

## **DRAFT LOCAL AREA ACTION PLAN FOR THE TRANSPORT ENVIRONMENT**

### **1 Vision**

1.1 This action plan has been designed to integrate transport policies with the UDP/Local Development Framework's land use, in order to make the best use of the Council's resources to improve the transport environment. The vision for all committee areas is for a transport environment that provides:

- A safer environment for all who live and work in the area.
- A widened travel choice and less congestion.
- Efficient and sustainable transport options.
- Improved access for all to public transport.
- Local people engaged in decision making on transport issues.

### **2 Local Area Action Plan Objectives**

2.1 In order to achieve a more sustainable future, a healthier environment, and encourage economic prosperity for Hounslow the Local Implementation Plan identifies the following key objectives have been targeted:

#### **Safe:**

- To reduce the number of road traffic accident casualties.
- To improve personal safety for all travellers

#### **Accessible:**

- To improve accessibility on all modes of transport.
- To remove the barriers to travel for all members of the community.

#### **Green**

- To improve the environment by reducing the dominance of private cars.
- To reduce air pollution and the impact of noise nuisance from transport.
- To promote public transport, cycling and walking as a reliable and acceptable alternative to the car. Modes and fuels which cause less damage to the environment

#### **Efficient:**

- To work with service providers to improve the existing transport network.
- To improve the integration of the planning and transport approaches to the area.

### **Attractive:**

- To ensure that transport improvements in Hounslow will deliver a more attractive environment.
- To ensure that, providing there are no risks to public safety, transport improvements in the public realm are visually compatible with its areas of conservation and points of interest.

### **Local Area Committees**

2.2 The London Borough of Hounslow is divided into five local area committees. It is therefore important to set out local transport issues in Local Area Transport Action Plans.

The areas are as follows:

- West Area – Bedfont, Feltham North, Feltham West, Hanworth and Hanworth Park
- Heston and Cranford Area – Heston Central, Heston East, Heston West & Cranford
- Central Hounslow Area - Hounslow Heath, Hounslow West, Hounslow Central and Hounslow South
- Isleworth and Brentford Area - Osterley and Spring Grove, Isleworth, Brentford and Syon
- Chiswick Area - Turnham Green, Chiswick Riverside and Chiswick Homefields

2.3 The action plan consists of a brief demographic profile, a current transport perspective with tables of problems specific to the area and suggestions for possible resolutions.

2.4 It is important to note that resolution of the issues by the Council will be subject to funding and consultation and will be prioritised against the Council's transport objectives outlined in Chapter 3 of the LIP.

The LIP consultation highlighted key locations and issues affecting the transport environment in the Chiswick Area. Chapter 5 and 6 of the LIP set out the proposals, programmes and funding estimates for the whole of the Borough. This Local Area Action Plan identifies the Chiswick Areas priority locations for each of the following topics:

- Highway maintenance
- Road Safety
- Personal Security
- Accessibility
- Public Transport
- Other Transport Issues

## HESTON AND CRANFORD AREA

### **3. Background Information**

- 3.1 The Heston & Cranford area comprises Heston Central, Heston East, Heston West and Cranford wards. Heston provides an urban centre seeking to improve facilities in a number of ways. The 2001 Census showed that the total population of Heston and Cranford Area was 44,047.
- 3.2 Appendix G to the LIP contains a map of the Heston and Cranford Area (LIP map 10).
- 3.3 Cranford ward is adjacent to Heathrow Airport; this impacts upon the quality of life of residents due to factors such as noise pollution and poor air quality. The air pollution is also exacerbated by pollution from the M4, which cuts through this area. Cranford Country Park is situated within this ward, where several important historic features have been preserved, including an 18th century stable block and a walled garden. The park offers visitors an opportunity to explore attractive parkland and woodland along the River Crane.
- 3.4 Sure Start is a Government funded initiative that aims to achieve better outcomes for children, parents and communities. Established in the Beavers Estate area, improvements are being achieved through strong partnership working at a local level. Western International Market is also located in the area.
- 3.5 Recent completed schemes include Vicarage Road enhancement and Heston Village Accessibility.

**Table 1 – Heston and Cranford Area Key Amenities**

<b>Network Rail Stations</b>	N/A
<b>Underground Stations</b>	Hounslow West
<b>Primary Schools</b>	Andrew Ewing Berkley Heston The Rosary RC Wellington Beavers Community Cranford Norwood Green Springwell
<b>Secondary Schools</b>	Cranford Community College Lampton
<b>Special Schools</b>	The Cedars
<b>Libraries</b>	Cranford Library Bath Road, Heston Library New Heston Road
<b>Open Spaces</b>	Cranford Park Heston Park Osterley Park Lampton Park
<b>Shopping Centres</b>	Central Parade Heston Heston Road Parade New Heston Road

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	Brabazon Road Cranford
<b>Leisure Centres</b>	Heston Community Sports Heston Pool

### **4 Local Concerns**

4.1 During the consultation of the Community Plan the Council discovered that Heston & Cranford has:

- The highest proportion of non-white residents compared with any other area. 37% of the population are of white origin while the remaining are of non-white origin. The area has the highest proportion of Indian residents (37%)
- The highest proportion of residents aged 18-24 (15%)
- The highest proportion of residents forming part of a couple with children
- The highest proportion of residents in skilled occupations (34%)
- The highest proportion of lone parents (12%)

4.2 Residents in the Heston and Cranford Area identify the highest levels of deterioration in the following areas:

- Affordability and availability of housing
- Litter/dirt on streets
- Traffic congestion
- Pollution of the environment

4.3 The following problem areas have been identified by residents in the area:

- Litter lying around
- Broken Pavements
- Car theft
- H28 Bus route – bus stop accessibility

### **5 The Local Transport Environment**

5.1 Tables 2-8 highlight key locations and issues affecting the transport environment in the Heston and Cranford Area.

#### **Highways Maintenance**

5.2 The local road network (that is those roads for which the Council is the highway authority) in the Heston and Cranford Area has 72km that requires resurfacing and/or part reconstruction to both carriageway and footway. Tables 2-3 below list those Heston and Cranford area locations considered in the worst condition and therefore prioritised for improvement subject to funding.

