



HEATHROW LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

APRIL 2023



Heathrow



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EXECUTIVE SUMMARY

Following the publication of the Heathrow sustainability strategy (Heathrow 2.0: Connecting People and Planet), the Net Zero Plan and the Surface Access Strategy, this Heathrow Local Cycling and Walking Infrastructure Plan (LCWIP) further demonstrates Heathrow's commitment to sustainability.

Delivering this LCWIP will contribute to modal shift from private vehicles to cycling and walking for Heathrow colleague commutes and journeys within and between local communities. This will deliver a range of social and environmental benefits and contribute to Heathrow, TfL and local authorities meeting targets related to active travel, sustainable travel and decarbonisation.

This LCWIP has been developed using an adapted methodology to suit the unique characteristics of colleague travel to, from and around the airport. Due to the limited number of colleagues living within walking distance of employment locations, this document focuses on developing and proposing a local cycling network. The proposed network has been developed based on analysis of existing routes, Team Heathrow colleague home locations, deliverability and engagement with TfL, local authorities and other key stakeholders.

This LCWIP proposes a high-quality hub and spoke cycling network that links the airport with locations in nearby boroughs where high densities of Team Heathrow colleagues live. It identifies the potential infrastructure improvements needed to ensure safe, direct routes for commuting to, from and around the airport. This LCWIP integrates planned local authority and TfL funded active travel schemes, the planned improvements to Heathrow's own road network and identifies gaps in the network which need addressing. Heathrow, Local Authorities, TfL and other interested parties should address these gaps in safe infrastructure to accommodate cycling for people of all abilities. Stakeholder input and collaboration has been key to the development of this plan and will be even more important as it moves to delivery.

Delivery of the recommendations set out in this LCWIP will require collaboration across multiple organisations. Heathrow will play a co-ordinating role, deliver interventions on Heathrow's road network and assist with funding bids through the provision of data, information and general support. Delivering the recommendations set out in this LCWP will make cycling to, from and around the airport more attractive, reducing single occupancy vehicle trips and carbon emissions from colleague commutes.



1. INTRODUCTION

Local Cycling and Walking Infrastructure Plans (LCWIP) were developed by the Department for Transport (DfT) to enable local authorities to plan cycling and walking networks over, typically, a 10-year period and provide a more strategic approach to developing networks.

It is expected that LCWIPs will support delivery of the government's ambition to make walking and cycling more attractive and thus the natural choice for short journeys. Heathrow's Surface Access Strategy aligns with this as it sets out how the airport will reduce private vehicle use for colleague commutes with an increase in walking and cycling for those living close enough, or for first / last mile journeys.

Heathrow's Surface Access Strategy sets Heathrow's targets to make journeys to and from the airport more sustainable, ensuring the delivery of Heathrow's sustainability strategy, Heathrow 2.0: Connecting People Place and Planet and the Net Zero Plan. One of the key objectives of Heathrow 2.0 and the Net Zero Plan is at least a 49% cut in surface access carbon emissions by 2030 (compared to 2019) as well as creating a great place to live and work.

Developing a LCWIP is an established process used by local authorities across the UK and is a process which can be used on areas of various scales and from large cities to rural areas. Heathrow's large geographic area and high number of colleagues living within 10km mean developing an airport cycling network following the LCWIP approach is suitable. This document was initially drafted in 2019/ 2020 under the assumption of Heathrow Expansion and the development of a third runway. With Expansion plans currently paused, a changing strategic and policy environment, and the growing need to respond to the climate emergency, it has become necessary to develop a new strategy based on a two-runway scenario.

Due to the very limited number of colleagues and customers within walking distance of terminals and employment sites at the airport, this document focusses on the development of the local cycling network although the majority of interventions proposed will benefit both cyclists and pedestrians.

The aim of this LCWIP is to develop proposed routes to form a high-quality cycle network and to identify potential infrastructure improvements needed to ensure safe, direct routes for commuting to, from and around the airport. This LCWIP integrates planned local authority / TfL funded active travel schemes, the planned improvements to Heathrow's own road network and identifies gaps in the network which Heathrow, Local Authorities, TfL and other interested parties can respectively address to accommodate cycling for people of all abilities. Stakeholder input has been sought through the quarterly Heathrow Area Transport Forum Active Travel Special Interest Groups, HSPG and bilateral discussions.

This LCWIP sets out the methodology used, policy context, proposed cycle network and infrastructure interventions required before discussing how a collaborative approach is required to deliver the plans, which will be co-ordinated by Heathrow.



2. **METHODOLOGY**

This section outlines the process used to develop the proposed cycle network and infrastructure improvements required on Heathrow, TfL and local authority roads.

This LCWIP study adopts an adapted approach to the DfT's standardised LCWIP (as set out within the Technical Guidance for Local Authorities document) to suit the unique characteristics of Heathrow and the surrounding area. Due to the very limited number of colleagues and customers within walking distance of terminals and employment sites at the airport, this LCWIP focusses on the development of the local cycling network. Walking - particularly as part of a longer public transport journey - will benefit from many of the infrastructure improvements proposed in this LCWIP. The development of this LCWIP involved six key stages.

2.1 Survey existing cycle network

A full survey was undertaken in 2019 covering the surrounding area to assess the cycle network around Heathrow. A desk-based study was carried out in 2022 to update the previous work for this LCWIP.

2.2 Stakeholder engagement and policy review

Heathrow worked with neighbouring local authorities, TfL and other key stakeholders to gather information and input to shape the development of this LCWIP.

2.3 Analysis of routes

A combination of the following methods was used to identify cycle routes and improvements required:

- Propensity to Cycle Tool (PCT) analysis: an online tool used to help strategically plan cycle networks which is strongly recommended for use within the LCWIP. Although the PCT did form part of the analysis for developing routes, this tool does not take into account employment clusters associated with Heathrow, Heathrow's strategic targets, and the unique character of this LCWIP (see appendix A);
- Surface Access Strategy goals;
- GIS analysis of colleague home and work location data;
- Feedback from HATF Active Travel Special Interest Groups and other stakeholders; and



- Route Selection Tool (RST): used to assess potential routes (see appendix B for further details). This involves the same criteria used by local authorities in their cycle network planning, including:
 - Gradient
 - Connectivity
 - Comfort
 - The Number of Critical Junctions

2.4 Cycle Network Planning

Routes identified through the process set out above were prioritised based on various factors. Three main prioritisation exercises took place:

Surface Access Strategy Prioritisation

This aimed to prioritise routes based on their contribution to delivering Surface Access Strategy aspirations around modal shift and decarbonisation. Specific factors considered include:

- Delivery timescales;
- Design feasibility;
- Colleague densities;
- Avoidance of congestion hotspots;
- Political acceptability to HAL, TfL and surrounding local authorities;
- Opportunity to interchange with public transport services;
- Opportunity to package interventions with other SAS measures;
- Estimated costs;
- Linkage with existing active travel corridors/links;
- Access to public transport; and

Colleague Prioritisation

This aimed to prioritise routes based on how many colleagues they would benefit. Specific factors considered include:

- Colleague densities; and



- Access to and from public transport.

Deliverability Prioritisation

This aimed to prioritise routes based on how deliverable they are. Specific factors considered include:

- Delivery timescales;
- Design feasibility; and
- Estimated costs.

Based on the analysis set out above, a hub and spoke network was developed to provide links between the airport and residential areas with high densities of colleagues living there.

2.5 Identification and Prioritisation of Infrastructure Improvements

Committed and proposed cycle infrastructure improvements in the area were identified through reviewing local authority and TfL documents such as Cycling Strategies and Local Improvement Plans and engaging with stakeholders.

Further links and junctions requiring infrastructure improvements on the hub and spoke network were identified through route surveys and stakeholder engagement.

A prioritisation process was undertaken to determine the importance of schemes over the short, medium and long term. Three forms of prioritisation were undertaken:

- Heathrow Surface Access Strategy prioritisation
- Colleague prioritisation
- Deliverability prioritisation

2.6 Delivery

This LCWIP was developed in collaboration with all key stakeholders with the ability to deliver the improvements and routes identified. Delivery of individual interventions will need to be led by the respective highway authority, although Heathrow will play a key role in coordinating and assisting with funding applications.



3. POLICY AND DOCUMENT REVIEW

This section outlines Heathrow's strategic goals and highlights other local strategic documents developed by the GLA, TfL and neighbouring local authorities. This demonstrates the importance of collaboration to ensure sustainability targets and aspirations of Heathrow, TfL and local authorities are achieved.

3.1 Heathrow Corporate Policy and Local Strategic Documents

Heathrow Surface Access Strategy

This Strategy, published in August 2022, sets out a vision to transform journeys to and from Heathrow by making them faster, easier, more reliable, and more sustainable. As a result, this will improve local air quality and improve lives of local communities.

Active travel will contribute to the achievement of the below targets set out in the Surface Access Strategy:

- Achieve a colleague single occupancy car mode share of 57% (compared to a 2017 baseline of 62%).
- Reduce surface access carbon emissions by 49% by 2030 (compared to a 2021 baseline of 747879tCO₂ per annum as set out in Heathrow 2.0 and Net Zero Plan).
- Increase the population within 1.5 hours public transport journey of Heathrow by 25% and the within 3 hours by 12% by 2026.

Aspirations related to improving cycling and walking include:

- Launching a Sustainable Travel Zone (STZ), which includes introducing incentives for bus and coach travel, as well as walking and cycling such as free campus connectivity (including to Hatton Cross), discounted multi journey tickets on local buses.
- Enabling cycling to/from the Central Terminal Area (CTA) – the tunnel will open to cyclists in 2024. Heathrow intend to improve connections from the tunnel entrances to the perimeter road/ A4 and CTA Terminals.
- Implement a new colleague car parking strategy to manage demand and encourage more sustainable travel.
- Implement an annual colleague travel survey with a robust methodology for monitoring mode share.



Heathrow 2.0: Connecting People and Planet

The 2022 refresh of Heathrow's sustainability strategy outlines the goals Heathrow will work towards over the coming years. The core goal is to make every journey better, ensuring Heathrow and its surroundings becomes net zero on the ground and in the air, as well as ensuring Heathrow becomes a better place to live and work. Heathrow aims to cut ground-based carbon emissions by 45% compared to 2019 emissions and reduce NOx airside by 18% by 2030.

Mayor's Transport Strategy

The key target of this strategy is for 80% of all trips in London to be made on foot, cycle, or public transport by 2041. Proposals included the successful delivery of the Elizabeth line to Heathrow. London Boroughs have set local targets, typically lower in the outer London boroughs surrounding Heathrow such as Hounslow and Hillingdon, due to connectivity challenges and lower density populations.

3.2 Proposed local infrastructure cycle improvements in the area

Most cycle improvements to/ from Heathrow will need to be implemented by TfL and neighbouring local authorities. These will not only benefit Heathrow colleagues, but local communities as well. It is important to understand cycle strategies in the relevant authorities, and proposed cycle improvements. Research was undertaken for nine local authorities surrounding Heathrow which have strategies and proposed schemes within a reasonable cycling distance to Heathrow. These documents included Local Implementation Plans, Local Plans, and Active Travel Strategies. The nine local authorities included:

- LB Hillingdon;
- LB Ealing;
- LB Hounslow;
- LB Richmond;
- Spelthorne BC;
- Runnymede BC;
- RB Windsor and Maidenhead;
- Slough BC;
- Buckinghamshire CC.



A full list of documents included within the analysis can be found in Appendix C. Heathrow's Surface Access Team met with a number of local authorities to discuss local plans and ideas for collaboration on active travel.

Sustrans Analysis (2016)

Previous work undertaken by Sustrans in 2016 was analysed to explore potential routes. These routes included:

- Feltham – Heathrow route. 3.5km route that uses a mix of traffic-free paths and low trafficked streets to make a connection between the Southern Perimeter Road and Feltham town centre.
- Hayes – Heathrow route. A 5km route that would connect communities north of the airport to the Northern Perimeter Road. It would be linked by a combination of existing cycle infrastructure, quiet roads and connector roads through Hillingdon.
- Hounslow – Heathrow route. 5km connection that connects Hounslow town centre to the airport with multiple alignment options in play using a mix of low-medium trafficked residential roads, existing cycle infrastructure, and high trafficked link roads. This connection is a strategically important link to TfL, with exploratory first stage design ongoing at the time of writing, but subject to funding considerations.
- Staines – Heathrow route. 5km route that would connect colleagues living south of the airport to the Southern Perimeter Road. It connects existing cycle facilities, quiet residential streets, medium to high trafficked connector roads where segregation from traffic is required.

These routes have been considered alongside other potential routes to/ from Heathrow in this LCWIP.

Hounslow Third Local Implementation Plan

- This plan outlines how Hounslow will deliver the Mayor's Transport Strategy targets. As an outer London borough, Hounslow is not expected to reach the target of 80% of journeys to be made by active modes by 2041 and instead has set a target of 71%.
- To achieve this goal, Hounslow has outlined the key active travel routes it intends to develop, which includes improving the A30 and A315 and Great West Road to be led by TfL and a route from Hounslow to Hayes crossing the A4.
- Heathrow's Surface Access Strategy targets align with Hounslow's and demonstrates that both entities have a similar strategic direction of reducing private car use in the area.

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Through discussions with LB Hounslow, they have identified the following as a priority:

- Connection across the A30 between Cains Lane and the Southern Perimeter Road. They would like to see an improvement to the A30 off-carriageway shared footways between Clockhouse Roundabout and Hatton Cross, and ideally access into T4 from the A30. Improved crossings over the A30 in other locations should be prioritised as well (e.g. Stanwell Road, Cranebank).
- During Heathrow's site visit to LB Hounslow on 04/10/22, LB Hounslow stated they have designed a shared use path on Stanwell Road to the Southern Perimeter Road – this is part-funded by S.106 but there is a gap in funding the full project which may delay implementation.
- LB Hounslow want this LCWIP to ensure severance around Heathrow is reduced.

