

Proposed Redevelopment of Welling FC
Park View Road Football Stadium and 1-3
Park View Road, Welling DA16 1SY

Active Travel Zone (ATZ) Assessment

For

Woolwich Road Limited

Document Control Sheet

Proposed Redevelopment of Welling FC

Park View Road Football Stadium and 1-3 Park View Road, Welling DA16 1SY

Woolwich Road Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
22/09/2023	1 st Draft	WMC/MS	DM
06/10/2023	Revised Copy	WMC/MS	DM
28/11/2023	Revised Copy 2	WMC/MS	DM



Motion
84 North Street
Guildford
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

Contents

1.0	Introduction	1
2.0	Assessment Process	2
3.0	Site Location and ATZ Study Area	4
4.0	Healthy Characteristics Assessment.....	6
5.0	Photo Survey.....	9
	20	
6.0	Summary and Conclusion.....	21

1.0 Introduction

- 1.1 This Active Travel Zone (ATZ) Assessment has been prepared to accompany a planning application by Woolwich Road Limited for the redevelopment of Welling United Football Club, located at Park View Road Football Stadium and 1-3 Park View Road, Welling DA16 1SY (herein referred to as 'the site').
- 1.2 The site is located to the east of Welling town centre and benefits from close proximity to the A207, A221 and A2 as well as a number of bus stops and Welling railway station. The site falls within the administrative boundary of the London Borough of Bexley (LBB), who act as both the planning and highways authority.
- 1.3 The proposal seeks planning permission for the following mixed-use scheme consisting of:
- ▶ 104 New homes;
 - ▶ New sports facility for Welling United FC & Academy;
 - ▶ Multi Purpose 3G Pitch - FIFA Approved;
 - ▶ Approximately 4,000 Ground capacity - combination of seating and standing;
 - ▶ New hospitality areas (for hire) and classrooms for community use;
 - ▶ New club shop/ticket space;
 - ▶ New changing, physio and admin/ management areas;
 - ▶ 6x Blue Badge spaces on site, with a further 2x Blue Badge spaces on the highway;
 - ▶ Introduction of a Car Club with two spaces; and
 - ▶ Independent grade level commercial space.
- 1.4 Motion have prepared this Active Travel Zone (ATZ) assessment to consider the level of accessibility of the site with regard to active travel opportunities. This assessment has been prepared with reference to Transport for London (TfL) guidance.
- 1.5 The assessment included the site visit undertaken between 09:00 and 13:00 on Tuesday 12th September 2023.

2.0 Assessment Process

- 2.1 This ATZ assessment has been prepared with reference to TfL guidance which outlines the methods and processes required to undertake an ATZ assessment within London.
- 2.2 The ATZ assessment was developed to provide a common performance standard which could be applied to active travel opportunities across London, and it is intended that the assessment is undertaken for any development proposals that would have an impact on the nearby street environment. The assessment considers both the existing active travel opportunities and potential improvements that could be implemented.
- 2.3 The ATZ assessment comprises the following stages:
- ▶ identify key local amenities near the site and map routes to those destinations;
 - ▶ consider which destinations are most important to future users of the development;
 - ▶ consider routes along which people are likely travel between the development site and the key local amenities;
 - ▶ map the characteristics of a typical healthy area e.g. street density, public transport, green spaces, as well as nearby developments and regeneration projects;
 - ▶ assess how the healthy neighbourhood characteristics will impact on a car-free lifestyle; visit the ATZ area, taking photographs along the routes to key destinations; and
 - ▶ explain why the least desirable of each journey to a key destination fails to live up to the Healthy Streets Approach.

