

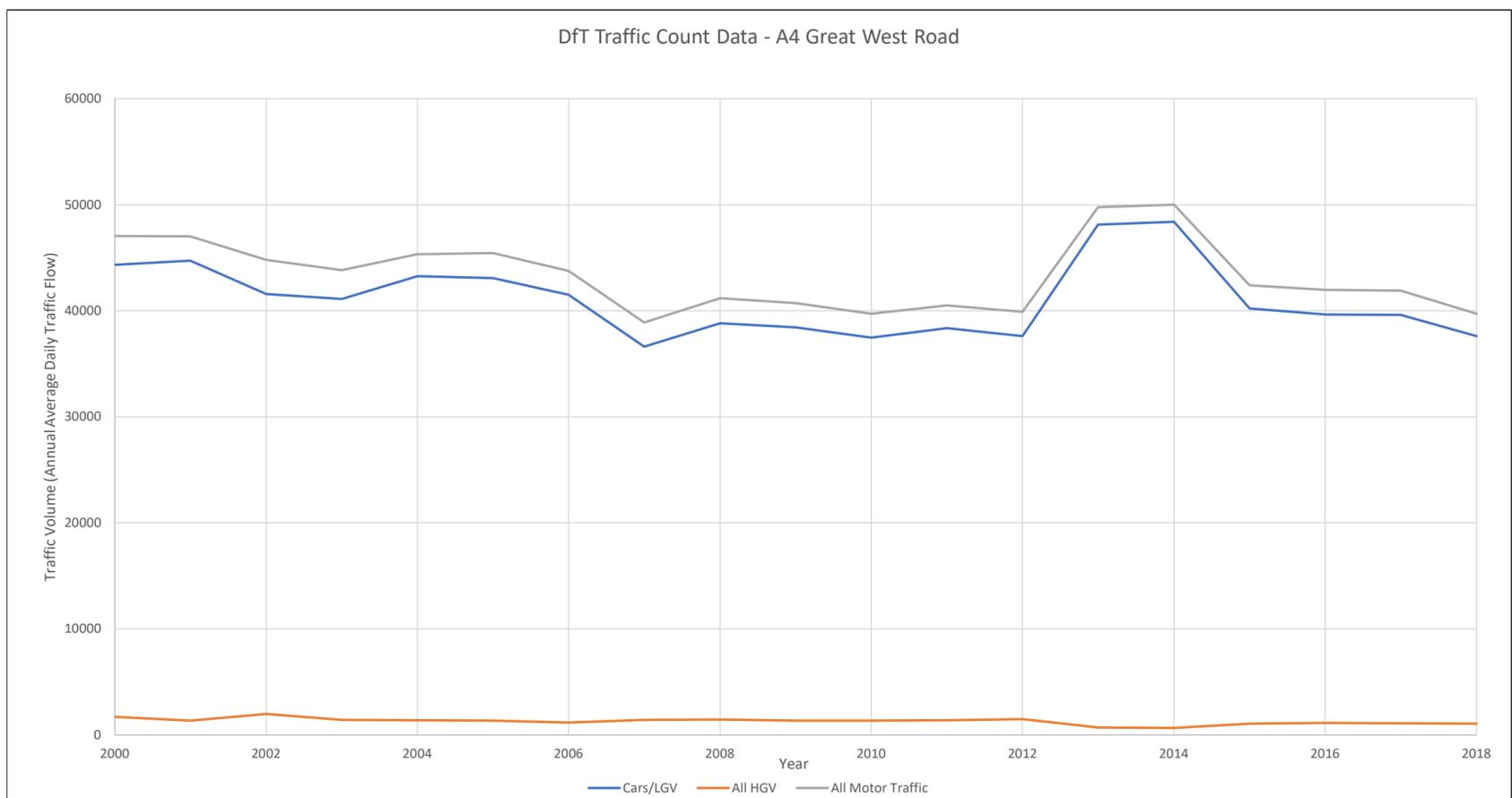
Appendix A – AADT Data

Department for Transport (DfT) Traffic Count Site Data - A4, Great West Road

DfT Count Point 16111



Year	easting	northing	Estimation Method	Pedal Cycles	Powered Two Wheelers	Cars/ Taxis	Buses and Coaches	LGVs	HGV - 2 Axle Rigid	HGV - 3 Axle Rigid	HGV - 3/4 Axle Articulated	HGV - 4+ Axle Rigid	HGV - 5 Axle Articulated	HGV - 6 Axle Articulated	All HGV	All Motor Traffic
2018	515000	177200	Counted	324	639	32017	387	5595	429	129	49	283	100	78	1069	39707
2017	515000	177200	Estimated	324	779	34589	424	5024	456	130	36	259	112	91	1084	41900
2016	515000	177200	Estimated	332	751	34600	442	5066	463	122	40	302	112	94	1134	41993
2015	515000	177200	Counted	321	700	35329	418	4912	472	130	39	215	111	83	1050	42409
2014	515000	177200	Estimated	72	591	44169	359	4224	408	43	17	146	14	34	663	50007
2013	515000	177200	Counted	64	571	44042	374	4086	446	44	18	149	16	32	705	49778
2012	515000	177200	Estimated	16	454	33962	357	3645	815	218	32	252	79	94	1491	39909
2011	515000	177200	Counted	18	418	34622	362	3733	773	192	38	212	74	82	1371	40506
2010	515000	177200	Estimated	166	473	33919	443	3539	704	245	97	138	74	78	1336	39710
2009	515000	177200	Estimated	171	504	34860	417	3579	677	248	92	162	86	85	1350	40710
2008	515000	177200	Counted	158	534	35141	396	3674	722	243	111	166	112	98	1452	41197
2007	515000	177200	Counted	179	559	32622	304	3997	1020	74	41	122	57	105	1419	38901
2006	515000	177200	Counted	199	535	36535	583	4971	701	99	65	150	87	53	1155	43779
2005	515000	177200	Counted	117	615	39383	400	3685	937	80	44	157	84	52	1354	45437
2004	515000	177200	Counted	196	436	39790	258	3478	952	87	49	188	73	29	1378	45340
2003	515000	177200	Counted	160	666	36870	597	4259	867	171	49	221	54	65	1427	43819
2002	515000	177200	Counted	136	829	38143	407	3426	1522	119	39	198	63	41	1982	44787
2001	515000	177200	Counted	192	599	39435	314	5303	919	82	61	130	107	53	1352	47003
2000	515000	177200	Counted	287	600	41121	430	3213	1270	107	35	144	83	66	1705	47069

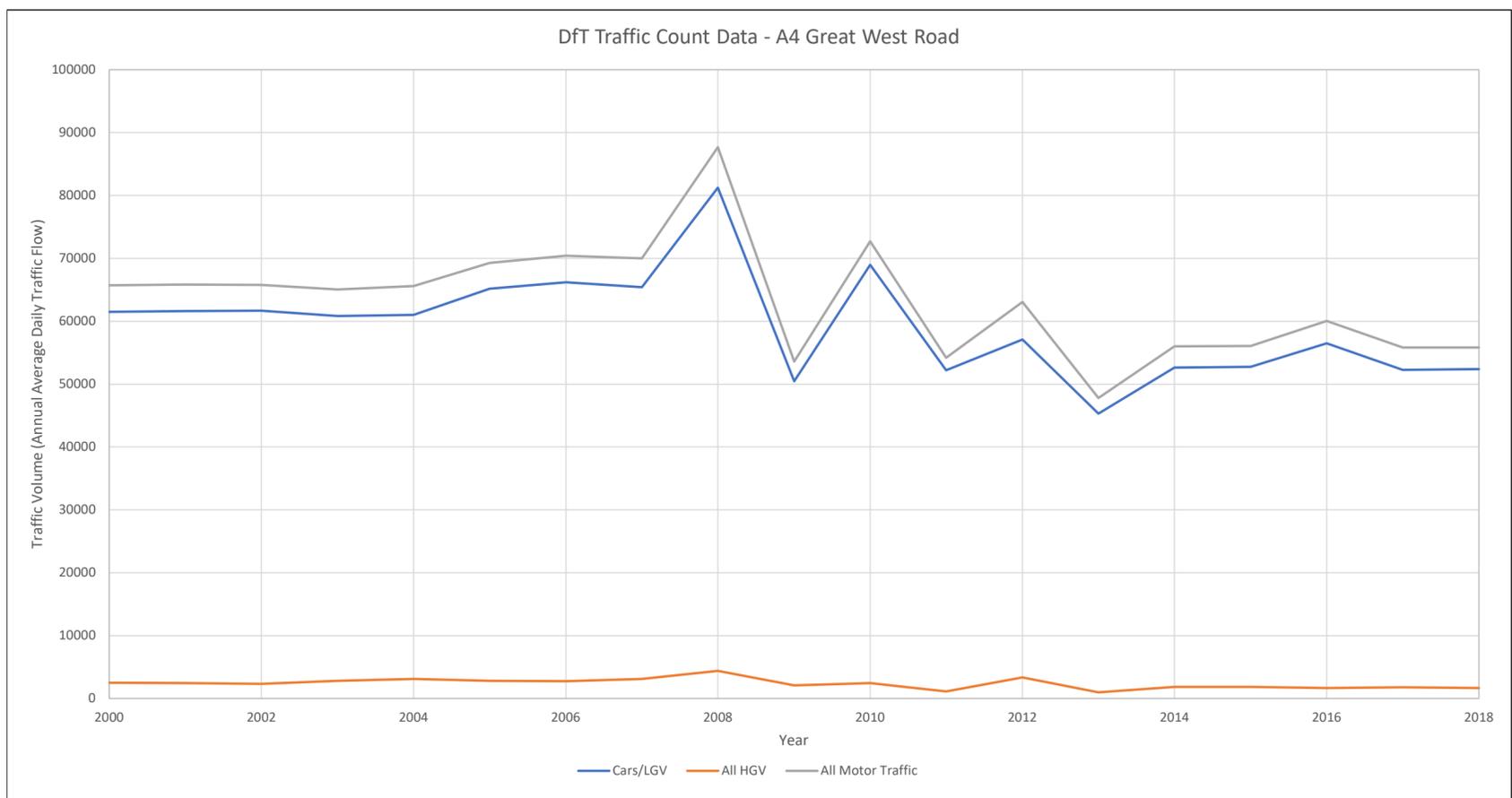


Department for Transport (DfT) Traffic Count Site Data - A4, Great West Road

DfT Count Point 75072



Year	easting	northing	Estimation Method	Pedal Cycles	Powered Two Wheelers	Cars/ Taxis	Buses and Coaches	LGVs	HGV - 2 Axle Rigid	HGV - 3 Axle Rigid	HGV - 3/4 Axle Articulated	HGV - 4+ Axle Rigid	HGV - 5 Axle Articulated	HGV - 6 Axle Articulated	All HGV	All Motor Traffic
2018	517000	177810	Estimated	695	1248	43730	504	8678	608	330	23	417	128	160	1667	55827
2017	517000	177810	Counted	704	1239	43768	524	8504	605	334	23	517	132	166	1778	55813
2016	517000	177810	Counted	900	1354	47499	517	9002	649	305	27	465	100	127	1673	60046
2015	517000	177810	Estimated	799	955	45639	462	7117	774	285	34	579	87	104	1863	56035
2014	517000	177810	Counted	696	1009	45793	482	6840	779	266	29	582	91	109	1856	55979
2013	517000	177810	Counted	298	892	39061	613	6247	427	183	0	187	42	139	978	47791
2012	517000	177810	Counted	407	1364	50653	1294	6428	1294	621	93	749	245	326	3328	63066
2011	517000	177810	Counted	165	558	47320	333	4904	504	189	13	234	52	101	1093	54208
2010	517000	177810	Counted	248	880	63006	406	5945	1532	169	4	449	68	244	2466	72703
2009	517000	177810	Counted	169	702	45170	285	5305	1042	273	187	322	142	144	2110	53572
2008	517000	177810	Counted	332	1203	72834	844	8410	2677	450	240	536	206	283	4392	87683
2007	517000	177810	Estimated	620	989	59610	427	5817	1841	316	102	671	100	97	3127	69970
2006	517000	177810	Estimated	480	1008	60518	425	5692	1645	283	106	546	94	84	2758	70401
2005	517000	177810	Counted	387	926	59428	405	5740	1656	292	123	520	110	81	2782	69281
2004	517000	177810	Estimated	111	870	53606	608	7413	2012	315	153	410	112	87	3089	65586
2003	517000	177810	Counted	129	911	52972	533	7828	1823	270	159	340	124	79	2795	65039
2002	517000	177810	Estimated	430	1254	56549	520	5146	1241	362	51	512	87	64	2317	65786
2001	517000	177810	Counted	413	1310	56549	477	5045	1335	360	60	509	106	62	2432	65813
2000	517000	177810	Estimated	376	1211	56493	446	5030	1429	328	64	534	114	51	2520	65700



Appendix B – Committed Developments

HOMEBASE, SYON LANE - CUMULATIVE SCHEMES

Table 1: Cumulative Schemes

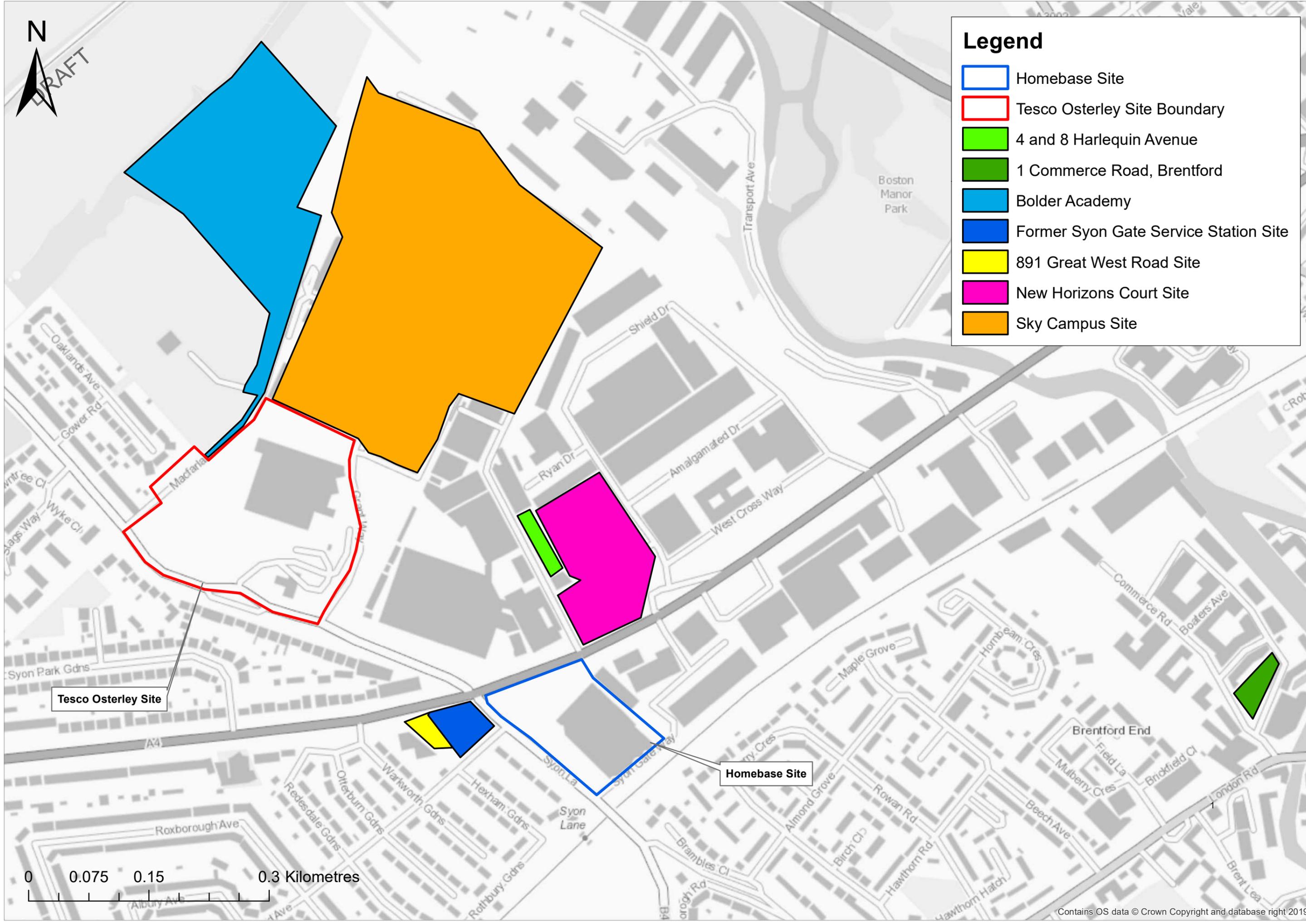
Scheme Name & Application Number	Scheme Details	Planning Status	Approximate Distance from the site
Former Syon Gate Service Station, Land at South of Gillette Corner, Great West Road, Isleworth TW7 5NP (Ref: 00505/AF/P28)	Erection of up to six storey building to provide Class B1 (office) and Class B8 (self-storage) uses, with associated car parking and landscaping.	Approved at Planning Committee 2 May 2019	Approximately 50m west of the site.
New Horizons Court, Ryan Drive, Brentford, TW8 9EP (Ref: 02912/A/P1)	Various alterations and extensions to existing buildings known as NHC1, NHC2, NHC3, NHC4, D1 to D7 and D8/D9, including some limited deconstruction works and removal/replacement of rooftop plant; removal/replacement of ancillary cafe kiosk and security hut / vehicle barriers; change of use of D8/D9 to ancillary cafe and/or gym (Use Classes A3/D2); internal estate highway, footway and landscaping works and formation of new southern pedestrian access route.	Approved 15 th August 2017	Approximately 50m north of the site.
891 Great West Road, Isleworth London TW7 5PD (Ref: 00505/891/P4)	Demolition of existing buildings and erection of a four-storey building to provide 15 self-contained flats, provision of private and shared amenity space, cycle parking, hard and soft landscaping and associated development.	Allowed on appeal 4 April 2019	Approximately 100m west of the site.
4 and 8 Harlequin Avenue, Brentford, TW8 9EW (Ref: 00558/4-8/P1)	Demolition of existing building and construction of a six-storey building for Class B1b /B1c office use with associated car parking.	Planning permission granted on 21 st December 2018	Approximately 250m north of the site.
Tesco Superstore, Syon Lane, Isleworth, TW7 5NZ (Ref: 01106/B/SCOPE1)	Scoping opinion for proposed residential led, mixed-use development of the Osterley Tesco site.	Planning application to be submitted	Approximately 300m northwest of the site
Sky, Sites 6 & 7, Grant Way, Isleworth TW7 5QD (Ref: 00558/A/P69)	Reserved matters (layout, scale, access, landscaping and appearance for Parcel F) application for the erection of two buildings comprising a single storey pavilion and a ground plus three storey building office and ancillary food and beverage with associated landscaping, servicing, plant and all ancillary enabling works within Parcel F following approval of an outline application ref 00558/A/P64 dated 18/08/2015 for variation of condition 7 (approved plans) to allow for B8 use within Parcel D, reallocation of parking and changes to Parcel D height parameters along with pedestrian and vehicular access and accessible space to planning permission dated 2 April 2015 for Section 73 application seeking a minor material amendment to planning permission 00558/A/P55 which granted approval for a section 73 application seeking minor material amendment (reduce site boundary, reduction of B1 floor space, reallocation of parking, changing position of link	Approved on 4 th September 2019	Approximately 350m north west of the site.