Richmond Upon Thames Active Travel Strategy

- LB Richmond Upon Thames declared a climate emergency in 2019, and as a result the Borough aims to become carbon neutral by 2030. Changing how people travel is a key part of this strategy, with people using clean and sustainable modes, this is the basis for their Active Travel Strategy.
- In terms of routes from the borough towards Heathrow, LB Richmond Upon Thames proposes to connect Thames Ditton, Kingston, Teddington, and Twickenham with existing cycle routes into Hounslow and Brentford by 2024. TfL have identified a priority route from Teddington to Feltham and the Great West Road.

London Borough of Hillingdon Third Local Implementation Plan

LB Hillingdon's Third Local Implementation Plan, published in 2018, sets out how the Borough intends to contribute to delivering the Mayor's Transport Strategy, setting out the long-term transport goals and objectives over 20 years. The plan highlights the challenges facing transport connectivity, outlining that in outer London boroughs walking and cycling is less common. All the measures in the LB Hillingdon Local Implementation Plan will support the delivery of the Mayor's Transport Strategy within LB Hillingdon.

- The Borough has set a target for 56% of all trips to be made on foot, cycle, or public transport by 2041, compared to 80% for the whole of London in the MTS.
- Creating Healthy streets and Healthy People.
- Ensuring there is a good public transport experience throughout the Borough.
- New homes and jobs with improved active travel connections. LB Hillingdon will support new development environments that prioritise sustainable travel.

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- A key opportunity for Hillington is to improve active travel links to public transport access points, particularly in areas with low PTAL. This will facilitate multimodal journeys.

Slough Borough Council LCWIP

This LCWIP sets out the strategy for active travel to be the natural choice for short journeys by 2040 in Slough BC:

- Proposed cycle measures in the Borough include segregated cycle ways, shared use paths, cycleways, healthier street design. The LCWIP presents a package of proposed measures intended to increase the amount of active travel in Slough BC.
- A new segregated two-way cycle track along the A4 Colnbrook Bypass thus improving the connections from Slough to Heathrow. Slough BC have secured funding from National Highways for an Options Assessment and Preliminary Design on this route and further funding will be sought from central government as required. An improved cycle route on the A4 would help achieve the aims of Slough's Low Emissions Strategy which targets working with Heathrow to reduce traffic congestion and emissions through the use of sustainable transport modes.
- A route along London Road / High Street / Bath Road (Colnbrook Bypass to high street) - a proposed cycle track and shared use path, which would include upgrading a mix of advisory cycle lanes and sections of shared use paths to provide a continuous shared use path and tie into the planned SMaRT Phase 2 scheme.

Royal Borough of Windsor and Maidenhead (RBWM) – Draft LCWIP

- This LCWIP focuses on reducing carbon emissions and facilitating active travel in RBWM. It gives RBWM the strategic approach to deliver quality walking and cycling networks across the borough, including information on active travel investment. 69% of journeys to work in RBWM are made by car but half had a commuting distance of less than 10km.
- Their future cycle network map identifies the key routes around the borough which includes routes into Slough and Stanwell. These routes can connect to routes towards Heathrow along Stanwell Moor. However, comprehensive connections into Heathrow will require a collaborative approach with neighbouring local authorities.

Spelthorne LCWIP

- Spelthorne BC's LCWIP has been developed in collaboration with Surrey County Council and Atkins. The key Heathrow route along Stanwell Moor Road is not the highest priority because some provision exists. The segregated path should remain a consistent standard along the route



with light touch measures such as lighting and improved surveillance to improve safety. Kingston Road, and Stanwell Road routes are categorised as a high priority / short term improvement.

TfL Priorities

- TfL is in the exploratory, case-making stage for a new cycle connection between Hounslow town centre and Heathrow airport. First stage design development is ongoing, and initial designs will be shared with stakeholders when available. The project is currently unfunded beyond the current exploratory design stage.
- TfL is paying particularly close attention to the opening of the CTA tunnel to cyclists, wanting to ensure that sufficient cycle infrastructure exists beyond the tunnel and around the perimeter road.
- The extension of the Ultra Low Emission Zone to London's outer boundaries will encourage more people to cycle to Heathrow due to the increased cost of driving a non-compliant car.
- TfL's Strategic Cycling Analysis (SCA) provides a robust framework for developing the strategic cycle network across London and presents datasets, forecasts and models to help justify potential investments. The SCA has identified some of the routes outlined in this LCWIP, including Hounslow Bath Road, the South East Spokes, Cycling Spine, Sipson Road and the Hayes spoke, as priorities for investment.

Active Train Stations and Cycle Hire

With the absence of Western and Southern Rail connections into Heathrow it is important to develop active travel infrastructure around nearby stations to improve the first/ last mile connectivity for staff to the airport. This includes the routes to/ from the airport but also the provision of secure cycle parking and cycle hire schemes to make cycling feasible as a first/ last mile option.

Key locations could include Feltham and Ashford stations on Southwestern Rail as there is a potential for quiet cycle routes into Heathrow from the Southwest. West Drayton station on the Great Western mainline could be a potential last mile link for colleagues travelling from the west. There may also be opportunities to provide cycle parking and/ or cycle hire docking stations at locations with good onward bus links to Heathrow where last mile cycle routes are not currently suitable. This will enable colleagues to cycle part of their journey and travel the final leg by bus.

According to a report by [Arup](#), an Active Train Station is a well-designed, inclusive, and safe space which is central to other amenities. This could include a hub for a Heathrow, LB Hounslow or regional bike hire scheme with extensive bike storage which will allow people to cycle from the station into the airport.

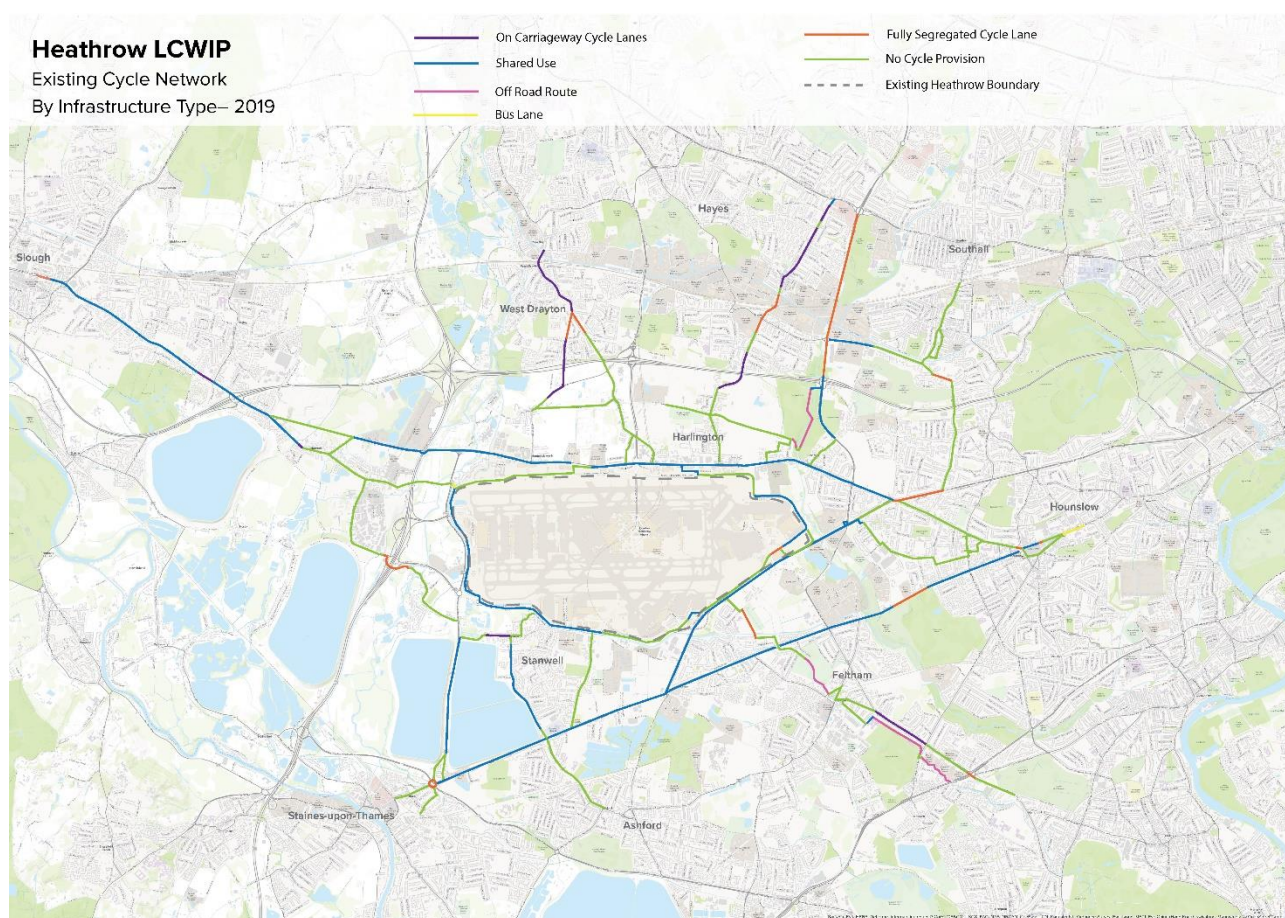


4. CYCLE NETWORK ANALYSIS

4.1 Existing Network

Existing cycle routes were surveyed in 2019 (see figure 1). This showed that a significant proportion of the cycle network surrounding Heathrow is shared use paths. Desk based route analysis in 2022 has shown infrastructure to be largely unchanged. These routes vary in quality, width, and usage. There is a lack of clarity, wayfinding, and routes are disjointed where they cross highway authority boundaries.

Figure 1: Existing Cycle Infrastructure by Infrastructure Type 2019



4.2 Prioritisation

As set out in the methodology, a prioritisation process was undertaken to understand which routes are important to incorporate in the proposed cycle network. Building on work to develop a ‘hub and spoke’ network for expansion, routes were prioritised in three ways.



Heathrow Surface Access Strategy Prioritisation

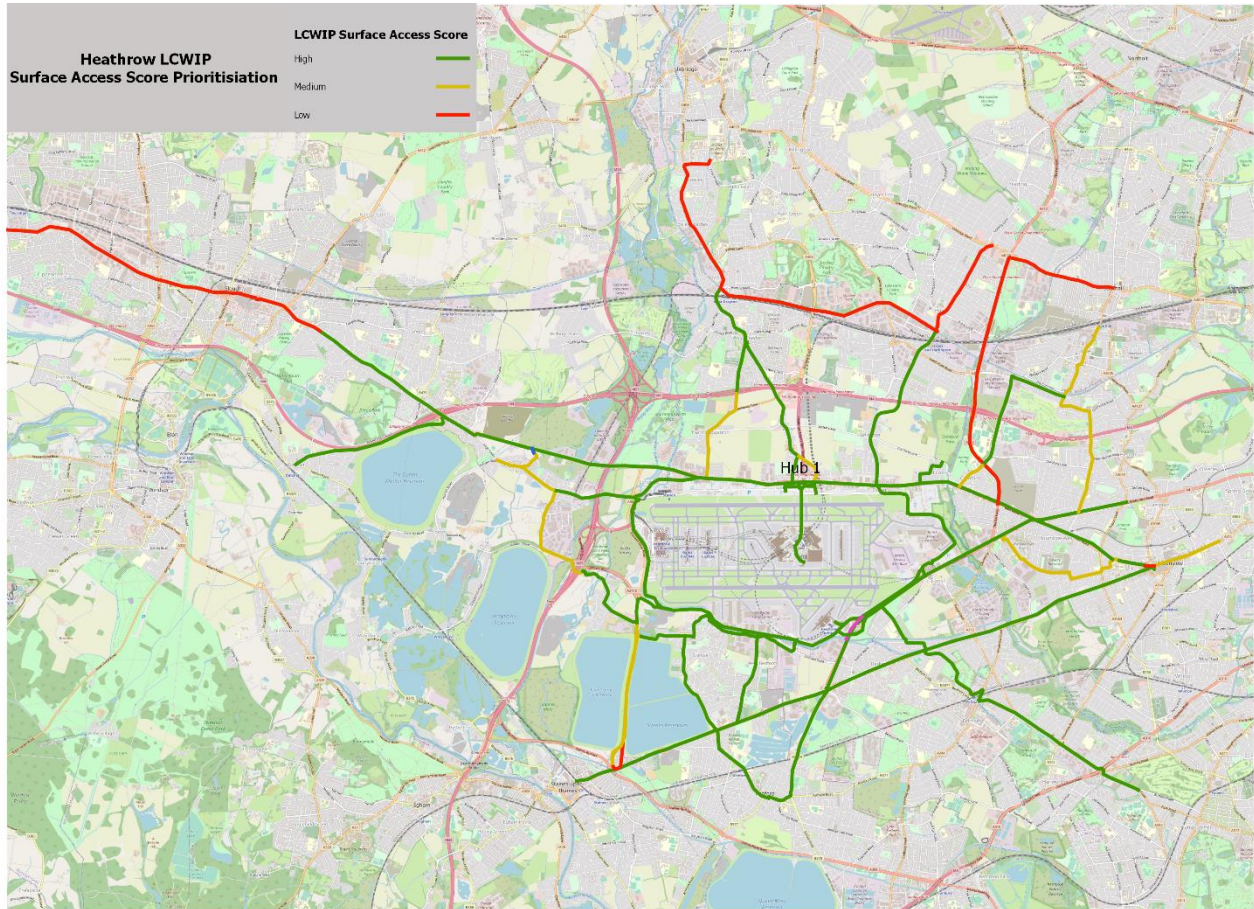
Each route was given a Surface Access Strategy prioritisation score based on the criteria listed in the methodology (see figure 2). High priority routes include those around the airport's perimeter roads. This will provide a basis for network development, making Heathrow accessible from all neighbouring local authorities. Other areas with high scores include cycle routes towards Feltham, Hounslow, Staines, West Drayton, and Hayes. These routes provide access to areas with high colleague home location densities and connect to key transport hubs.

Routes which scored lower included those with lower colleague home location densities, where delivery would be more challenging, expensive or there is adequate existing infrastructure, even though it may not be up to the desired standard.