Healthy Streets Approach

- 2.4 Healthy Streets is an approach to how we use, plan and manage our transport system and public spaces. Streets are not either 'healthy' or 'unhealthy' –some perform better than others against the Healthy Streets Indicators, but each street has strengths and weaknesses.
- 2.5 The two primary indicators to the Healthy Streets Approach which refer to pedestrians from all walks of life as well as people choosing to travel on foot, by bicycle or make use of public transport in place of the private car. There are eight further indicators which comprise the following:
- ▶ ***"Easy to Cross: Streets without suitable crossing facilities make walking and cycling less appealing. They can be a significant barrier to some people travelling on foot or bike. The types of crossing needed will vary, but on all streets, it should be easy for people of all ages and abilities to find a safe place to cross without having to go out of their way"***
 - ▶ ***People Feel Safe: People will be less willing to walk, cycle or use public transport if they feel unsafe on a street. The whole community should feel comfortable and safe from crime, intimidation or injury on any street day and night.***
 - ▶ ***Things to See and Do: People will be less willing to walk and cycle on streets that are visually unappealing or bland. People are more likely to travel actively when there are things to do locally and will also be less dependent on cars if shops and services are within walking distance.***
 - ▶ ***Places to Stop and Rest: Lack of resting places can limit mobility for some people, particularly those who are ill, injured, older or very young. Ensuring there are places where people have room to stop or somewhere to rest benefits everyone, including local business, as people will be more willing to visit, spend time in, or meet other people on these streets.***

- ▶ **People Feel Relaxed: People are more likely to walk or cycle if they feel relaxed and find it enjoyable. Good quality street design, a clean, well-kept environment and plenty of plants can help create attractive and relaxing places to walk and cycle. Ensuring there is enough space so that people walking, and cycling don't feel stressed is important, as is making sure people can find their way around.**
- ▶ **Not too Noisy: Motorised road traffic is a primary source of noise pollution in urban areas. This affects the health of people who walk, cycle, shop, work, study and live on noisy streets. Reducing traffic volumes and speeds, quieter vehicles and low noise road surfaces will all benefit health as well as improve the ambience of street environments, encouraging people to interact and travel actively.**
- ▶ **Clean Air: Improving air quality benefits everyone while also helping to reduce health inequalities. Citywide measures are needed but there are also local actions that can be taken. Anything that significantly reduces that amount of traffic on the road or reduces the number of high polluting vehicles will help improve local air quality and will contribute to any citywide measures.**
- ▶ **Shade and Shelter: High winds, heavy rain, high temperatures and sun exposure can have a significant effect on people's ability to travel actively and spend time in the street as well as their enjoyment. The need for shade and shelter will increase as the climate changes and London experiences more extreme weather."**

Neighbourhood Safety

- 2.6 Neighbourhood safety is also considered within an ATZ assessment as it is acknowledged that an individual will be more likely to undertake a journey using active modes of travel where safety is perceived to be higher.
- 2.7 Transport for London Neighbourhood Safety guidance outlines that objectives relating to safety could include the following:
- ▶ **Increasing the number of trips made by walking, cycling and public transport, and improving local connections by these modes;**
 - ▶ **Reducing car dominance, and increasing the active use of streets and public spaces;**
 - ▶ **Creating safer neighbourhood environments, including reducing road danger and improving personal security;**
 - ▶ **Improving the efficiency and safety of freight movement;**
 - ▶ **Improving air quality and green infrastructure to create more attractive neighbourhoods for people;**
 - ▶ **Improving the quality and resilience of the public realm;**
 - ▶ **Ensuring neighbourhoods have good connections to public transport; and,**
 - ▶ **Delivering outcomes across a wider area rather than individual streets or junctions, creating vibrant streets that help local businesses to thrive and provide places for the community to come together and interact."**

3.0 Site Location and ATZ Study Area

3.1 Amenities are prioritised based upon their importance to future users of the development as well as availability of closer alternatives. As a result, a summary of the prioritised destinations can be found in Table 3.1.

