



## Transport

### 1. Introduction

The availability, spread and use of a transport network can have a large impact on people's health and wellbeing. In particular, heavy volumes of traffic to and from central London and Heathrow Airport combined with commuter traffic and an ongoing dependence on private cars has resulted in numerous congested, polluted roads across the Borough of Hounslow.

The impact of the transport network on the health and wellbeing of local communities and individuals includes the following areas:

- Road Safety: making sure that our streets are as safe as possible for all users;
- Air Quality: reducing transport related pollution;
- Active Travel: giving people the opportunity to undertake physical activity as part of their daily routine; and
- Noise pollution: linked to incidence of chronic stress which can give rise to heart and nervous system problems.

### 2. The Local Picture

Available statistics relating to transport and its impact on the public's health and wellbeing show that fewer people are killed or injured on Hounslow's roads compared with London as a whole. Furthermore, the number of people killed or injured by road transport in Hounslow appears to be reducing over time. ([Table 1](#)) There are significantly fewer cyclists killed on Hounslow's roads compared with both inner and outer London, but more people are killed in incidents involving a car or a goods vehicle than the inner London average. ([Table 2](#))

Compared with other London boroughs, the proportion of residents with access to GP practices and food shops by public transport is slightly worse than average (50.6% and 39.4%, respectively), with access to secondary schools significantly worse (32.5%). Hounslow residents' access to open spaces is the worst in London at just 15%. ([Table 3](#))

Hounslow's children are mostly on par with the outer London averages for mode of transport to school. A larger proportion of children in Hounslow (26% of 5-10 year olds and 14% of 11-15 year olds) are driven to school in a car, compared with children in inner London (14% of 5-10 year olds and 6% of 11-15 year olds). In line with this, fewer children take public transport to school in Hounslow than inner London (Hounslow: 7% of 5-10 year olds and 48% of 11-15 year olds; inner London: 12% of 5-10 year olds and 59% of 11-15 year olds). ([Table 4](#))

The majority of Hounslow's residents use a car or motorcycle to travel (47%) – amongst London's highest – while 26% walk and 14% take a bus or tram. ([Table 5](#)) In terms of car ownership, Hounslow is almost identical to outer London rates, but significantly different to those of inner London. Approximately 71% of households own a car or van in Hounslow. ([Table 6](#))

Levels of greenhouse gas emissions from ground-based transport in Hounslow are among the highest in London and 24% higher than the outer London average. ([Table 7](#)) The

volume of traffic in Hounslow is significantly higher than both London and outer London. ([Table 8](#))

The environmental impact of nearby Heathrow Airport is significant, in terms of both noise pollution from aircrafts' take-off and landing, as well as the increased road traffic generated. The majority of travellers get to Heathrow by road (72.1%). ([Table 9](#))

### 3. Strategic Leadership and Collaboration

In 2011, Hounslow Council published a twenty-year strategy for the development of the transport network. The Local Implementation Plan for Transport 2011-2031 sets out the Council's objectives and an indicative three-year delivery plan. In relation to transport's contribution to improving health, the following projects, recently completed, ongoing or planned, are of note:

- Reducing congestion and pollution by encouraging people to use public transport instead of cars by providing better information about services (particularly bus routes) and investment in real time travel information at bus stops;
- Enabling more trips to be made by foot or by bike by improving facilities for pedestrians and cyclists - for example, through the introduction of cycle lanes or building new or improved footway and crossing facilities to encourage walking;
- Promoting cycle confidence training for adults and children - for example, training people how to cycle safely in traffic;
- Working with local businesses to promote sustainable transport to their employees;
- Working closely with local schools to promote sustainable transport and, in particular, active travel methods such walking and cycling;
- The Hounslow Travel Active campaign [website](#) signposts users to walking and cycling opportunities locally, in addition to providing a mechanism of logging the miles walked or cycled. Nine regular led [walks](#) have now been set up; and
- Electric vehicle charging points – five new charging points have been installed to encourage those who live or work locally to purchase an electric vehicle, reducing local air pollution.

### 4. Priorities

Key priorities for transport in the Borough are to:

- Continue to work to increase the percentage mode share of active travel modes (walking and cycling), and increased collaboration with Public Health and Leisure and Cultural Services to maximise opportunities to promote this form of transport as an easy way of embedding physical activity into the daily routine;
- Complete identification and commence design on schemes that will form part of the Network 2020 programme, which aims to ensure that street improvements to facilitate sustainable travel (in particular cycling) are dovetailed with the asset renewal programme (re-surfacing, re-paving, etc.) which forms part of the Highways Maintenance Private Finance Initiative;
- Complete detailed design for Cycle Superhighway 9, ready for implementation in 2013/14;



- Further develop the programme to encourage more 'efficient car use', with a particular focus on incentivising the use of lower emission vehicles, promoting electric vehicles and increasing car occupancy, which will help to improve air quality and lower emissions; and
- Deliver a programme of targeted road safety engineering and education measures, using data to tackle problem sites or populations with higher than average road casualty rates.

## 5. Summary of Need

The following table summarises the needs in Transport in the Borough of Hounslow.

<b>SUMMARY OF NEED: CHECKLIST</b>	
Is need increasing over time?	<b>Yes</b>
Is need greater than the London average?	<b>Yes</b>
Is there qualitative intelligence indicating that need is substantially unmet?	<b>Yes</b>
Is there an external inspection or report suggesting need is unmet?	<b>No</b>
Are quality indicators worsening over time?	<b>No</b>
Are quality indicators worse than the London average?	<b>No</b>
Is there an intervention of proven effectiveness to address the need which is not currently delivered in Hounslow (or not delivered enough)?	<b>Yes</b>