Draft for discussion purposes only - not for onward circulation
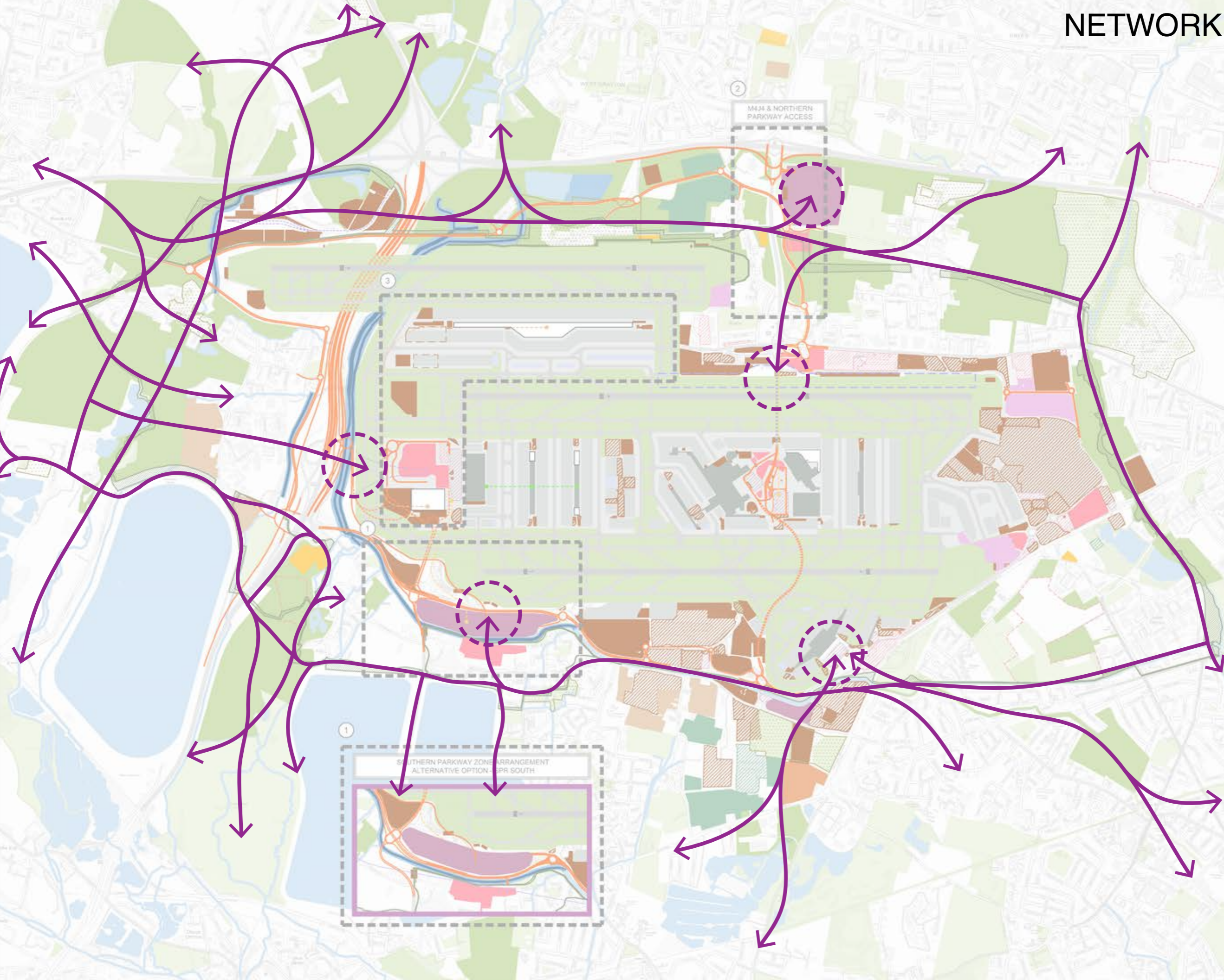
Need to clarify and map primary gateways to Heathrow for passengers and employees, so that pedestrian/cycle connections can be made that tie in with recreational routes and green infrastructure.

Mapping of main (employment) destinations as well as origin of travel required in order to determine strong routes for pedestrians and cyclists, integrated with Green and Blue Infrastructure.

Routes (some may be principally for commuting, others for recreation) should be integrated in to Green and Blue Infrastructure.

Temporality of routes should be considered, ensuring key routes are accessible 365 days a year (e.g. raised above flood levels).

Routes should be of high quality design (e.g. benefiting from natural surveillance/ forward lines of sight - 'dutch-style' cycle routes).

In order for Green Infrastructure to work for people's enjoyment as a comprehensive network of spaces, it needs convenient and attractive ways to move through it.

Any movement network so developed should be alongside the Surface Access Strategy, identifying desire lines and multi-functional use.

NOTE: This mapping is illustrative and not intended to show a recommended final view. It records initial comments/ ideas that came forward during workshops with the G&BI sub-group and should be considered alongside the HSPG Heathrow Area Landscape Framework, '1. Comments & Ideas: North & West' and '2. Comments & Ideas: South & East' maps and cover note. This information is intended as a prompt for discussion and to highlight the further work required in order to make a step-change in provision for walking and cycling in the area around the airport.

M4 J4 & NORTHERN PARKWAY ACCESS

SOUTHERN PARKWAY ZONE ARRANGEMENT
ALTERNATIVE OPTION: SPR SOUTH

Title	HEATHROW PREFERRED COMPONENTS NOV 2018: (3) MOVEMENT NETWORK
Prepared for	Heathrow Strategic Planning Group
Plan ref.	HPC-nov18-Movement-Network

		Version history
Version	V03	V01 - 05.12.18 - KU
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Unsworth Planning