Scheme Name & Application Number	Scheme Details	Planning Status	Approximate Distance from the site
	road and changes to parameters of plots) to planning permission 00558/A/P51 which granted approval for an Outline application for the demolition of existing buildings and structures and the development for a media broadcasting and production campus of up to 104,670 sq m (GIA) (now reduced to 95,934 sq m - excluding parking floor space) comprising office (Class B1a), studio production and research and development facilities (Class B1b) and warehouse/storage (Class B8); hard and soft landscaping; reconfigured and new vehicle and pedestrian accesses and works to the public highway; the provision of parking; and all necessary ancillary and enabling works, plant and equipment.		
Bolder Academy, 1 MacFarlane Lane, Isleworth, TW7 5PN (Ref: 01106/W/P9)	Demolition of club house and associated car park and MUGA, construction of a new part 2 - part 4 storey secondary school (Use Class D1) with ancillary car parking, cycle parking, Multi-Use Games Area, hard and soft landscaping and associated works, together with improvements to MacFarlane Lane.	Approved on 4 th September 2019	Approximately 500m north west of the site.
1 Commerce Road, Brentford, London, TW8 8LE (Ref: 00297/H/P13)	Redevelopment of the site involving the retention, restoration and alteration of the existing Art Deco facade, demolition of the remainder of the buildings on the site and redevelopment to provide a five to seven-storey building comprising 76 flats and 138 square metres of square metres flexible industrial, research and development or office floorspace in use classes B1a, B1b, or B1c, with associated parking and landscaping.	Planning permission granted on 10 th January 2019	Approximately 750m east of the site.



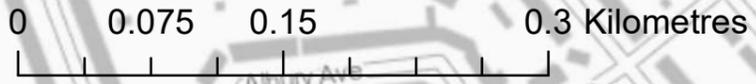
Legend

-  Homebase Site
-  Tesco Osterley Site Boundary
-  4 and 8 Harlequin Avenue
-  1 Commerce Road, Brentford
-  Bolder Academy
-  Former Syon Gate Service Station Site
-  891 Great West Road Site
-  New Horizons Court Site
-  Sky Campus Site



Tesco Osterley Site

Homebase Site



Appendix C – ATZ Assessment

REPORT

Homebase Site, Syon Lane, Brentford

Active Travel Zone Assessment

Client: St Edward Homes Ltd

Reference: PB9144-RHD-ZZ-XX-RP-R-0031

Status: 0.2/S3

Date: 14/01/2021

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Document title: Homebase Site, Syon Lane, Brentford

Document short title: ATZ Assessment
Reference: PB9144-RHD-ZZ-XX-RP-R-0031
Status: 0.2/S3
Date: 14/01/2021
Project name: Homebase, Syon Lane, London Borough of Hounslow
Project number: PB9144
Author(s): TH

Drafted by: TH

Checked by: AW

Date: 14th January 2021 / aw

Approved by: AW

Date: 14th January 2021 / aw

Classification

Project related

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1 Introduction

- 1.1.1 This Technical Note has been prepared by Royal HaskoningDHV (RHDHV), on behalf of St Edward Homes Ltd, in association with a planning application for a proposed Tesco foodstore measuring circa 8,400 sqm (GEA) and 473 residential apartments, on land occupied by Homebase, adjacent to Syon Lane, Brentford.
- 1.1.2 This Technical Note summarises the findings of the Active Travel Zone (ATZ) Assessment site visit and point of view (POV) photography undertaken in association with the preparation of the planning application's Transport Assessment for the scheme.
- 1.1.3 The purpose of the ATZ assessment is to establish what transport connections and local amenities would be accessible to future employees at the site, and establish whether these facilities would be sufficient to support car free living.
- 1.1.4 A number of key destinations have been identified in relation to the site. These routes have been considered likely to be frequently used by active travel modes:
- The Bus Stops A/B located on Syon Lane and X/W on London Road;
 - The Bus stops C/D adjacent to Harlequin Avenue, along the A4;
 - Syon Lane Station;
 - The Sky Campus (employment area)
 - The Bolder Academy;
 - Nishkam School;
 - The Marlborough Primary School;
 - Syon Park, Boston Manor Park and Osterley Park;
 - Osterley Underground Station;
 - The proposed Golden Mile Station;
 - Brentford Town Centre;
 - Proposed C9 cycle route;
 - West Middlesex Hospital;
 - And local places of worship.

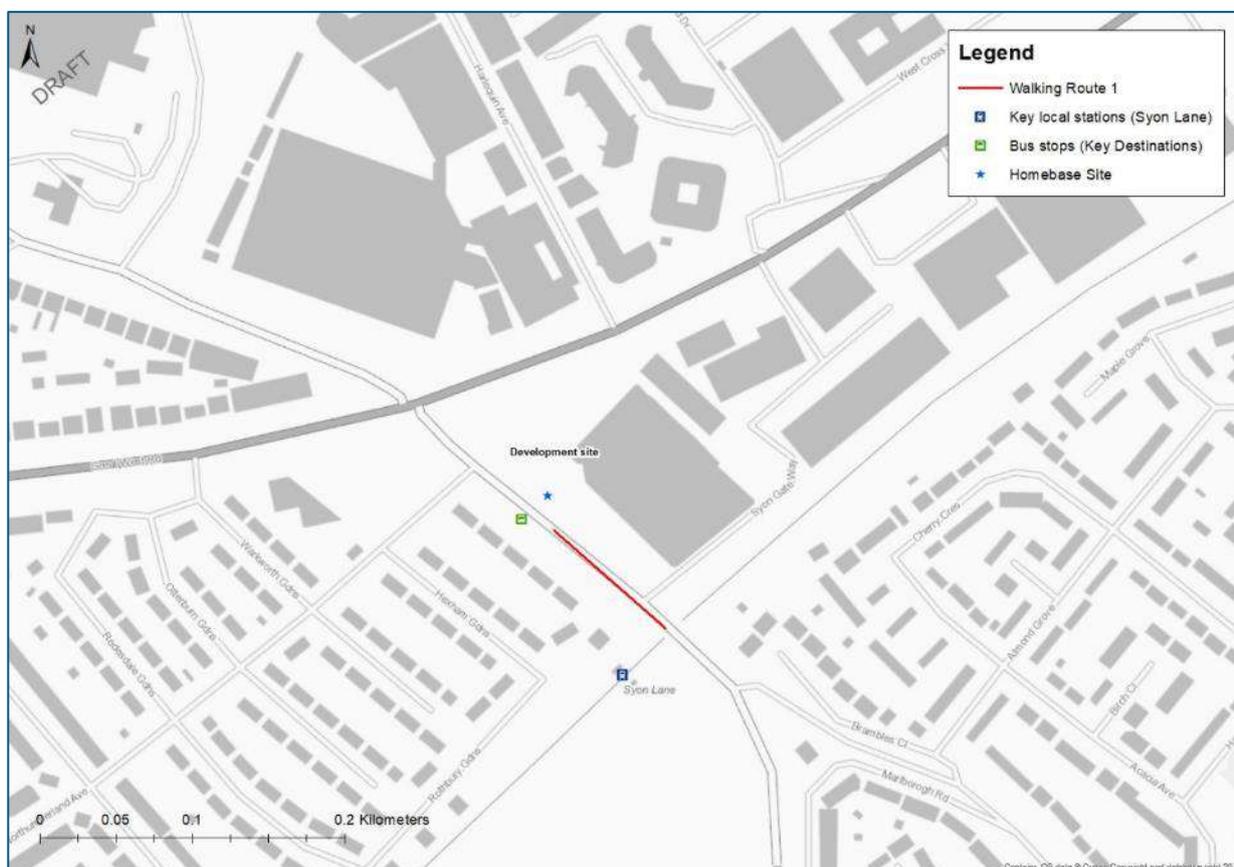
2 Key Destination Route 1 – Homebase site to Syon Lane Station and Bus stops A/B

2.1 Description

2.1.1 Key Destination Route 1 connects the site to bus stops adjacent to the site and Syon Lane railway station. The route follows Syon Lane for approximately 100 metres (m), passing Transport for London (TfL) bus stops A/B, before reaching the station. Syon Lane is provided with footways to both sides of the road.

2.1.2 **Insert 2.1** shows the route from the site to Syon Lane Station. The station is within a 100m walk distance of the site boundary.

Insert 2.1: Key Destination Route 1



2.2 Photographs

2.2.1 Pedestrian point of view photographs were taken at a number of locations along the route. The point of view photographs are presented in **Inserts 2.2 to 2.5**.

Insert 2.2: Route 1 - Photo Location 1



Insert 2.3: Route 1 - Photo Location 2



Insert 2.4: Route 1: Photo Location 3



Insert 2.5: Route 1: Photo Location 4



2.3 Worst Journey Location

- 2.3.1 TfL's Healthy Streets criteria suggest highlighting the most unpleasant or potentially unsafe location for people along each Key Destination Route. In the case of Route 1, the route is approximately 100m in length and so an assessment of the entire route is possible.
- 2.3.2 This route is described below in the context of the Healthy Streets indicators, in addition to suggestions for how the location could be improved for pedestrians and cyclists.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 2.3.3 The route depicted above runs adjacent to Syon Lane, on a section of road in close proximity to the highly trafficked Great West Road (A4). It is unlikely that air quality could be drastically improved without changes to reduce traffic volume through the area.
- 2.3.4 The footway is wide on both sides of the road, and sections of the highway and footway are separated by trees and vegetation, as seen in Location 1.
- 2.3.5 Furthermore, the Design and Access Strategy (DAS) outlines provision of a new pedestrian and cycle friendly clean air route, via Syon Gateway and the new eastern street (Syon Gate Lane) as envisaged in the Great West Road Masterplan.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 2.3.6 The route leads towards Syon Lane station, bypassing Bus stop A, and as a result, there is high volumes of pedestrian flows and cars and buses bypassing the area. Furthermore, street lighting is provided along the route.
- 2.3.7 It is considered that people would not feel worried about road danger, due to the adequate provision of pedestrian footways and signalised crossings.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 2.3.8 Syon Lane is a moderately trafficked route, any improvements to noise levels would need to be centred on reduced levels of traffic on this road.
- 2.3.9 It is proposed that the planting of trees will provide natural green screens from Syon Lane, helping to mitigate potential noise and visual pollution issues.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 2.3.10 Pedestrian crossings in the form of signalised crossings with suitable dropped kerbs and tactile paving are provided in close proximity to Syon Lane station. The crossing facilities provide good quality and well-located pedestrian crossings in relation to the site.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 2.3.11 There were no places to stop and rest between the site, Bus stop A and Syon Lane station, however as the station was within 100m of the site, it is not considered that the lack of resting places would hinder access to the site.
- 2.3.12 It is proposed that places to rest (benches) would be introduced between the site and Syon Lane Station, alongside additional planting and trees, as part of wider landscape enhancements.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 2.3.13 Shade and shelter on this route are provided in the form of trees lining both sides of Syon Lane. The route is well shaded and would provide shelter in the event of adverse weather conditions. Furthermore, the bus stop provides shelter for those taking advantage of bus links nearby to the site.
- 2.3.14 Furthermore, additional trees would be planted as part of the development, subsequently improving the pedestrian environment. This would include the planting of Stone Pine, which has an elevated-spreading crown making it an ideal species to create an urban tree glade, providing natural shelter for the whole year.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 2.3.15 The site is located within a short, convenient walk from bus stop A and Syon Lane station. Whilst Syon Lane is a relatively trafficked route, the footways alongside the road are wide, allowing for free movement of pedestrian and greenery lines both edges of Syon Lane, making for a reasonably pleasant environment.
- 2.3.16 In addition to aforementioned tree planting, the section of footway from the underpass on the corner of the Syon Lane/A4 Great West Road to Syon Gateway would be upgraded with block paving. This proposal would further enhance the pedestrian experience along this section of footway. Benches and planters would also be introduced along this section of footway.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 2.3.17 There is plenty of greenery on both sides of Syon Lane on the route to the station. Any lack of things to do and see isn't considered to be a hindrance to this route, as the site is within 100m of the station.
- 2.3.18 As part of the development proposals, new paving to footways, street tree re-planting and a new off-road cycleway to Great West Road would be provided. Uplighting to trees, benches and planters would also line the western edge of the site, along this section of footway. This would improve the experience for pedestrians and cyclists.

3 Key Destination Route 2 – Homebase site to Syon Park and London Road Bus stops X and W

3.1 Description

3.1.1 Key Destination Route 2 connects the site with Syon Park and TfL bus stops X and W on London Road. The bus stops are directly adjacent to the entrance to Syon Park. The route follows a desire line from Syon Lane then left along London Road towards the destinations. Footways of varying quality are provided along the entire route. **Insert 3.1** shows the route from the site to Syon Park and TfL bus stops X and W.

Insert 3.1: Key Destination Route 2



3.2 Photographs

3.2.1 Pedestrian point of view photographs were taken every 150m along the route. The pedestrian point of view photographs are presented in **Inserts 3.2 to 3.8**.