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**Table 2 – Heston and Cranford Area location of carriageway in most need of improvement**

Road Name	From	To
Arundel Road	Beavers Lane	W End
Thornccliffe Road	North Hyde Lane	Boundary
Cranford Lane	High Street	Springwell Road
North Hyde Lane	The Common	Thornccliffe Road
Cranford Lane	Springwell Road	Vicarage Farm Road
High Street, Cranford	The Parkway	Church Road
Hayes Road	The Parkway Roundabout	Southall Lane
New Heston Road	Vicarage Farm Lane	Heston Road
Fern Lane	Heston Road	North Hyde Lane
Berkeley Avenue	Bath Road	End
Convent Way	Wentworth Road	North Hyde Lane
Green Lane	Staines Road	Salisbury Road
Lampton Avenue	Lampton Road	End
Vicarage Farm Road	Bath Road	Great West Road
Hayes Road	End Of Central Islands	The Parkway Roundabout
High Street, Cranford	Bath Road	The Parkway
Green Lane	Salisbury Road	The Causeway

**Table 3 – Heston and Cranford Area location of footway in most need of improvement**

Road Name	From	To
Summerhouse Avenue	Remaining Section	
Arundel Road	Beavers Lane	W End
Berkeley Avenue	Bath Road	End
Green Lane	Staines Road	Salisbury Road
High Street Cranford	Bath Road	The Parkway
Green Lane	Salisbury Road	The Causeway
Fern Lane	Heston Road	North Hyde Lane
Lampton Avenue	Lampton Road	End
North Hyde Lane	Thornccliffe Road	North Hyde Lane Roundabout
North Hyde Lane	The Common	Thornccliffe Road
Hayes Road	The Parkway Roundabout	Southall Lane
Cranford Lane	High Street	Springwell Road
Hayes Road	End Of Central Islands	The Parkway Roundabout
High Street Cranford	The Parkway	Church Road

5.3 There are also 78 roads in the Heston and Cranford area where there is poor and/or inadequate street lighting.

**Road Safety and Speed Issues**

5.4 The following roads have issues of road safety, speed and rat running for which funding is sort to investigate the scale of the problem, design appropriate solutions, area consultation, statutory consultation, implement an approved solution.

**Table 4 – Heston and Cranford Area road safety and speeding issue locations**

Wesley Ave/ Kingswood Ave area Speed of through traffic and traffic around school
Cranford Lane Lack of pedestrian facilities particularly near Berkeley Primary School
Upper Sutton Lane by Crossways Vehicles leaving road at bend
Heston Road, A4 – Church Road High accident rate
Waggoners Roundabout
Berkeley School, Cranford Lane
New Heston Road
Beavers Lane / Arundel Road
Sutton Road
Craneswater Park
Renfrew Road

### **Accessibility Issues**

5.5 There are access issues for pedestrians, cyclists which impact especially hard on those with mobility difficulties. Issues in the Heston and Cranford area include new and/or enhanced pedestrian crossing facilities and the road-bridges over the railway which have non-existent or woefully inadequate footways. The following locations have been identified.

**Table 5 – Heston and Cranford Area locations of key accessibility issues**

Community Severance caused by both A4 and M4
Heston Park Leisure Improvement – Accessibility to Public Transport (a streets for people initiative)

### **Public Transport**

5.6 Heston and Cranford is poorly served by rail and underground. The area therefore relies heavily on bus services and other methods of transport.

### **Bus**

5.7 Heston and Cranford has reasonable level of bus services however table 6 lists the key problems within the Heston and Cranford area.

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**Table 6 – Heston and Cranford Area locations of key bus issues**

H28 – bus stop accessibility along whole route.
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### Underground

- 5.8 Hounslow West is the only underground station in this ward. It is located on the area boundary to the south

### Parking

- 5.9 The following areas have been identified as having parking related issues. Funding is sort to investigate the scale of the problem, design appropriate solutions, area consultation, statutory consultation, implement an approved solution. Some areas identified simply require the introduction of double yellow lines or an amendment to a waiting and loading traffic order, others may require more for instance the introduction or extension to a controlled parking zone.

**Table 7 – Heston and Cranford Area locations of key parking issues**

North Hyde Lane
New Heston Road

### Other transport Issues

- 5.10 During the consultation period the following areas of concern were raised.

**Table 8 – Heston and Cranford Area other transport issues**

Heathrow – Noise and threat of expansion
M4 – Noise
A4 - Environmental impacts of noise on the local community and congestion at Waggoners Roundabout

## **WEST AREA**

### **6.0 Background Information**

- 6.1 The West Area comprises of Bedfont, Feltham North, Feltham West, Hanworth and Hanworth Park wards. The West area is one of the largest geographically, with approximately 52,595 residents. It has the highest proportion of residents over 60 years old, compared with other areas. Hanworth is ranked as the most deprived ward in the Borough. (According to Government indices of multiple deprivation). LIP Map 9 in Appendix G is a general map of the West Area.
- 6.2 The West Area lies just south of Heathrow Airport, on the fringe of West London. Feltham, Hanworth and Bedfont were all once villages. Hanworth has old royal connections, with Tudor House once in royal ownership and Hanworth Park House, which dates back to the late 18th century. Pates Manor, one of the oldest houses in West London, and St Mary's, the oldest church in Hounslow, are both in Bedfont.
- 6.3 The West Area also benefits from a range of parks including Bedfont Lakes Country Park, close to Heathrow Airport. This was created from a public - private partnership in the 1990s. It features a nature reserve, several lakes, wildflower meadows, fishing lake, children's playground, dog exercise area, car park, toilets and information centre.
- 6.4 The economic characteristics of the area are dominated by the presence of Heathrow and its associated industries. The jobs available in the locality tend to be low skilled, and related to the Airport, which gives the area the highest levels of people in low skilled occupations. The West Area is predominantly white working-class, with some 16% of the population coming from a non-white background.
- 6.5 The North Feltham Air Quality corridor is situated in the West Area and part of the Heston and Cranford Air Quality Management Area.