Overall, routes to the south and west of Heathrow have a higher priority as they connect large number of colleagues, have a lower existing public transport connectivity, and therefore will provide important network improvements. Routes towards Southall and the Northeast of the airport have more challenges due to distance and deliverability but will still form an important part of the network.



Figure 2: Heathrow Surface Access Score Prioritisation



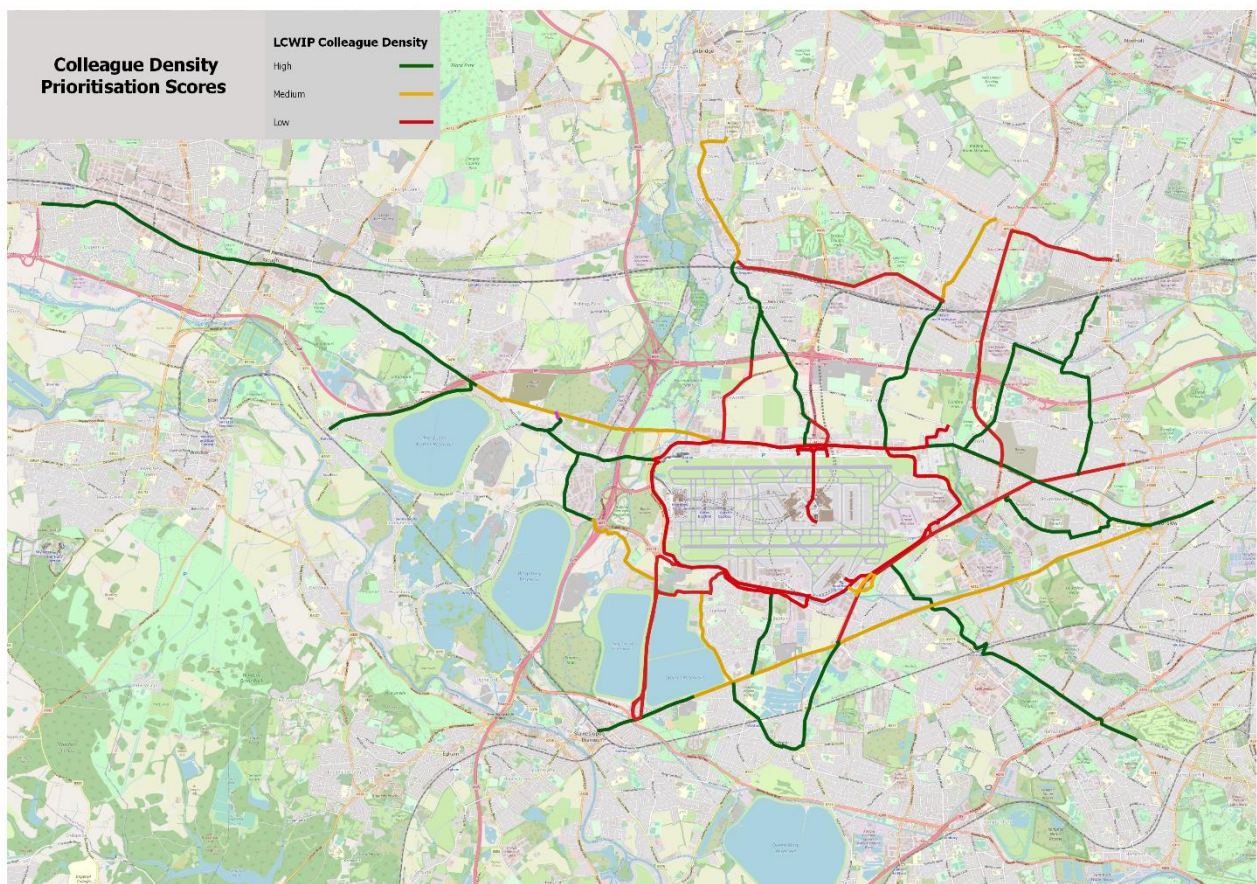


Colleague Prioritisation

This prioritisation exercise focused on connecting colleagues to Heathrow and public transport, ensuring they have adequate alternatives to commuting by single occupancy car – see figure 3. Routes to the Northeast of the airport towards Hounslow and Southall scored high for this prioritisation. These areas have high colleague densities and provide a significant opportunity for modal shift.

Routes around the perimeter of the airport scored poorly due to the low colleague home location density which is predominantly due to the limited amount of housing in the vicinity. However, these routes play an essential role in providing connectivity around the airport.

Figure 3: Colleague Prioritisation



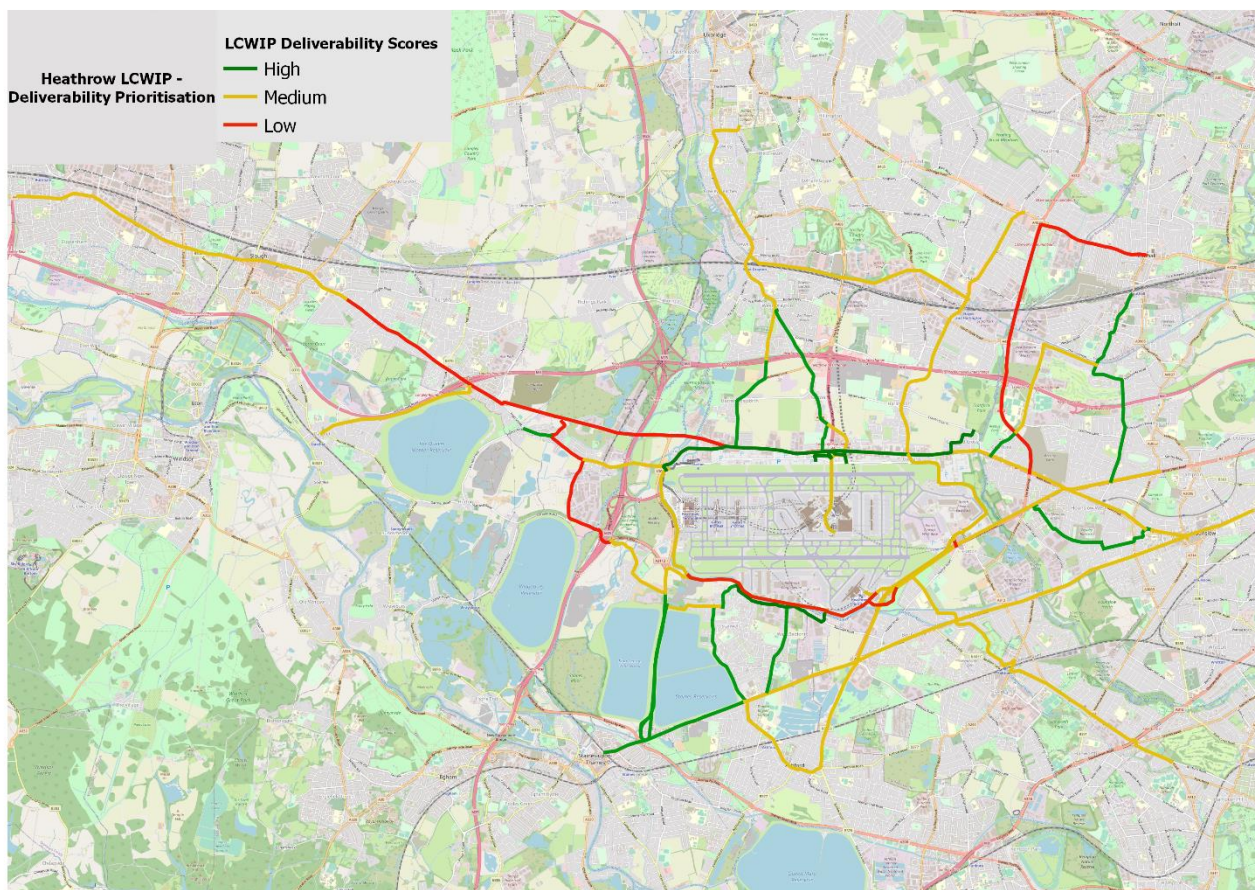


Deliverability Prioritisation

This prioritisation exercise focused on the feasibility, timescales, and potential cost of delivering the routes – see figure 4. Northern Perimeter Road scored highly because when the CTA side bores are re-opened to cyclists, they need to connect with surrounding cycle routes. Routes which have been identified as ‘TfL Quietway Style’ routes scored well due to their design feasibility. Cycle infrastructure for these routes would take less than 5 years to implement and will have a relatively low cost.

Routes which have been recommended for segregated cycle infrastructure have scored lower for this prioritisation. This is due to their high cost and more challenging design feasibility. For example, the Cycling Spine, Uxbridge Road, and The Parkway scored low along the entire length of the route as segregation is recommended. Construction of this type of scheme will have an impact on the local area during implementation and may need junction and road reconfigurations to achieve the desired scheme. Poyle Spoke scored low due to the delivery challenges of crossing the M25 and the high volume of HGVs.

Figure 4: Deliverability Prioritisation



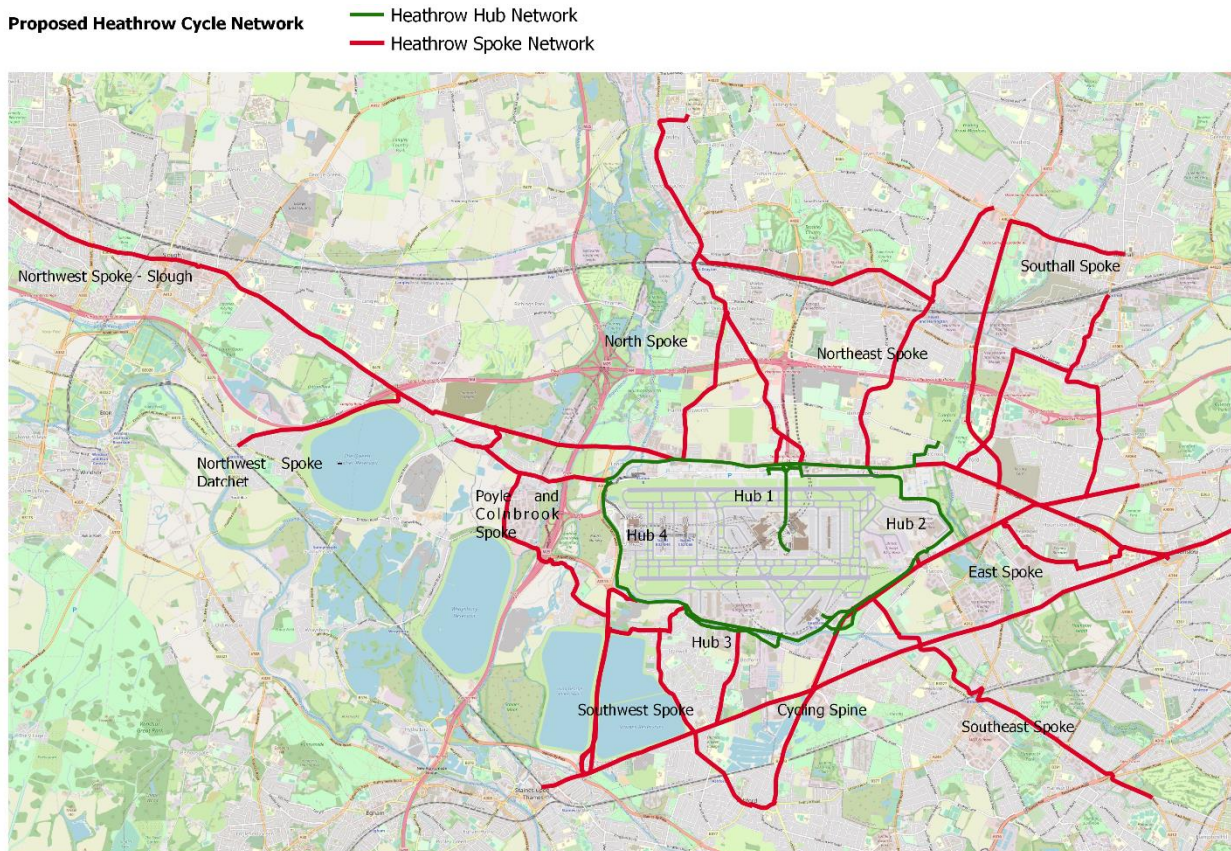


4.3 Proposed Hub and Spoke Network

Following stakeholder engagement and the analysis set out above, the network shown in figure 5 is to be taken forward as the proposed cycle network to/ from and around Heathrow.

The proposal is for a ‘hub and spoke’ network which links Heathrow colleague employment areas to key town centres and high colleague density residential areas. These includes routes to Ashford, Southall, Stanwell, Hounslow, Slough, Hayes, Staines, and West Drayton.

Figure 5: Proposed ‘Hub and Spoke’ Cycle Network





5. ROUTE ANALYSIS - PROPOSED INTERVENTIONS

5.1 Committed Schemes

HAL, local authority and TfL committed schemes which are highly likely to be built over the next 10 years have been identified.

The highest profile proposed scheme is the provision of a cycle route to Terminal 2 and Terminal 3 in the CTA via the tunnel side-bores. This will enable colleagues working in the CTA to cycle directly to work for the first time in almost a decade. The proposal includes segregated cycle routes within the CTA, provision of cycle parking and routes linking the side-bores to the Northern Perimeter Road and A4 Bath Road. These routes will open in 2024 based on the current programme.

Current committed schemes will not solve cycle connectivity issues. Cycle infrastructure improvements are imperative to achieve Surface Access Strategy and Heathrow 2.0 targets as well as local authority and TfL aspirations. Safe cycle routes which are comfortable for all cycling abilities day and night are vital to ensure maximum modal shift is delivered.

5.2 Proposed Interventions

The RST within the LCWIP process involves suggesting design recommendations for the baseline cycling network conditions. All routes identified as part of the LCWIP have had improvements recommended with the aim to improve the RST scores on each route. Infrastructure design recommendations have been identified with the aim to create a cycle network which is safe and convenient for all colleagues. Segregated and shared use cycle lanes dominate the proposed network to ensure safety from HGVs and the high volumes and speed of traffic. This includes on the roads surrounding Heathrow which will need to be used to access T4, T5 and the CTA. Quieter alternative routes have also been identified with 'TfL Quietway style' routes suggested for those with low traffic where hard infrastructure design is not appropriate. Off-road routes also provide quieter alternatives to the main connector roads to Heathrow.