Insert 3.2: Route 2 - Photo Location 1



Insert 3.3: Route 2 - Photo Location 2



Insert 3.4: Route 2 - Photo Location 3



Insert 3.5: Route 2 - Photo Location 4



Insert 3.6: Route 2 - Photo Location 5



Insert 3.7: Route 2 - Photo Location 6



Insert 3.8: Route 2 - Photo Location 7



3.3 Worst Journey Location

- 3.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people along Key Destination Route 2 – Location 3.
- 3.3.2 The photographs presented between Insert 3.3 and 3.4 above, show the characteristics of Location 3, which is considered to be the most unpleasant of potentially unsafe for people on the street.
- 3.3.3 Location 3 is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.
- 3.3.4 There was an alternative footpath running onto Brambles Close which converges with the Key Destination Route at Location 4. Syon Lane presented the most direct route to London Road, however.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 3.3.5 Location 3 is the south-eastern section of Syon Lane, which leads onto London Road. This section of Syon Lane is less trafficked, away from the busier Spur Road, and in turn, the air quality is improved.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 3.3.6 While this section of Syon Lane is less trafficked, the footway is significantly narrower, meaning pedestrians are closer to the road. As a result, Location 3 feels louder and less pleasant as a pedestrian route. Improvements could be made by cutting back vegetation encroaching the footway and widening the path to allow an increased buffered between vehicle and pedestrian.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 3.3.7 There were a number of safety concerns on this section of the route. Firstly, the footway was very narrow, only safely allowing for single-file pedestrian flows. The footway was also very uneven and was difficult to walk on and vegetation encroached the path. There was no footway available on the western edge of the road. While there was street lighting present, the vegetation encroaching the footpath would likely diminish the effectiveness of these provisions. To improve safety, the footway would need to be resurfaced, vegetation cut back and the footway potentially widened.

Things to See and Do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 3.3.8 The route leading towards Syon Park and bus stops X and W is varied, with plenty of greenery evident throughout the journey. Location 3 could be improved with some soft landscaping, and removal of litter, and repair of the footway.

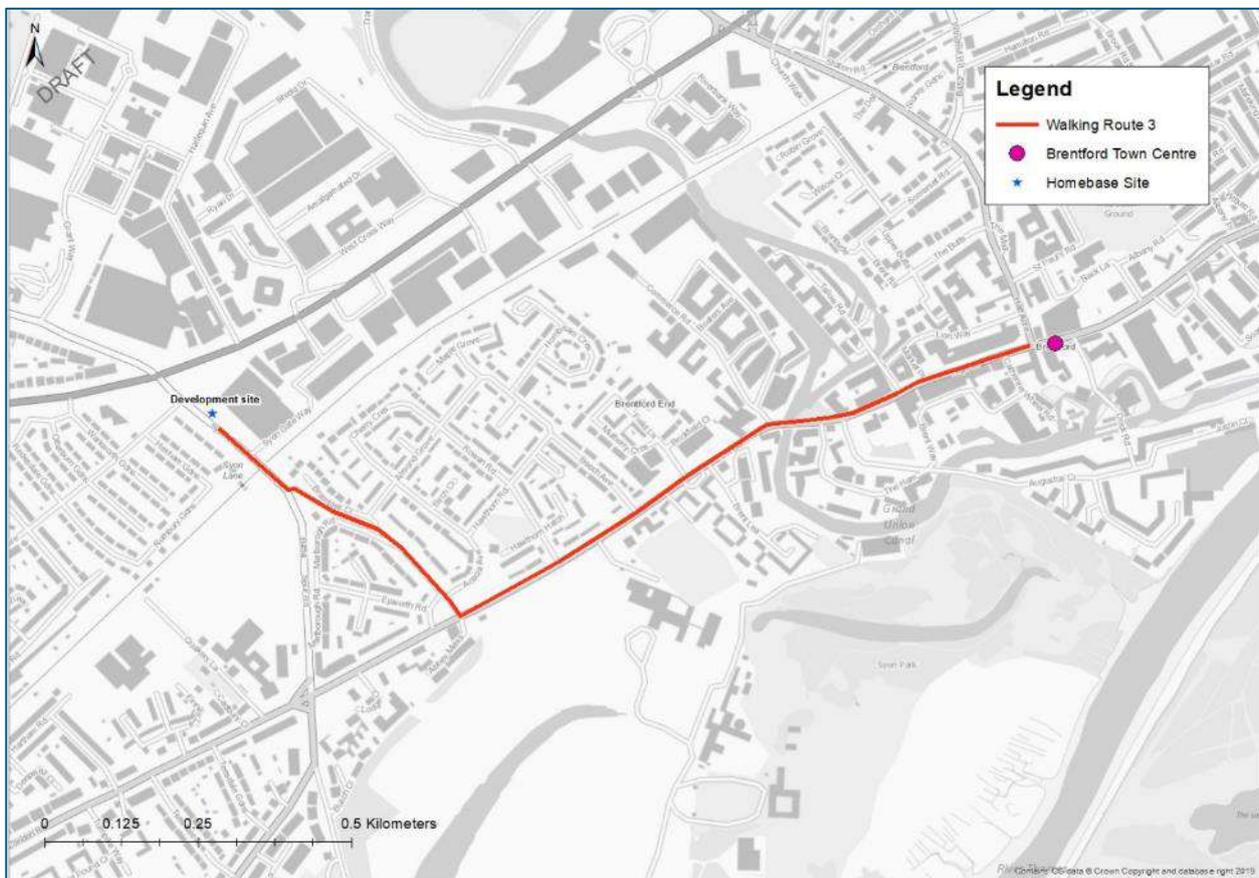
4 Key Destination Route 3 – Homebase site to Brentford town centre / along proposed C9 Cycleway

4.1 Description

4.1.1 Key Destination Route 3 connects the site with Brentford town centre. The route follows a desire line from Syon Lane then left along London Road, which becomes Brentford High Street further along the route. Footways of varying quality are provided along the entire route. The proposed C9 cycle route would follow a desire line along London Road, towards Brentford town centre to the east.

4.1.2 **Insert 4.1** shows the route from the site to Brentford town centre.

Insert 4.1: Key Destination Route 3



4.2 Photographs

4.2.1 Pedestrian point of view photographs were taken every 150m along the route. The pedestrian point of view photographs are presented below between **Inserts 4.2 and 4.12**.

Insert 4.2: Route 3 - Photo Location 1



Insert 4.3: Photo Location 2



Insert 4.4: Route 3 - Photo Location 3



Insert 4.5: Route 3 - Photo Location 4



Insert 4.6: Route 3 - Photo Location 5



Insert 4.7: Route 3 - Photo Location 6



Insert 4.8: Route 3 - Photo Location 7



Insert 4.9: Route 3 - Photo Location 8



Insert 4.10: Route 3 - Photo Location 9



Insert 4.11: Route 3 - Photo Location 10



Insert 4.12: Route 3 - Photo Location 11



4.3 Worst Journey Location

- 4.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people along Key Destination Route 3 – Location 6.
- 4.3.2 The most potential unsafe and unpleasant location on this route was Location 3, however as this location is discussed during the Key Destination Route 2 analysis, a different location has been chosen in this section.
- 4.3.3 The photographs presented at **Insert 4.7** show the characteristics of Location 6 on Key Destination Route 3, which was considered the most unpleasant or unsafe, besides Location 3.
- 4.3.4 Location 6 is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 4.3.5 Location 6 is not considered to have poor levels of air quality. While London Road is a major road, the presence of bus and cycle lanes, favouring public and active travel modes, meant the road was not heavily trafficked. Furthermore, footpaths were wide and vegetation lies both sides of the road, improving the pedestrian experience.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 4.3.6 The cycle lane design, in context to the pelican crossing, was deemed as potentially unsafe. The cycle lane merges with the footway at this section for approximately 15m, crossing over a pedestrian signal-light crossing. To avoid cyclist/pedestrian collisions at this location, removing this section of cycle lane infrastructure would improve safety.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 4.3.7 The section of London Road/Brentford High Street on which Location 6 is located is not particularly noisy. The footways are wide throughout the majority of the route and trees often segregate the road and footway.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 4.3.8 At Location 6 the pedestrian crossing safety could be improved by rearranging the cycle path, which currently unnecessarily merges with the footway. Besides this location, a number of crossing provisions are evident along this route.

Places to Stop and Rest

'A lack of resting places can limit mobility for certain groups of people.'

- 4.3.9 While there aren't any places to stop and rest at Location 6, as the route nears Brentford town centre, a number of pleasant (Location 10) rest areas are present.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 4.3.10 The route is lined with trees on both sides of London Road, which provide plenty of shade and shelter for those walking this route.

People feel Relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 4.3.11 Improving the crossing safety at Location 6 and wider improvements to the footway at Location 3 would improve the route as a whole. Besides these two locations, the route was pleasant, providing wide footways and plenty of greenery throughout.

Things to See and Do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 4.3.12 Location 6 is in the direct vicinity of a few shops and cafes, and the number of amenities increases as the route nears Brentford town centre.

5 Key Destination Route 4 and 5 – Homebase site to Marlborough School

5.1 Description

5.1.1 Key Destination Route 4 and 5 both connect the site with Marlborough School. Two desire lines were identified one following Spur Road onto London Road, then turning right onto Darcy Road towards the school. The from Rothbury Gardens, over a pedestrian rail bridge onto Quakers Lane, which leads south onto London Road, then right onto Darcy Road towards the school.

5.1.2 **Insert 5.1** shows the routes from the site to Marlborough School.

Insert 5.1: Key Destination Routes 4 and 5



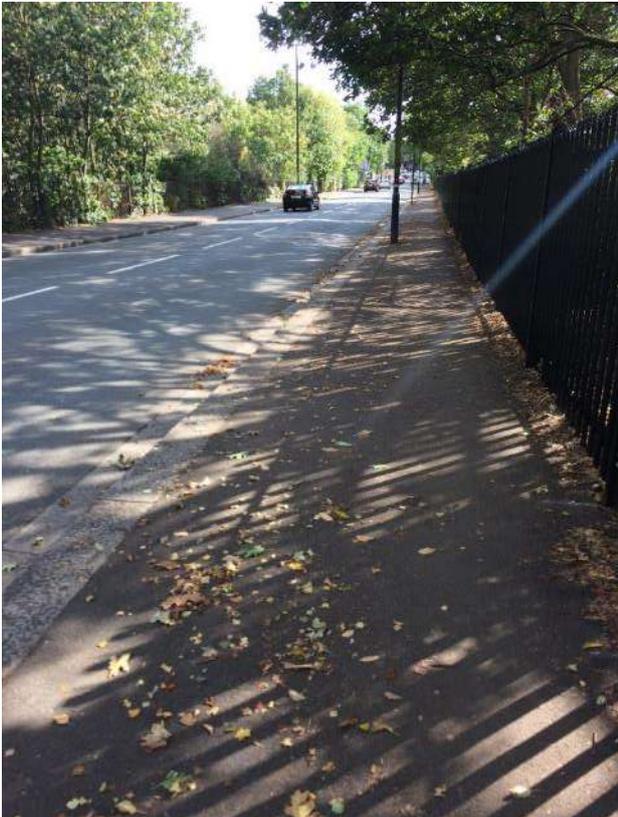
5.2 Photographs

Pedestrian point of view photographs were taken every 150m along the chosen routes. The pedestrian point of view photographs are presented for below between Inserts 5.2 and 5.6 for Route 4 and Inserts 5.7 and 5.12 for Route 5.

Insert 5.2: Route 4 - Photo Location 1



Insert 5.3: Route 4 - Photo Location 2



Insert 5.4: Route 4 - Photo Location 3



Insert 5.5: Route 4 - Photo Location 4



Insert 5.6: Route 4 - Photo Location 5



Insert 5.7: Route 5 - Photo Location 1



Insert 5.8: Route 5 - Photo Location 2



Insert 5.9: Route 5 - Photo Location 3



Insert 5.10: Route 5 - Photo Location 4



Insert 5.11: Route 5 - Photo Location 5



Insert 5.12: Route 5 - Photo Location 6



5.3 Worst Journey Location

- 5.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people walking to Marlborough School on either Key Destination Route 4 or 5 – Route 5, Location 4.
- 5.3.2 The photographs presented in **Insert 5.9 and Insert 5.10** best show the characteristics of Location 4 on Key Destination Route 5, which is considered the most unpleasant or potentially unsafe for people walking to and from the school.
- 5.3.3 Location 5 is described in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 5.3.4 Location 4 is located away from any roads major roads, as the route passes through Rothbury Gardens, a quiet residential street and over a pedestrian rail bridge towards London Road. Therefore, air quality is not a significant issue at this location.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 5.3.5 As the route leaves Rothbury Gardens, there is a narrow alleyway leading to the rail bridge, which leads towards London Road. While there is street lighting on the north side of the railway tracks, the surrounding vegetation may limit their effectiveness. Street lighting on Quaker's Lane also seemed to be obstructed by vegetation at the time of the site walk. This, alongside the graffiti and litter, made this location less pleasant. Improvements could be made by controlling the vegetation on the north and south of the railway tracks. This would help open the alley and improve street lighting.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 5.3.6 As this route is located away from busy roads, noise pollution is not an issue at this location. Syon Lane is provided by approximately 8 trains per hour, noise from rail connections is minimal.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 5.3.7 Due to Location 4 being located away from the road, crossing is not an issue; Rothbury Gardens to the north is a quiet residential area and Quaker's Lane, on the south side of the railway line, does not allow vehicular access between 8:45-9:15 and 15:15-15:45 during school term time.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 5.3.8 There were not any places to stop and rest on either Route 4 or 5. This is not seen as a major issue as the site is approximately 1km from Marlborough School following either desire line.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 5.3.9 While Location 4 is located away from any vehicular traffic, this section of the route is not likely to allow pedestrians to feel relaxed. There was graffiti and litter present during the time of the visit. Furthermore, the alleyway to the north of the railway tracks was narrow and the vegetation was overgrown. The overall environment could be improved by cutting back the vegetation and cleaning the graffiti and litter at this location.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 5.3.10 Both routes from the site to the school are surrounded by greenery, particularly Route 5. Location 4 could be improved with inclusion of street art and control of vegetation in the alleyway. Some planting in this area would improve the overall environment on Route 5.

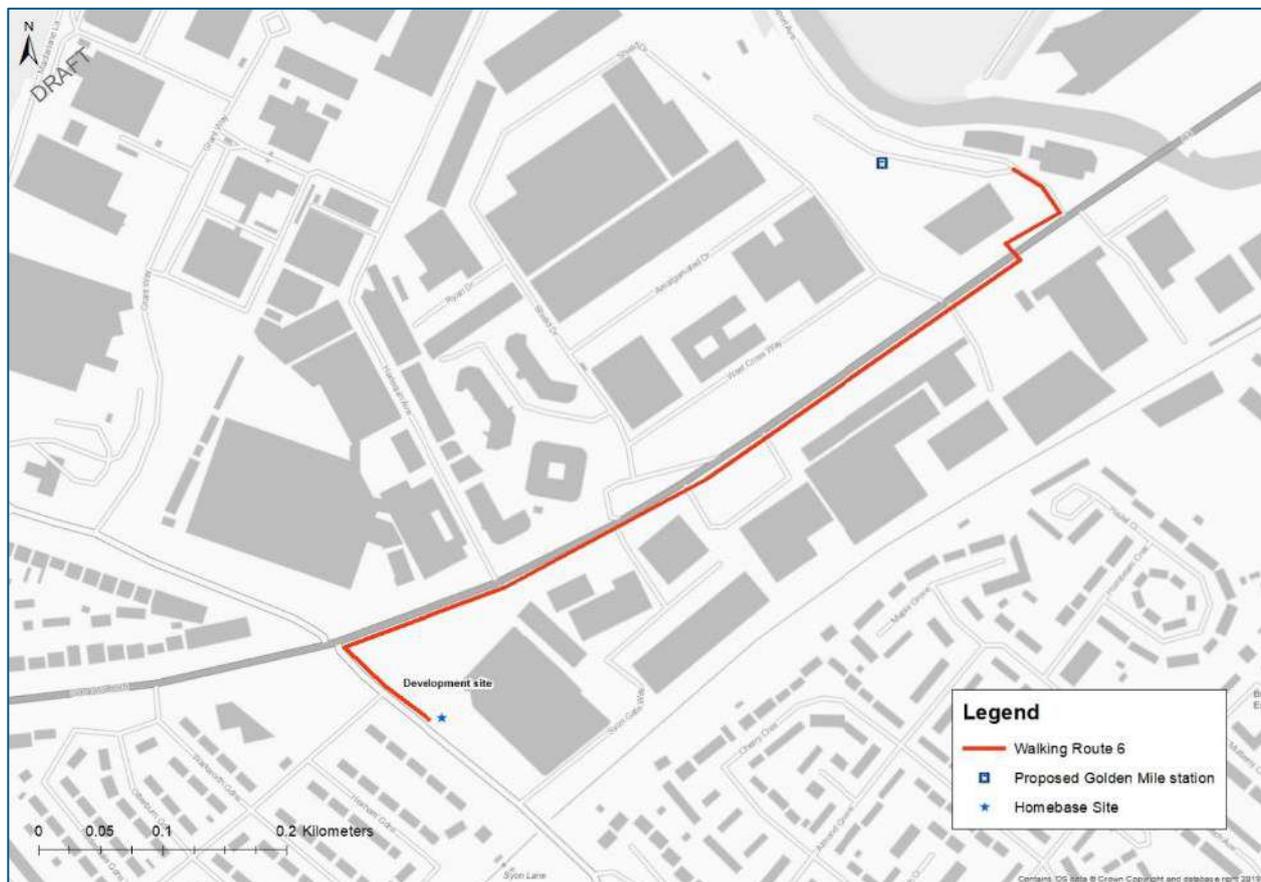
6 Key Destination Route 6 – Homebase site to Bus Stops C/D, Proposed Golden Mile Station and Boston Manor Park.