### **Feltham Town Centre**

- 7.0 Over the years, Feltham Town Centre has experienced decline. SRB investment together with the town centre re-development will, however, create new facilities such as the leisure facilities at Leisure West in Browell's Lane. Also located here is Cineworld Feltham, showing the largest collection of Bollywood films in West London. The regeneration of Feltham will continue with the development of the Town Centre. This will improve the function of the Town Centre in terms of shopping, employment, housing and leisure. It will also promote the redevelopment of other buildings near the centre particularly the former Highfields Housing estate, thus improving both accessibility and the environment.
- 7.1 Councillors, Police and local people are working together on issues such as drugs, anti social behaviour and CCTV initiatives.

**Table 9 – West Area Key Amenities**

<b>Network Rail Stations</b>	Feltham
<b>Underground Stations</b>	N/A (Hatton Cross on Borough Boundary)
<b>Primary Schools</b>	Bedfont Cardinal Road Crane Park Edward Pauling Fairholme Feltham Hill Forge Lane Oriel St Lawrence RC Southville Sparrow Farm Victoria
<b>Secondary Schools</b>	Feltham Community College Longford Community School
<b>Special Schools</b>	Lindon Bennett Marjory Kinnon
<b>Libraries</b>	Feltham Library - 210 The Centre Bedfont Library - Staines Road, Hanworth Library - 2-12 Hampton Road West
<b>Open Spaces</b>	Bedfont Lakes Country Park Hanworth Park Blenheim Park Feltham Park
<b>Shopping Centres</b>	The Centre -Feltham Wilton Parade - Feltham High Street - Feltham Staines Road Bedfont Bedfont Lane Bedfont Rex House, Hanworth Market Parade, Hanworth Hampton Road West, Hanworth
<b>Leisure Centres</b>	Feltham Arenas - Shakespeare Avenue Feltham Airparcs -Uxbridge Road

## **8 Local Concerns**

8.1 During the consultation of the Community Plan the Council discovered that the West Area has:

- The highest proportion of resident’s aged 65 and over (14%)
- The highest proportion of residents experiencing various types of crime over the past year
- The lowest proportion of Black and ethnic minority residents
- The highest proportion of both full time employed residents (50%) and retired residents (17%)
- The highest proportion of residents employed in low skilled occupations (23%)
- The highest proportion of residents who are part of a couple without children (30%)
- 19% of local residents identified access to public transport as the reason why they stayed in the West Area.

8.2 Residents in the West Area identify the highest levels of deterioration in the following areas:

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- Affordability of housing
- Open Spaces
- Litter/dirt on streets
- Traffic congestion
- Pollution of the environment
- Aircraft and road traffic noise

8.3 The following are problem areas identified by residents in the area:

- Lack of clean safe areas for children to play in
- Broken Pavements
- Anti-social behaviour

### **9 The Local Transport Environment**

9.1 Tables 10-16 highlight key locations and issues affecting the transport environment in the West Area.

#### **Highways Maintenance**

9.2 The local road network (that is those roads for which the Council is the highway authority) in the West Area has 116km that requires resurfacing and/or part reconstruction to both carriageway and footway. Tables 10-11 below list those west area locations considered in the worst condition and therefore prioritised for improvement subject to funding.

9.3 The increase in freight traffic in roads leading to and from Heathrow has resulted in accelerated levels of deterioration

**Table 10 – West Area location of carriageway in most need of improvement**

Road Name	From	To
Swan Road	Bear Road	Hampton Lane
Clockhouse Lane	Clockhouse Roundabout	Boundary
Hatton Road	Cains Lane	Faggs Road
Green Lane	Main Street	Boundary
Exeter Road	York Way	Saxon Avenue
Snakey Lane	Sunbury Road	Felthambrook Way
Stanwell Road	Hatton Road	Boundary
The Garden	Hatton Road	End
Burlinton Close	Staines Road	End
Fruen Road	Bedfont Lane	End

**Table 11 – West Area location of footway in most need of improvement**

Road Name	From	To
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Bedfont Lane	Staines Road	New Road
Denham Road	Carlton Ave	School Gate
Elm Road	Grovestile Way	Dudley Road
North Road	Staines Road	Hatton Road
Beech Road	Imperial Road	Grovestile Way
Norman Avenue	Canterbury Road	Saxon Avenue
Dudley Road	Bedfont Green Close	Peacock Ave
Green Lane	Swan Road	Boundary
Forge Lane	Green Lane	School Gate
Amesbury Road	Marlborough Road	Westbury Road
Viola Ave	Carlton Ave	End
Fern Grove	Hounslow Road	End
Victoria Road	High Street	Mono Lane
Caines Lane	Hatton Road	End

- 9.4 There are also 78 roads in the west area where there is poor and/or inadequate street lighting.

### Road Safety and Speed Issues

- 9.5 The following roads have issues of road safety, speed and rat running for which funding is sort to investigate scale of problem, design appropriate solutions, area consultation, statutory consultation, implement approved solution.

**Table 12 – West Area road safety and speeding issue locations**

Swan Road
Sunningdale Road / Canterbury Road / Exeter Road
Wigley Road area
Elmwood Avenue/ Castle Road area
The Drive area
Tachbrook Road / Cassiobury Road area
Southville Road / Beech Road area
New Road, Bedfont
Hamilton Road area
Saxon Avenue
Wigley Road
Victoria Road
Hanworth Road / Hounslow Road junction
Southville Road
New Road, Bedfont
Helen Avenue south of the junction with Shaftesbury Avenue
Boundaries Road
Exeter Road / York Way

### Personal Safety Issues

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9.6 West Area residents identified issues of personal safety in respect to using public transport at night.

9.7 The Council will investigate the possibility of CCTV

9.8 Safer walking routes to public transport.

### Accessibility Issues

9.9 There are access issues for pedestrians, cyclists which impact especially hard on those with mobility difficulties. Issues in the west area include new and/or enhanced pedestrian crossing facilities and the road bridges over the railway, which have non-existent or woefully inadequate footways. The following locations have been identified.

