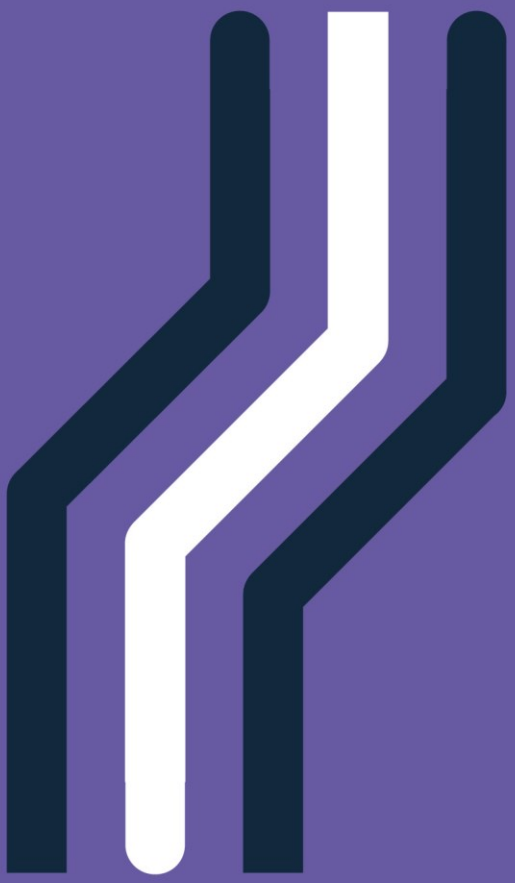
Cole Easdon

TRANSPORT ASSESSMENT

Ariel Hotel, 118 Bath Road, Heathrow Hayes & Harlington on Behalf of R Ariel Heathrow Opco Limited

Date: September 2023
Issue No. 3



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CONTENTS

List of Figures

CONTENTS
(CONTD.)

List of Photographs

CONTENTS

(CONTD.)

List of Tables

APPENDICES

Appendix 1 – CE Plans

CE Plan 9285/500 Figure 1	Site Location Plan
CE Plan 9285/202	ATZ Routes + Destinations
CE Plan 9285/203	Swept Path Analysis – Refuse Vehicle
CE Plan 9285/204	Swept Path Analysis – Fire Vehicle

Appendix 2 – Drawings by Others

Drawing Number 1041-099 Rev P1	Proposed Site Plan (by Ackroyd Lowrie)

Appendix 3 – TRICS Data

Appendix 4 – Accident Data

1.0 INTRODUCTION

Background

1.1 Cole Easdon (CE) has been instructed by R Hotel Heathrow Opco Limited to provide a *Transport Assessment (TA*) in support of a full planning application pertaining to the redevelopment of Ariel Hotel, Harlington, UB3 5AJ, London Borough of Hillingdon. Refer to CE Plan 9285/500 Figure 1 [*Site Location Plan*] within Appendix 1 of this Report, which shows the location of the Site. This *TA* has been prepared in accordance with Transport for London's (TfL's) Healthy Streets Transport Assessment guidance, published in April 2019.

1.2 The development proposals briefly comprise of the re-development of the site to provide an additional 113 new hotel rooms within a reconfigured and enlarged Ariel Hotel and 98 aparthotel units within a proposed new building along the northern boundary of the site. Refer to Drawing No. 1041-099 Rev P1 [*Proposed Site Plan*] (by Ackroyd Lowrie) enclosed within Appendix 2 of this Report.

1.3 The existing Ariel Hotel currently comprises of approximately 185 bedrooms spread across 4 floors. Refer to Photograph 1.1 below.

Photograph 1.1: Ariel Hotel

1.4 The site is located in Harlington where the A437 High Street Harlington intersects with the A4 Bath Road. It is located approximately 2.7km, 5.1km and 5.4km northeast of Heathrow Terminal 2 & 3, Heathrow Terminal 4 and Heathrow Terminal 5 respectively. The site is bordered by the A437 High Street Harlington to the west, the A4 Bath Road to the south, Marlborough Crescent to the north and the Courtyard by Marriott London Heathrow Airport Hotel to the east.