6.1 Description

6.1.1 The sixth Key Destination Route connects the site with bus stops C/D, the proposed Golden Mile station and Boston Manor Park, which follows a desire line alongside Great West Road, provided by a footway and footbridge along its southern flank. Bus stops C/D are located adjacent to the site, along the A4. The proposed station and Boston Manor Park are located to the north-east of the site.

6.1.2 **Insert 6.1** shows the route from the site to the proposed Golden Mile station.

Insert 6.1: Key Destination Route 6



6.2 Photographs

6.2.1 Pedestrian point of view photographs were taken every 150m along the chosen routes. The pedestrian point of view photographs are presented below between **Inserts 6.2** and **6.10**.

Insert 6.2: Route 6- Photo Location 1



Insert 6.3: Route 6 - Photo Location 2



Insert 6.4: Route 6 - Photo Location 3



Insert 6.5: Route 6 - Photo Location 4



Insert 6.6: Route 6 - Photo Location 5



Insert 6.7: Route 6 - Photo Location 6



Insert 6.8: Route 6 – Photo Location 7



Insert 6.9: Route 6 – Photo Location 8



Insert 6.10: Route 6 – Photo Location 9



6.3 Worst Journey Location

- 6.3.1 TfL's Healthy Streets criteria suggests highlighting the most unpleasant or potentially unsafe location for people along each Key Destination Route. In the case of Route 6, the route is approximately 500m, so an assessment of the entire route is possible.
- 6.3.2 Key Destination Route 6 is described in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 6.3.3 The route depicted above runs adjacent to Great West Road, a major arterial road running through Central London. It is unlikely that air quality could be improved without drastic changes to reduce traffic volumes through the area.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 6.3.4 The route follows Great West Road, which is a key route within Central London with significant volumes of vehicular and pedestrian flows and a number of overlooking buildings. As such, the route can be considered to feel safe. Furthermore, street lighting is provided along the route.

- 6.3.5 It is considered that people would not feel worried about road danger, due to the adequate provision of pedestrian footways, signalised crossing and footbridge directly adjacent to the proposed station.
- 6.3.6 As part of the proposed development, a new segregated cycle route which would run along the southern edge of the A4, adjacent to the site, would be introduced. This would improve the experience for cyclists along this section of the A4.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 6.3.7 Due to this route running directly alongside the heavily trafficked Great West Road, noise pollution was clearly evident. While it is unlikely traffic levels will decrease on this arterial road, the experience along this route could be improved by planting trees, segregating pedestrians from the carriageway, and taking advantage of the wide footways on either side of the road.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 6.3.8 Pedestrian crossings in the form of signalised crossings with suitable dropped kerbs and tactile paving are provided at the junction between Syon Lane and Great West Road, in close proximity to the site. A pedestrian footbridge is also provided directly adjacent to the proposed station.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 6.3.9 There were no places to stop and rest between the site and the proposed station, however, as the destination is located within 500m of the site, it is not considered that the lack of resting places would severely hinder access to the site.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 6.3.10 There are no public places to take shelter within the vicinity of Route 6. Location 6, the location at which Golden Mile station is proposed, would offer the best opportunity for the addition of shelter and benches. It is considered that the lack of shelters would not overly inhibit access to the site from Golden Mile station due to the proximity to the site.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 6.3.11 Whilst the footways at this location is wide enough to allow for the free-flowing movement of people and cyclists, the lack of green space and presence of busy motor traffic along Great West Road is unlikely to encourage people to feel particularly relaxed. The Key Destination Route is located alongside a major arterial road means that it is unlikely traffic volume could be reduced to improve the pedestrian experience.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 6.3.12 The route could be made more appealing with additional planting. The width of the footway would allow for this addition, and this would also help segregate pedestrians from the busy carriageway.

7 Key Destination Route 7 – Homebase site to Osterley Station / Local Place of Worship / Osterley Dental Practice

7.1 Description

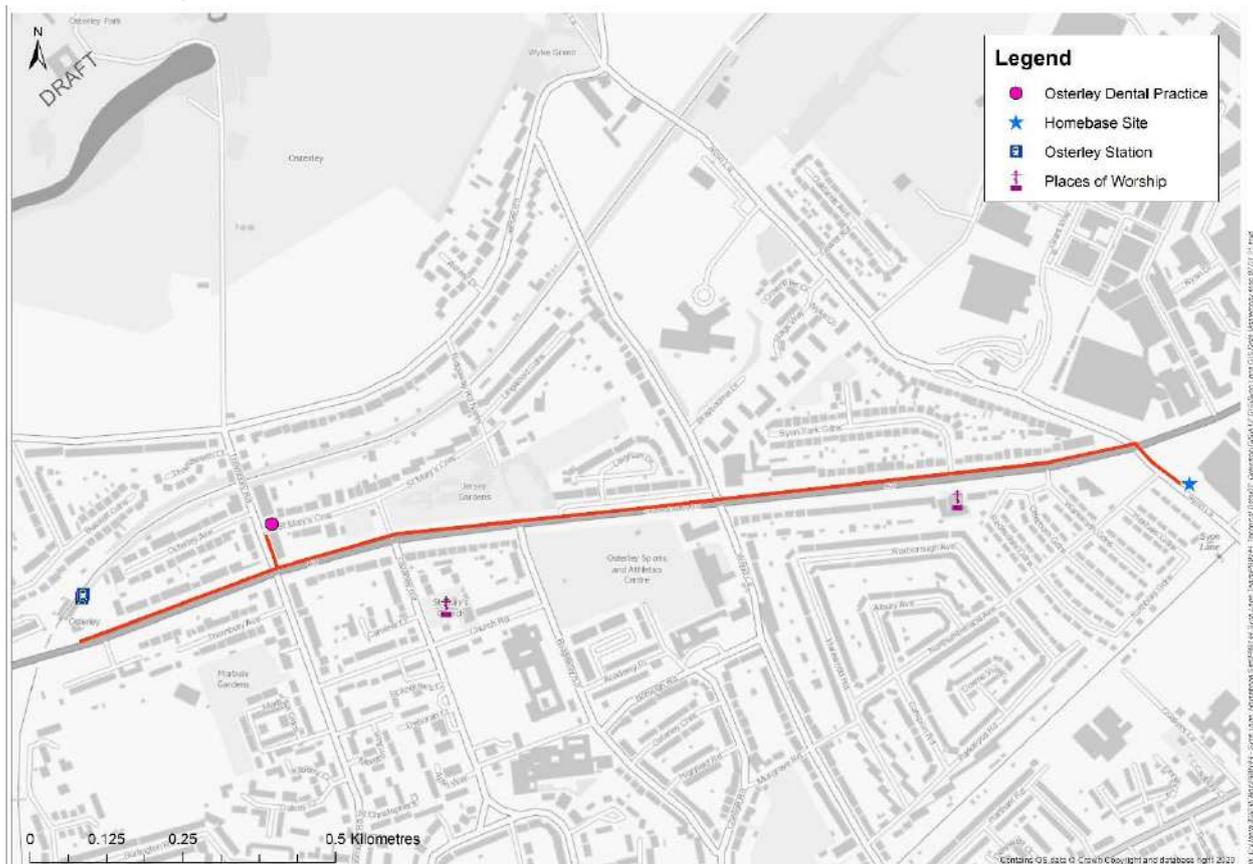
7.1.1 Key Destination Route 7 connects the site with Osterley station, which is serviced by the Piccadilly line. The desire line follows Great West Road, and segregated pedestrian and cycle paths are provided on both flanks.

7.1.1 St Francis of Assisi Church is the closest place of worship in relation to the site. It is located along the A4, adjacent to Syon Park Gardens.

7.1.2 Osterley Dental Practice is the closest dental practice in relation to the site. It is located 50m from the A4, along Thornbury Road. The desire line would follow the same route, however, pedestrians/cyclists would cross the A4 via the existing staggered signalised crossing at the junction with Thornbury Road, heading north.

7.1.3 **Insert 7.1** shows the Key Destination Route from the site to Osterley Station.

Insert 7.1: Key Destination Route 7



7.2 Photographs

7.2.1 Pedestrian point of view photographs were taken at a number of locations along the route. The point of view photographs are presented in **Inserts 7.2** to **7.13**.

Insert 7.2: Route 7 - Photo Location 1



Insert 7.3: Route 7 - Photo Location 2



Insert 7.4: Route 7 - Photo Location 3



Insert 7.5: Route 7 - Photo Location 4



Insert 7.6: Route 7 - Photo Location 5



Insert 7.7: Route 7 - Photo Location 6



Insert 7.8: Route 7 - Photo Location 7



Insert 7.9: Route 7 - Photo Location 8



Insert 7.10: Route 7 - Photo Location 9



Insert 7.11: Route 7 - Photo Location 10



Insert 7.12: Route 7 - Photo Location 11



Insert 7.13: Route 7 – Photo Location 12



7.3 Worst Journey Location

- 7.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people along Key Destination Route 7. Location 11 was deemed the least pleasant location along this route.
- 7.3.2 It should also be noted that Location 2, the crossing of Northumberland Road is not provided with tactile paving and dropped kerbs.
- 7.3.3 The photograph presented in **Insert 7.13** shows the characteristics of what was considered to be the most unpleasant or potentially unsafe for people on the street.
- 7.3.4 Location 11 is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 7.3.5 Location 10 is directly adjacent to Great West Road, which is major multiple lane arterial road running from east to west. Despite the presence of greenery and wide footways on this route and at this location, it is unlikely air quality could be further improved unless drastic changes to reduce traffic flows were taken.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 7.3.6 The subway at this location allows pedestrians to cross Great West Road to access Osterley station. While this infrastructure provides safe crossing segregated from traffic, the underpass was relatively dark and narrow, and there was litter evident. This location would have felt safer for pedestrians if the environment surrounding was more well-kept and the underpass was illuminated effectively.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 7.3.7 Due to the underpass being located slightly away from the carriageway, the noise was not a significant issue. Furthermore, Key Destination Route 7, while directly alongside the busy Great West Road, is equipped with wide footway and cycleways on both flanks, meaning pedestrians are well segregated from the traffic.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 7.3.8 While the subway in Location 10 is the crossing facility associated with Osterley station, it acts as the only place to cross over to the station within approximately 400m. This crossing could be made more pleasant for pedestrians if the lighting was improved and graffiti and litter were removed.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 7.3.9 There were no places to stop and rest evident at this location. There were also very few places to stop on Route 7 as a whole. Due to the wide footways and presence of plenty of greenery, places to stop would be pleasant for those walking this route. Furthermore, benches could be installed nearby to the station to allow those walking this route to stop and rest.

Shelter and Shade

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

Location 10 being a subway naturally provides shade and shelter. In addition to this, this route is lined with trees and greenery on both flanks, which provide natural shade and shelter for those walking and cycling.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 7.3.10 While the subway is away from Great West Road, this location was dark and there was litter and graffiti present, meaning it is unlikely people would feel particularly relaxed. Pedestrians crossing over to the station at this location would feel more relaxed if lighting was improved, litter and graffiti removed. The graffiti could be replaced with some street art/mural to improve the local environment.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 7.3.11 During the time of the visit, there was litter and graffiti present, making this one of the least pleasant locations on this route. Alongside cleaning up the appearance, the addition of planting and street art would make this location far more attractive for pedestrians. This would be worthwhile, particularly as this is the only crossing to the station.

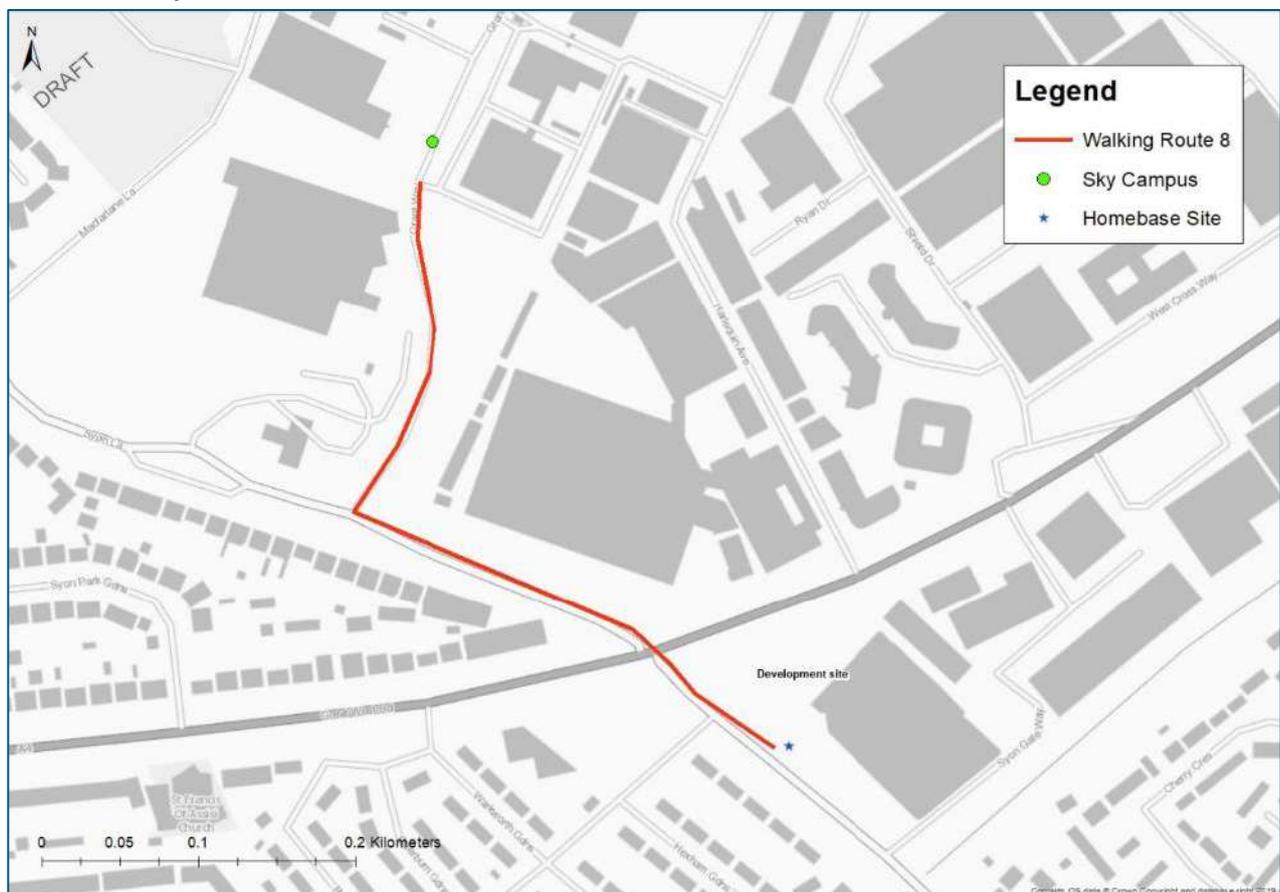
8 Key Destination Route 8 – Homebase site to Sky Campus

8.1 Description

8.1.1 Key Destination Route 8 connects the site with Sky Campus, following a desire line along Syon Lane, and right along Grant Way. Footways are provided along the entire route. It should be noted that there were two options crossing Great West Road from the site, either a signal light crossing at the junction or via an underpass. Both routes will be taken into account.