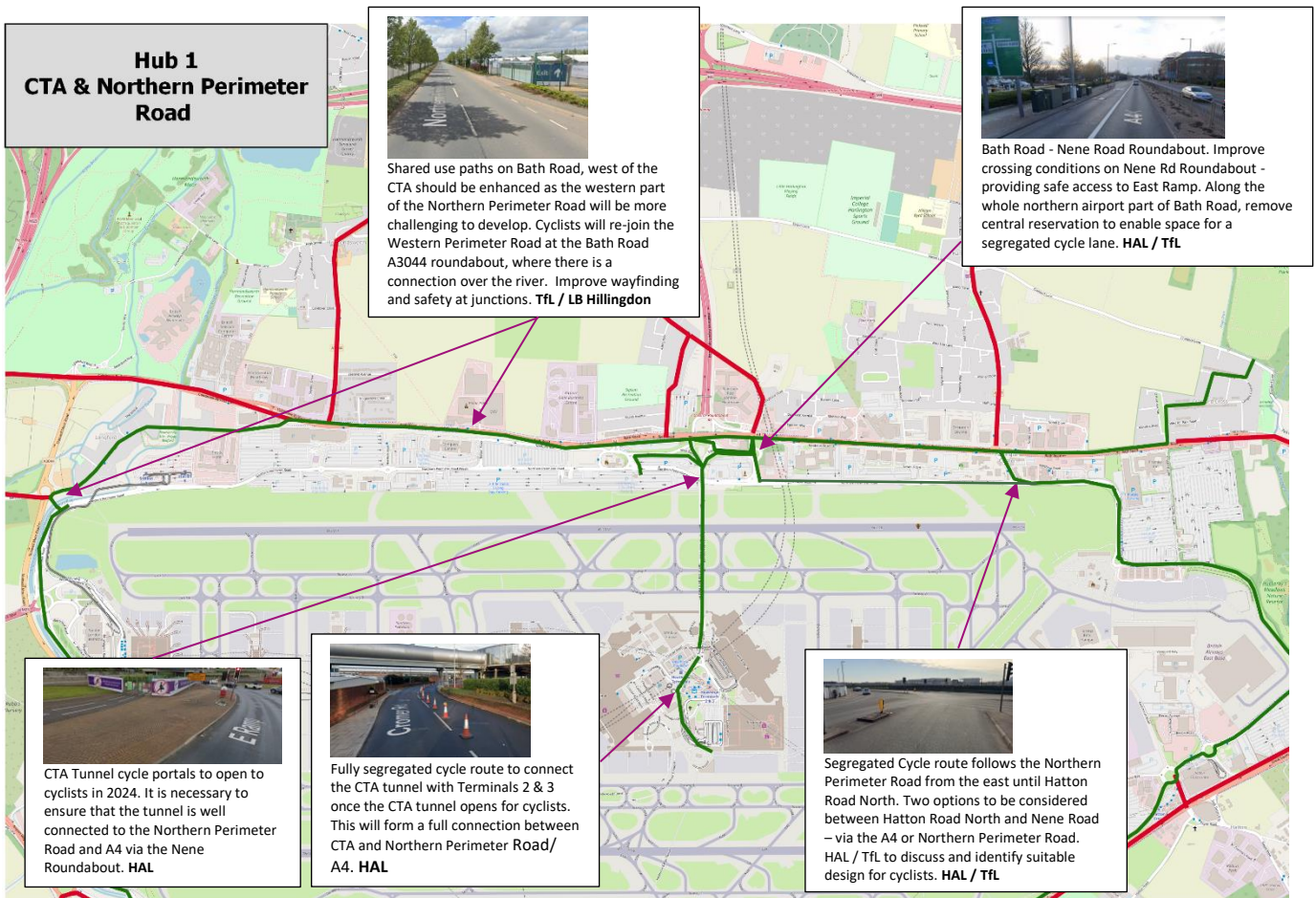
This section outlines the potential interventions along the Hub and Spoke routes that are required to bring the routes up to an appropriate standard to deliver mode shift to cycling. Interventions are outlined on each map and identifies the organisation responsible for delivering them.



Hub 1 - Northern Perimeter Road and CTA

HAL’s aim is to deliver a fully connected route around Heathrow. This includes connections within the CTA as a key employment location at the airport. The northern section of the Hub includes many hotels, Compass Centre and the Heathrow Employment and Skills Academy. TfL has longer term ambitions to improve the corridor from the CTA to Hounslow.

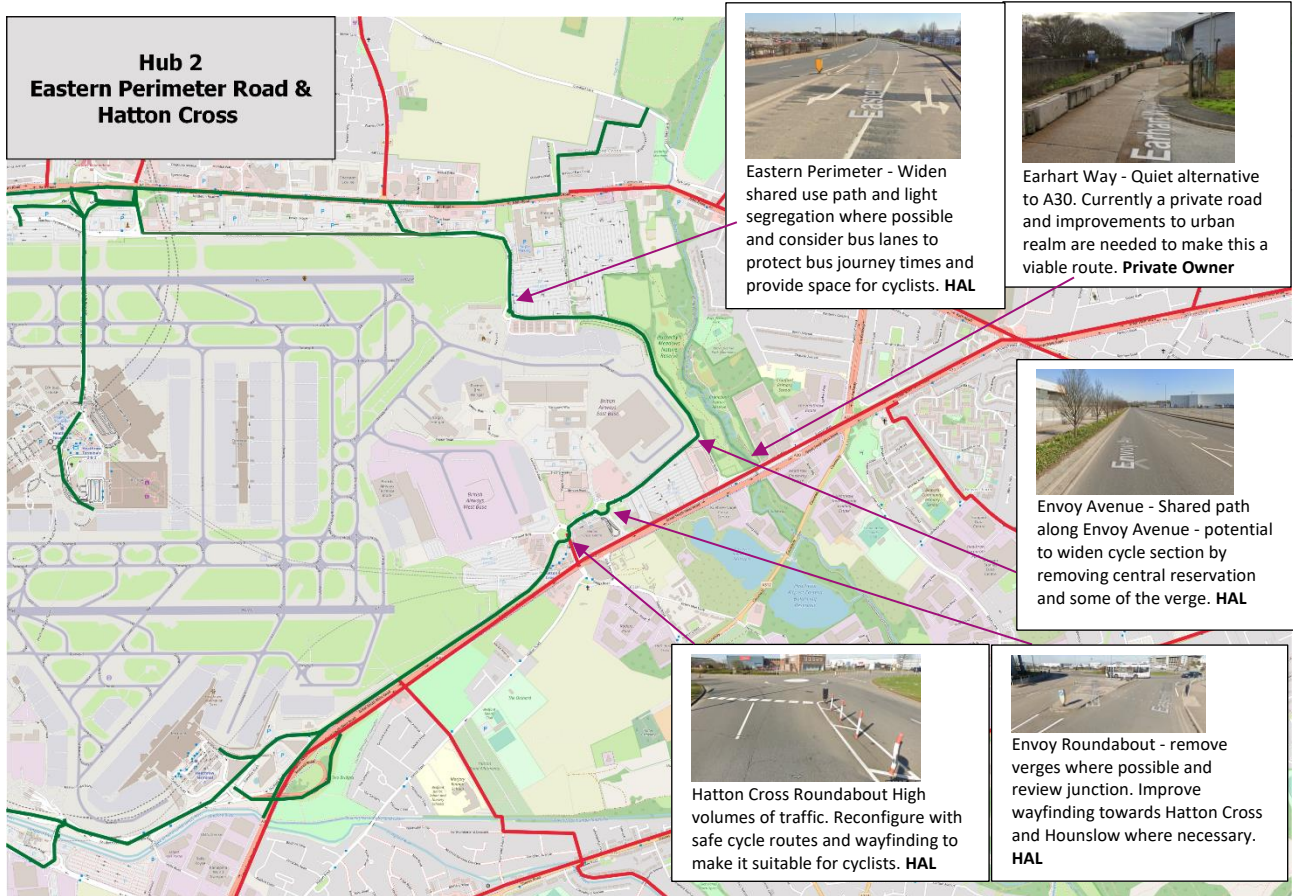
Figure 6: Hub 1 interventions





Hub 2 - Eastern Perimeter Road / Hatton Cross

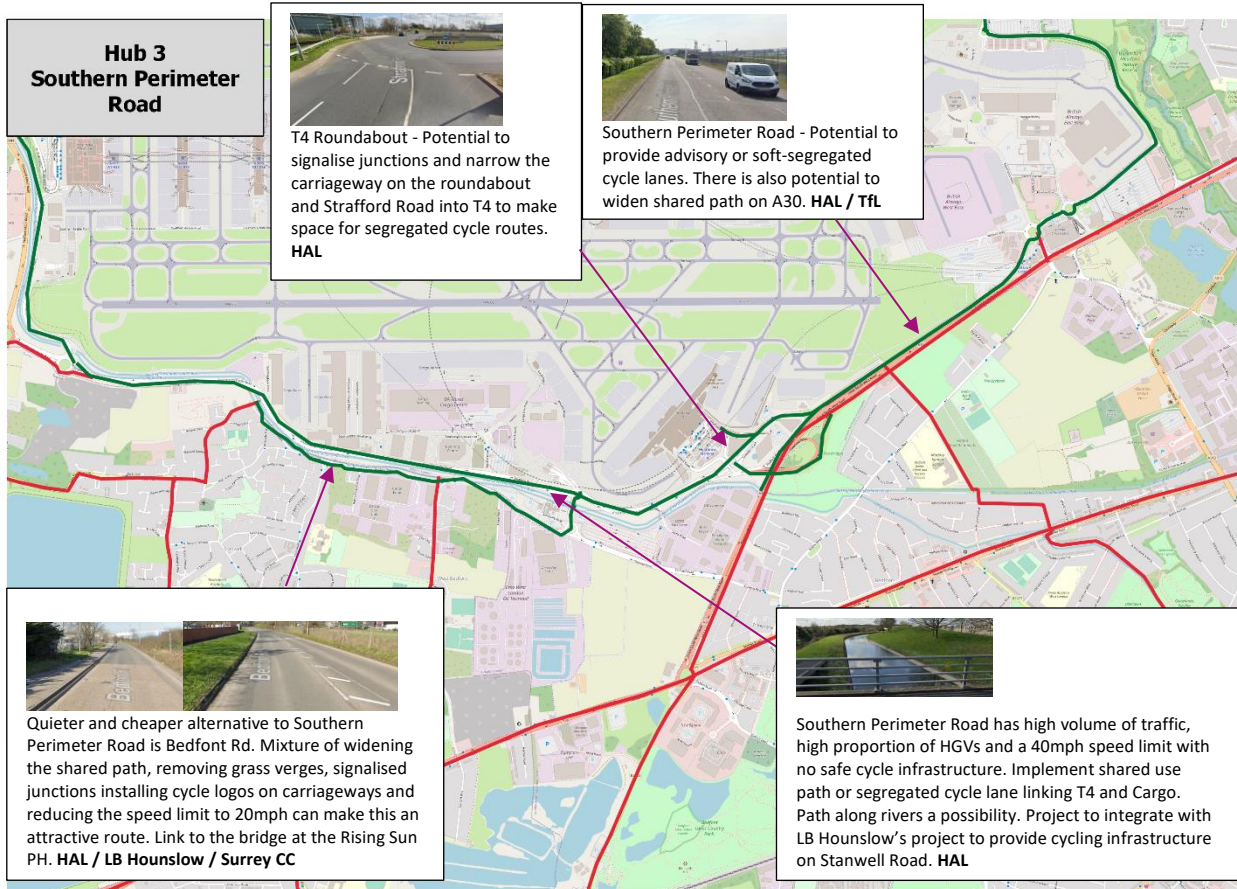
Figure 7: Hub 2 interventions





Hub 3 - Southern Perimeter Road & T4

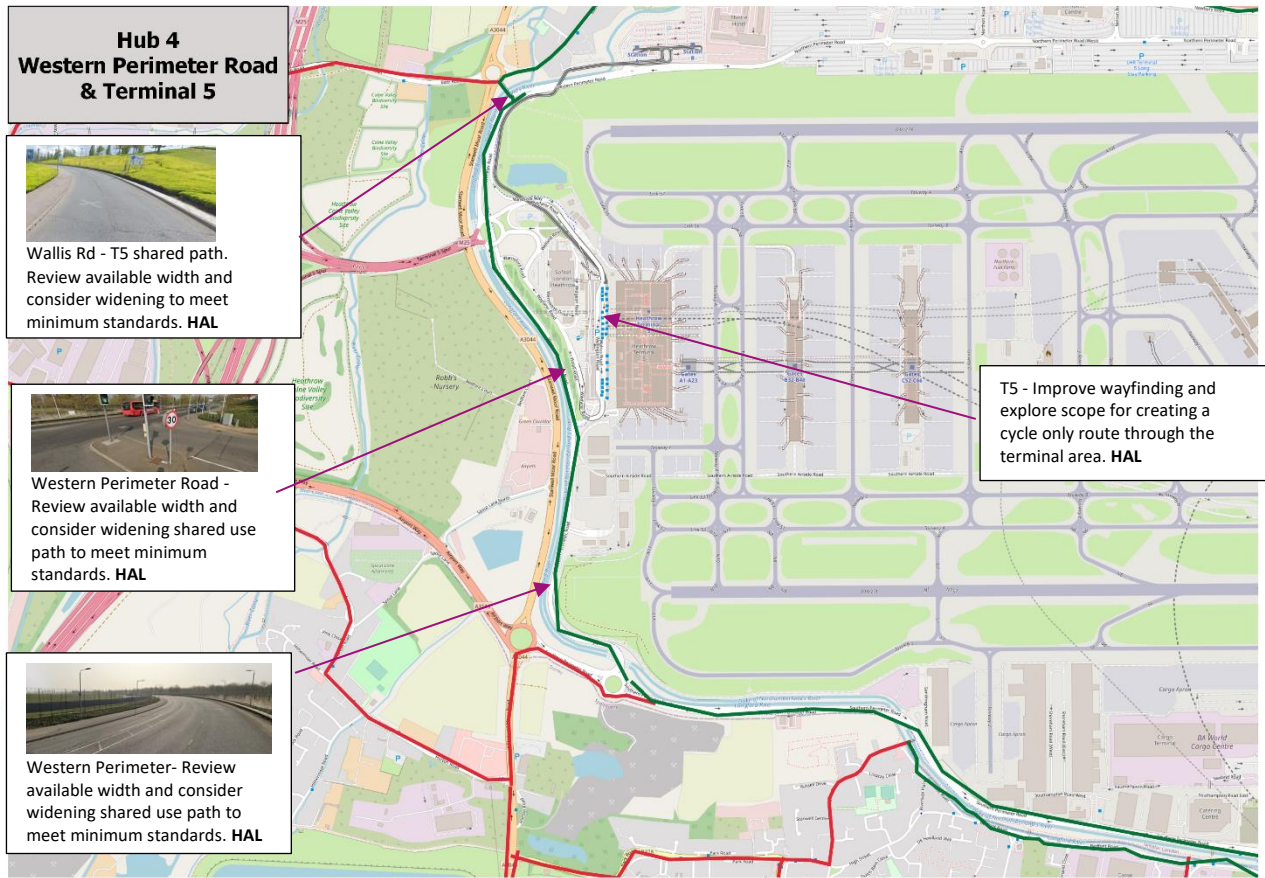
Figure 8: Southern Perimeter Road interventions