**Table 13 – West Area locations of key accessibility issues**

Clockhouse Lane Bridge (note - on Borough boundary with Spelthorne)
Hounslow Road Bridge, Feltham
Bedfont Road Bridge
Hanworth Road/ Hounslow Road junction additional pedestrian./cyclist facility
Feltham Town Centre Accessibility

### Public Transport

#### Bus

9.10 West Area is relatively well served by buses and at present the area is undergoing major Town Centre redevelopment in Feltham. Once this is completed, the area will be assessed for key bus issues.

#### Rail

9.11 Feltham station is a mainline station located in the west area. It is on the Hounslow Loop, providing direct access to London via Waterloo.

9.12 Similar to the bus situation, once the redevelopment of Feltham Town Centre has been completed; the rail situation will be assessed for potential improvements

#### Underground

9.13 Osterley and Hatton Cross are the 2 underground stations within the west area.

**Table 14 – West Area locations of key Underground issues**

Hatton Cross – accessibility
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## Parking

9.14 The following areas have been identified as having parking related issues. Funding is sort to investigate scale the of the problem, design appropriate solutions, area consultation, statutory consultation, implement an approved solution. Some areas identified simply require the introduction of double yellow lines or an amendment to a waiting and loading traffic order, others may require more for instance the introduction or extension to a controlled parking zone.

**Table 15 – West Area locations of key parking issues**

Cardinal Road area
A244 Hounslow Road / Lansbury Avenue junction
Bethany Waye / New Road junction
River Gardens, Feltham
Marriott Close, Bedfont

## Other transport Issues

9.15 During the consultation period the following areas of concern were raised.

**Table 16 – West Area other transport issues**

A4 - Environmental impacts of noise on the local community.
Residents want the Council to investigate an increase in levels of Road Safety Education to include driver safety skills.
Increase in street clutter removal and the rationalisation of signage.

## ISLEWORTH AND BRENTFORD AREA

### **10 Background Information**

- 10.1 The Isleworth and Brentford Area comprises Osterley and Spring Grove, Isleworth, Brentford and Syon wards. LIP Map 12 in Appendix G to the LIP contains a general map of the Isleworth and Brentford Area.
- 10.2 The total population of the Isleworth and Brentford area is 41, 659. (Based on 2001 census).
- 10.3 Isleworth, an old riverside community, has retained many of its historic features, and its local character. However, Isleworth also contains a number of areas of deprivation. Regeneration has focused on housing such as the Ivybridge and Syon housing estates to improve existing housing quality, and make improvements to the environment.
- 10.4 Working with business interests, building on the six year SRB programme, the regeneration of Brentford has continued. There are currently a range of key developments for housing, shopping and hotels. Work is underway to continue the regeneration and enhancement of the area, developing key sites within Brentford, particularly along the Great West Road, the water frontage and south of the High Street.
- 10.5 The Brentford Regeneration Framework serves to support and promote development to improve the local economy and achieve wider social and community benefits. These include increasing the availability of affordable housing, environmental improvements, reducing crime and providing a range of community and cultural facilities.
- 10.6 Osterley Park. Syon House and Gunnersbury Park are also located in the area.
- 10.7 Table 17 sets out the key amenities in the Isleworth and Brentford Area

**Table 17 – Isleworth and Brentford Area Key Amenties**

<b>Network Rail Stations</b>	Brentford Syon Lane Isleworth
<b>Underground Stations</b>	Boston Manor Osterley
<b>Primary Schools</b>	The Blue School Isleworth Town Lionel Our Lady & St.Johns RC St. Pauls C of E Worple Green Dragon Ivy Bridge Marlborough St. Mary's RC Smallberry Green
<b>Secondary Schools</b>	Brentford Gumley House RC Convent Gunnersbury Catholic The Green School Isleworth and Syon

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<b>Special Schools</b>	Syon Park	
<b>Libraries</b>	Brentford Library Boston Manor Road, Isleworth Library Twickenham Road, Osterley Library St Mary's Crescent	
<b>Open Spaces</b>	Osterley Park Gunnorsbury Park Isleworth Ait	Boston Manor Park Syon Park Reedless Park
<b>Shopping Centres</b>	Brentford Town Centre South Street & Shrewsbury Walk, Old Isleworth Odeon Parade, London Road & St Johns Road Isleworth	
<b>Leisure Centres</b>	Brentford Fountain Leisure Centre Isleworth Recreation Centre	

### **11 Local Concerns**

11.1 During the consultation of the Community Plan the Council discovered that the Isleworth and Brentford area has:

- The highest proportion of disabled residents
- The highest proportion of 30 to 59 age group (43%)
- 32% of economically active residents qualified to degree level or above

11.2 Residents in the Isleworth and Brentford Area identify the highest levels of deterioration in the following areas:

- Affordability of housing
- Litter/dirt on streets
- Traffic congestion
- Pollution of the environment

11.3 The following problem areas have identified by residents in the area:

- Litter lying around
- Broken Pavements
- Anti-social behaviour

### **12 The Local Transport Environment**

12.1 Table 18-26 highlight key locations and issues affecting the transport environment in the Isleworth and Brentford Area.

#### **Highways Maintenance**

12.2 The local road network (that is those roads for which the Council is the highway authority) in the Isleworth and Brentford Area has 77km that requires resurfacing and/or part reconstruction to both carriageway and footway. Tables 18-26 below list those Isleworth and Brentford area locations considered in the worst condition and therefore prioritised for improvement subject to funding.