8.1.2 **Insert 8.1** shows the Key Destination Route from the site to the Sky Campus.

Insert 8.1: Key Destination Route 8



8.2 Photographs

8.2.1 Pedestrian point of view photographs were taken at a number of locations along the route. The photographs are presented in **Inserts 8.2 to 8.6**.

Insert 8.2: Route 8 - Photo Location 1



Insert 8.3: Route 8 - Photo Location 2



Insert 8.4: Route 8 - Photo Location 3



Insert 8.5: Route 8 - Photo Location 4



Insert 8.6: Route 8 - Photo Location 5



8.3 Worst Journey Locations

8.3.1 In line with TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe locations for people along Key Destination Route 8. As the route is only approximately 600m, a full analysis of the route will be undertaken.

8.3.2 This route is described below in the context of the Healthy Streets indicators, in addition to suggestions for how the location could be improved for pedestrians and cyclists.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

8.3.3 The first section of the route was undertaken at the junction of Syon Lane and Great West Road. This major junction is heavily trafficked and is unlikely air quality could be improved without dramatic changes to traffic volumes. As the route follows Syon Lane, then right onto Grant Way traffic is greatly reduced, the speed limit is reduced to 20mph and the footway is both segregated and lined with greenery. Consequently, this section of the route has good air quality.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

8.3.4 Noise pollution is far greater at Locations 1 and 2, as they are within close proximity of Great West Road. As the route follows Syon Lane and Grant Way, noise from traffic is greatly reduced. The section of Syon Lane close to the main junction, as seen in Location 3, is well provided with vegetation and the footway is also distanced from the carriageway.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

8.3.5 The crossing of Great West Road from the site can be achieved either by signal light junction (Location 1) or through the underpass (Location 2). The pelican crossing is equipped with tactile paving and dropped kerbs. The underpass was well lit and clean, however, perhaps passing though this route could have been made more pleasant with repainting or installing street art.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

8.3.6 There were a number of places to stop and rest on this route. Location 3, north of Great West Road, had several benches to stop and rest on route to Sky Campus.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 8.3.7 This route is well provided with shade and shelter. The underpass offers a sheltered crossing of Great West Road, and Syon Lane through to Grant Way is lined with a number of trees which provide natural shade and shelter for pedestrians.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 8.3.8 Locations 1 and 2 present the least pleasant sections of this route. Due to the heavily trafficked Great West Road, people are not likely to feel relaxed at these locations. Furthermore, the appearance of the underpass in Location 2 could be improved, perhaps with the addition of street art or repainting. The latter section of the route, along Syon Lane and right onto Grant Way is significantly less trafficked and is provided with places to rest, shelter and greenery.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 8.3.9 The majority of the route is pleasant, there are shops and cafés on the western flank of Syon Lane and plenty of greenery on both sides of the Syon Lane and Grant Way. Location 2, the underpass, could benefit from some planting or street art to make it more appealing for pedestrians walking that route.

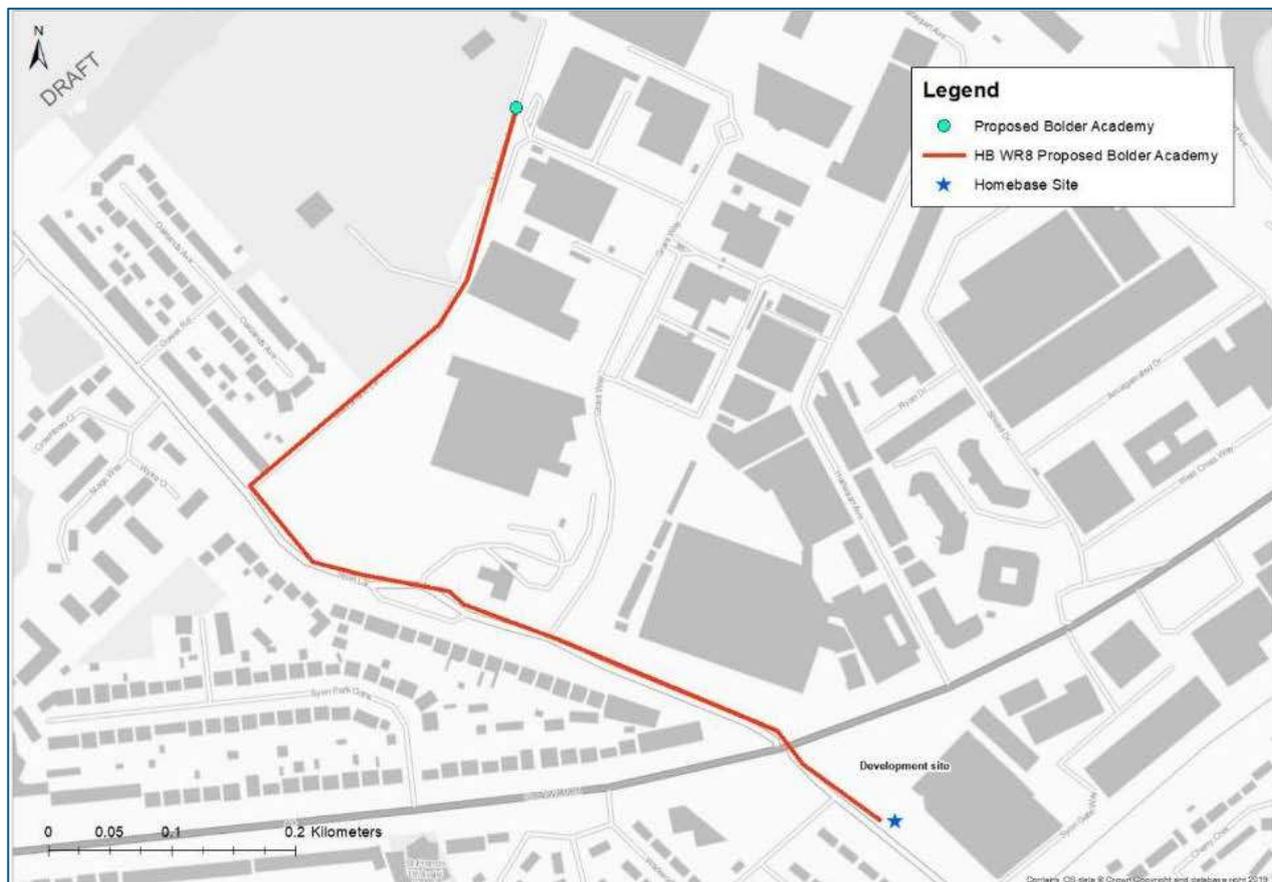
9 Key Destination Route 9 – Homebase site to proposed Bolder Academy

9.1 Description

9.1.1 Key Destination Route 9 connects the site with the proposed Bolder Academy, following a desire line along Syon Lane, then right along Macfarlane Lane. The route is approximately 800m. Footways are provided along the entire route. It should be noted that there were two options crossing Great West Road from the site, either a signal light crossing at the junction or via an underpass. Both routes will be taken into account.

9.1.2 **Insert 9.1** depicts the Key Destination Route from the site to the proposed Bolder Academy.

Insert 9.1: Key Destination Route 9



9.2 Photographs

9.2.1 Pedestrian point of view photographs were taken at a number of locations along the route. These photographs are presented in **Insert 9.2** to **Insert 9.6**.

Insert 9.2: Route 9 - Photo Location 1



Insert 9.3: Route 9 - Photo Location 2



Insert 9.4: Route 9 - Photo Location 3



Insert 9.5: Route 9 - Photo Location 4



Insert 9.6: Route 9 - Photo Location 5



Insert 9.7: Route 9 - Photo Location 6



9.3 Worst Journey Location

9.3.1 TfL's Healthy Streets criteria suggest highlighting the most unpleasant or potentially unsafe location for people along Key Destination Route 9. The location deemed least pleasant or potentially unsafe was crossing of Great West Road, which is depicted in Location 1 and Location 2.

9.3.2 This route is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

9.3.3 The first section of the route involves crossing Great West Road, a busy arterial road. It is unlikely that air quality in Locations 1 and 2 could be improved without drastic changes to reduce traffic volumes through the area.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

9.3.4 Location 2 depicts an underpass which allows pedestrians and cyclists to cross Great West Road, along the desire line safely. However, the overall environment at this location could be improved. The underpass could be made safer and more appealing by installing CCTV, allowing people to feel safer using this route. Furthermore, ensuring the lighting in this underpass is maintained, and repainting and/or adding street art to this location would improve the walking experience of this route.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

9.3.5 While the rest of Route 9 is relatively quiet, Locations 1 and 2, due to the close proximity to Great West Road, suffer from significant noise pollution from this busy route. It is unlikely this could be drastically improved without altering traffic volume through the area,

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

9.3.6 This route is equipped with two convenient crossing options of the Great West Road. The pelican crossing, adjacent to the site, is equipped with tactile paving and dropped kerbs, while the underpass also allows for ease of crossing. The underpass could be made a more attractive option with some maintenance, improved lighting and addition of planting and street art for example.

Places to stop are rest

'A lack of resting places can limit mobility for certain groups of people.'

- 9.3.7 There are a number of places to stop and rest on Route 9. As seen in Location 3, there are a number of benches provided along the northern flank of Syon Lane, which are also sufficiently segregated from the carriageway.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 9.3.8 The route has a number of areas where shade and shelter are available. Shade is provided naturally from trees lining both flanks of Syon Lane. Furthermore, the underpass also provides a sheltered crossing option across Great West Road.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 9.3.9 Route 9 is provided with wide footways, places to rest and plenty of greenery on both flanks of Syon Lane. Location 2 is perhaps where pedestrians would feel least relaxed. Improvements could be made by maintaining and improving lighting through the underpass and installing street art and planting to make people feel more relaxed through this section of the route.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 9.3.10 Location 2 could benefit from visual improvements and maintenance, to improve the overall pedestrian experience walking this route. The addition of street art/murals through the underpass, and/or planting would make this section of the route more appealing. Furthermore, ensuring the underpass is sufficiently lit at all times would make this location more attractive and interesting for walkers.

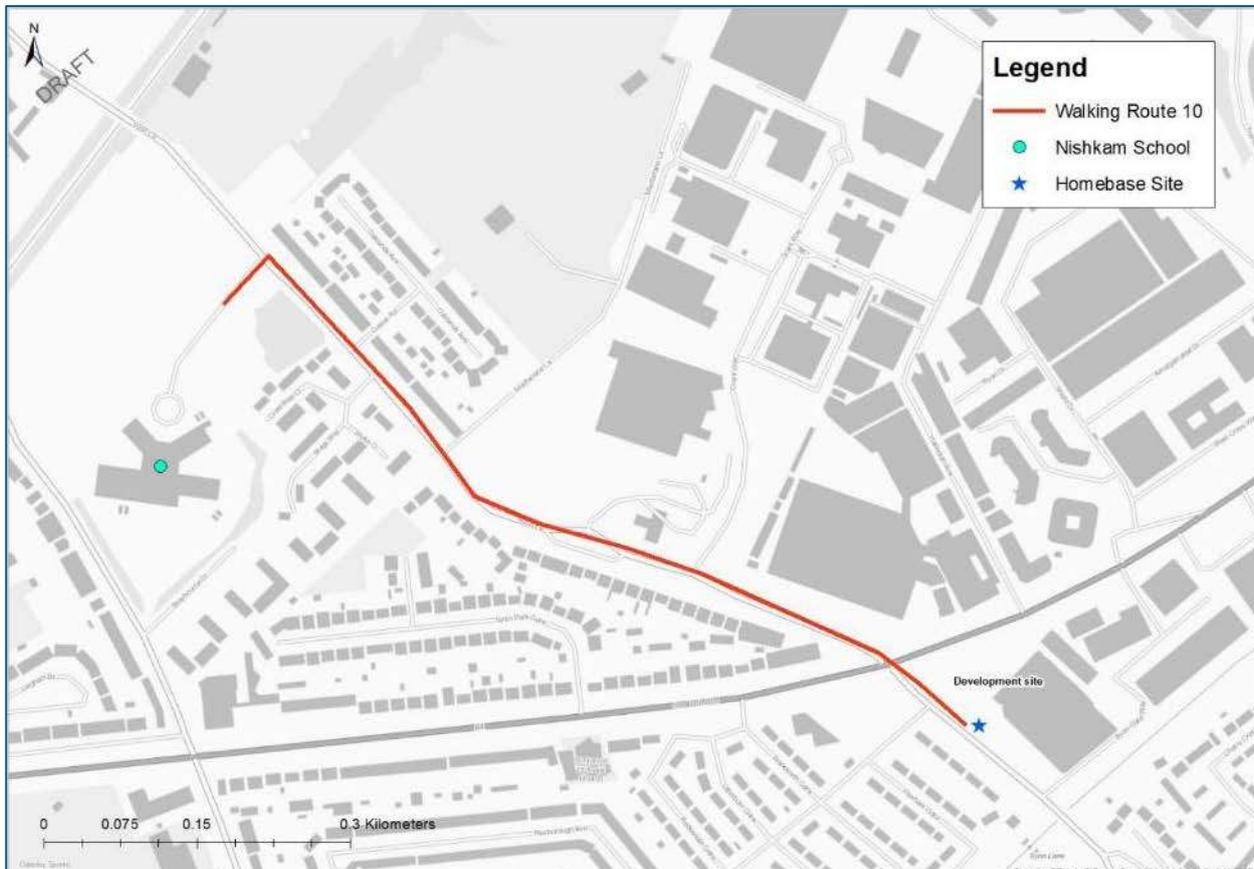
10 Key Destination Route 10 – Homebase Site to Nishkam School

10.1 Description

10.1.1 Key Destination Route 10 connects the site with Nishkam School, following a desire line along Syon Lane. The route is approximately 950m and footways are provided throughout.

10.1.2 **Insert 10.1** shows the route from the site to Nishkam School.

Insert 10.1: Key Destination Route 10



10.2 Photographs

10.2.1 Pedestrian point of view photographs were taken at a number of locations along the route. The photographs are presented in **Inserts 10.2 to 10.8**.

Insert 10.2: Route 10 - Photo Location 1



Insert 10.3: Route 10 - Photo Location 2



Insert 10.4: Route 10 - Photo Location 3



Insert 10.5: Route 10 - Photo Location 4



Insert 10.6: Route 10 - Photo Location 5



Insert 10.7: Route 10 - Photo Location 6



Insert 10.8: Route 10 - Photo Location 7



10.3 Worst Journey Location

- 10.3.1 TfL's Healthy Streets criteria suggest highlighting the most unpleasant or potentially unsafe location for people along Key Destination Route 10. The location deemed least pleasant or potentially unsafe was crossing of Great West Road, which is depicted in Location 1 and Location 2.
- 10.3.2 This route is described below in context to suggestions for how the location could be improved for pedestrians and cyclists.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 10.3.3 The first section of the route involves crossing Great West Road, a busy arterial road. It is unlikely that air quality in Locations 1 and 2 could be improved without drastic changes to reduce traffic volumes through the area.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 10.3.4 Location 2 depicts an underpass which allows pedestrians and cyclists to cross Great West Road, along the desire line safely. However, the overall environment at this location could be improved. The underpass could be made safer and more appealing by installing CCTV, allowing people to feel safer using this route. Furthermore, ensuring the lighting in this underpass is maintained, and repainting and/or adding street art to this location would improve the walking experience of this route.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 10.3.5 While the rest of Route 10 is relatively quiet, Locations 1 and 2, due to the close proximity to Great West Road, suffer from significant noise pollution from this busy route. It is unlikely this could be drastically improved without altering traffic volume through the area,

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 10.3.6 This route is equipped with two convenient crossing options of the Great West Road. The pelican crossing, adjacent to the site, is equipped with tactile paving and dropped kerbs, while the underpass also allows for ease of crossing. The underpass could be made a more attractive option with some maintenance, improved lighting and addition of planting and street art for example.
- 10.3.7 The section of the route closer to the school is provided with crossing facilities, including a zebra crossing, all of which are equipped with dropped kerbs and tactile paving.

Places to stop are rest

'A lack of resting places can limit mobility for certain groups of people.'