Hub 4 - Western Perimeter Road & T5

Figure 9: Hub 4 interventions

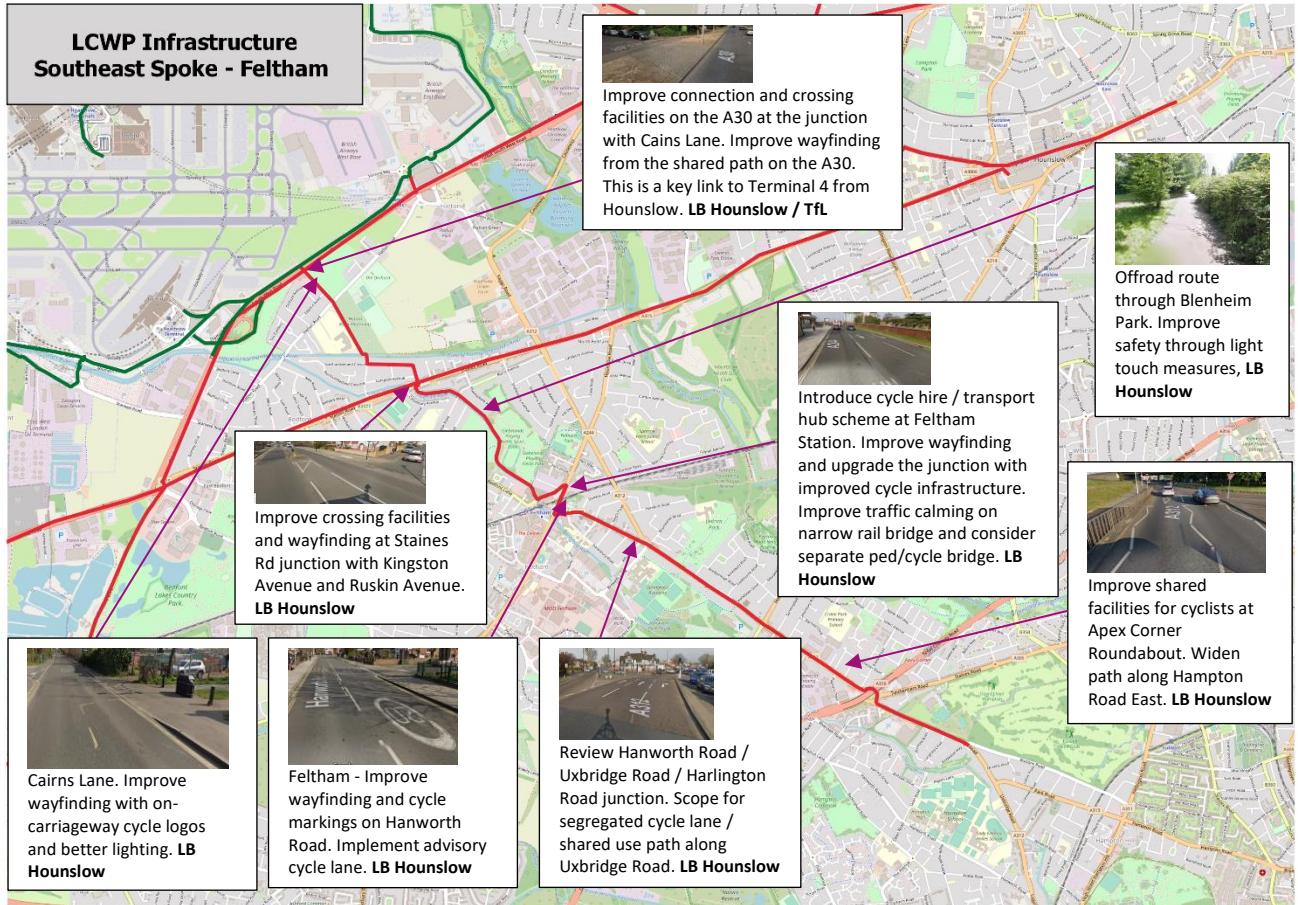




Southeast Spoke - Feltham

A quiet route from Feltham Town Centre into Heathrow Terminal 4 will connect many colleagues to the airport. This would predominantly be delivered by the London Borough of Hounslow but also TfL due to the A30 crossing.

Figure 10: T4 to Feltham interventions

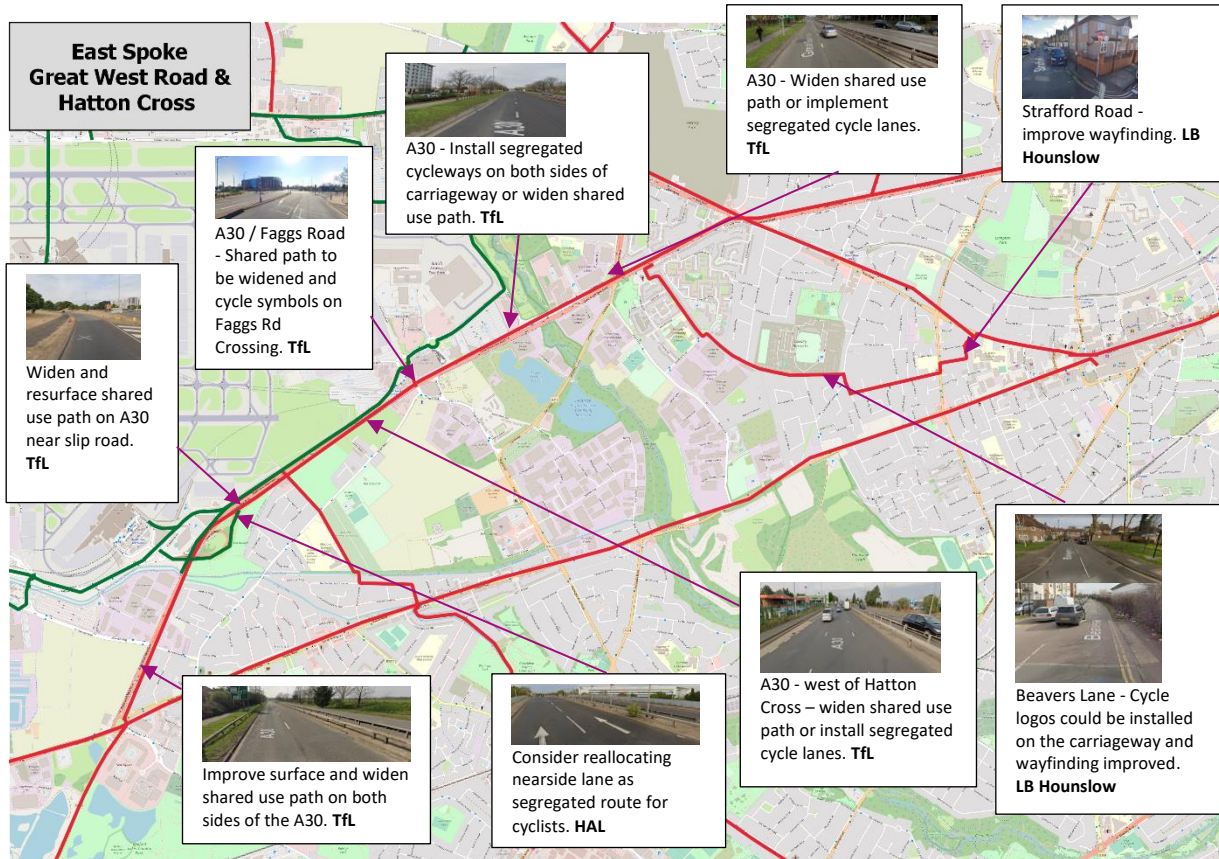




East Spoke - Great West Road & Hatton Cross

This corridor connects T4, Southern Perimeter Road, Eastern Perimeter Road and Hatton Cross to Hounslow Town Centre, Staines, Ashford and Southall. This will be delivered by London Borough of Hounslow and TfL.

Figure 511: A30 Proposed Interventions.

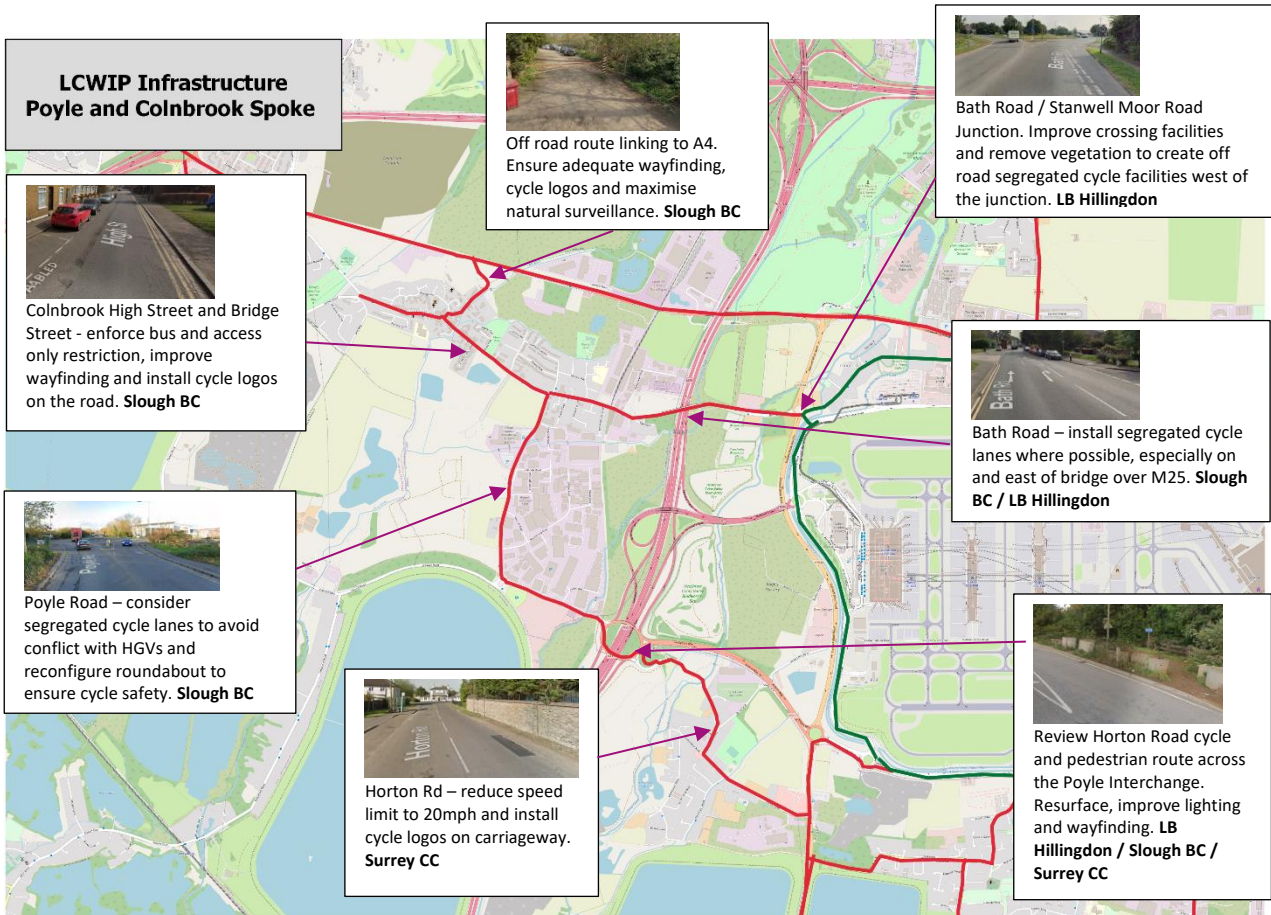




Poyle and Colnbrook Spoke

This spoke improves connections west of Heathrow towards Slough but uses routes with high volumes of HGVs. The interventions outlined will primarily be developed by Slough Borough Council.