Category	Destination	Priority	Justification
Public Transport Stops/Stations	Nearby Bus Stops	High	Reduces reliance on the private car for future users of the site by offering a genuine alternative, therefore supporting car-free lifestyles
	Welling Railway Station		
Town Centres	Welling	High	Multiple retail (food and non-food) opportunities available
Educational Facilities	Fosters Primary School	High	Proximity to educational facilities is important
	Danson Primary School		
	Bexley Grammar School		
Health Facilities	Well Pharmacy	High	Health facilities are of high importance to many people
	Neem Tree Pharmacy		
	7 Day Chemist		
	Dr PCJ Oxford Welling Medical Practice		
Places of Worship	The Salvation Army	High	Places of worship are of high importance to many people
	St John's Church		

Table 3.1 - Prioritisation of Local Amenities

Final Study Area

3.2 In order to define the final study area for the assessment, low priority destinations are removed and the routes to be assessed are those to the furthest destinations. The final study area is shown in Figure 3.1 whilst the assessment routes can be summarised as follows:

- ▶ Site to Welling Railway Station;
- ▶ Site to nearest bus stops;
- ▶ Site to nearby schools;
- ▶ Site to supermarkets; and
- ▶ Site to nearest recreational ground.

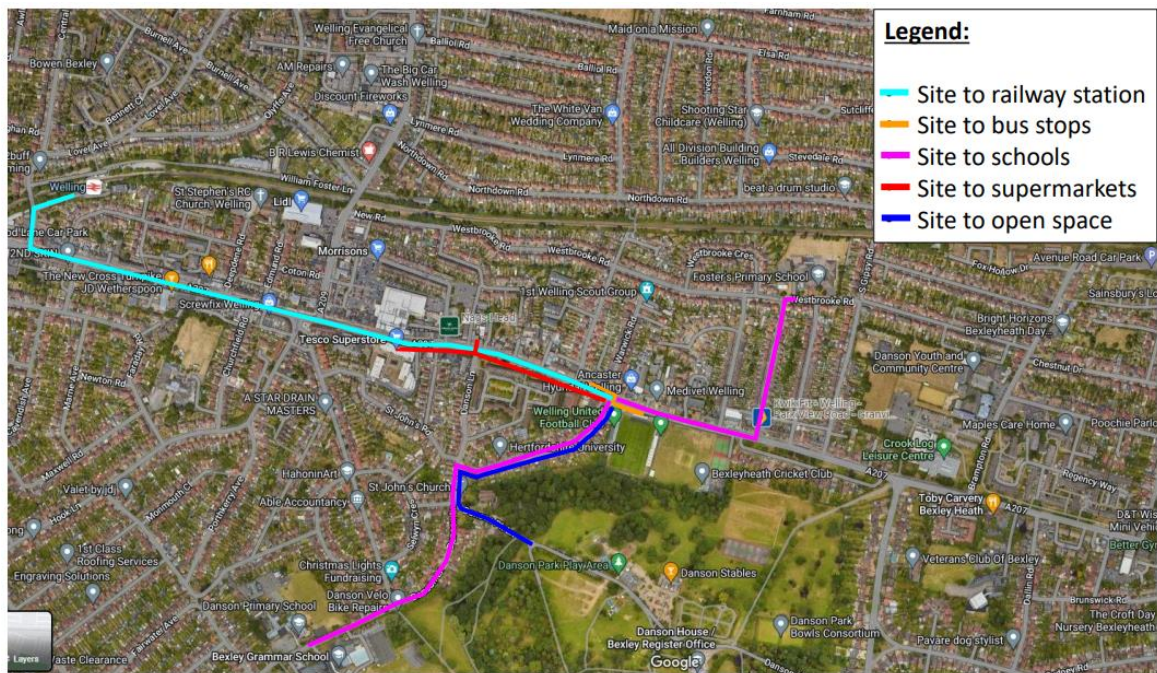


Figure 3.1 - Study Area

4.0 Healthy Characteristics Assessment

4.1 The area surrounding the site has been analysed to determine whether it has the characteristics of a typical healthy neighbourhood. These characteristics are street density, public transport accessibility and access to green spaces. It is also pertinent to include future development in the vicinity of the application site that will lead to improvements in the public realm and site accessibility in line with the healthy street approach. The site has been mapped in relation to the typical healthy characteristics and nearby key developments with reference to the study area as indicated in Figure 3.1.

Public Transport Density

4.2 Ease of access to public transport is key to delivering healthy neighbourhoods. Proximity to frequent services reduces reliance on the private car and gives future residents of the proposed development a real choice about how they travel.