- 10.3.8 There are a number of places to stop and rest on Route 10. As seen in Location 3, there are a number of benches provided along the northern flank of Syon Lane, which are also sufficiently segregated from the carriageway.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 10.3.9 The route has a number of areas where shade and shelter are available. Shade is provided naturally from trees lining both flanks of Syon Lane. Furthermore, the underpass also provides a sheltered crossing option across Great West Road.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 10.3.10 Route 9 is provided with wide footways, places to rest and plenty of greenery on both flanks of Syon Lane. Location 2 is perhaps where pedestrians would feel least relaxed. Improvements could be made by maintaining and improving lighting through the underpass and installing street art and planting to make people feel more relaxed through this section of the route.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 10.3.11 Location 2 could benefit from visual improvements and maintenance, to improve the overall pedestrian experience walking this route. The addition of street art/murals through the underpass, and/or planting would make this section of the route more appealing. Furthermore, ensuring the underpass is sufficiently lit at all times would make this location more attractive and interesting for walkers.

'A lack of resting places can limit mobility for certain groups of people.'

- 10.3.12 There are a number of places to stop and rest on Route 10. As seen in Location 3, there are a number of benches provided along the northern flank of Syon Lane, which are also sufficiently segregated from the carriageway.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 10.3.13 The route has a number of areas where shade and shelter are available. Shade is provided naturally from trees lining both flanks of Syon Lane. Furthermore, the underpass also provides a sheltered crossing option across Great West Road.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 10.3.14 Route 10 is provided with wide footways, places to rest and plenty of greenery on both flanks of Syon Lane. Location 2 is perhaps where pedestrians would feel least relaxed. Improvements could be made by maintaining and improving lighting through the underpass and installing street art and planting to make people feel more relaxed through this section of the route.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 10.3.15 Location 2 could benefit from visual improvements and maintenance, to improve the overall pedestrian experience walking this route. The addition of street art/murals through the underpass, and/or planting would make this section of the route more appealing. Furthermore, ensuring the underpass is sufficiently lit at all times would make this location more attractive and interesting for walkers.

11 Key Destination Route 11 – Homebase Site to Osterley Park

11.1 Description

11.1.1 Key Destination Route 11 connects the site with Osterley Park. The route follows a desire line along Syon Lane north towards Osterley Park. Footways are provided along the entire route. The route from the site to the park is approximately 1.3km.

11.1.2 **Insert 11.1** shows the route from the site to Osterley Park.

Insert 11.1: Key Destination Route 11



11.2 Photographs

11.2.1 Pedestrian point of view photographs were taken every 150m along the route. The pedestrian point of view photographs are presented in **Insert 11.2 to 11.10**.

Insert 11.2: Route 11 - Photo Location 1



Insert 11.3: Route 11 - Photo Location 2



Insert 11.4: Route 11 - Photo Location 3



Insert 11.5: Route 11 - Photo Location 4



Insert 11.6: Route 11 - Photo Location 5



Insert 11.7: Route 11 - Photo Location 6



Insert 11.8: Route 11- Photo Location 7



Insert 11.9: Route 11- Photo Location 8



Insert 11.10: Route 11-Photo Location 9



11.3 Worst Journey Location

- 11.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people walking to Osterley Park from the site.
- 11.3.2 As the least pleasant location on this route (Locations 1 and 2) have been discussed in previous sections, a wider assessment of the route will be undertaken.

Clean air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 11.3.3 The route follows a desire line along Syon Lane towards Osterley Park. Air quality was considered good on this route, as the route was not heavily trafficked and the 20mph speed limit meant vehicles were not travelling too quickly. Furthermore, there was plenty of greenery present along both flanks of Syon Lane.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 11.3.4 The route was equipped with wide, well-maintained footways and plenty of good quality crossing facilities, as seen in Location 6. Vehicular traffic on Syon Lane is also limited to 20mph at this section, allowing pedestrians to feel safer crossing. In addition, street lighting was provided throughout the pedestrian route.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 11.3.5 Due to the lower vehicle speeds on this section of Syon Lane, the noise was not a significant issue. The footways are generally wide along this route, which also allows for space between pedestrians and the road.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 11.3.6 There are a number of good quality crossing facilities along this route. Between Locations 1-3 there numerous crossing facilities, including a zebra crossing. All crossings were equipped with tactile paving and dropped kerbs.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 11.3.7 There were no places to stop and rest along this route. Benches could be provided between Locations 1-3 and/or Location 5-6, as the footways are wide and could facilitate areas to stop and rest. Furthermore, there is plenty of greenery present at these locations and the footways and road are relatively quiet. These factors would contribute to pleasant spaces to potentially stop and rest.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 11.3.8 Shade and shelter along this route are provided by trees lining both flanks of Syon Lane. The route is well shaded and would provide shelter in the event of adverse weather conditions.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 11.3.9 This section of Syon Lane was not too heavily trafficked and the footways provided for pedestrians were wide, allowing for free movement. There is also plenty of greenery present on route to Osterley Park. The footways and crossing facilities are also in good condition. As a result, people using this route are not likely to feel stressed.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 11.3.10 There is plenty of greenery present on both flanks of Syon Lane on route to Osterley Park. The addition of places to stop and rest along the route would be welcomed. Ensuring that vegetation lining the route doesn't become overgrown would keep the route attractive for walking and cycling.

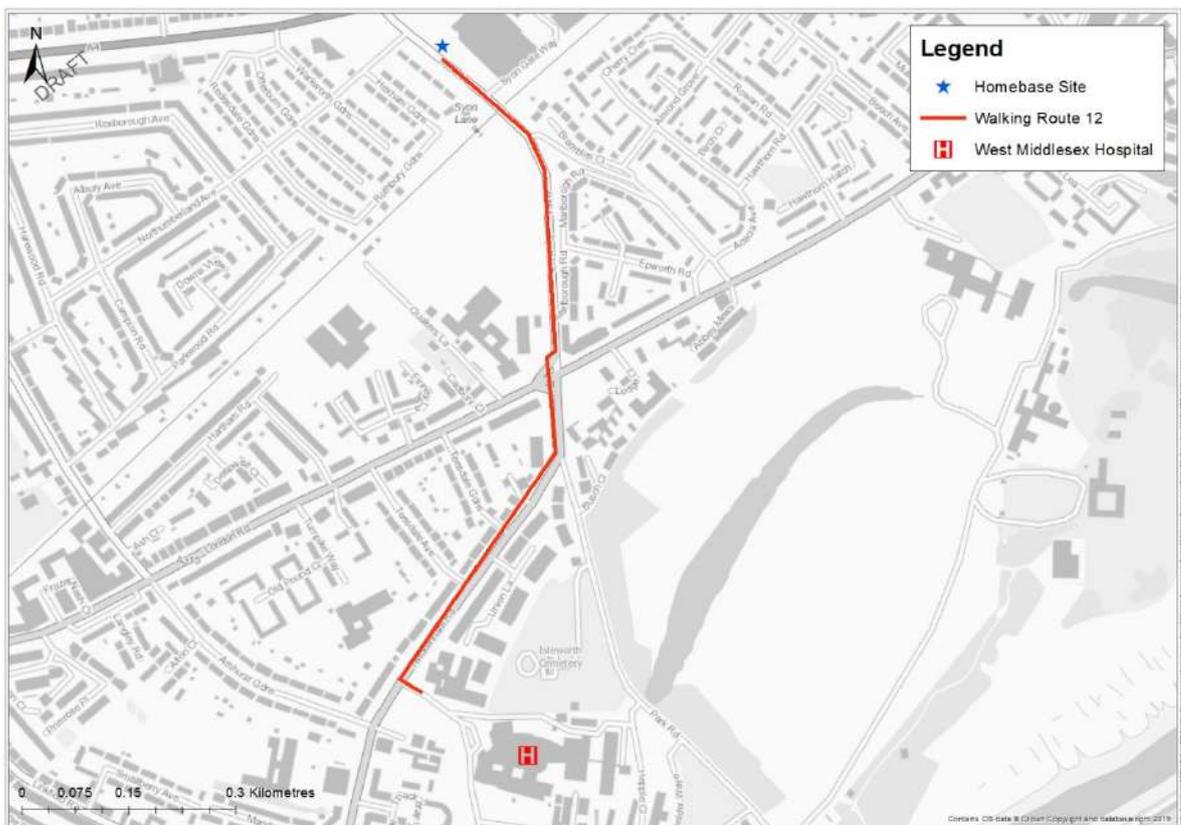
12 Key Destination Route 12 – Homebase Site to West Middlesex Hospital

12.1 Description

12.1.1 Key Destination Route 12 connects the site with West Middlesex Hospital. The route follows a desire line south along Syon Lane/ Spur Road, across the junction at London Road, then south along Twickenham Road towards the Hospital.

12.1.2 **Insert 12.1** provides a plan showing the desire line from the site to West Middlesex Hospital

Insert 12.1: Key Destination Route 12



12.2 Photographs

12.2.1 Pedestrian point of view photographs were taken every 150m along the route. The pedestrian point of view photographs are presented in **Insert 12.2 to Insert 12.9**.

Insert 12.2: Route 12 – Photo Location 1



Insert 12.3: Route 12 – Photo Location 2



Insert 12.4: Route 12 – Photo Location 3



Insert 12.5: Route 12 – Photo Location 4



Insert 12.6: Route 12 – Photo Location 5



Insert 12.7: Route 12 – Photo Location 6



Insert 12.8: Route 12 – Photo Location 7



Insert 12.9: Route 12 – Photo Location 8



12.3 Worst Journey Location

- 12.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people along Key Destination Route 12. Location 4 was deemed the least pleasant location along this route.
- 12.3.2 The photograph presented in **Insert 12.5** shows the characteristics of what was considered to be the most unpleasant or potentially unsafe for people on the street.
- 12.3.3 Location 4 is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 12.3.4 Location 4 is directly adjacent to London Road, which is a highly trafficked A-road running from east to west. Despite the presence of plenty of greenery and wide footways on this route and at this location, it is unlikely air quality could be further improved unless drastic changes to reduce traffic flows were taken.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 12.3.5 The crossing at this location allows pedestrians to cross London Road, leading south towards West Middlesex Hospital. The central pedestrian island at this crossing is not equipped with tactile paving, which aid those with visual impairment cross the road safely.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 12.3.6 Due to Location 4 being situated at the junction between London Road/Spur Road and Twickenham Road, there was significant flows of traffic, leading to noise pollution. In relation to this location it is unlikely any drastic improvements could be made.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 12.3.7 The crossing facilities at this location would be safer for those with visual impairment if the central pedestrian island was equipped with tactile paving.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 12.3.8 There were no places to stop and rest evident at this location. There were also very few places to stop on Route 12 as a whole. Due to the wide footways and presence of plenty of greenery, places to stop could be instated along this route. Location 5 is one example where benches could be added, as well as some greenery, which would improve the environment along this route.

Shelter and Shade

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

This route is lined with trees and greenery on both flanks, which provide natural shade and shelter for those walking and cycling. There are also a number of bus shelters along this route which could provide shelter.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 12.3.9 Due to the busy nature of the junction in Location 4, it is unlikely pedestrians and cyclist would feel relaxed at this location. However, considering the route in its entirety, there is plenty of greenery on both flanks of the highway and the footways provided are level and wide. Additional areas to stop and rest, at Location 5 for instance, would enable pedestrians to feel more relaxed.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

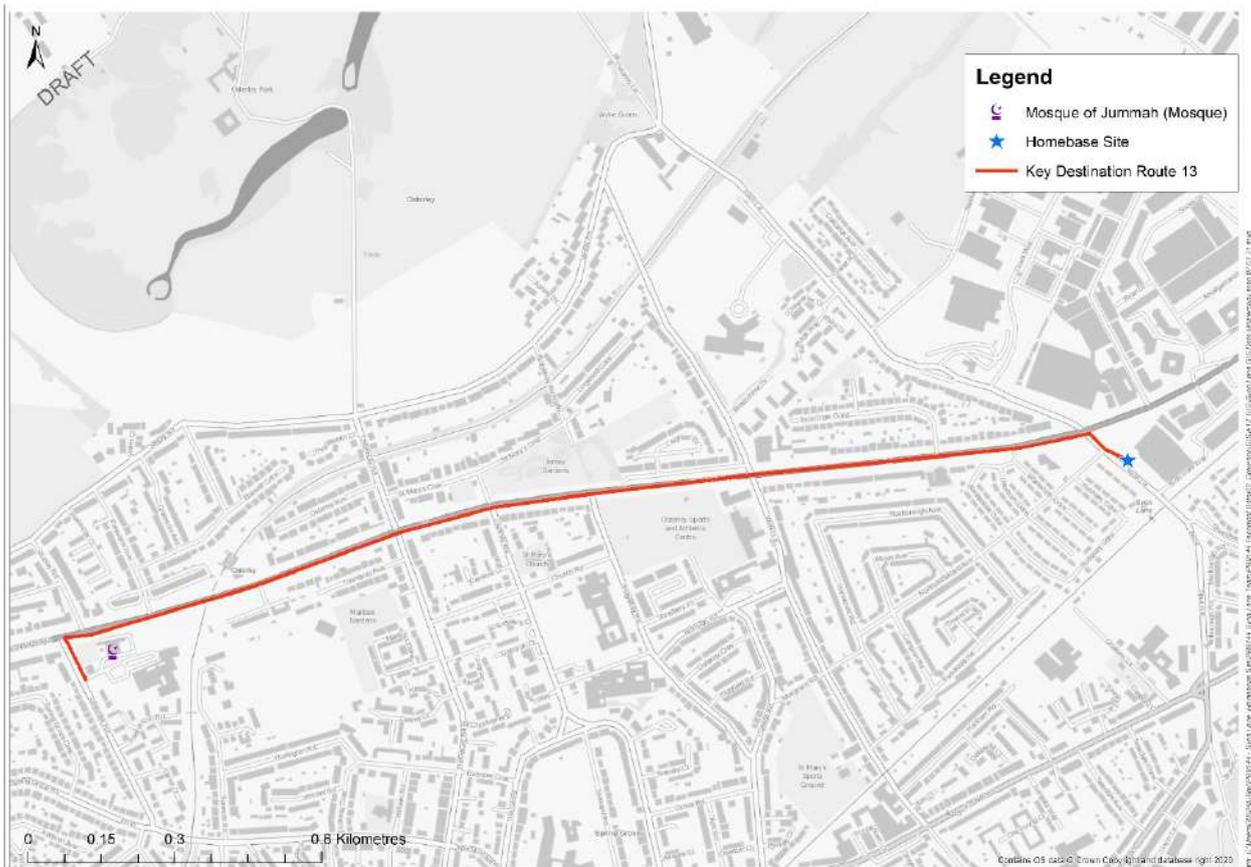
- 12.3.10 There is plenty of greenery along the entirety of the route. Furthermore, there are some shops and amenities at the London Road junction. Potential areas for pedestrians to stop and rest along this route would improve the overall pedestrian experience.

13 Key Destination Route 13 – Place of Worship (Mosque)

13.1.1 Key Destination Route 13 connects the site with the Mosque of Jummah Prayer. The route follows a desire line west along the A4, before turning south along Gresham Road towards the destination. The route is approximately 2.4km.

13.1.2 **Insert 13.1** provides a plan showing the desire line from the site to the Mosque of Jummah Prayer.

Insert 13.1: Key Destination Route 13



13.2 Photographs

13.2.1 Due to Covid-19, additional pedestrian point of view photographs could not be obtained. However, this route replicates Key Destination Route 2 to Osterley Underground station, with the remaining section of the route following the A4, before turning south onto Gresham Road. No crossings are located between Osterley Station and Gresham Road.

Insert 13.2: Key Destination Route 13 – Worst Journey Location



Worst Journey Location

- 13.1.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people along Key Destination Route 13. The underpass at Osterley Underground Station was considered the least pleasant location along this route.
- 13.1.2 For pedestrians and cyclists travelling on the northern footway of the A4, this underpass is the most convenient option of crossing the A4, with the next crossing point 400m west of Gresham Road, where the Mosque is located.
- 13.1.3 The photograph presented in **Insert 13.1** shows the characteristics of what was considered to be the most unpleasant or potentially unsafe for people on the street.
- 13.1.4 The location described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 13.1.5 This location is directly adjacent to Great West Road, which is major multiple lane arterial road running from east to west. Despite the presence of plenty of greenery and wide footways on this route and at this location, it is unlikely air quality could be further improved unless drastic changes

to reduce traffic flows were taken.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 13.1.6 The subway at this location allows pedestrians to cross Great West Road. While this infrastructure provides safe crossing segregated from traffic, the underpass was relatively dark and narrow, and there was litter evident. This location would have felt safer for pedestrians if the environment surrounding was more well-kept and the underpass was illuminated effectively.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 13.1.7 Due to the underpass being located slightly away from the carriageway, the noise was not a significant issue. Furthermore, while directly alongside the busy Great West Road, is equipped with wide footway and cycleways on both flanks, meaning pedestrians are well segregated from the traffic.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 13.1.8 While the subway is the crossing facility associated with Osterley station, the closest alternative crossing opportunities are 400m to the east, or 800m to the west. This crossing could be made more pleasant for pedestrians if the lighting was improved and graffiti and litter were removed.