1.5 A number of other hotels are located along the A4 Bath Road in addition to local amenities. Refer to Section 3.0 of this Report for further detail relating to the local services and facilities in the vicinity of the site.

Vision Zero and the Mayor's Transport Strategy

1.6 The redevelopment will contribute to 'Vision Zero' by proposing a reduction in the number of car parking bays when compared to the existing use on the site, such that the number of vehicle trips generated by the site will not increase as part of the proposals. The proposed development will also result in the removal of an existing car wash and public car parking, which currently generates a significant number of vehicular movements.

1.7 In response to pre-application advice received from LBH in April 2023 (LBH Ref: 1126/PRC/2022/223), an Active Travel Zone assessment was completed, whereby key destinations were sought and their routes from the application site audited against the Healthy Street indicators. Suggestions for improvement were consequently made to improve the pedestrian and cyclist environment. Refer to Section 4.0 of this Report for further information.

1.8 With regard to the Mayor's Transport Strategy (MTS), this has as its central aim, a target to achieve 80% of all trips within London by public transport, walking and cycling by 2041.

1.9 The development will contribute to the MTS by:

- helping to meet the required number of new jobs identified for London;
- providing a sustainable development with a reduced number of car parking spaces when compared to the existing use on the site, in addition to removing a high vehicular trip generator - an existing car wash;
- provision of an efficient servicing strategy through means of a dedicated loading bay, while ensuring that pedestrian and cyclist permeability around the site is not compromised; and
- providing good quality and policy-compliant cycle parking provision.

Transport Planning's influence on the design

1.10 With respect to the ways in which Transport Planning has contributed to the design process, this has occurred in a number of ways:

- swept path analysis to inform the design and location of the loading bay in the northern section of the site;
- swept path analysis to advise as to the appropriate refuse collection strategy;
- advice in relation to cycle parking requirements;
- advice in relation to car parking (designated blue badge and enlarged bays) requirements;
- advice in relation to the electric vehicle charging requirements;
- recommendation for the inclusion of a dedicated car parking bay for Taxis and other private hire vehicles; and
- advice in relation to staff car parking numbers.

2.0 SITE USERS AND TRIP TYPES

2.1 As part of the redevelopment proposals, the number of hotel bedrooms will increase by 113 through means of an upwards extension of the existing building, and a reconfiguration of the Ground Floor. A second building will be constructed to the north of the existing Hotel building which will provide 98 Aparthotel rooms with each room containing a kitchenette along with a bathroom.

2.2 Due to the nature of the proposed development, the site will act as a trip destination with hotel/aparthotel guests and staff travelling to the site originally, and then will act as a trip origin with hotel/aparthotel guests leaving the site once their stay is complete or staff once their shift is over. Guests and staff may also travel to/from the site to nearby amenities over the course of their stay/shift.

2.3 Due to the site's close proximity to Heathrow Airport and the limited amenities within the local area, it is likely that the hotel/apartment customers primary destination will be Heathrow Airport and thus will only stay for a limited number of nights (1/2 nights) before/after their flight. It is anticipated that a high proportion of journeys to/from the site will occur using sustainable modes of travel given that customers will be travelling to Heathrow Airport before/after their stay and the plethora of public transport services available.

2.4 Further analysis of the likely destinations that site users (guests and staff) will travel to / from is shown on CE Plan 9285/202 [*ATZ Routes + Destinations*] included within Appendix 1 of this Report.