4.3 TfL has published guidelines on Public Transport Accessibility Levels (PTAL), providing criteria for the identification of public transport access points (for example stops and stations) that are within walking area distance of the Application Site.

4.4 It is noted that PTAL provides a score which reflects access to public transport services (as opposed to accessibility by public transport) assuming a threshold of 640 metres to a bus stop and 940 metres to a railway or tube station. It does not consider:

- ▶ The speed or utility of accessible services;
- ▶ Crowding, including the ability to board services; or,
- ▶ Ease of interchange.

4.5 The PTAL of the site is 3. This indicates a good level of transport connectivity associated with the area. This is due to close proximity of the site in relation to bus and train services.

4.6 Local bus services are provided on Park View Road within 100m of the site which equates to a 2-minute walk. The bus stops, named Guy, Earl of Warwick Bus Stops, are each flagged by a sign, pole, their respective timetable and a bus shelter. A summary of the services provided at these stops can be found in Table 4.1.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
89	Lewisham Station – Blackheath Station – Shooters Hill Road – Red Lion Lane – Deepdene Road – Guy, Earl of Warwick – Upton Road, Bexleyheath Bus Garage – Barnehurst Station – Northumberland Way – Forest Road/Slade Green Station	Every 11-14 minutes	8 Services per hour	1 Service every 20 minutes
96	Bluewater Shopping Centre – Dartford Station – Heath Road – Park Grove – Bexleyheath Clock Tower – Guy, Earl of Warwick – East Road – Littledale – Lakedale Road – Woolwich – Thomas Street	Every 6-9 minutes	Every 6-10 minutes	Every 11-13 minutes
486	North Greenwich Station – Peninsular Park Road – Charlton Village – Erwood Road – Greenwich Heights – Eaglesfield Road – Bellegrave Road – Guy, Earl of Warwick – Bethel Road – Upton Road – Friswell Place	Every 8-11 minutes	Every 10-13 minutes	4 Services every hour
B16	Bexleyheath Bus Garage – Upton Road – Bethel Road – Guy, Earl of Warwick – Ruskin Drive – Cambridge Avenue – The Green – Millbrook Avenue – Oxleas Meadow – Eltham Park Gardens – Kingsground – Cedarhurst Drive – Weigall Road	4 Services every hour	4 Services every hour	Services every half hour
N89	Trafalgar Square – Blackfriars Station – Southwark Station – Larcom Street – Vestry Road – Carlton Grove – New Cross Gate Station – Deptford Bridge – Lewisham Station – Blackheath Station – Shooters Hill Road – Eastcote Road – Guy, Earl of Warwick – Upton Road – Bexleyheath Bus Garage – Barnehurst Station – Colyers Walk – Masefield Close – Grange Way – Erith Town Centre	11 Services between 00:53-05:44	11 Services between 01:01-05:49	11 Services between 00:53-05:44

Table 4.1 - Summary of Bus Services at Guy, Earl of Warwick Bus Stop

- 4.7 Welling Railway Station is located approximately 1.4km West of the site. Welling Railway Station offers 117 car parking spaces and 28 cycle parking stands, and provides a number of railway services that has been summarised below in Table 4.2.

Destination	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
Cannon Street	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – St Johns – New Cross – London Bridge – London Cannon Street	1 Direct service every half hour	1 Direct service every half hour	1 Direct service every half hour
Charing Cross	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – London Bridge – London Waterloo East – London Charing Cross	1 Direct service every half hour	1 Direct service every hour	1 Direct service every half hour
Dartford	Welling – Bexleyheath – Barnehurst – Dartford	4 Direct services every hour	1 Direct service every half hour	1 Direct service every half hour
Slade Green	Welling – Bexleyheath – Barnehurst – Slade Green	1 Direct service every half hour	1 Direct service every half hour	No direct services – 1 service every 15 minutes
Victoria	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – Nunhead – Peckham Rye – Denmark Hill – London Victoria	1 Direct service every half hour	1 Direct service every half hour	1 Direct service every 15 minutes