Figure 12: Poyle and Colnbrook

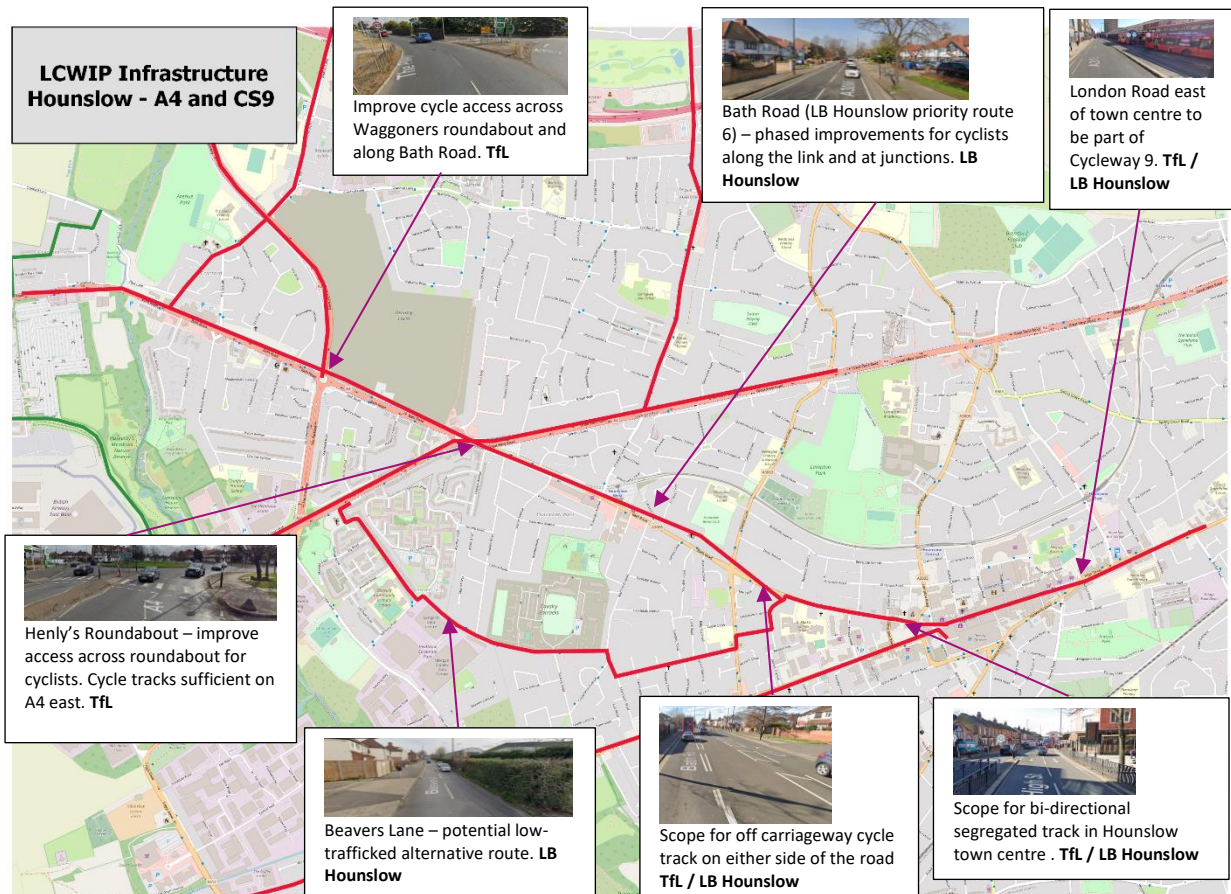




East Spoke - Hounslow A4 Link

This connection would link Hounslow to the airport with multiple alignments under consideration including A4 Bath Road and local parallel alternatives. TfL's SCA has identified this route as a priority and TfL is leading the initial design investigations and will share findings with stakeholders once complete.

Figure 13: Bath Road to Hounslow Town Centre Infrastructure.

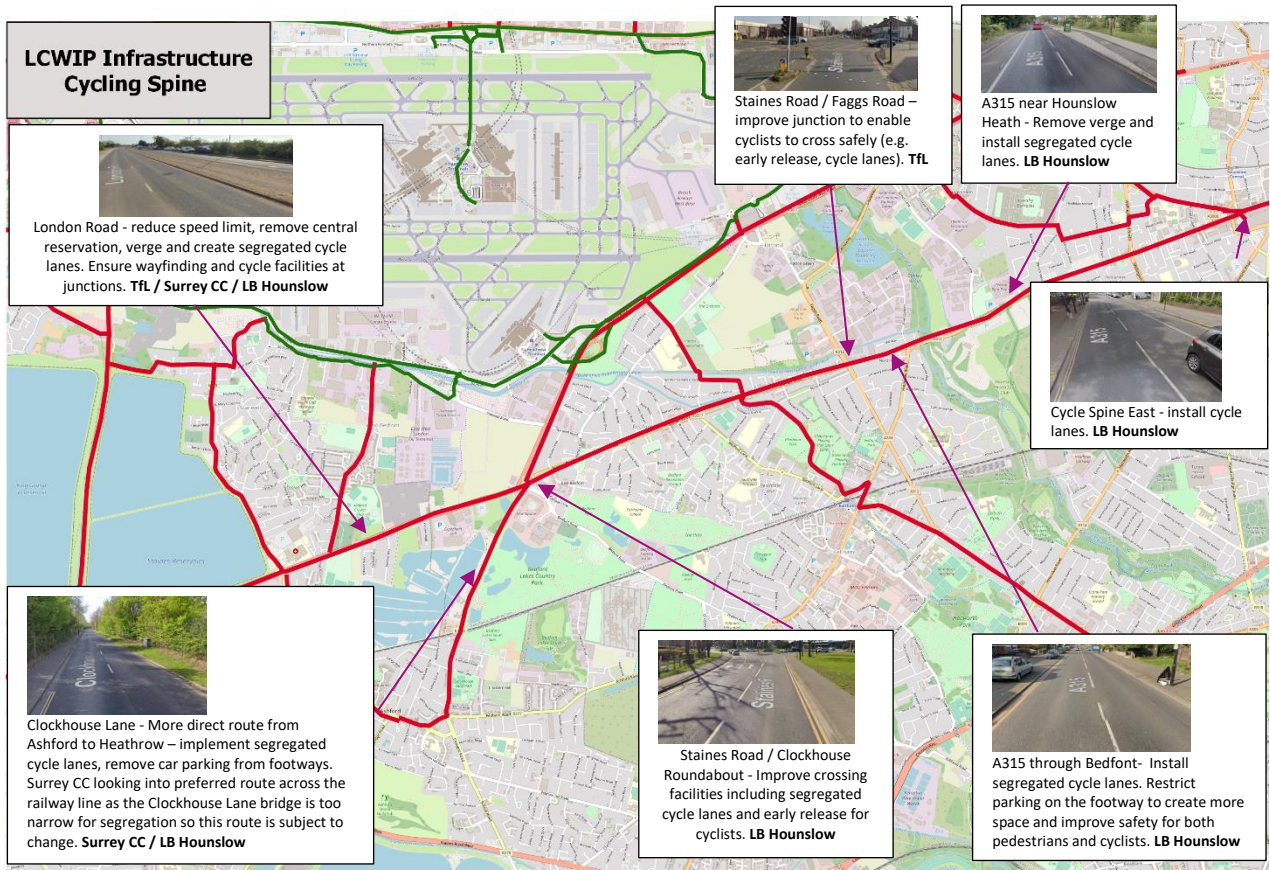




Cycling Spine - A315 / A30 Staines Road

The cycling spine connects Staines reservoirs to Hounslow town centre on the A315 and A30. A fully segregated cycle lane is recommended for the length of the route as most of the route is not up to current cycling standards. Staines Road is LB Hounslow’s Priority Route 5 which is subject to phased improvements addressing a number of the recommendations in Figure 14.

Figure 14: Cycling Spine Interventions





Southwest Spoke

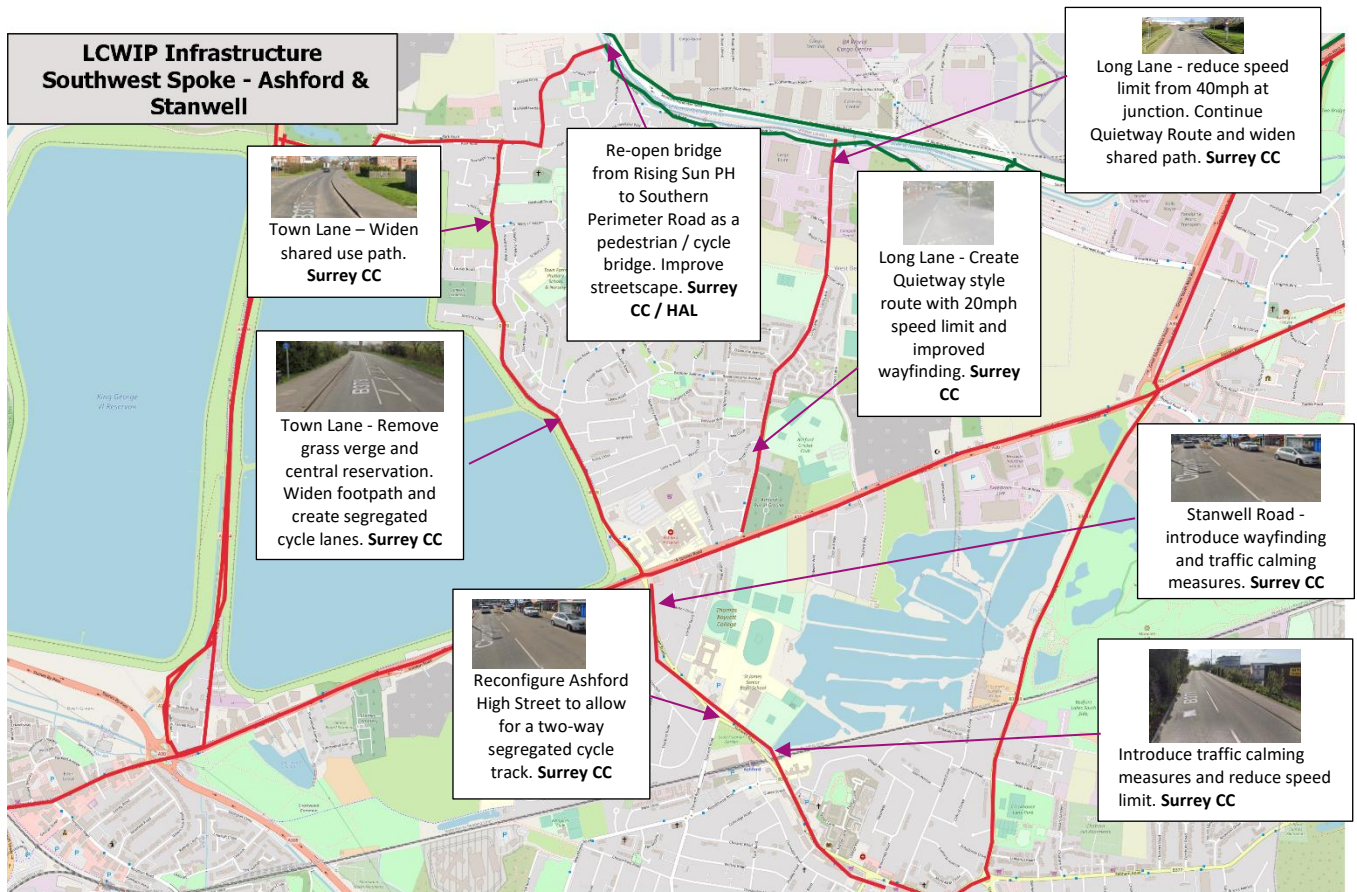
This includes improvements to Stanwell Moor Road, London Road, Town Lane, Long Lane and Stanwell Road towards Ashford. The northern section of Stanwell Moor Rd shares a boundary with the London Borough of Hillingdon so multiagency collaboration is needed.

Figure 15: Southwest Spoke Interventions - Stanwell Moor Road





Figure 16: Southwest Spoke interventions - Ashford and Stanwell

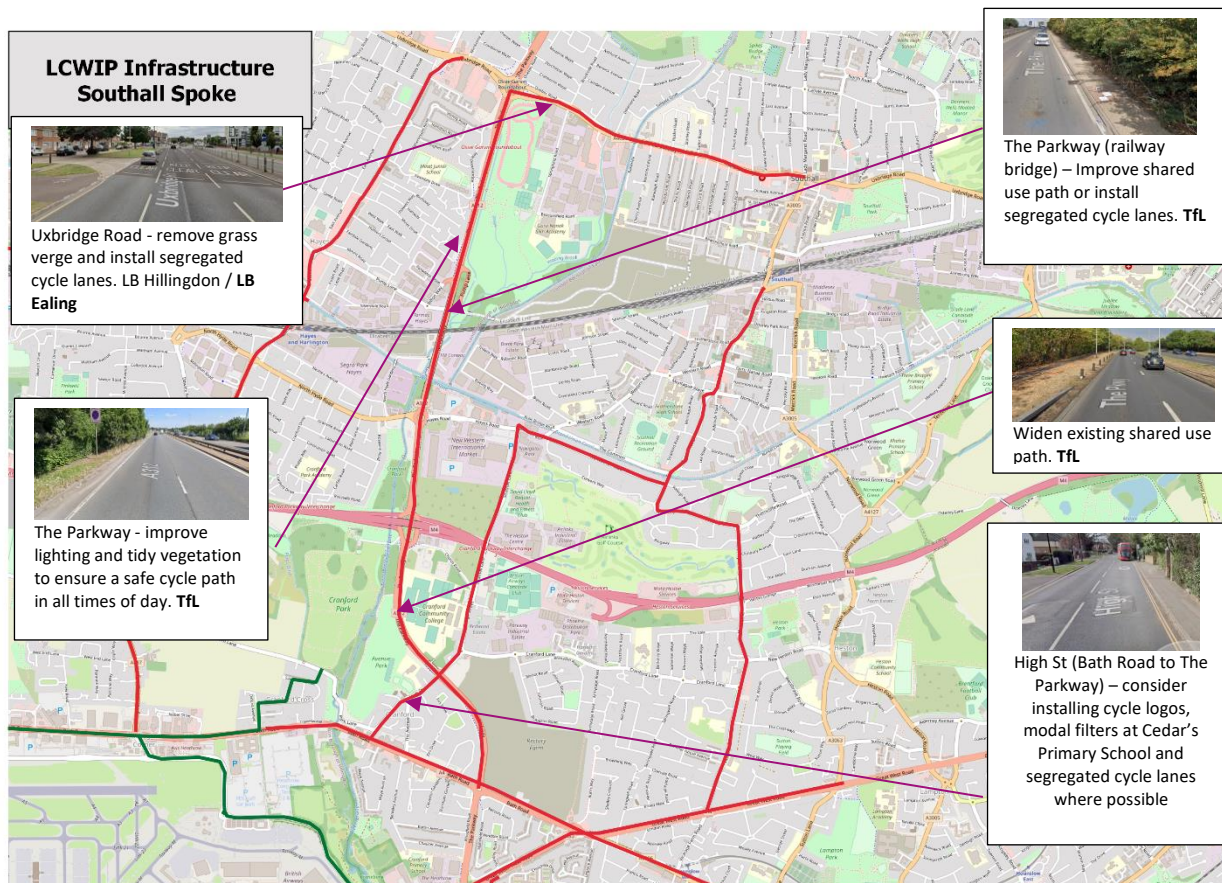




Southall Spoke

The following figures show interventions required on the proposed routes from Heathrow to Southall town centre. Cranford Lane and North Hyde Lane form part of LB Hounslow’s Priority Route 7 which is subject to phased improvements. Other parts of the route to Southall are also likely to be added to Priority Route 7.

