

**Appeal Statement
of Kevin Lang
(on refusal of planning application)**

Axis House 242 Bath Road Sipson

Between:

London Borough of Hillingdon
(Local Planning Authority)

and

Acre Hotels Ltd
(the Appellant)

Planning appeal ref. TBA

PINS Ref: TBA

LPA Ref: 43794/APP/2021/3685

18th May 2023

1. Introduction

- 1.1 This statement has been prepared for the appeal against the refusal of planning application for development on Axis House, 242 Bath Road, Sipson. Planning permission was sort for the erection of a 7-storey, 157-bedroom hotel on the western half of the car park area associated with Axis House.
- 1.2 I have 40 years experience in the feasibility, preparation and design of highways projects for new developments. I have worked on several major projects for private clients and the department of transport. Subsequent to this I have been involved in the assessment of infrastructure projects for new developments advising retailers, developers etc
- 1.3 The primary purpose of my report is to review the reason for refusal and the suitability of the provisions proposed for the development.
- 1.4 My report will consider the following matters. Firstly, I consider the reasons for refusal, I then consider the need for parking for Axis House and finally the compliance of parking provisions to current policy.

2 Reasons for Refusal

- 2.1 London Borough of Hillingdon (LBH) refused the planning application on the 31st March 2023, Two reasons for refusal were given in the decision notice. The first reason for refusal relates to the loss of residential parking. The first reason for refusal states:

“The proposed development, as a result of its siting would lead to the partial loss of residential parking secured for the occupants of Axis House. This in turn would lead to a significant amount of displaced parking from the Axis House site onto the local highway on-street parking bays which would increase the pressure for on-street parking bays, exacerbate injudicious and unsafe highways conditions, and restrict the free flow of traffic. The proposal would therefore be contrary to Policies T2, T4, T6, and T6.1 of the London Plan (2021) and Policies DMT1, DMT2 and DMT6 of the Hillingdon Local Plan: Development Management Policies (2020)”.

- 2.2 The officer report concludes that:-

“On this basis, the proposal is considered to conflict with the intentions of Policy T2, T6, T6.1 and T6.4 of the London Plan, alongside Policies DMT1 and DMT6 of the Hillingdon Local Plan Part 2”.

2.3 Policy T2 – Healthy Streets.

- A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*
- B Development Plans should:*
- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
 - 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*
- C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*
- D Development proposals should:*
- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*
 - 2) reduce the dominance of vehicles on London's streets whether stationary or moving*
 - 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.*

2.4 Policy T6 – Car Park

- A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*

- B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.
- C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.
- D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.
- E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.
- F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.
- G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.
- H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.
- I Adequate provision should be made for efficient deliveries and servicing and emergency access.
- J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking

will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

- K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.
- L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

2.5 Policy T6.1 - Residential Parking

- A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.
- B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.
- C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
- D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.
- E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.
- F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

- G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
 - 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.
- H All disabled persons parking bays associated with residential development must:
- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)
 - 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
 - 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
 - 4) count towards the maximum parking provision for the development
 - 5) be designed in accordance with the design guidance in BS8300vol.1
 - 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

2.6 Policy T6.4 - Hotels and Leisure uses Parking

- A In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.
- B In locations of PTAL 0-3, schemes should be assessed on a case-by- case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels.

- C All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.
- D Disabled persons parking should be provided as set out in Policy T6 .5 Non-residential disabled persons parking.