Table 4.2 - Summary of Rail Services at Welling Railway Station

5.0 Photo Survey

Route One – Site to Nearest Supermarkets

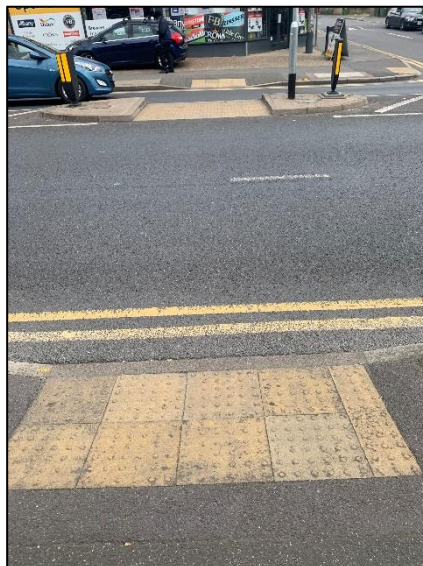
Easy to Cross

- 5.1 The area in photograph 1 does not accord with 'easy to cross' as the area in the photo illustrates that a lack of tactile paving inhibits the ability for visually impaired people to safely cross.



Photograph 1

- 5.2 Alternatively, the areas in photographs 2 and 3 do accord with 'easy to cross' as tactile paving is present on both sides of the road and their respective crossing islands, and they are marked with clear crossing points.



Photograph 2



Photograph 3

Places to Stop and Rest

- 5.3 The area in photograph 4 does accord with 'places to stop and rest' as there are multiple benches in the area alongside street lighting and a litter bin.



Photograph 4

Things to Do and See

- 5.4 The areas shown in photographs do accord with 'things to do and see' as there are multiple shops, supermarkets and food outlets along Park View Road.

People Feel Safe

- 5.5 The area in photograph 1 does not accord with 'people feel safe' as the area in the photo illustrates that a lack of tactile paving and inhibits the ability for visually impaired people to safely cross.
- 5.6 However, the areas shown in photographs 2 and 3 do accord with 'people feel safe' as crossings are clearly marked and provide safe crossings from one side of Park View Road to the other.
- 5.7 The area shown in photograph 5 also accords with 'people feel safe' as cycle parking stands provide good opportunity to safely park bicycles without fear of theft.



Photograph 5

Not too Noisy

- 5.8 The site does not accord with 'not too noisy' as it is located on a High Street location with reasonable traffic flow. This is unavoidable due to the location of the site close to Welling town centre.

Clean Air

- 5.9 Whilst located in a High Street location, the introduction of the Ultra-low Emission Zone will aid in helping keep the air clean even in a High Street location.

People Feel Relaxed

- 5.10 Photograph 4 may indicate that the site does with making 'people feel relaxed' as there are multiple benches for pedestrians to use for relaxation purposes.

Shade and Shelter

- 5.11 Shelter and infrastructure providing shade is present alongside the shops adjacent to Park View Road. For instance, in photograph 5 the shop has a cover that provides shade and this infrastructure is present throughout most of Park View Road

Route Two – Site to Welling Railway Station

- 5.12 It is important to mention that 'Route Two – Site to Welling Station' follows the same path as 'Route One – Site to Nearby Supermarkets' until the Tesco Superstore is reached. Route Two then continues westward onto the railway station. Therefore, reference should also be made to 'Route One – Site to Nearby Supermarkets' when considering the Healthy Streets Approach.

Places to Stop and Rest

- 5.13 The area in photograph 6 also accords with 'places to stop and rest' as there are multiple seating areas alongside nearby street lighting.



Photograph 6

People Feel Safe

- 5.14 The area in photograph 7 do accord with 'people feel safe' as crossings are clearly marked and provide safe crossings from one side of Park View Road to the other.



Photograph 7

- 5.15 Alternatively, the area in photograph 8 does not accord with 'people feel safe' as the crossing markings are beginning to fade and may impede on its ability to provide a safe crossing.



Photograph 8

- 5.16 The area in photograph 9 does accord with 'people feel safe' as cycle storage at the train station provides good opportunity to safely park bicycles without a fear of theft.