Places to stop and rest

'A lack of resting places can limit mobility for certain groups of people.'

- 13.1.9 There were no places to stop and rest evident at this location. There were also very few places to stop on this route as a whole. Due to the wide footways and presence of plenty of greenery, places to stop would be pleasant for those walking this route. Furthermore, benches could be installed nearby to the station to allow those walking this route to stop and rest.

Shelter and Shade

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

This location being a subway naturally provides shade and shelter. In addition to this, this route is lined with trees and greenery on both flanks, which provide natural shade and shelter for those walking and cycling.

People feel relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 13.1.10 While the subway is away from Great West Road, this location was dark and there was litter and graffiti present, meaning it is unlikely people would feel particularly relaxed. Pedestrians crossing over to the station at this location would feel more relaxed if lighting was improved, litter and graffiti removed. The graffiti could be replaced with some street art/mural to improve the local environment.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

- 13.1.11 During the time of the visit, there was litter and graffiti present, making this one of the least pleasant locations on this route. Alongside cleaning up the appearance, the addition of planting and street art would make this location far more attractive for pedestrians. This would be worthwhile, particularly as this is the only crossing to the station.

14 Key Destination Route 14 – Place of Worship (Hindu Temple)

14.1.1 Key Destination Route 13 connects the site with the Hanuman Hindu Temple. The route follows a desire line south along Syon Lane then east along London Road, before turning north along Beech Road towards the destination.

14.1.2 **Insert 14.1** provides a plan showing the desire line from the site to the Hanuman Hindu Temple.

Insert 14.1: Key Destination Route 14



14.2 Photographs

14.2.1 Pedestrian point of view photographs were taken every 150m along the route. The pedestrian point of view photographs are presented below between **Inserts 14.2 and Insert 14.6**.

Insert 14.2: Route 14 - Photo Location 1



Insert 14.3: Route 14 - Photo Location 2



Insert 14.4: Route 14 - Photo Location 3



Insert 14.5: Route 14 - Photo Location 4



Insert 14.6: Route 14 - Photo Location 5



14.3 Worst Journey Location

- 14.3.1 In line with the TfL Healthy Streets criteria, the following section provides a detailed description of the most unpleasant or potentially unsafe location for people along Key Destination Route 14.
- 14.3.2 Locations 6 was considered the most unsafe and unpleasant locations on this route.

14.4 Location 6

- 14.4.1 Location 6 was considered to be the most unpleasant of potentially unsafe for people on the street. This location is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.
- 14.4.2 There was an alternative footpath running onto Brambles Close which converges with the Key Destination Route at Location 6. Syon Lane presented the most direct route to London Road, however.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 14.4.3 Location 6 is the south-eastern section of Syon Lane, which leads onto London Road. This section of Syon Lane is less trafficked, away from the busier Spur Road. In turn, the air quality is not a notable issue at this location.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 14.4.4 While this section of Syon Lane is less trafficked, the footway is significantly narrower, meaning pedestrians are closer to the road. As a result, Location 6 feels louder and less pleasant as a pedestrian route. Improvements could be made by cutting back vegetation encroaching the footway and widening the path to allow more space on the footway for pedestrians.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 14.4.5 A number of crossing provisions are evident along this route. The underpass which provides crossing of the A4 could be improved for pedestrians by ensuring good quality lighting is maintained and overall appearance is improved, which would in turn improve the experience on this route.

Places to Stop and Rest

'A lack of resting places can limit mobility for certain groups of people.'

- 14.4.6 While there aren't any places to rest at Location 6, places to stop and rest are provided on Syon Lane, north of Gillette Corner.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 14.4.7 The route is lined with trees on both sides of Syon Lane and London Road, which provide plenty of shade and shelter for those walking this route.

People feel Relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 14.4.8 Improving the quality of the footway at Location 6, which is both narrow and in disrepair, would allow pedestrians to feel more relaxed. Besides these two locations, the route was pleasant, providing wide footways and plenty of greenery throughout.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 14.4.9 There were a number of safety concerns on this section of the route. Firstly, the footway was very narrow, only safely allowing for single file pedestrian flows. The footway was also very uneven and was difficult to walk on and vegetation encroached the path. There was no footway available on

the western edge of the road. While there was street lighting present, the vegetation encroaching the footpath would likely diminish the effectiveness of these provisions. To improve safety, the footway would need to be resurfaced, vegetation controlled and the footway potentially widened.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

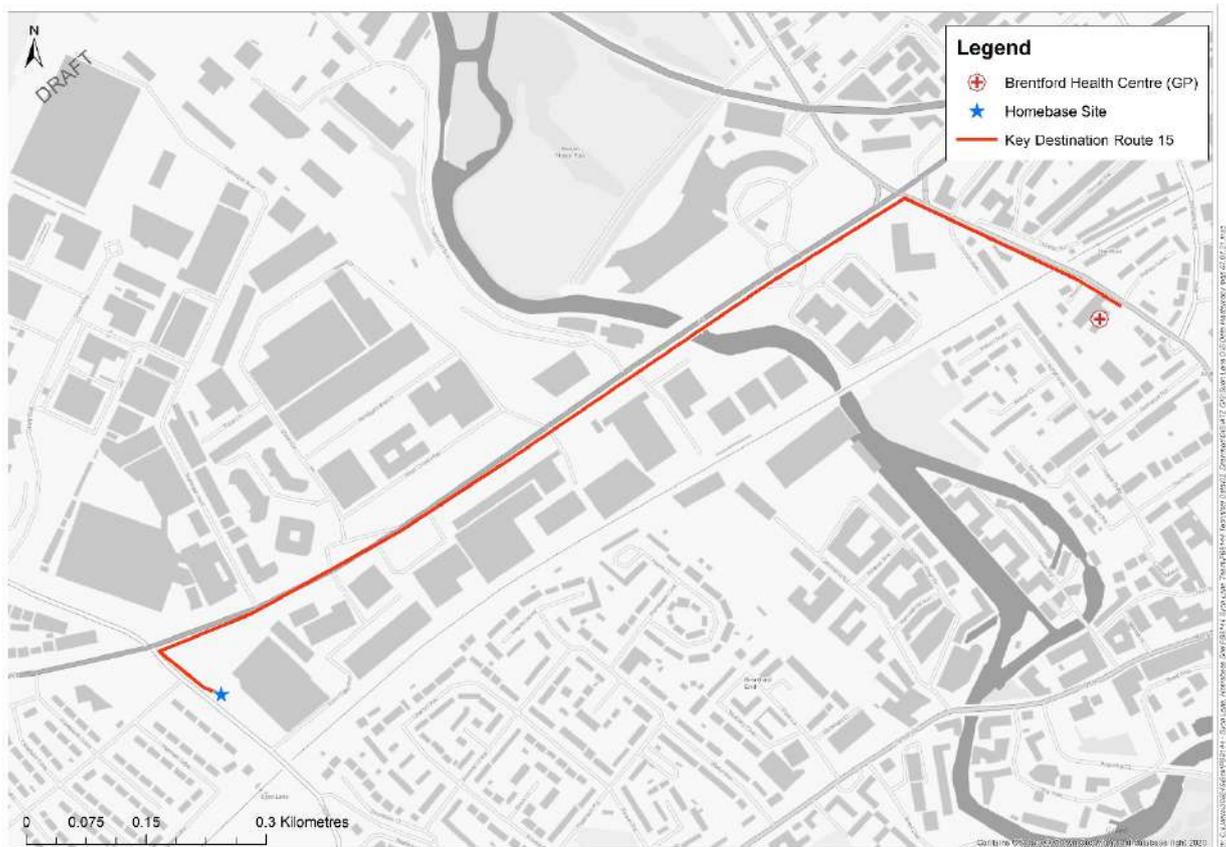
- 14.4.10 The route is varied, with plenty of greenery evident throughout the journey. Location 6 could be improved with some soft landscaping, and removal of litter, and repair of the footway.

15 Key Destination Route 15 – Brentford Health Centre (GP Surgery)

15.1.1 Key Destination Route 15 connects the site with Brentford Health Centre. The route follows a desire line east along A4, before turning south along Boston Manor Road towards the destination. The route is approximately 1.8km.

15.1.2 **Insert 15.1** provides a plan showing the desire line from the site to the Hanuman Hindu Temple.

Insert 15.1: Key Destination Route 15



15.2 Photographs

15.2.1 Due to Covid-19, additional pedestrian point of view photographs could not be obtained. However, this route replicates Key Destination Route 6 up to Transport Avenue, along the A4. The remaining section of the route will be described via a desktop study.

15.2.2 As an assessment of the route up to Transport Avenue has been undertaken as part of Key Destination Route 6, this desktop study will focus on the section of the route between Transport Avenue and Brentford Health Centre.

15.3 Worst Journey Location

15.3.1 TfL's Healthy Streets criteria suggest highlighting the most unpleasant or potentially unsafe location for people along each Key Destination Route. In the case of Route 15, there was not a single location, as a result, the route will be discussed in its entirety.

- 15.3.2 This route is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 15.3.3 The route depicted above runs adjacent to Great West Road, a major arterial road running through Central London. It is unlikely that air quality could be improved without drastic changes to reduce traffic volumes through the area.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 15.3.4 Due to this route running directly alongside the heavily trafficked Great West Road, noise pollution was clearly evident. While it is unlikely traffic levels will decrease on this arterial road, the experience along this route could be improved, particularly on the northern flank of the footway, by planting trees, segregating pedestrians from the carriageway, and taking advantage of the wide footways on either side of the road.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 15.3.5 Pedestrian crossings in the form of signalised crossings with suitable dropped kerbs and tactile paving are provided at the junction between Syon Lane and Great West Road, in close proximity to the site. A pedestrian footbridge is also provided directly adjacent to Transport Avenue, as well as at the junction with Boston Manor Road.

Places to Stop and Rest

'A lack of resting places can limit mobility for certain groups of people.'

- 15.3.6 Benches are located on Syon Lane, north of Gillette Corner and there are a number of bus shelters along the A4. Due to the wide footways provided on both sides of the A4, additional areas to stop and rest could be implemented to improve the pedestrian experience along this route.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 15.3.7 Bus shelters are located along both flanks of the A4. However, due to the width of the footway on both flanks of the A4, there is an opportunity to add areas to stop and rest as well as additional planting.

People feel Relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 15.3.8 Whilst the footways at this location is wide enough to allow for the free-flowing movement of people and cyclists, the lack of green space and presence of busy motor traffic along Great West Road is unlikely to encourage people to feel particularly relaxed. The Key Destination Route is located alongside a major arterial road means that it is unlikely traffic volume could be reduced to improve the pedestrian experience.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

- 15.3.9 Whilst the A4 is a highly trafficked route, the footway/cycleway on both flanks of the road are wide, and pedestrians are largely segregated from the carriageway. There are a number of crossing facilities provided along this route providing safe crossing of the A4, including a pedestrian footbridge, and as a result pedestrians and cyclists should feel safe along this route.

Things to see and do

'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

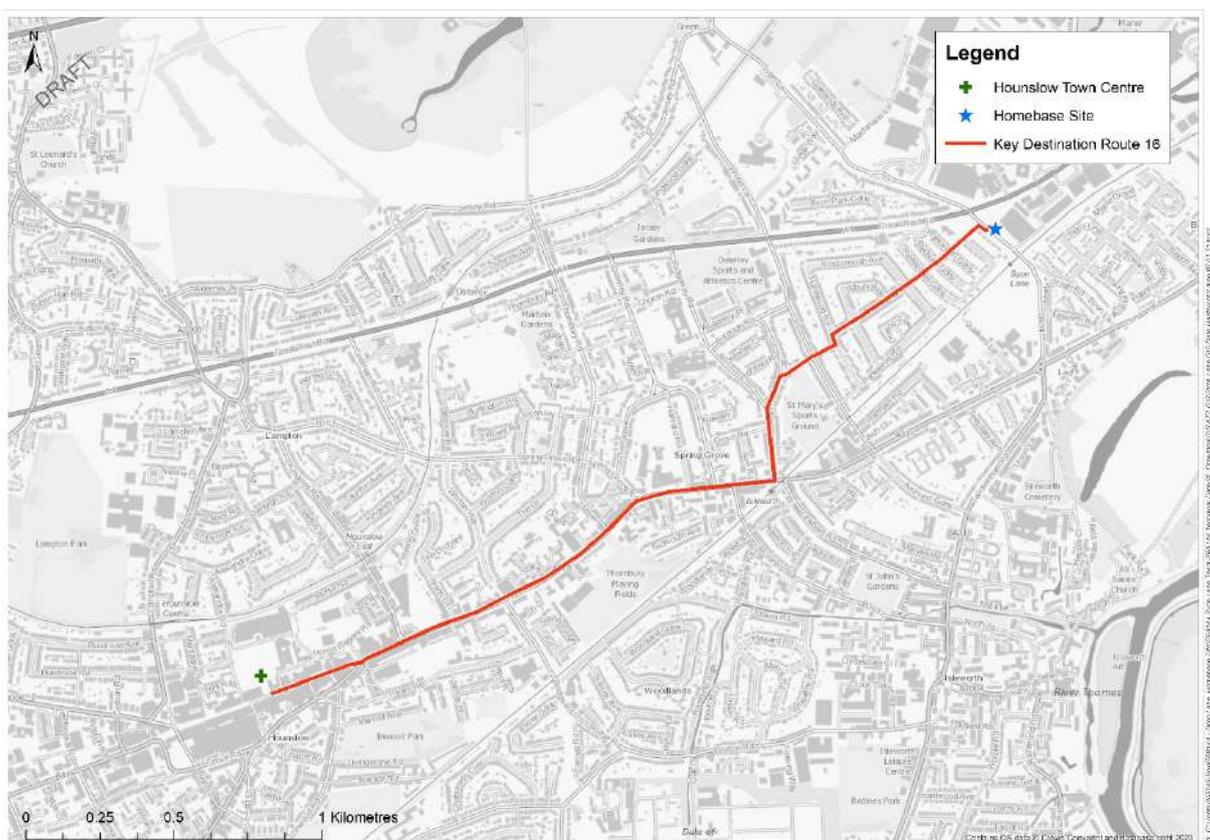
- 15.3.10 While much of the route follows the A4, the route is generally varied, with plenty of greenery evident throughout the journey. The route also crosses the River Brent and there are also some shops/café located along the Boston Manor Road section of the route. Additional planting and areas to stop and rest along the A4 would improve the route further.

16 Key Destination Route 16 – Hounslow Town Centre

16.1.1 Key Destination Route 16 connects the site with Hounslow Town Centre. The route follows a desire line from the site, west along Northumberland Avenue and Musgrave Road and south along College Road before reaching London Road. The route then follows London Road west before reaching High Street, Hounslow. The route is approximately 3.3km, and is considered a route future users of the site could cycle.

16.1.2 **Insert 16.1** provides a plan showing the desire line from the site to the Hounslow Town Centre.

Insert 16.1: Key Destination Route 16



16.2 Photographs

16.2.1 Due to Covid-19, additional pedestrian point of view photographs could not be obtained. As a result, this route has been analysed via a desktop study.

16.3 Worst Journey Location

16.3.1 TfL's Healthy Streets criteria suggest highlighting the most unpleasant or potentially unsafe location for people along each Key Destination Route.

16.3.2 This route is described below in the context of Healthy Streets indicators 3-10, in addition to suggestions for how the location could be improved for pedestrians.

- 16.3.3 For cyclists, there is not a notably unpleasant location along this route, and consequently this section will examine the route more broadly.

Clean Air

'Improving air quality delivers benefits for everyone and reduces unfair health inequalities.'