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**Table 18 – Isleworth and Brentford Area location of carriageway in most need of improvement**

Road Name	From	To
Spring Grove Road	Gresham Road	The Grove
Ridgeway Road	Great West Road	College Road
Harvard Road	The Grove	London Road
Worple Road	South Street	Dawes Ave
Worple Avenue	Dawes Ave	Crane Ave
St Marys Crescent	Thornbury Road	Ridgeway Road
Thornbury Road	Spring Grove Road	London Road
Alexandra Road	High Street Brentford	End
Clayponds Avenue	Great West Road	Boundary
College Road	Ridgeway Road	London Road
St John's Road	London Road	Boundary
Syon Lane	Boundary	Great West Road
St Paul's Road	Boston Manor Road	Lateward Road
Windmill Road	Boston Manor Road	Great West Road
Braemar Road	Brook Road South	Ealing Road
Burford Road	Ealing Road	Clayponds Ave
Clifden Road	Windmill Road	Brook Road South
Ealing Road	High Street	Great West Road
Ealing Road	Great West Road	Whitestile Road
North Road	High Street	End
The Ride	Boston Manor Road	Ne End
Windmill Road	Boundary	Great West Road
Osterley Road	The Grove	London Road
The Grove	Spring Grove Road	London Road

**Table 19 – Isleworth and Brentford Area location of footway in most need of improvement**

Road Name	From	To
Spring Grove Road	Spencer Road	The Grove
Worple Avenue	Dawes Avenue	Crane Avenue
Spur Road	London Road	Boundary (Railway)
Amhurst Gardens	Twickenham Road	London Road
College Road	Ridgeway Road	London Road
Clayponds Avenue	Great West Road	Boundary
St Marys Crescent	Thornbury Road	Ridgeway Road
St Paul's Road	Boston Manor Road	Lateward Road
Alexandra Road	High Street Brentford	End
North Road	High Street	End
Burford Road	Ealing Road	Claypole Avenue
Clifden Road	Windmill Road	Brook Road South
Braemar Road	Brook Road South	Ealing Road
Ealing Road	High Street	Great West Road
Syon Lane	Boundary	Great West Road
Windmill Road	Boston Manor Road	Great West Road
Windmill Road	Boundary	Great West Road
St John's Road	London Road	Boundary

12.3 There are also 53 roads in the Isleworth and Brentford area where there is poor and/or inadequate street lighting.

### Road Safety and Speed Issues

12.4 The following roads have issues of road safety, speed and rat running for which funding is sort to investigate the scale of the problem, design appropriate solutions, area consultation, statutory consultation, implement an approved solution.

**Table 20 – Isleworth and Brentford Area road safety and speeding issue locations**

Worple Road area
Windmill Road area (north of A4)
Thornbury Road / Ridgeway Road area
Osterley Road
Grant Way
St. Mary's School, South Street

### Accessibility Issues

12.5 There are access issues for pedestrians, cyclists which impact especially hard on those with mobility difficulties. Issues in the Isleworth and Brentford area include new and/or enhanced pedestrian crossing facilities and the road-bridges over the railway which have non-existent or woefully inadequate footways. The following locations have been identified.

**Table 21 – Isleworth and Brentford Area locations of key accessibility issues**

Twickenham Road / South Street Road junction
Isleworth Town Centre
Brentford Town Centre
Osterley Streets for People

### Public Transport

#### Bus

12.6 Isleworth and Brentford is relatively well served by buses, the following table shows the area of concern.

**Table 22 – Isleworth and Brentford Area locations of key bus issues**

<b>Location</b>
H28 route improvements – Boston Manor to Brentford

### **Rail**

12.7 The rail issues in Isleworth and Brentford area are yet to be fully identified but following a feasibility study at Isleworth there is a need for further investigation into possible enhancements.

**Table 23 – Isleworth and Brentford Area locations of key Rail issues**

<b>Location</b>
Isleworth Station – post feasibility

### **Underground**

12.8 The key issues at network rail stations are that of personal safety and accessibility and these issues must be assessed at all stations within the Borough.

**Table 24 – Isleworth and Brentford Area locations of key Underground issues**

<b>Location</b>
Boston Manor
Osterley – westbound

### **Parking**

12.9 The following areas have been identified as having parking related issues. Funding is sort to investigate the scale of the problem, design appropriate solutions, area consultation, statutory consultation, implement an approved solution. Some areas identified simply require the introduction of double yellow lines or an amendment to a waiting and loading traffic order, others may require more for instance the introduction or extension to a controlled parking zone.

**Table 25– Isleworth and Brentford Area locations of key parking issues**

<b>Location</b>
South Street area
Isleworth Station area
Sidmouth Ave area
Brentford High Street area
Griffin Park area

**Other transport Issues**

12.10 During the consultation period the following areas of concern were raised.

**Table 26 – Isleworth and Brentford Area other transport issues**

<b>Issue</b>
A4 & M4 - Environmental impacts of noise on the local community.
Lobby for improvements to access and exits at the M4 Junction 1.
Increase in street clutter removal and the rationalisation of signage.
Support of action to prevent further terminals and runways at Heathrow

## CENTRAL HOUNSLOW AREA

### **13 Background Information**

- 13.1 The Central Hounslow Area comprises of Hounslow Heath, Hounslow West, Hounslow Central and Hounslow South wards. LIP Map 11 in Appendix G to the LIP contains a general map of the Central Hounslow area.
- 13.2 The total population of Central Hounslow area is 42,631 (based on 2001 census).
- 13.3 The centre of the Borough can be characterised in many ways. While it is an established area resulting from the expansion of London during the 20<sup>th</sup> century, it is also an area of new, emerging communities. At the heart of the Borough, we will see a revitalised Town Centre offering a wide range of activities that reflect the multi-cultural nature of our community.
- 13.4 The area currently provides safe and attractive amenities for residents which will be enhanced in the near future by the Key Site 1 development offering a wide range of activities. This will be a first rate shopping and entertainment centre - a safe and attractive place for families and friends to meet and enjoy a broad range of activities.
- 13.5 One of London's largest nature reserves, Hounslow Heath is the last surviving remnant of a once huge heath land that covered most of south-west Middlesex. The Heath boasts a rich and colourful history which included a period as an army mustering and training ground, a haunt of highwaymen and the venue for one of the world's first commercial airports. Today, the Heath is managed for wildlife and supports several rare or declining plant and animal species.
- 13.6 Central Hounslow area benefits from excellent transport links via bus and tube and is easily accessible to Heathrow Airport and Central London. All surrounding boroughs are easily accessible due to the excellent transport links, which the town centre offers
- 13.7 Table 27 sets out the key amenities in the Central Hounslow Area