Photograph 9

People Feel Relaxed

- 5.17 Photograph 6 may indicate that the site does with making 'people feel relaxed' as there are multiple benches for pedestrians to use for relaxation purposes.

Easy to Cross

- 5.18 The area in photograph 7 does accord with 'easy to cross' as crossings are clearly marked and provide safe crossings from one side of Park View Road to the other.

- 5.19 Alternatively, the area in photograph 8 does not accord with 'easy to cross' as the crossing markings are beginning to fade and may impede on its ability to provide a safe crossing.

Things to Do and See

- 5.20 The areas in photographs 6 and 8 do accord with 'things to do and see' as there are multiple shops present across Park View Road.

Not Too Noisy

- 5.21 The site does not accord with 'not too noisy' as it is located on a High Street location with reasonable traffic flow. This is unavoidable due to the location of the site close to Welling town centre.

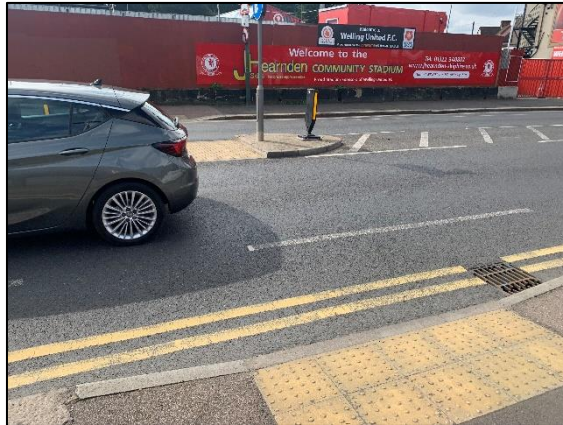
Clean Air

- 5.22 Whilst located in a High Street location, the introduction of the Ultra-low Emission Zone will aid in helping keep the air clean even in a High Street location.

Route Three – Site to Nearby Schools

Easy to Cross

- 5.23 The area in photograph 11 does accord with 'easy to cross' as tactile paving is present on both sides of the road and their respective crossing islands, and they are marked with clear crossing points. This crossing is necessary for travelling to Foster's Primary School from the site.



Photograph 11

- 5.24 However, the area in photograph 12 is Foster's Primary School, the nearest primary school. It is evident that it is not 'easy to cross' as there are no crossing points present on the southern side of the school.



Photograph 12

- 5.25 In contrast, photograph 13 depicts multiple sets of tactile paving situated the east of Bexley Primary School with clear road markings, and is thus considered 'easy to cross'. Travel from the site to Bexley Primary School does not require any additional crossing.



Photograph 13

People Feel Safe

- 5.26 Photograph 12 suggests that the site does not accord with 'people feel safe' as there are no crossings points present on the southern side of the school.
- 5.27 Alternatively, photograph 13 depicts multiple sets of tactile paving situated to the east of Bexley Primary School with clear road markings, and thus makes 'people feel safe'.

Places to Stop and Rest

- 5.28 Photographs 12 and 13 do not accord with 'places to stop and rest' as there are no benches or seating within the vicinity of these areas.

Not Too Noisy

- 5.29 Photographs 12 and 13 do accord with 'not too noisy' as there is a lack of traffic flow.

Clean Air

- 5.30 Photographs 12 and 13 do accord with 'clean air' as there is a lack of traffic flow.

Route Four – Site to Nearby Bus Stops

People Feel Safe

- 5.31 Photograph 1 is the crossing closest to the westbound Guy, Earl and Warwick Bus Stop and does not accord with 'people feel safe' due to the lack of tactile paving.

- 5.32 Furthermore, photograph 14 does not accord with 'people feel safe' due to the fading of the cycle lane road marks.



Photograph 14

- 5.33 Alternatively, Photograph 15 provides a good crossing point to the eastbound Guy, Earl of Warwick Bus Stop with tactile paving and thus accords with 'people feel safe'.



Photograph 15

- 5.34 The cycle lane also becomes more distinct after the bus stop in photograph 15, and accords with 'people feel safe'. Thus, it is only a small stretch of cycle lane road markings that needs to be addressed.