- 16.3.4 The route depicted above begins in close proximity to the Great West Road, a major arterial road running through Central London. London Road (A315) is also a busy route, connecting Hounslow and Isleworth. It is unlikely that air quality could be improved without drastic changes to reduce traffic volumes through the area.

Not Too Noisy

'Reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets.'

- 16.3.5 Due to this route running directly along London Road, noise pollution would be evident. However, the remainder of the route, particularly between Northumberland Avenue and London Road is largely residential in nature, with 20mph speed limits enforced. Overall, noise pollution is not considered a significant issue along large sections of this route.

Easy to Cross

'Making streets easier to cross is important to encourage more walking and to connect communities.'

- 16.3.6 As part of the proposed development, a staggered crossing would be provided allowing users of the site to cross Syon Lane, in order to route along Northumberland Avenue, towards Hounslow Town Centre.

Places to Stop and Rest

'A lack of resting places can limit mobility for certain groups of people.'

- 16.3.7 This route is considered to be exceeding the distance pedestrians would walk. However, there are benches provided along London Road, within 400m of High Street, Hounslow.
- 16.3.8 There is opportunity for places to stop and rest on the section of the route between College Road and the High Street, along London Road. The footways are wide along both flanks of the highway along this section, and there are a number of shops and amenities users of this route could access.

Shade and Shelter

'Providing shade and shelter enables everybody to use our streets, whatever the weather.'

- 16.3.9 There is shade provided along this route, in the form of trees which line carriageway, from Northumberland Avenue through to London Road.

People feel Relaxed

'More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.'

- 16.3.10 Currently, the route along Northumberland Avenue to London Road is sparsely trafficked, and residential in nature, with 20mph speed limit enforced. Furthermore, large sections of London Road is provided with cycle lanes on both flanks.
- 16.3.11 There are sections of this route along London Road which are without cycle lanes. There is an opportunity to connect areas where there are no cycle lanes present, which would allow cyclists to feel more relaxed.

People Feel Safe

'The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger.'

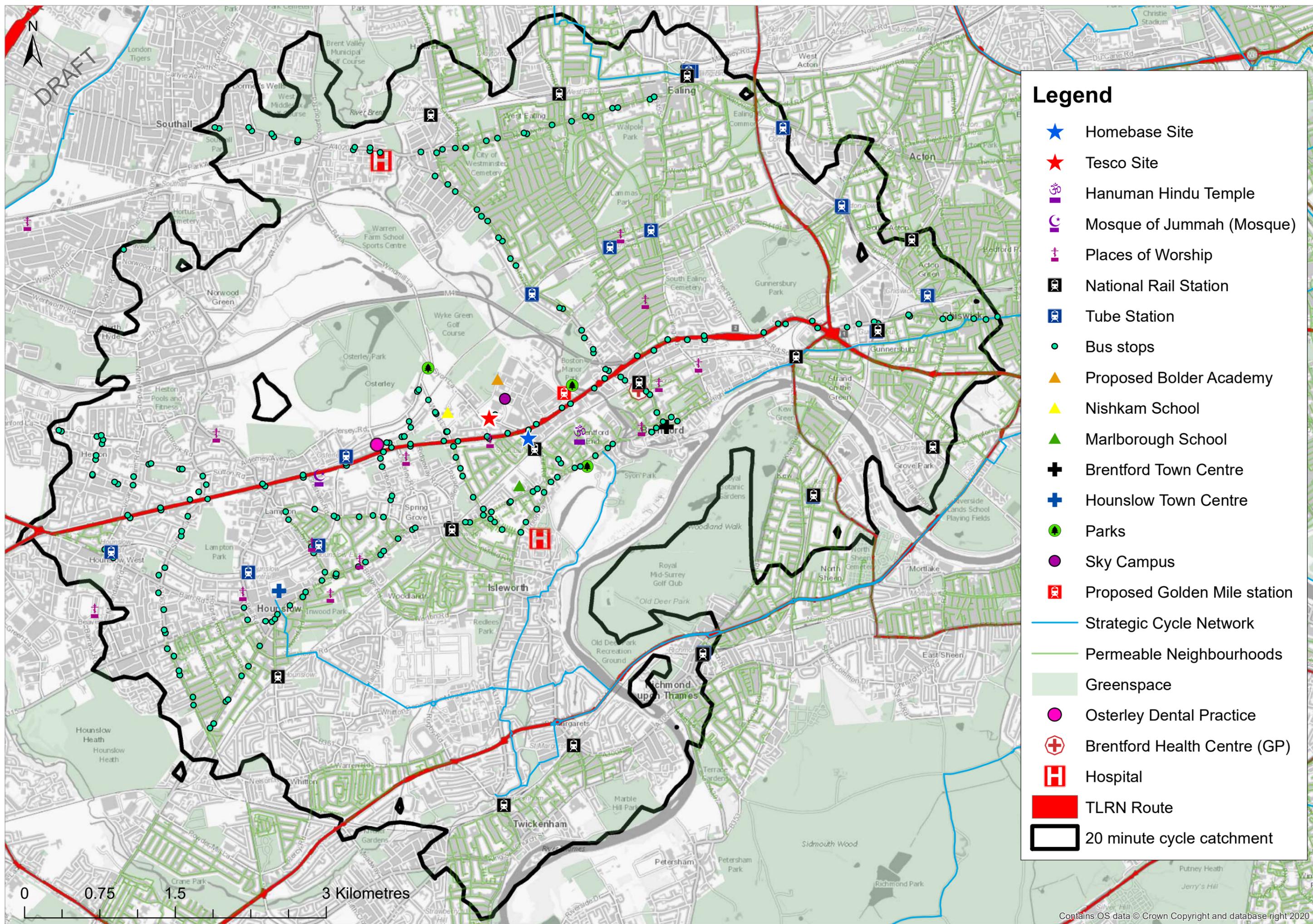
- 16.3.12 As noted above, the route along Northumberland Avenue to London Road is sparsely trafficked, and residential in nature, with 20mph speed limit enforced. Furthermore, large sections of London Road is provided with cycle lanes on both flanks. It is perceived cyclists would feel safe along this route.

Things to see and do

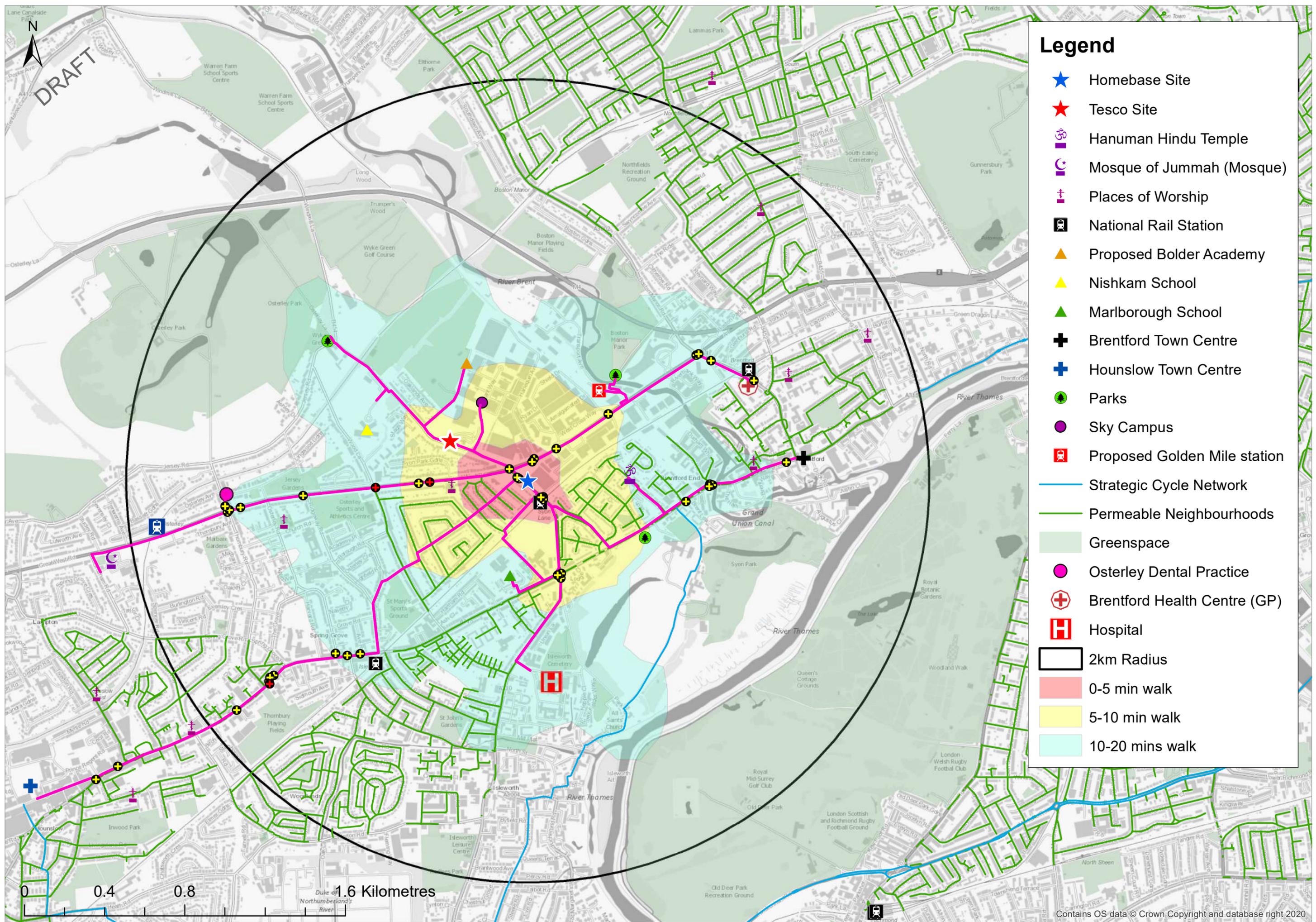
'People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art.'

With exception to the A4 junction, the cycle route from the site to Hounslow Town Centre is considered pleasant. There is plenty of greenery evident throughout the route, as the route passes Thornbury Park, as well as a number of shops and amenities, before reaching High Street Hounslow.

Appendix D – ATZ Maps

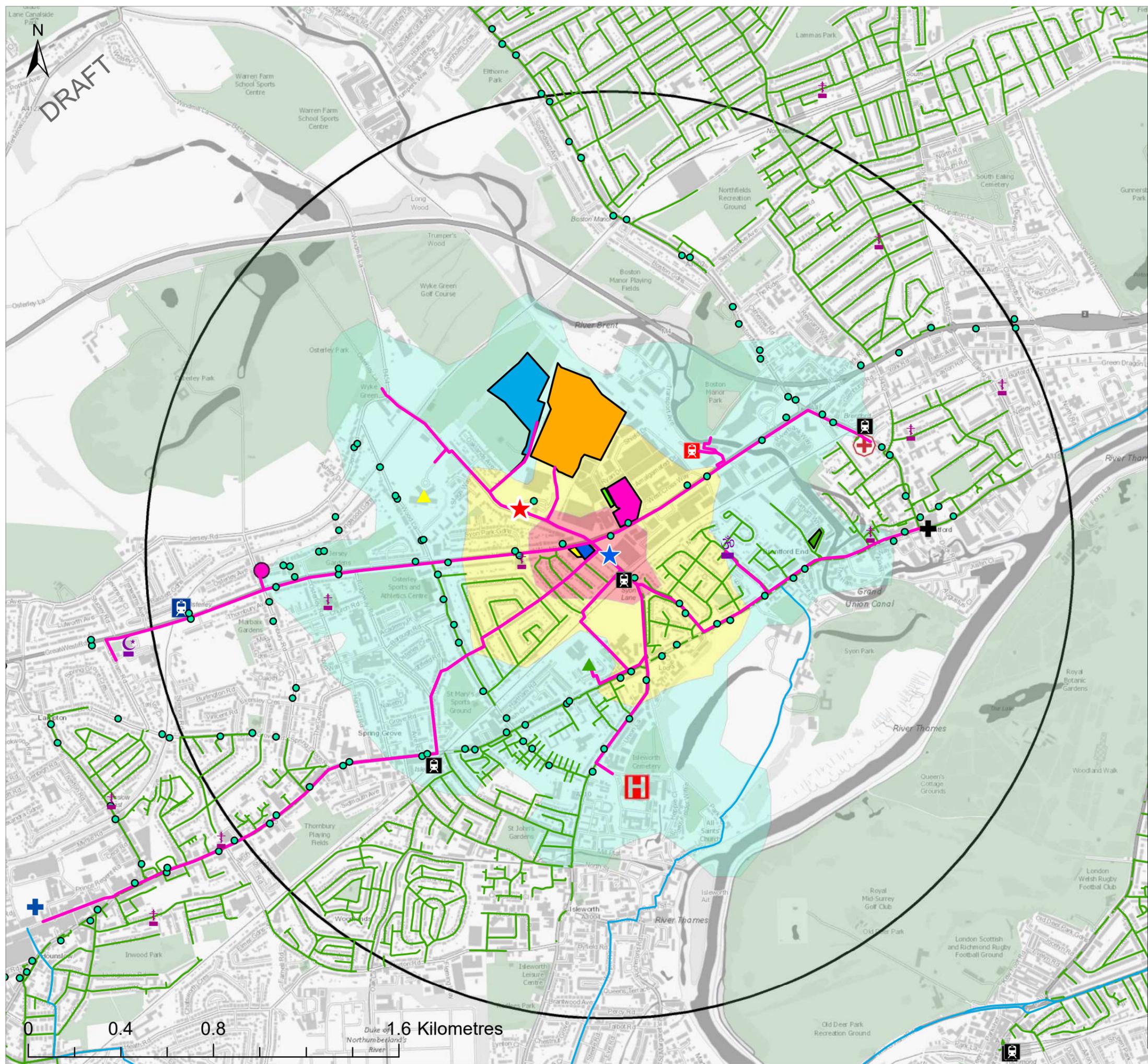


- ### Legend
- Homebase Site
 - Tesco Site
 - Hanuman Hindu Temple
 - Mosque of Jummah (Mosque)
 - Places of Worship
 - National Rail Station
 - Tube Station
 - Bus stops
 - Proposed Bolder Academy
 - Nishkam School
 - Marlborough School
 - Brentford Town Centre
 - Hounslow Town Centre
 - Parks
 - Sky Campus
 - Hospital
 - Proposed Golden Mile station
 - Strategic Cycle Network
 - Permeable Neighbourhoods
 - Greenspace
 - Osterley Dental Practice
 - Brentford Health Centre (GP)
 - Hospital
 - TLRN Route
 - 20 minute cycle catchment



- ### Legend
- ★ Homebase Site
 - ★ Tesco Site
 - ☸ Hanuman Hindu Temple
 - ☾ Mosque of Jummah (Mosque)
 - ✠ Places of Worship
 - 🚉 National Rail Station
 - ▲ Proposed Bolder Academy
 - ▲ Nishkam School
 - ▲ Marlborough School
 - ✚ Brentford Town Centre
 - ✚ Hounslow Town Centre
 - 🌳 Parks
 - Sky Campus
 - 🏥 Proposed Golden Mile station
 - Strategic Cycle Network
 - Permeable Neighbourhoods
 - 🌿 Greenspace
 - Osterley Dental Practice
 - 🏠 Brentford Health Centre (GP)
 - 🏥 Hospital
 - ⬜ 2km Radius
 - 🟠 0-5 min walk
 - 🟡 5-10 min walk
 - 🟢 10-20 mins walk





- ### Legend
- ★ Homebase Site
 - ★ Tesco Site
 - ☸ Hanuman Hindu Temple
 - ☾ Mosque of Jummah (Mosque)
 - ✠ Places of Worship
 - 🚉 National Rail Station
 - Bus stops
 - ▲ Nishkam School
 - ▲ Marlborough School
 - Key Destination Routes
 - + Brentford Town Centre
 - + Hounslow Town Centre
 - 🚉 Proposed Golden Mile station
 - 🚉 Osterley station
 - 4 and 8 Harlequin Avenue
 - 1 Commerce Road, Brentford
 - Bolder Academy
 - Former Syon Gate Service Station Site
 - 891 Great West Road Site
 - New Horizons Court Site
 - Sky Campus Site
 - Strategic Cycle Network
 - Permeable Neighbourhoods
 - Greenspace
 - Osterley Dental Practice
 - + Brentford Health Centre (GP)
 - H Hospital
 - 2km Radius
 - 0-5 min walk
 - 5-10 min walk
 - 10-20 mins walk