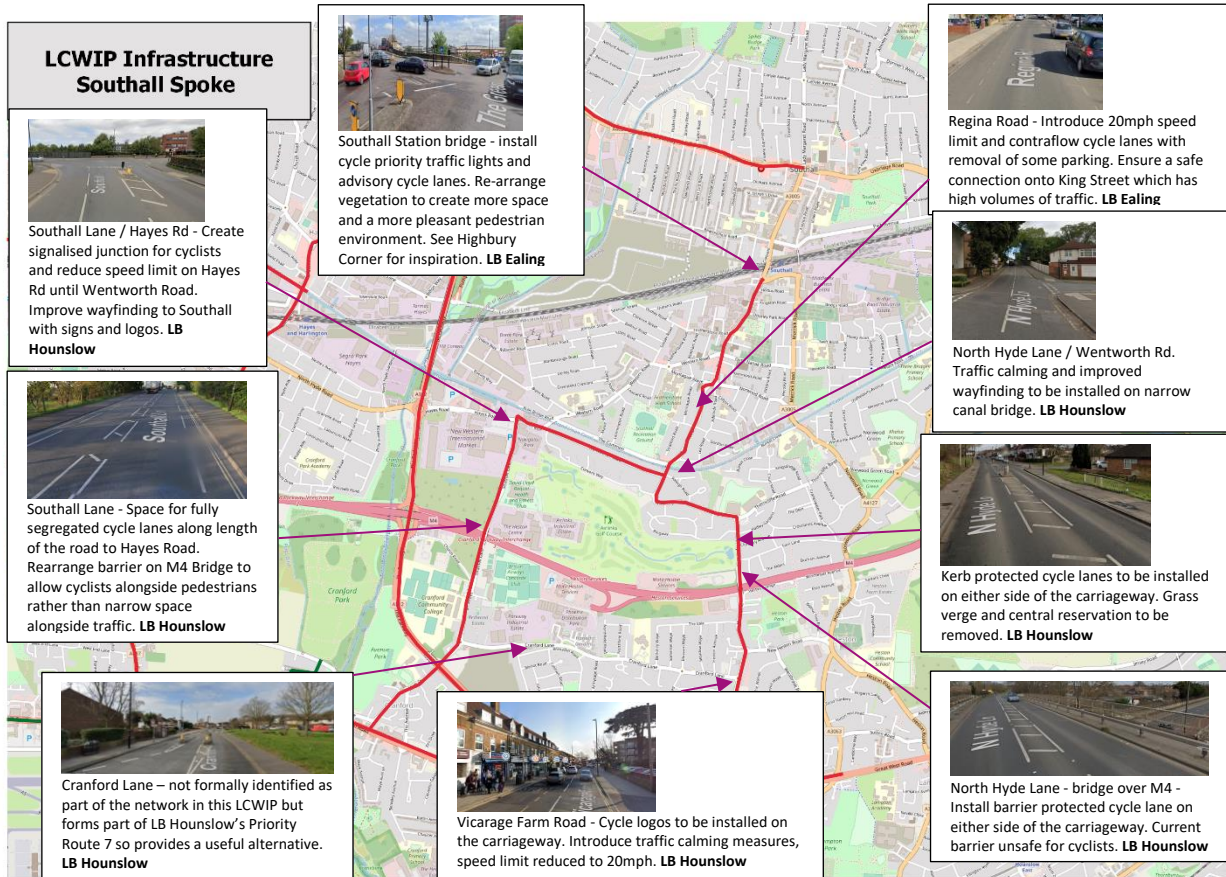
Figure 17: Parkway to Southall Route



Heathrow Airport Limited
 Heathrow Local Cycling and Walking Infrastructure Plan



Figure 18: Southall via Heston Route

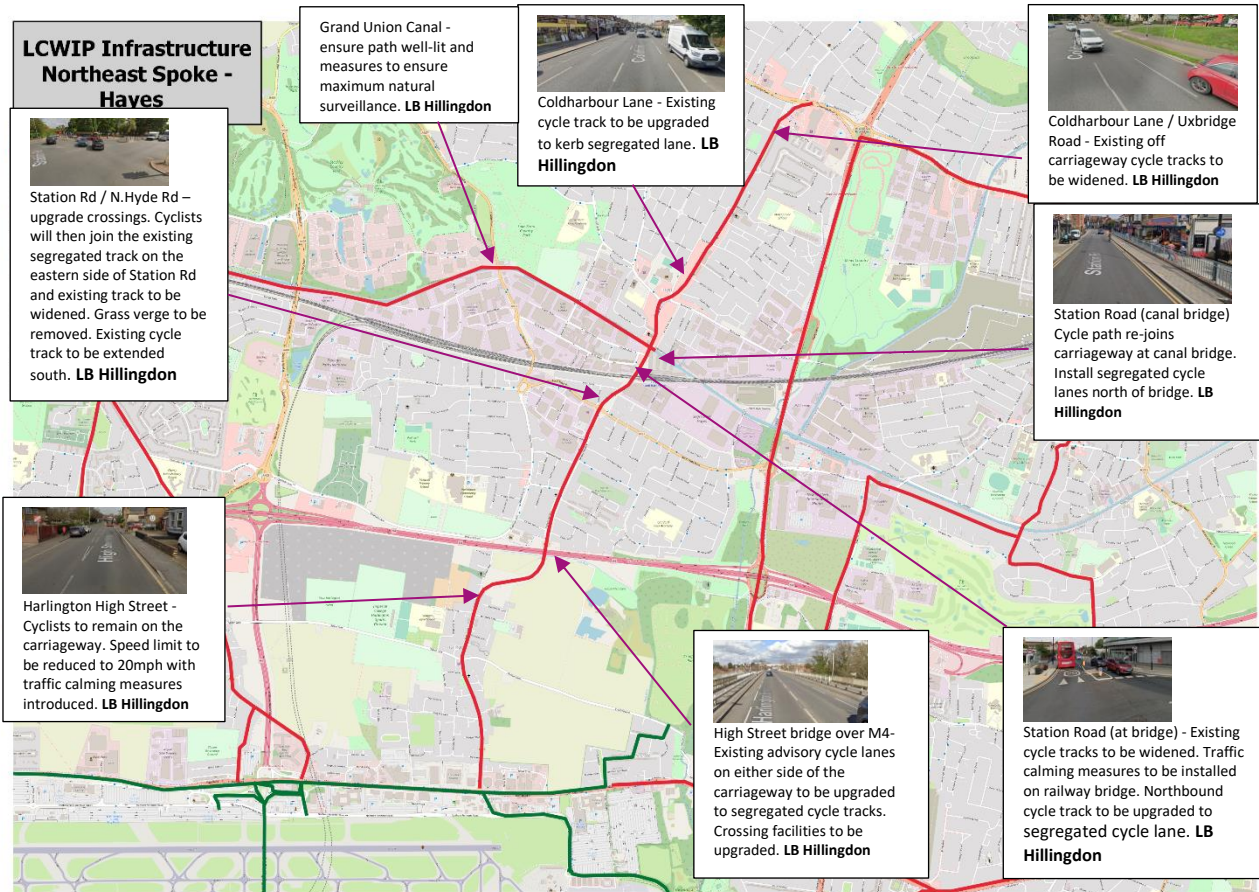




Northeast Spoke - Hayes and Harlington

This route connects Heathrow to colleagues in Hillingdon. There is the potential to improve connections with the Grand Union Canal.

Figure 19: Hayes and Harlington Proposed Routes

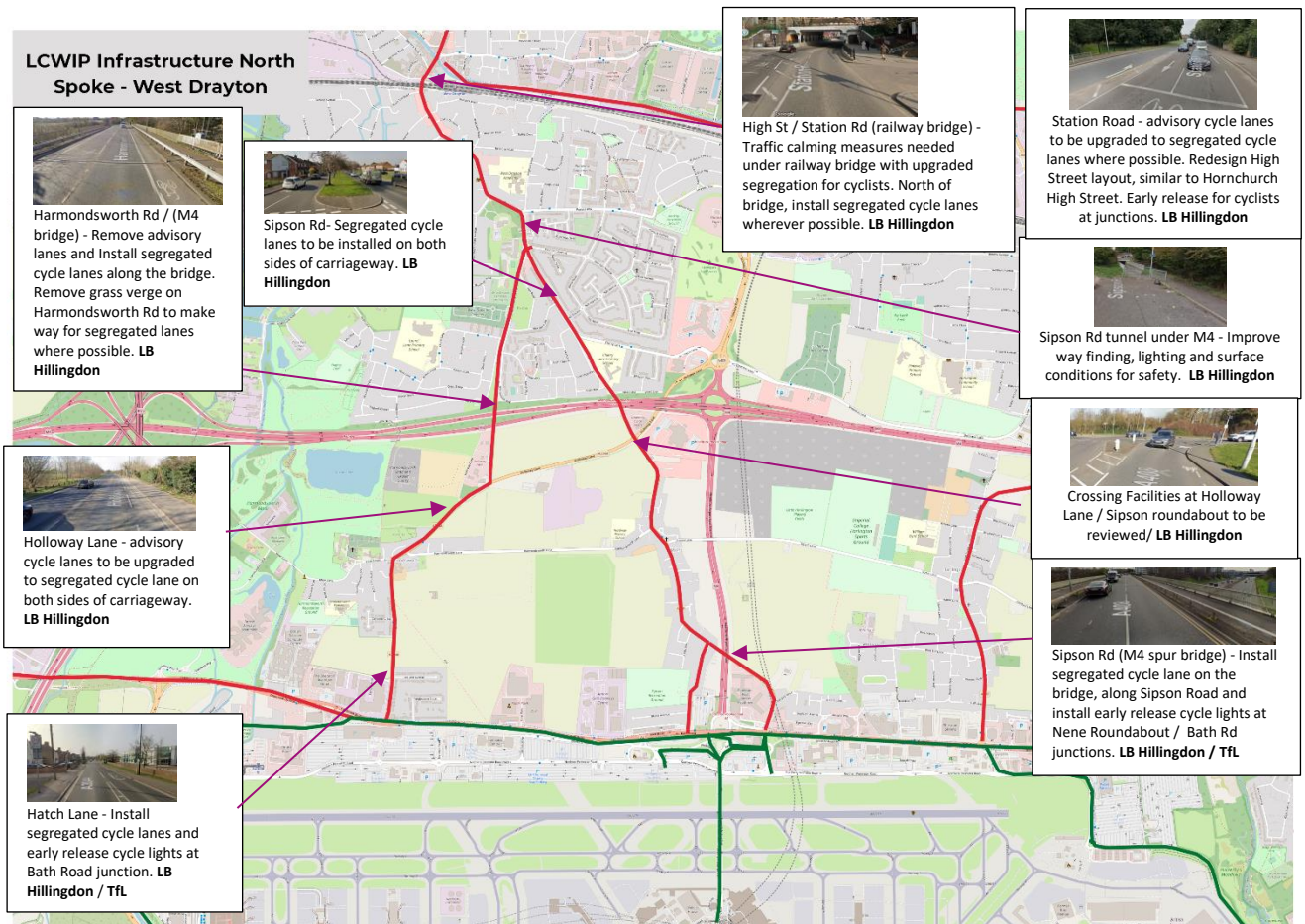




North Spoke - West Drayton

This spoke connects Heathrow with northern Hillingdon and helps connect to Hillingdon's planned routes to Brunel University. The route along Sipson Road is closely aligned with the SCA. In order to meet the Cycle Quality Criteria and LTN 1/20, segregated cycle lanes and crossing facilities will be required.