Shade and Shelter

- 5.35 Both Bus Stops provide a good source of shelter with structurally sound bus shelters, and these can be seen in photographs 16 and 17.



Photograph 16



Photograph 17

Easy to Cross

- 5.36 Photograph 1 is the crossing closest to the westbound Guy, Earl and Warwick Bus Stop and does not accord with 'easy to cross' due to the lack of tactile paving.
- 5.37 Alternatively, Photograph 15 provides a good crossing point to the eastbound Guy, Earl of Warwick Bus Stop with tactile paving and thus accords with 'easy to cross'.

Places to Stop and Rest

- 5.38 Photographs 16 and 17 depict bus shelters with benches and these can be used for stopping and resting.

Clean Air

- 5.39 The site does not accord with 'not too noisy' as it is located on a High Street location with reasonable traffic flow. This is unavoidable due to the location of the site close to Welling town centre.

Clean Air

- 5.40 Whilst located in a High Street location, the introduction of the Ultra-low Emission Zone will aid in helping keep the air clean even in a High Street location.

Route Five – Site to Open Space

People Feel Safe

- 5.41 Photograph 18 does accord with 'people feel safe' as there are separate cycle lanes and pedestrian footpaths leading to Danson Park, the nearest open green space.



Photograph 18

- 5.42 Furthermore, photograph 19 also accords with 'people feel safe' as there is a good crossing between both sides of Danson Park, with fences lining the footway boundaries to prevent accidental pedestrian movement from the park onto the highway.



Photograph 19

Easy to Cross

- 5.43 Photograph 19 accords with 'easy to cross' as there is a good crossing between both sides of Danson Park

People Feel Relaxed

- 5.44 Photograph 19 accords with 'people feel relaxed' due to the presence of nearby greenery and accessibility of benches, as well as a lack of traffic

Places to Stop and Rest

- 5.45 Photograph 19 does accord 'places to stop and rest' as there are benches and tables provided at Danson Park that allows pedestrians to stop and rest.

Things to Do and See

- 5.46 Photograph 19 does accord with 'things to do and see' as there is a large area of open space at Danson Park.
- 5.47 Furthermore, photograph 20 depicts a play area at Danson Park that can be used by locals.



Photograph 20

Clean Air

- 5.48 Photographs 19 and 20 do accord with 'clean air' due to the widespread presence of vegetation and lack of traffic flow.

Shade and Shelter

- 5.49 The trees present in photographs 19 and 20 do provide shade to a certain extent, however there are no designated buildings, infrastructure or benches with canopies that provide shelter.

Not too Noisy

- 5.50 Photographs 19 and 20 do accord with 'not too noisy' due to the widespread presence of vegetation and lack of traffic flow.

Summary of Areas to Improve

- 5.51 This ATZ has summarised 5 points close to the development site which may be potentially enhanced to improve active travel
 - ▶ Point 1 – The crossing on Roseacre Road, Route 1 (Photograph 1) may be improved with the presence of tactile paving.
 - ▶ Point 2 – The Crossing on Bellgrove Road, Route 2 (Photograph 8) may be improved by re-painting the crossing markings, which makes people safer and crossing easier.
 - ▶ Point 3 – The Cycle Lane on Park View Road, Route 3 (Photograph 15) may be improved by re-painting the cycle lane markings, which makes pedestrians and cyclists safer.
 - ▶ Point 4 – The lack of crossing at Foster's Primary School, Route 4 (Photograph 12) may be improved by introducing a new crossing area in addition to the 'Keep Clear' road markings.
- 5.52 The approximate location of areas to explore improvements are presented of Figure 5.1.