2.7 Policy DMT 1 - Managing Transport Impacts

- A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:
 - i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
 - ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
 - iii) provide equal access for all people, including inclusive access for disabled people;
 - iv) adequately address delivery, servicing and drop-off requirements; and
 - v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.
- B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments¹¹ that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

2.8 Policy DMT 6 – Vehicle Parking

- A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
 - ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.
 - B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.
- 2.9 The case officers report accepts that *Policy T1 of the London Plan seeks developments proposals to facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport and that this should be read alongside Policy T2 of the London Plan (Healthy Streets), which requires development proposals to demonstrate how they will reduce the dominance of vehicles on London's streets whether stationary or moving.*
- 2.10 It also accepts that *Policy T6 of the London Plan (Car Parking) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').*

3 Statement of Case

- 3.1 With regards to the level of parking provided for the proposed development consists of 23 parking spaces, 6 of which will be allocated for disabled users. The highway officers comments to the application of 4th November 2022 notes that parking ratios per room will be 0.1 and that the hotel would in effect be car-free. No objection has been made to the level of parking proposed for the hotel, the objection relates to the loss of parking for the residents in Axis House.
- 3.2 The application site formed part of the wider car park for Axis House that was formally an office. An application was approved in 2014 to convert the office block to 64 residential apartments under application 43794/APP/2014/1542. Subsequent application were made to increase the total number of apartments in the building to a total of 71. Under the original application 69 spaces were to be provided and the application for the full 71 units 76 spaces were to be provided.
- 3.3 In 2017 an application was approved for a 128 bedroom hotel and basement parking of 50 cars under application 43794/APP/2017/3074. A Transport Statement (TS) prepared by Monson as part of the application. In the TS it was identified that since the flats were completed in 2016 whilst the car parking spaces were available for tenants the take up was negligible. After discussions with the LPA parking changes were removed and residents were allowed to park for free, however a significant number of spaces were still not being used.
- 3.4 Paragraph 5.10 of the Monson report states *“that following discussions with the LPA parking was made available to resident free of charge with 28 spaces including 3 disabled, and there has been some use. The LPA also advised that there had been concerns that residents of Axis House were parking in local roads causing parking stress and suggested that a parking stress survey be carried out”*.
- 3.5 Parking surveys of the surrounding roads and Axis House car park were undertaken to support that application and the results were presented in Appendix D of the Monson report. The first survey recorded 19 parked vehicles in the 28 bays available within the Axis House car park and 20 parked vehicles on the second survey. The validity of the survey was never question by the LPA or Highway and a lower parking ratio of 0.7 spaces per dwelling was accepted for the residents in Axis House. TfL did raise concerns to that application 43794/APP/2018/2779 of providing 50 parking spaces for residents in Axis House and suggested reducing the provision to promote sustainable modes of travel.
- 3.6 The car park at Axis House was split with physical bollards to provide 28 parking spaces for residents in Axis House and the remainder of the car park was left vacant. Following comments from the LPA on the recent application under appeal a parking survey of the Axis House car

park was undertaken in November 2022 and presented to the LPA to address their comments to the application.

- 3.7 Two parking surveys were undertaken on the nights of 10th and 16th November 2022 in line with the Lambeth methodology. There were 28 spaces to the front of the Axis House controlled via an automatic barrier for use by residents, the remainder of the car park for the old office block was barriered off and at the time of the surveys was empty.
- 3.8 The survey of the 28 spaces accessible to residents found that on the first survey there was 18 vehicles parked and during the second there was 19 parked vehicles. This supports the results of the original surveys in 2016 and shows there is still little take of parking by residents in Axis House. A copy of the 2022 parking survey is included as Appendix KL1.
- 3.9 The surveys in 2016 and 2022 have shown that the 28 spaces now available for residents has is coping with the needs of the residential use and there is no need to provide any further parking which could discourage the use of public transport by residents against London Plan policy and generate more vehicle movements.
- 3.10 With regards to the relevant policies London Plan policy T2 relates to Healthy Streets, doesn't deal with levels of parking provisions only that development plans should promote reduced car dominance. Paragraph D1 of the policy does state development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving. The parking surveys have shown that Axis House residents do not need parking for 28 vehicles so maintaining this provision will not displace vehicles on the surrounding roads. Over providing for the needs of that development what is being asked for by the LPA would contrary to policy T2 as it could encourage existing future tenants to use private cars more than they currently do.
- 3.11 Also providing more parking doesn't assist in the aims of London Plan policy T1 where the Mayor of London is seeking to achieve 80% of the trips in London by walking, cycling or public transport. It is therefore concluded that the proposals are contrary to policy T2
- 3.12 In relation to policy T4 quote in the reason for refusal there is nothing to suggest the proposals are contrary to this policy no issues have been raised in terms of danger or capacity only a lack of parking, which has been demonstrate is not required.
- 3.13 Policy T6 of the London Plan deals with parking provisions. Paragraph B of the policy clearly states that car-free developments should be the starting point for all development proposals. This clearly is not appropriate for Axis House as some residents clearly have and use a car for traveling and therefore some parking provision is needed. This level has been naturally set via the demand of residents to park, currently they have access to 28 spaces which the parking surveys have shown is more than sufficient to cater for demand of residents'. The policy also states that the maximum car parking standards set out in Policy T6.1 should be applied to development proposals.