2.5 Table 2.1 below summarises the main types of trips that will be made to and from the development.

Table 2.1: Trip Types

Time of Day	Trip Purpose	Trip Makers/Generators	Main Transport Modes
Throughout the day but particularly concentrated during AM/PM Peaks	Commuting (by employees of the site)	Hotel/Apartment Staff	Walking, Cycling, public transport and private car
Throughout the day but particularly concentrated between check in time	Hotel / Aparthotel customers checking in	Hotel/Apartment customers	Walking, cycling and public transport and private car

Time of Day	Trip Purpose	Trip Makers/Generators	Main Transport Modes
Throughout the day but particularly concentrated check out time	Hotel / Aparthotel customers checking out	Hotel/Apartment customers	Walking, cycling and public transport and private car
Throughout the day	Trips to nearby amenities (restaurants, parks, shops)	Hotel/Apartment customers	Walking, Cycling, public transport and private car
Throughout the day	Deliveries to restaurant	Hotel/Apartment customers	LGVs
Throughout the day	Collection / drop off of laundry	Hotel/Apartment customers	LGVs
Evenings	Resident takeaway deliveries	Hotel/Apartment customers	Motorcycles, bicycles, cars
Weekly	Refuse and recycling collections	Hotel/Apartment customers	Refuse vehicles

3.0 SITE AND SURROUNDINGS

Access – Local Facilities

3.1 The site benefits from being in close proximity to a vast range of important services and facilities, thus creating opportunities for journeys to be made on foot, by bicycle, and by public transport. Table 3.1 below identifies key local facilities and their distance from the site. Approximate walking times are provided below, based on a walking speed of 1.4 m/s (5.04kph) as referenced within CIHT's Providing For Journeys On Foot Document (2008). Approximate cycling times are also provided below, based on a cycling speed of 10 mph (4.47 m/s) as suggested in DfT's Cycle Infrastructure Design Guide

Table 3.1: Local Services and Facilities

Description	Approx. walking/cycling Distance from Site	Approx walking time (mins)	Approx cycling time (mins)	Approx. driving Distance from Site	Local Service
Heathrow Airport	-	-	-	2.7km	Heathrow Terminals 2 & 3, TW6 1JH
	-	-	-	5.4km	Heathrow Terminal 4, TW6 3XA
	-	-	-	5.6km	Heathrow Terminal 5, TW6 2GB
Convenience Store	800m	10	3	800m	Co-op Food – Harlington High Street, YB3 5DS
	2.1km	25	8	1.5km	Tesco Express, TW5 9SL
Pharmacy	800m	10	3	800m	Village Pharmacy, UB3 5DS
Train Station	3.0km	36	11	3.0km	Hayes & Harlington, UB3 4BX
Elizabeth Line Station	3.0km	36	11	3.0km	Hayes & Harlington, UB3 4BX
London Underground Station	3.0km	36	11	3.1km	Hatton Cross, TW6 3RE
Food Retailer	700m	8	3	1.4km	McDonalds, UB3 5AR
Bus Stops	50m	1	>1	-	Harlington Corner (Stop N), UB3 5AN
	50m	1	>1	-	Harlington Corner (Stop E), UB3 5EY
	150m	2	1	-	Harlington Corner (Stop J), TW6 2RT
	150m	2	1	-	Hatton Road North (Stop M), TW6 2SU
	200m	2	1	-	Hatton Road North (Stop K), TW6 2RS
	350m	5	1	-	West End Lane (Stop C), UB3 5DL

Description	Approx. walking/cycling Distance from Site	Approx walking time (mins)	Approx cycling time (mins)	Approx. driving Distance from Site	Local Service
Place of Worship	600m	7	2	600m	Harlington Baptist Church, UB3 5DG
Health Centre	1.1km	13	4	1,1km	Glendale Medical Centre, UB3 5DA
Green Space	3.0km	36	11	4.4km	Cranford Park, TW5 9RZ

Access - Walking

3.2 The following paragraphs describe the pedestrian infrastructure in the immediate vicinity of the site.

3.3 Bath Road (A4), High Street Harlington (A437) and Hatton Road North benefit from comprehensive footway provision, facilitating convenient and safe pedestrian movement in the local area. Other pedestrian infrastructure in the vicinity of the site includes;

