggested within the ATZ would also assist in creating a more welcoming and safer environment for everyone at night.

Appendix A

Appendix A - Key Destinations and Most Important Journeys



Key

- Route to Pinkwell Park passing 'Guinness Close' bus stops and Mosque
- Route to Hayes Town Centre passing Hayes & Harlington Station and Hayes Medical Centre
- Route to Asda and Cranford Park Academy
- Route to Harlington School & Sports Centre and Pinkwell Primary School
- Route to Dawley Road