**Table 27 – Central Hounslow Area Key Amenties**

<b>Network Rail Stations</b>	Hounslow
<b>Underground Stations</b>	Hounslow East Hounslow Central Hounslow West
<b>Primary Schools</b>	Alexander Grove Road Hounslow Town St Michael & St Martin RC Chatsworth Hounslow Heath The Orchard Spring Grove
<b>Secondary Schools</b>	The Heathland

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	Hounslow Manor St Marks Catholic
<b>Special Schools</b>	Oaklands
<b>Libraries</b>	Hounslow Library ,Centre Space, Treaty Centre
<b>Open Spaces</b>	Hounslow Heath Lampton Park Inwood Park Beaversfield Park
<b>Shopping Centres</b>	Hounslow Town Centre Hounslow West Shopping Centre

### **14 Local Concerns**

14.1 During the consultation of the Community Plan the Council discovered that the Central Hounslow Area has:

- Central Hounslow has the highest proportion of full time students (11%)
- The largest Ethnic group is White British at 39.6% followed by Asian or Asian British Indian at 29.8%
- The highest proportion of residents aged 16-59
- Economic activity is measured through the percentage of resident population aged between 16 and 74. This accounts for 75.5% of residents: of these 61.8% are employed, 2.9% unemployed and 9.3% retired.

14.2 Residents in the Central Hounslow Area identify the highest levels of deterioration in the following areas:

- Litter/dirt on streets
- Traffic congestion
- Pollution of the environment

14.3 The following problem areas have been identified by residents in the area:

- Litter lying around
- Thefts from cars and property
- Anti-social behaviour

### **15 The Local Transport Environment**

15.1 Tables 28-36 highlight key locations and issues affecting the transport environment in the Central Hounslow Area.

#### **Highways Maintenance**

15.2 The local road network (that is those roads for which the Council is the highway authority) in the Central Hounslow Area has 72km that requires resurfacing and/or part reconstruction to both carriageway and footway. Tables 28-29 below list those Central Hounslow area

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locations considered in the worst condition and therefore prioritised for improvement subject to funding.

**Table 28 – Central Hounslow Area location of carriageway in most need of improvement**

Road Name	From	To
Holloway Street	High Street	N End
Granville Avenue	Wellington Road South	Cromwell Road
Grove Road	Cranwell Road	Hibernia Road
Bridge Road	London Road	Woodlands Road
Denbigh Road	Kingsley Road	Sunnycroft Road
Cromwell Road	Staines Road	Hanworth Road
Pears Road	Bridge Road	Inwood Road
Star Road	London Road	School Entrance
Worton Road	Bridge Road	Riverside Walk
Cambridge Road	Wellington Road North	Martindale Road
Kingsley Road	High Street	Spring Grove Road

**Table 29 – Central Hounslow Area location of footway in most need of improvement**

Road Name	From	To
Cambridge Road	Wellington Road North	Martindale Road
Worton Road	Bridge Road	Riverside Walk
Martindale Road	Staines Road	Corporation Avenue
Worton Road	Heath Road	Bridge Road
Alexandra Road	Lampton Road	End
Cromwell Road	Staines Road	Hanworth Road
Bridge Road	London Road	Woodlands Road
St Heliers Avenue	Wellington Road South	Cromwell Road
Heath Road	Whitton Road	Hall Road
Holloway Street	High Street	N End
Star Road	London Road	School Entrance

15.3 There are also 62 roads in the Central Hounslow area where there is poor and/or inadequate street lighting.

### Road Safety and Speed Issues

15.4 The following roads have issues of road safety, speed and rat running for which funding is sort to investigate scale of problem, design appropriate solutions, area consultation, statutory consultation, implement approved solution.

**Table 30 – Central Hounslow Area road safety and speeding issue locations**

Cromwell Road area
Manor Avenue Area
Hall Road Area
Woodlands Road
Spring Grove Road
Alexandra Gardens
Manor Avenue
North Drive
Worton Road between Ruskin Road and Bridge Road.
Frampton Road
Gloucester Road
Roseville Road
Bath Road near junction with Ede Close
Hanworth Road near junction with Cromwell Road

### **Accessibility Issues**

15.5 There are access issues for pedestrians, cyclists which impact especially hard on those with mobility difficulties. Issues in the Central Hounslow area include new and/or enhanced pedestrian crossing facilities and the road-bridges over the railway that have non-existent or woefully inadequate footways. The following locations have been identified.

**Table 31 – Central Hounslow Area locations of key accessibility issues**

Wellington Road North/South junction with Staines Road
Whitton Road by Hounslow Mainline station
Hounslow Town Centre linking down to the mainline train station

### **Public Transport**

15.6 The key issue in the Central Hounslow area is the lack of efficient interchange between rail and other modes in Hounslow Town Centre. Pedestrian movement from the town centre to either station is difficult.

### **Bus**

15.7 This area is well served by buses however the movement through Hounslow Town Centre is slow.

**Table 32 – Central Hounslow Area locations of key bus issues**

<b>Location</b>
Bell Road – Bus Stop Accessibility

### **Rail**

15.8 The key issues in respect to Network Rail stations are personal safety and access.

**Table 33 – Central Hounslow Area locations of key Rail issues**

<b>Location</b>
Access to Hounslow Station difficult.

### **Underground**

15.9 The key issues in respect to Underground stations are personal safety and access.

**Table 34 – Central Hounslow Area locations of key Underground issues**

<b>Location</b>
Hounslow East has made itself accessible but it unusable in reality – this needs to be rectified
Hounslow Central Accessibility

### **Parking**

15.10 The following areas have been identified as having parking related issues. Funding is sort to investigate the scale of the problem, design appropriate solutions, area consultation, statutory consultation, implement an approved solution. Some areas identified simply require the introduction of double yellow lines or an amendment to a waiting and loading traffic order, others may require more for instance the introduction or extension to a controlled parking zone.