- series of signalised pedestrian crossings across High Street Harlington (A437) approximately 50m west of the site; Refer to Photograph 3.1 below;
- series of signalised pedestrian crossings across Bath Road (A4) located under 50m south of the site; Refer to Photograph 3.2 below;
- series of signalised pedestrian crossings across Hatton Road North located under 50m south of the site; Refer to Photograph 3.3 below;
- series of signalised pedestrian crossings along Bath Road (A4), approximately 50m west of the site; Refer to Photograph 3.4 below;
- informal pedestrian crossing across Nobel Drive, approximately 100m east of the site. Refer to Photograph 3.5 below; and
- dropped kerb pedestrian crossing across Marlborough Cresent, located within 50m north of the site. Refer to Photograph 3.6 below.

Photograph 3.1 (left): Signalised Pedestrian Crossing along High Street Harlington (A437) looking west
Photograph 3.2 (right): Signalised Pedestrian Crossing along Bath Road (A4) looking south

Photograph 3.3 (left): Signalised Pedestrian Crossing along Hatton Road North looking east
Photograph 3.4 (right): Signalised Pedestrian Crossing along Bath Road (A4) looking south

Photograph 3.5 (left): Dropped kerb pedestrian crossing across Nobel Drive looking west
Photograph 3.6 (right): Dropped kerb pedestrian crossing across Marlborough Cresent looking north

3.4 Figure 3.1 below illustrates the walking distance that can be achieved from the site in 20 minutes, and demonstrates that much of Harlington and Cranford can be reached on foot within this time.

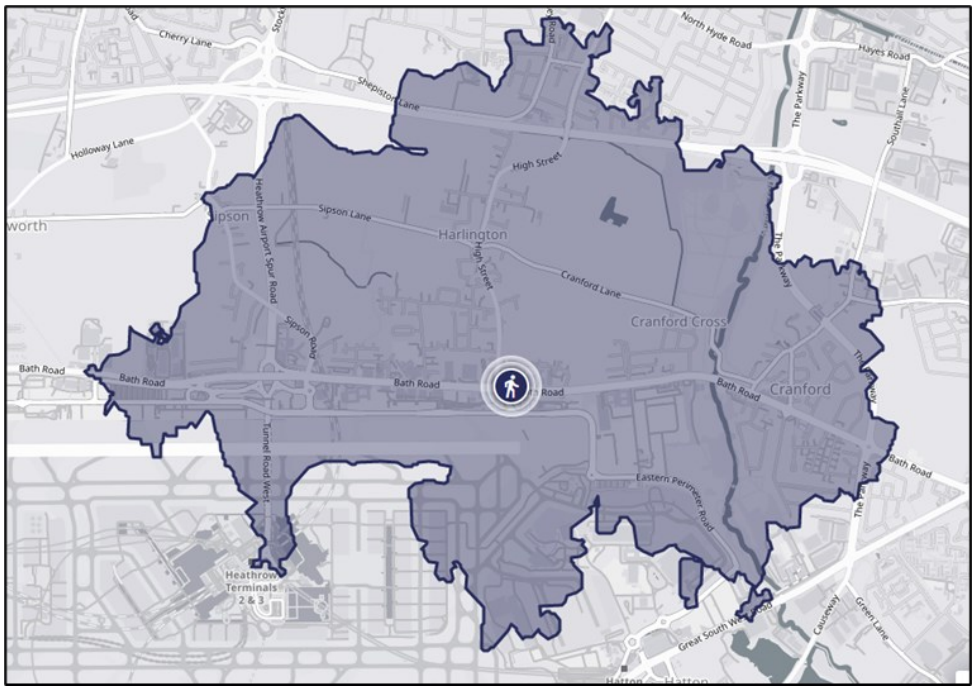


Figure 3.1: Walking distance achievable 20 minutes away from the site
Source: traveltime.com

Access – Cycling

3.5 A shared foot / cycleway is present on both sides of Bath Road (A4), forming part of London Cycle Network (LCN) Route 32 towards Hounslow and Kingston. This facilitates safe cycle movement in the immediate vicinity of the site. Cyclists can also utilise the bus lane when travelling westbound along Bath Road (A4).