3.14 Although Axis House is not strictly a new development it is useful to consider the maximum parking that would be allowable under the current London Plan. Policy T6.1 in paragraph A states that new residential developments should not exceed the maximum parking standards set out in Table 10.3.

3.15 In the case officers report on Page 32 they clearly state that:

"Nonetheless, it is important to have regard to the Policy T6 of the London Plan, and, based on current London Plan standards for a residential site with a PTAL of 4 for a development of 71 one and two-bedroom flats, 53 parking spaces would be the maximum allowed, based on 0.75 spaces per flat. In accordance with Policy T6.1 of the London Plan, applying the more restrictive parking standard when a site falls into more than one category, it is considered that the application site has a PTAL of 4, which is considered to represent a good level of access to public transport (on a scale of 0-6b, where 0 is the worst and 6b is the best). However, it should be noted that the good PTAL is slightly deceptive for this part of Bath Road as whilst the Underground Stations within Heathrow Airport are relatively close to the application site, and these improve the wider area's PTAL, there is no pedestrian or bicycle access to Heathrow Airport from Bath Road and these stations can only be reached by car or bus which restricts ease of access for residents, especially noting the very high levels of local congestion."

3.16 Firstly Table 10.1 in policy T6 of the London Plan reproduced below shows that sites in Outer London in PTAL zone 4 with one-two units should provide up to 0.5-.75 spaces per dwelling. The LPA have interpreted this as 0.75 maximum when they say 53 parking spaces would be required for Axis House residents. Table 10.1 is clear When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum, therefore the LPA should have applied a maximum rate of 0.5 spaces per unit (35 spaces not 53).

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6.1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

- 3.17 The case officer also questions the PTAL rating of the site, it is indicated as being 4 and the fact that it is not possible to reach the underground services by foot or cycle and therefore the PTAL rating is artificially high. This is not the case the PTAL rating in the case of this site are based solely on bus services as the underground is not reachable. A full copy of the PTAL assessment showing the bus that contribute the PTAL rating is provide as Appendix KL2.
- 3.18 The PTAL rating is therefore considered robust. It is also worthwhile considering how the LPA have applied the Policy to other recent planning application in the borough. Applications 73955/APP/7020/139, 2102/APP/2018/4231 & 59872/APP/2019/3852 all with a PATL level 4 have been approved with a parking ratio of 0.5 spaces per dwelling. Application 4266/APP/2019/3088 was call-in and approved by the mayor with a parking ratio of 0.3 spaces per unit and part of that development is located in a lower PTAL zones of 3.
- 3.19 Policy T6.1 set the maximum level of parking, currently there is 28 spaces available which is 7 short of the maximum allowable under policy. Given the parking surveys have demonstrated that the level of parking of 28 spaces is more than adequate to cater for the development it is considered the proposals complies with the current London Plan policy.
- 3.20 The development plan policies DMT 1 & DMT 6 in Hillingdon's Local Plan documents relate to parking provision DMT 6 and managing transport impacts DMT 1. DMT 1 states that Development proposals will be required to meet the transport needs of the development. Given the only point of contention with the application is the perceived loss of parking for Axis House residents. The TS and parking surveys submitted with the application clearly shows the current provision of 28 is adequate for Axis House and the vacant parking area within this appeal is not required so the proposals comply with this policy as it will not have any transport impact.
- 3.21 Policy DMT 6 refers to appendix C for parking provisions, they show 1-1.5 spaces per 1 or 2 bed flat, this is at odds with the London Plan policy T6 which is discussed in detail above and is what the LPA have applied to this application when considering it. Therefore as the LPA have place more weigh on the London Plan policy it is consider the proposals are not contrary to Policy DMT 6.