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**Table 35 – Central Hounslow Area locations of key parking issues**

<b>Location</b>
Maswell Road area
Sunnycroft Road area
Cromwell Road / Hibernia Road area
Yew Tree Walk
Brookwood Road / Lampton Road

### **Other transport Issues**

15.11 During the consultation period the following areas of concern were raised.

**Table 36 – Central Hounslow Area other transport issues**

<b>Issue</b>
A4 - Environmental impacts of noise on the local community.
The Council to investigate an increase in levels of Road Safety Education to include driver safety skills.
Increase in street clutter removal and the rationalisation of signage.
Lobby for A4 to be sunk and creation of Green Bridges (Like one over A10 at Mile End).
Lobby for improvements to access and exits at the M4 Junction 1.

## CHISWICK AREA

### **16 Background Information**

- 16.1 Chiswick Area comprises Turnham Green, Chiswick Riverside and Chiswick Homefields wards, and is the smallest of the five areas of the Borough. A map of the Chiswick area can be found in LIP Appendix G (map 13)
- 16.2 The total population of Chiswick is 31, 409 (based on 2001 census).
- 16.3 Chiswick is a vibrant cosmopolitan urban area, brimming with life, colour and activity, steeped in heritage and history. It is a well-known visitor centre and film location.
- 16.4 The River Thames runs along the southern edge of this part of the Borough, and there are a number of historic houses, important landscapes, community open spaces, conservation areas and parks. The birthplace of the English Landscape Garden, Chiswick House Grounds contain areas of great historical interest, displaying the work of the famous garden designers Kent, Bridgeman and Samuel Lappidge. The Grounds are considered to be the most important historical landscape gardens in England and Wales.

- 3.1 Table 37 sets out the key amenities in the Chiswick Area

**Table 37 – Chiswick Area Key Amenties**

<b>Network Rail Stations</b>	Chiswick Kew Bridge Gunnersbury
<b>Underground Stations</b>	Stamford Brook Turnham Green Gunnersbury
<b>Primary Schools</b>	Belmont Cavendish Grove Park St. Mary's RC Strand on the Green William Hogarth
<b>Secondary Schools</b>	Chiswick Community
<b>Libraries</b>	Chiswick Library Dukes Avenue
<b>Open Spaces</b>	Chiswick Back Common Dukes Meadow Dukes Hollow Nature Reserve Grove Park Harvard Hill Homefield Stamford Brook Green Common Strand on the Green
<b>Shopping Centres</b>	Devonshire Road Chiswick High Road
<b>Leisure Centres</b>	New Chiswick Pool Edensor Road

## **17 Local Concerns**

17.1 During the consultation of the Second Community Plan the Council discovered that the Chiswick area has:

- The highest proportion of single people without children (27%)
- The lowest number of residents with a disability (only 1%)
- The highest proportion of residents claiming to have no religious beliefs (32%)
- The lowest length of residence (13.74 years)
- The highest proportion of workers employed in professional occupations (70%). Just 7% of residents from the Chiswick area work in unskilled occupations

17.2 Residents in the Chiswick Area identify the highest levels of deterioration in the following areas:

- Affordability of housing
- Litter/dirt on streets
- Traffic congestion
- Pollution of the environment

17.3 The following are problem areas identified by residents in the area:

- Lack of secure parking
- Broken pavements
- Anti-Social Behaviour

## **18 The Local Transport Environment**

18.1 Tables 38-46 highlight key locations and issues affecting the transport environment in the Chiswick Area.

### **Highways Maintenance**

18.2 The local road network (that is those roads for which the Council is the highway authority) in the Chiswick Area has 55km that requires resurfacing and/or part reconstruction to both carriageway and footway. The tables below list those Chiswick area locations considered in the worst condition and therefore prioritised for improvement subject to funding.

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**Table 38 – Chiswick Area location of carriageway in most need of improvement**

Road Name	From	To
Strand-On-The-Green	Spring Grove	Meade Close
Edensor Road	Great Chertsey Road	Corney Road Roundabout
Annandale Road	Chiswick High Road	Swanscombe Road
Belmont Terrace	Belmont Grove	Clifton Gardens
Belmont Road	Chiswick High Road	Essex Place
Duke Road	Chiswick High Road	End
Barrowgate Road	Sutton Court Road	Duke's Avenue
Beverley Road	End By No 1	Netheravon Road
Chiswick Common Road	Chiswick Common Road	Turnham Green Terrace
Brooks Lane	Thames Road	Waldeck Road
Abinger Road	Bath Road	County Boundary
Chardin Road	Elliott Road	End
Barley Mow Passage	Heathfield Terrace	Chiswick High Road
Belmont Terrace	Bridge Street	Belmont Grove
Sutton Lane North	Walpole Gardens	Chiswick High Road
Devonshire Road	Chiswick High Road A315	Hogarth Lane R'about
Chiswick Common Road	Clifton Gardens	Chiswick Common Road
Grove Park Road	Riverview Grove	Grove Park Road
Acton Lane	Chiswick High Road	Chiswick Road
Acton Lane	Chiswick Road	Boundary
Acton Lane	Boundary	Chiswick Road
Linden Passage	Duke Road	Linden Gardens
Sutton Court Road	Heathfield Terrace	Great West Road
Burlington Lane	Great Chertsey Road	Staveley Road
Burlington Lane	Staveley Road	Park Road
Sutton Court Road	Staveley Road	Great West Road
Bath Road	Turnham Green Terrace	Boundary
The Avenue	Bath Road	Boundary
Turnham Green Terrace	Chiswick High Road	The Avenue

**Table 39 – Chiswick Area location of footway in most need of improvement**

Road Name	From	To
Barrowgate Road	Sutton Court Road	Duke's Avenue
Beverley Road	End By No 1	Netheravon Road
Chiswick Common Road	Chiswick Common Road	Turnham Green Terrace
Brooks Lane	Thames Road	Waldeck Road
Abinger Road	Bath Road	County Boundary
Belmont Terrace	Bridge Street	Belmont Grove
Sutton Lane North	Walpole Gardens	Chiswick High Road
Devonshire Road	Chiswick High Road A315	Hogarth Lane R'about