Figure 20: West Drayton Proposed Routes

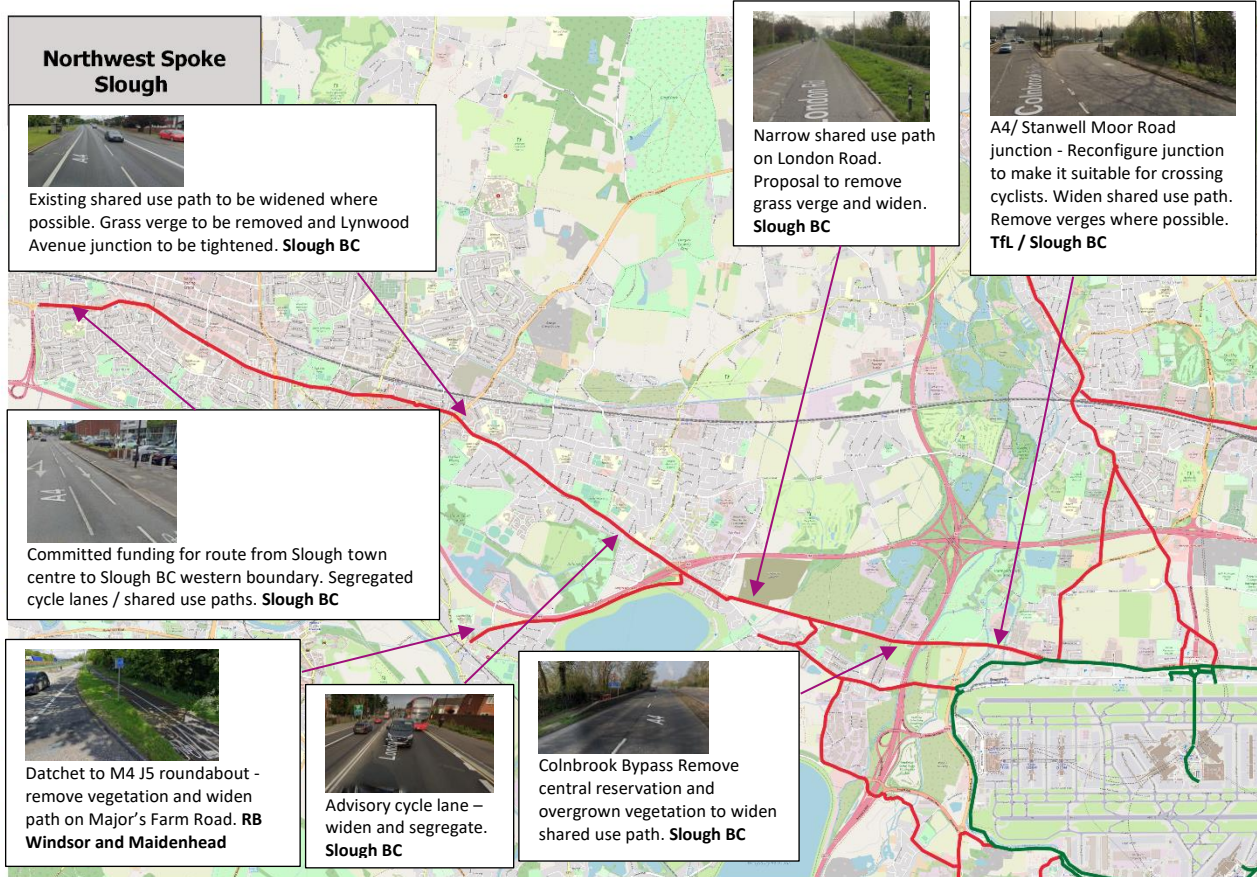




NW Spoke - Slough

Routes from Slough to Heathrow follow the A4 with a potential route through Poyle and Colnbrook.

Figure 21: Slough Proposed



Wider Network and Green Spokes

While extensive, this LCWIP is not an exhaustive list of possible routes in the local area. The focus of the proposed network outlined is on higher density commuter routes. Off road and leisure routes, although important for active travel and local health outcomes, typically have not been selected as part of the Hub and Spoke network developed through this LCWIP. These include routes through Colne Valley Regional Park, the Crane Valley and Stanwell Moor. These routes can and should still be developed by the responsible authorities. Connections to these green spaces will be improved through the implementation of the nearby routes identified in this LCWIP which will give local people the chance to use these green spaces.

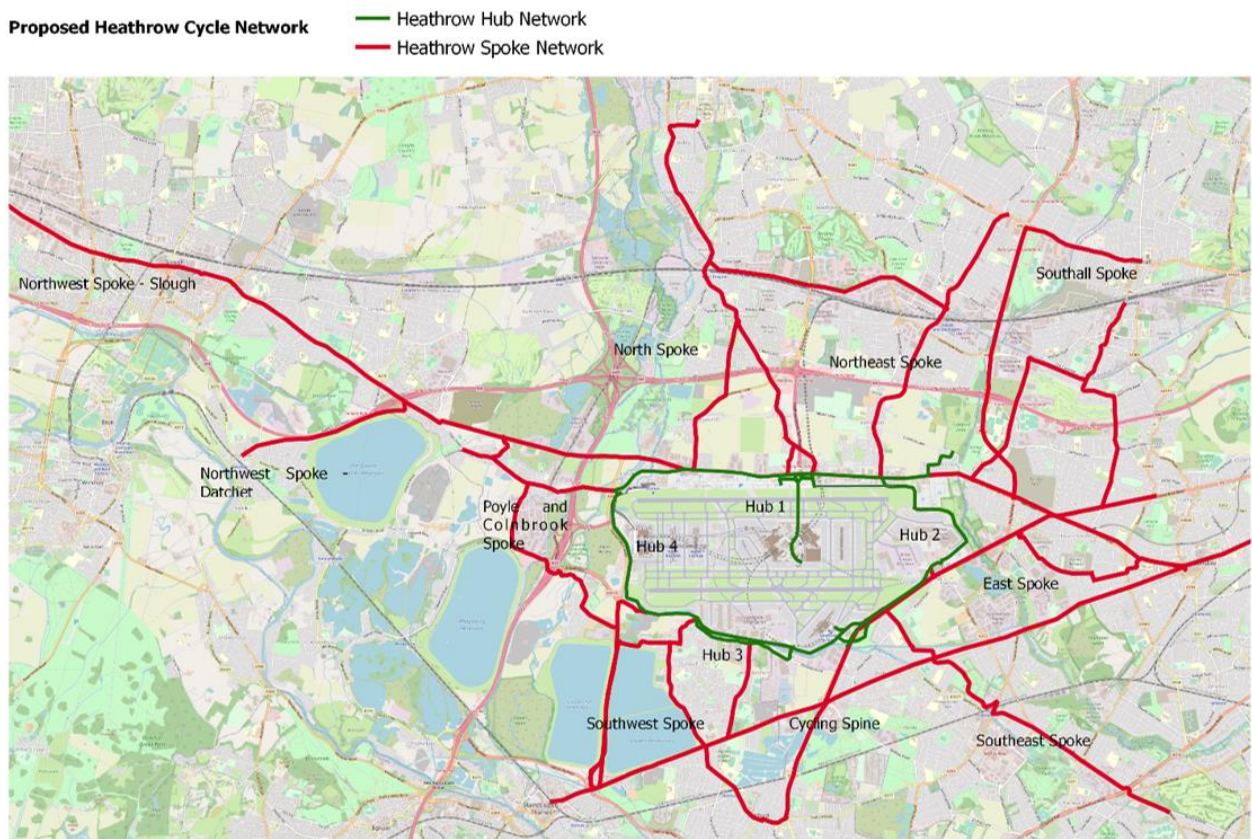


6. SUMMARY AND NEXT STEPS

6.1 Summary

This LCWIP has developed a Hub and Spoke network of routes (see figure 22) and proposed cycle infrastructure interventions which will help Heathrow and the surrounding area to deliver modal shift to cycling, meeting Heathrow, TfL and local authority aspirations. This network has been prioritised to reflect Heathrow and stakeholder aspirations to increase non-car colleague travel, as well as practical considerations for implementation, and provides more clarity on where to focus improvements. Different priorities have been assessed to ensure the process is flexible and adaptable should priorities change.

Figure 22 - Proposed Cycle Network



The proposal provides a network enabling safe cycle access to, from and around the airport, linking areas with high densities of colleague home locations. It has been developed using an adapted LCWIP framework, stakeholder input and a review of HAL, local authority and TfL committed schemes and strategic documents.



6.2 Recommended Next Steps

The prioritisation mapping in section 4.2 of this LCWIP demonstrates, at a high level, the potential for phasing delivery of the network based on potential colleague modal shift and deliverability.

From 2022-2026, Heathrow's current 5-year regulatory period for which the business plan has been developed, Heathrow has proposed nearly £200 million of capital investment in projects to cut carbon, which range from modernising airspace to installing EV charging points and developing active travel projects on the Heathrow road network. Heathrow is already progressing projects on its road network to improve active travel infrastructure and has a pipeline of further projects to initiate as resource allows.

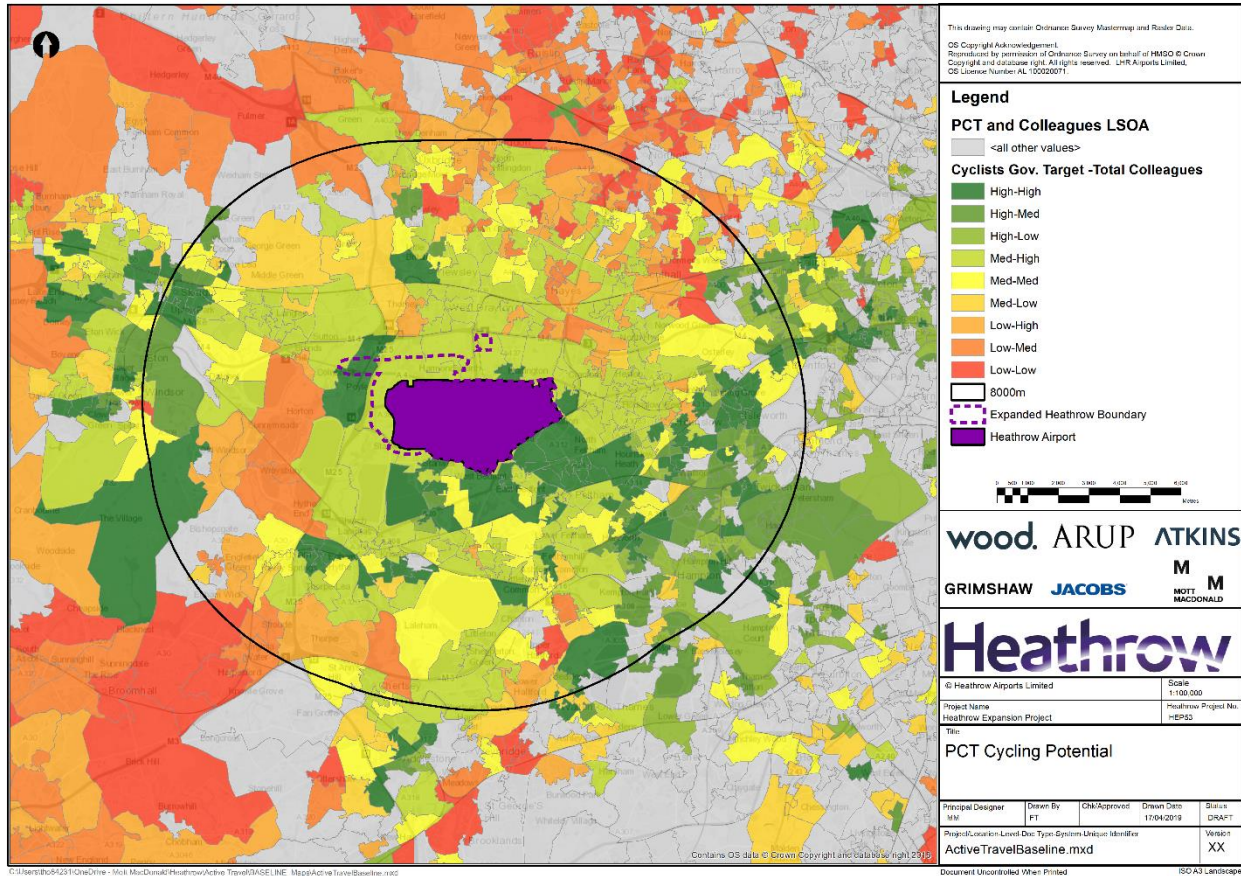
This LCWIP exhibits the region's desire for a comprehensive cycle network that links to the UK's major travel hub and the area's largest employment hub. Local authorities and TfL should progress projects identified, using this LCWIP to support the justification. The Heathrow Strategic Planning Group has recently obtained National Highways funding for active travel routes to/ from the airport which will deliver some of the interventions identified in this LCWIP. Heathrow supported in this funding application and will support future bids through the provision of information, data and letters of support.

As well as delivering projects on its road network, Heathrow will need to play a co-ordination role in the delivery of this LCWIP and will support local authorities and TfL in funding applications wherever possible. Heathrow will develop a tracker to track the progress of improvements identified in this LCWIP and work with TfL and local authorities to keep this updated. Through HATF and/ or HSPG, Heathrow, local authorities and TfL will regularly review progress and challenges in delivering the LCWIP.



APPENDICES

Appendix A: Propensity to Cycle Analysis



Appendix B: Route Selection Tool (RST) Results Matrix

Route	Directness	Gradient	Safety	Connectivity	Comfort	Critical Juncti	Total Score
Northern Perimeter Road and CTA	5	5	4	5	4	3	26
Eastern Perimeter Road & Hatton Cross	4	5	3	3	3	2	20
Southern Perimeter Road- T4	2	5	2	3	2	3	17
Western Perimeter Road - T5	4	5	4	3	3	3	22
Southeast Spoke - Feltham	5	5	3	4	3	4	24
East Spoke - Great West Road to Hatton Cross and Clockhouse	5	5	3	5	2	4	24
Bath Road to CS9 Hounslow	5	5	3	5	3	5	26
Cycling Spine A30/315	5	5	4	3	3	3	23
Southwest Spoke - Stanwell Moor	3	5	2	3	2	2	17
Southwest Spoke - Ashford	4	5	5	5	5	2	26
Southwest Spoke London Road	4	4	4	3	3	1	19
Southall - Parkway	5	3	3	3	3	4	21
Southall - Heston	4	3	4	4	5	2	22
Hayes and Harlington	5	4	4	4	4	2	23
West Drayton to Heathrow Perimeter	5	5	4	3	4	2	23
Poyle Spoke	3	2	1	3	2	1	12
Colnbrook to Northern Perimeter	3	3	3	4	3	3	19
Slough Spoke	5	5	3	5	3	5	26



Appendix C: Local Authority Document Review

	Hillingdon	Ealing	Hounslow	Richmond	Spelthorne	Runnymede	Windsor & Maidenhead	Slough	South Bucks
Local Implementation Plans	✓	✓	✓					✓	
Local Plans						✓		✓	
Active travel strategy				✓			✓		
Cycle strategy		✓			✓		✓		
Greater London Authority – Mayors Transport Strategy	✓	✓	✓	✓					
Council websites	✓	✓	✓	✓	✓	✓	✓	✓	✓