4 Conclusion

- 4.1 The LPA refused the application on the grounds that loss of parking associated with the previous consent to convert Axis House to a residential use would result in displace drivers parking on the surrounding roads causing potential hazards.
- 4.2 The old office car park Axis House is currently split 28 spaces have been provided for the residents in Axis House and the remainder is vacant and has been for some time. The LPA suggested that 53 spaces would be required to be compliant but under the London Plan the maximum should be 35, the current provision of 28 parking spaces for the residents of Axis House is considered adequate. Two parking surveys in 2016 and 2022 have demonstrated that demand for parking by residents in Axis House is considerably lower and that current provision of 28 is adequate to serve Axis House.
- 4.3 The appeal site is located in an area with good access to public transport facilities so over provision of parking is not necessary and will detract for benefit of using public transport, I consider that the level of parking provided for Axis House is adequate and will not lead to additional vehicles parking on the surrounding roads as a result of be displace form the appeal site.
- 4.4 I conclude that the proposals are not contrary to policies T2, T4, T6, and T6.1 of the London Plan (2021) and Policies DMT1, DMT2 and DMT6 of the Hillingdon Local Plan: Development Management Policies (2020) and therefore the appeal should not be dismissed on these grounds.

APPENDIX KL1



Civil Engineers & Transport Planners

Bath Road,
Heathrow

Parking Survey

November 2022

211379/CPS/MS/KL/01



Civil Engineers & Transport Planners

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DOCUMENT STATUS

Project: Bath Road, Heathrow
Title: Parking Survey
Client: -
Reference: 211379/CPS/MS/KL/01

Produced by: MS Date: Nov 22
Checked by: RS Date: Nov 22
Approved by: KBL Date: Nov 22

<u>Issue/revision</u>	<u>Date</u>	<u>Status</u>	<u>Issued by</u>
First	18/11/2022	For Approval	KBL

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APPENDICES

APPENDIX A

Drawing 211379/CPS/01 – First Parking Survey
Drawing 211379/CPS/02 – Second Parking Survey

1 INTRODUCTION

1.1 Scope

- 1.1.1 Lanmor Consulting Ltd has been commissioned to undertake a parking survey at the site of Axis house, Bath Road, Harlington, West Drayton, UB3 5JJ. This report has been completed to show results obtained from surveys undertaken on the vehicle parked at the site.

1.2 Site Description

- 1.2.1 The site is located within the London Borough of Hillingdon, in west London. The existing site is located to the north of Bath Road (A4) between 242 & 264 Bath Road, which is a busy dual carriageway providing access to the M25 and into Central London.
- 1.2.2 The council have questioned the parking provision for the 63 flats contained with Axis House, currently there 28 spaces available to the residents of Axis House.

2 SURVEY

2.1 Introduction

2.1.1 The object of the surveys was to establish the usage of the car park to understand the parking requirements for residents within Axis House. To understand the current parking requirements for the site 2 surveys were undertaken in line with the Lambeth methodology. The surveys were conducted during the hours of 1.00am to 5.00am on weekdays when the majority of residents are considered to be at home.