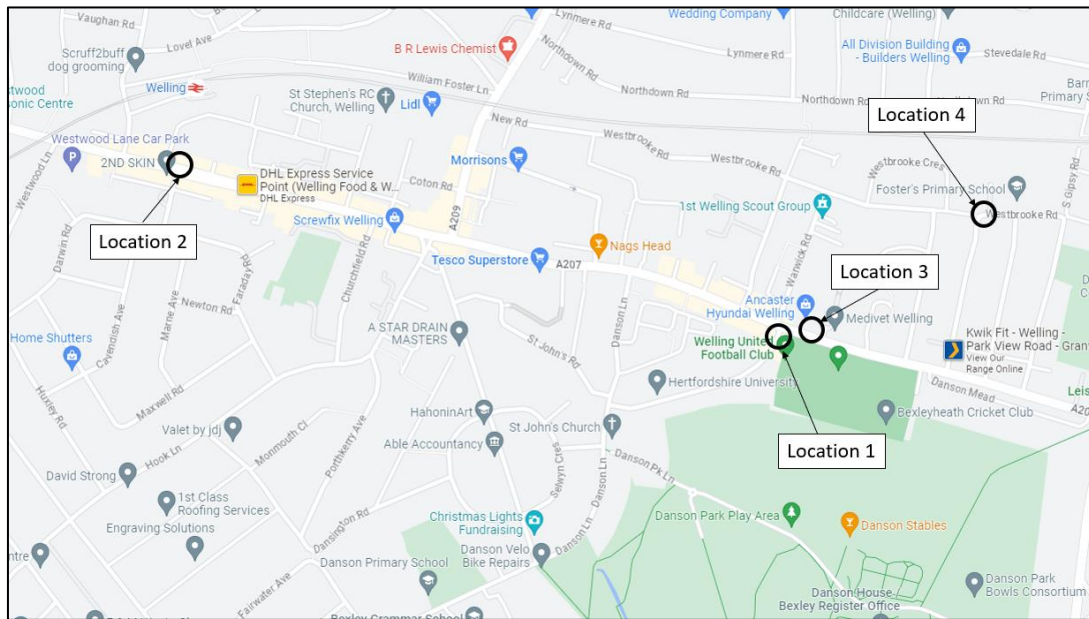


Figure 0.1 - Location of Areas to Improve Close to the Site

6.0 Summary and Conclusion

- 6.1 Motion has prepared this Active Travel Zone (ATZ) Assessment to determine the level of accessibility of the site with regards to active travel opportunities. This assessment has been prepared with reference to Transport for London (TfL) guidance.
- 6.2 The ATZ assessment was developed to provide a common performance standard which could be applied to active travel opportunities across London and it is intended that assessment is undertaken for any development proposals that would have an impact on the nearby street environment. The assessment considers both the existing active travel opportunities and potential improvements that could be implemented.

ATZ Study Area

- 6.3 The assess has summarised the local amenities. As per assessment guidance, amenities were prioritised with consideration to users of the development. The final ATZ study area was determined based on the likelihood of importance of amenities with the routes to these destinations dictating the photo study.

Photo Study

- 6.4 A photo study has been undertaken comprising the routes determined by the prioritisation of local amenities. The photo study was undertaken during a site visit on 12th September 2023. In accordance with ATZ guidance, the study demonstrated why the least desirable section of each journey to a key destination fails to live up to the Healthy Streets Approach.

Conclusion

- 6.5 This assessment has demonstrated the following:
- 6.6 There are areas along key routes which do not fulfil the Healthy Street criteria; these are summarised as follows;
- ▶ Point 1 – The crossing on Roseacre Road, Route 1 (Photograph 1) may be improved with the presence of tactile paving.
 - ▶ Point 2 – The Crossing on Bellgrove Road, Route 2 (Photograph 8) may be improved by re-painting the crossing markings, which makes people safer and crossing easier.
 - ▶ Point 3 – The Cycle Lane on Park View Road, Route 3 (Photograph 15) may be improved by re-painting the cycle lane markings, which makes pedestrians and cyclists safer.
 - ▶ Point 4 – The lack of crossing at Foster’s Primary School, Route 4 (Photograph 12) may be improved by introducing a new crossing area in addition to the ‘Keep Clear’ road markings.
- 6.7 It can therefore be concluded that the area surrounding the site is a good location to follow the healthy streets approach due to its proximity to amenities and public transport links with regular services.