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Chiswick Common Road	Clifton Gardens	Chiswick Common Road
Grove Park Road	Riverview Grove	Grove Park Road
Linden Passage	Duke Road	Linden Gardens
Annandale Road	Chiswick High Road	Swanscombe Road
Edensor Road	Great Chertsey Road	Corney Road Roundabout
Chardin Road	Elliott Road	End
Belmont Terrace	Belmont Grove	Clifton Gardens
Belmont Road	Chiswick High Road	Essex Place
Duke Road	Chiswick High Road	End
Barley Mow Passage	Heathfield Terrace	Chiswick High Road
Thames Road	Meade Close	Riverview Grove
Strand-On-The-Green	Spring Grove	Meade Close
Sutton Court Road	Heathfield Terrace	Great West Road
Sutton Court Road	Staveley Road	Great West Road
Burlington Lane	Staveley Road	Park Road
Burlington Lane	Great Chertsey Road	Staveley Road
Staveley Road	Great Chertsey Road	Burlington Lane
Acton Lane	Boundary	Chiswick Road
Acton Lane	Chiswick Road	Boundary
Acton Lane	Chiswick High Road	Chiswick Road
Bath Road	Turnham Green Terrace	Boundary

### **Street Lighting**

18.3 There are also 30 roads in the Chiswick area where there is poor and/or inadequate street lighting.

### **Road Safety and Speed Issues**

18.4 The following roads have issues of road safety, speed and rat running for which funding is sort to investigate the scale of the problem, design appropriate solutions, area consultation, statutory consultation, and implement an approved solution.

18.5 Chiswick High Road is rated as one of the top ten most congested roads in London.

**Table 40 – Chiswick Area road safety and speeding issue locations**

Chiswick High Road
Fauconberg Road area
Devonshire Road / Dukes Road area -
Abinger Road
B409 Bath Road
Burnaby Gdns / St. Mary's Grove area
Staveley Road
Prebend Gardens
Heathfield Terrace
Kew Bridge Junction with A315 (TfL road)

**Personal Safety Issues**

- 18.6 Chiswick residents identified issues of personal safety in respect to using public transport at night.
- 18.7 The issue of personal safety in the two pedestrian underpasses crossing under the A4.
- 18.8 The Council will investigate the possibility of CCTV
- 18.9 Safer walking routes to public transport.

**Accessibility Issues**

- 18.9 There are access issues for pedestrians and cyclists, which impact especially hard on those with mobility difficulties. Issues in the Chiswick area include new and/or enhanced pedestrian crossing facilities and the roadbridges over the railway, which have non-existent or woefully inadequate footways. The following locations have been identified.

**Table 41 – Chiswick Area of key accessibility issues and locations**

All Underground and Network Rail Stations in the Chiswick area.
Chiswick Area Signage Improvements.
Improved cycle access across the Chiswick Area
Strand on the Green Phase 3 Footway Reconstruction
Chiswick Town Centre

**Public Transport**

**Bus**

- 18.10 The Chiswick area is relatively well served by buses although the following issue has been identified.

**Table 42 – Chiswick Area locations of key bus issues**

<b>Location</b>
Bus access to Chiswick House and Grounds

## Rail

18.11 There are currently no rail issues identified in the Chiswick area, further study is needed to assess any possible enhancements.

## Underground

18.12 Chiswick Underground services are located at Turnham Green, Kew Bridge, Syon Lane and Gunnersbury.

**Table 43 – Chiswick Area locations of key Underground issues**

Location
Turnham Green – reinstate access to Piccadilly Line
Improvements to Gunnersbury station

## Parking

18.13 The following areas have been identified as having parking related issues. Funding is sort to investigate the scale of the problem, design appropriate solutions, area consultation, statutory consultation, and implement an approved solution. Some areas identified simply require the introduction of double yellow lines or an amendment to a waiting and loading traffic order, others may require more for instance the introduction or extension to a controlled parking zone.

**Table 44 – Chiswick Area of key parking issues and locations**

Location or issue
Fauconberg Road area
Review of existing CPZs
Power Road area parking by commercial vehicles
Slipway, Chiswick Mall, W4 (behind St. Nicholas's Church)
Lack of disabled on street parking facilities
Stile Hall Gardens

## Other transport Issues

18.14 During the consultation period the following areas of concern were raised.

**Table 45 – Chiswick Area other transport issues**

<b>Issue</b>
A4 - Environmental impacts of noise on the local community.
The Council to investigate an increase in levels of Road Safety Education to include driver safety skills.
Increase in street clutter removal and the rationalisation of signage.
Lobby for A4 to be sunk and creation of Green Bridges (Like one over A10 at Mile End).
Lobby for improvements to access and exits at the M4 Junction 1.

### **19.0 Borough-wide Schemes**

19.1 There will also benefit from a number of borough-wide schemes and initiatives including:

- Street Cleansing
- Drainage and Water Supplies – Working with TfL and Thames Water to improve the condition all the Borough’s main drainage systems
- Gritting Services – Efficient gritting service of borough highways.
- Road Safety Education and Training – To provide road safety education to all members of the community, including cycle training for all.
- Travel Awareness – To promote the implementation of green travel plans among Hounslow’s Schools and businesses. Working for a healthier environment.
- Parking Enforcement – The provision of effective enforcement of parking restrictions.
- Environment – Street clutter removal, signage rationalisation and tree planting to ensure the improvement of the transport environment is carried out with regard to the Boroughs biodiversity, air quality and noise levels.
- Waste – To promote schemes that minimise the environmental impact of the transportation of waste
- Freight – The participation in the SWELTRAC managed Freight Quality Partnership to resolve goods delivery issues and night freight movement in Hounslow
- Powered Two-Wheelers – Improved facilities for PTW safety and parking as well as working towards the reduction of anti-social PTW activity in residential areas
- Taxis and Private Hire – To improve the personal safety of mini-cab passengers and introduce better quality taxi waiting areas in Town Centres and at stations.

**20 Conclusion**

- 20.1 The Local Area Action Plans for the committee areas identify key locations and issues that affect the areas transport environment for prioritisation for funding.
- 20.2 All schemes and projects will be subject to further consultation when funding has been secured.
- 20.3 Based on the existing funding available to the Council for improvements to the transport environment it could take up to fifteen years to tackle the issues identified.