2.1.2 The surveys counted the number of vehicles parked on site. The first night survey was undertaken between 1.30am and 1.45am on Thursday 10th November 2022, the second survey was conducted between 2.00am to 2.15am on Wednesday 16th November 2022. The surveys were carried out in accordance with the Lambeth Methodology, the total number of bays were counted to establish the parking capacity and then the number of parked vehicles surveyed to assess stresses.

2.1.3 Survey 1

2.1.4 The first survey was conducted on the 10th of November, drawing 211379/CPS/01 shows the number of parked vehicles in the car park recorded during the survey. The number of vehicles parked in the car park was 18 out of a possible 28 available spaces.

2.1.5 Parking stress was 64%, out of the 28 parking spaces 10 spaces were free and available for residents.

2.1.6 Survey 2

2.1.7 The second survey was conducted on the 16th of November, drawing 211379/CPS/02 shows the number of parked vehicles in the car park recorded during the survey. The number of vehicles parked in the car park was 19 out of a possible 28 available spaces.

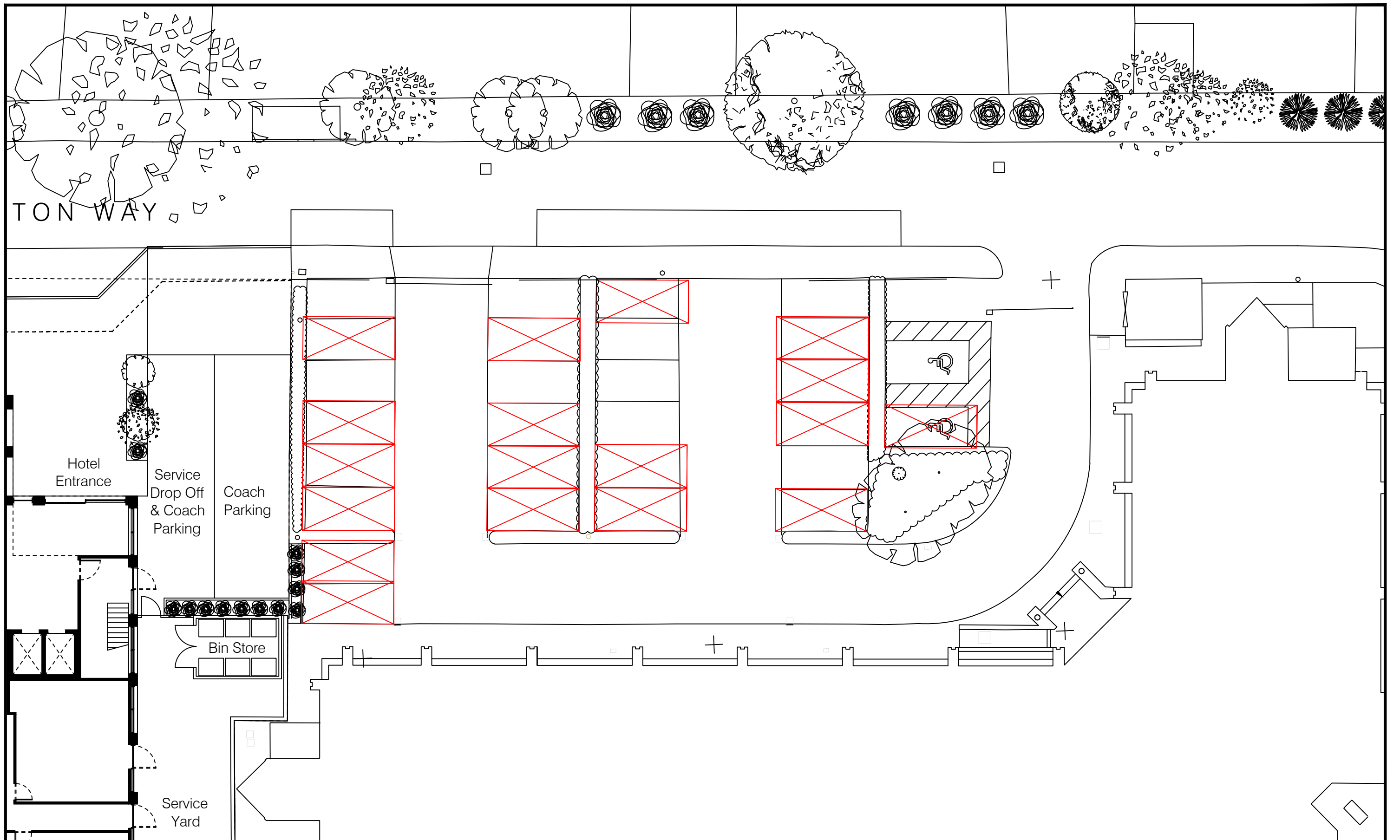
2.1.8 Parking stress was 67%, out of the 28 parking spaces 9 spaces were free and available for residents.

3 SUMMARY AND CONCLUSION

- 3.1.1 The surveys showed that during the surveys that the car park was only two thirds full and that a minimum of 9 spaces were available for residents in Axis House.
- 3.1.2 The car park into Axis House is controlled by a barrier so only residents in Axis House can use the it. It is clear from the survey that car park is not fully utilised by the residents so it considered the current parking facility is adequate for the needs of residents in Axis House.

APPENDIX A

Drawing 211379/CPS/01 – First Parking Survey



Bath Road
Heathrow
Car Park - Parking Survey
Thursday 10th November 2022
1.30am to 1.45am

LANMOR Consulting
Civil Engineers & Transport Planning

Thorogood House, 34 Tolworth Close, Surbiton, Surrey, KT6 7EP
Telephone: 0208 339 7899 Fax: 0208 339 7898
E-mail: info@lanmor.co.uk
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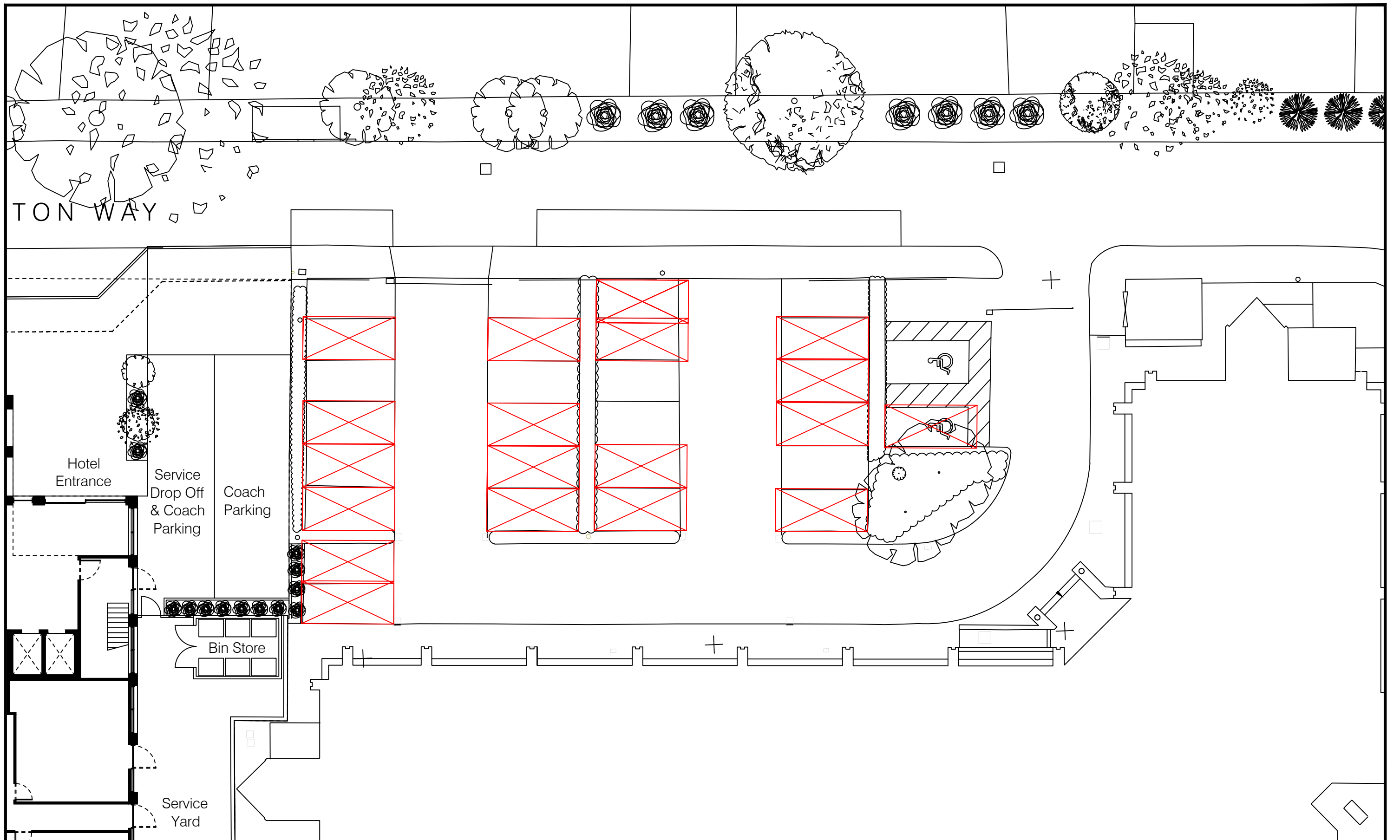
SCALE 1:150

DRAWN BY KBL

JOB No. 211379

DWG No. 211379/CPS/01

Drawing 211379/CPS/02 – Second Parking Survey



Bath Road
Heathrow
Car Park - Parking Survey
Wednesday 16th November 2022
2.00am to 2.15am

LANMOR Consulting
Civil Engineers & Transport Planning

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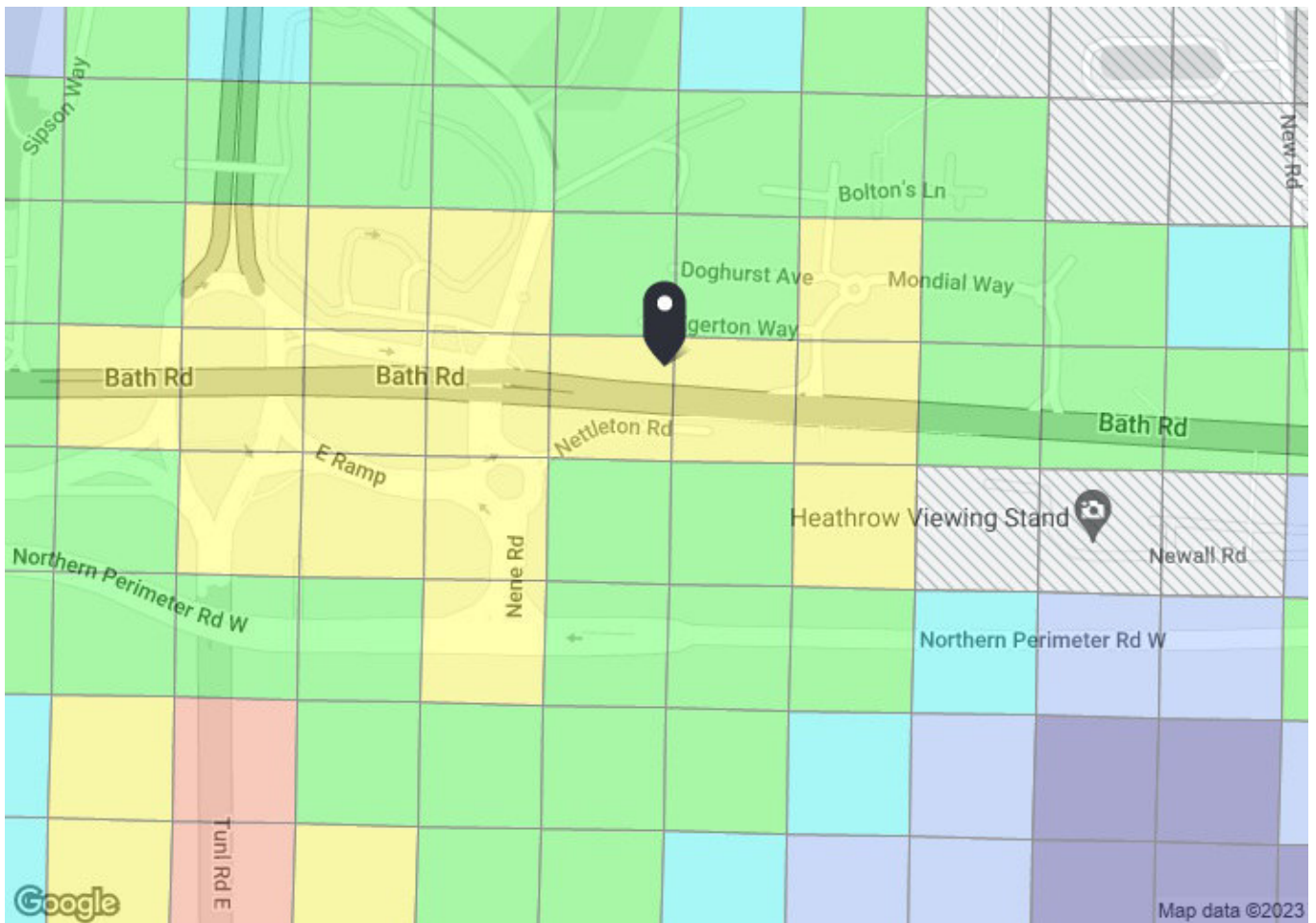
SCALE 1:150

DRAWN BY KBL

JOB No. 211379

DWG No. 211379/CPS/02

APPENDIX KL2



PTAL output for Base Year 4

Nene Road Sipson Road, United Kingdom
Easting: 507890, Northing: 176968

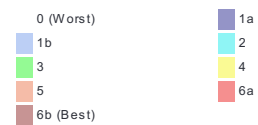
Grid Cell: 62900

Report generated: 19/05/2023

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BATH ROAD THREE MAGPIES	U3	329.45	5	4.12	8	12.12	2.48	0.5	1.24
Bus	BATH ROAD/SIPSON ROAD	111	116.58	7	1.46	6.29	7.74	3.87	0.5	1.94
Bus	BATH ROAD/SIPSON ROAD	81	116.58	5	1.46	8	9.46	3.17	0.5	1.59
Bus	BATH ROAD/SIPSON ROAD	222	116.58	7.5	1.46	6	7.46	4.02	0.5	2.01
Bus	BATH ROAD/SIPSON ROAD	285	116.58	6	1.46	7	8.46	3.55	0.5	1.77
Bus	BATH ROAD/SIPSON ROAD	105	116.58	6	1.46	7	8.46	3.55	0.5	1.77
Bus	BATH ROAD/SIPSON ROAD	140	116.58	8.5	1.46	5.53	6.99	4.29	1	4.29
Bus	BATH ROAD/SIPSON ROAD	423	116.58	3	1.46	12	13.46	2.23	0.5	1.11
Bus	N PERIMETER RD NENE ROAD	X26	310.72	2	3.88	17	20.88	1.44	0.5	0.72
Total Grid Cell AI:										16.45