3.6 LCN Route 88a runs on road between the Bath Road / Harlington High Street junction and Uxbridge Road passing Hayes & Harlington railway station and Hayes town centre. At Uxbridge Road it connects with LCN Route 39, which provides a route eastward towards Southall, Ealing, Acton and Shepherd Bush and westwards towards Uxbridge. The section from Southall to Uxbridge is provided along a mixture of off-road cycle routes shared with pedestrians or separate cycle lanes marked on the road.

3.7 LCN Route 89 can be accessed from Sipson Road, approximately 1.1km to the west of the hotel. It runs along quieter roads towards West Drayton and Uxbridge.

3.8 The Grand Union Quietway (currently Quietway Route 16) can also be accessed adjacent to Hayes & Harlington railway station approximately 3.2km from the site using LCN Route 88a. This provides a traffic free cycle route along the Grand Union Canal towards West Drayton, Southall, Northolt, Alperton and Kensal Green towards the Regents Canal in Central London. Refer to Figure 3.2 below.

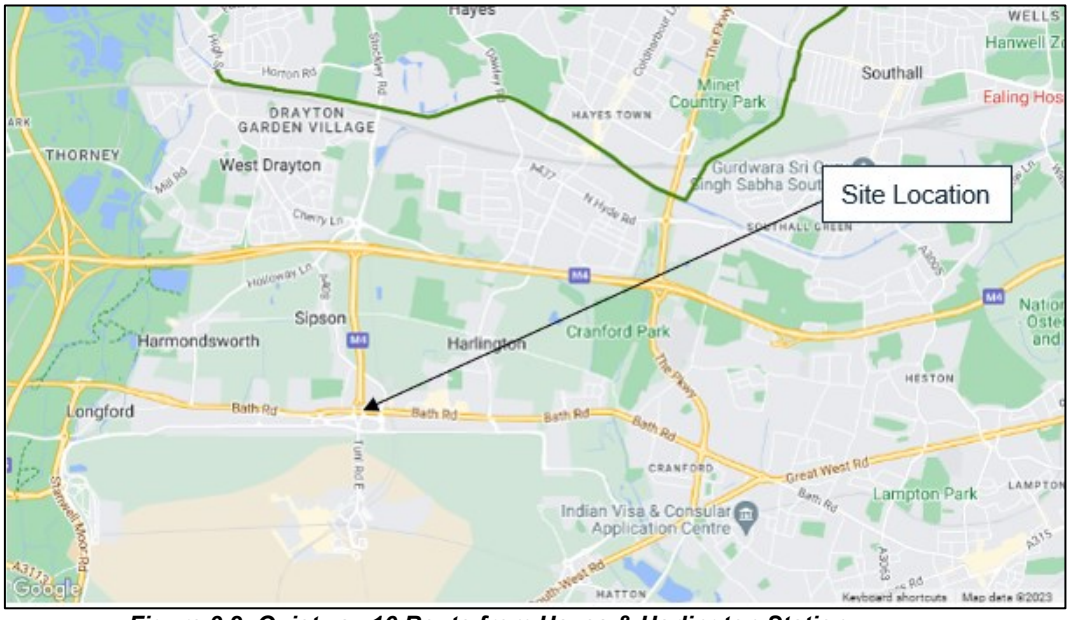


Figure 3.2: Quietway 16 Route from Hayes & Harlington Station
(Source: tfl.gov.uk)

3.9 Figure 3.3 below illustrates the cycling distance that can be achieved from the site in 20 minutes, which shows that travel towards Ashford-on-Thames (in Surrey to the south), Hounslow and Brentford (to the east) and to Southall, Yeading, Hanwell and Hillingdon (in the north) can be reached via bicycle within 20 minutes.

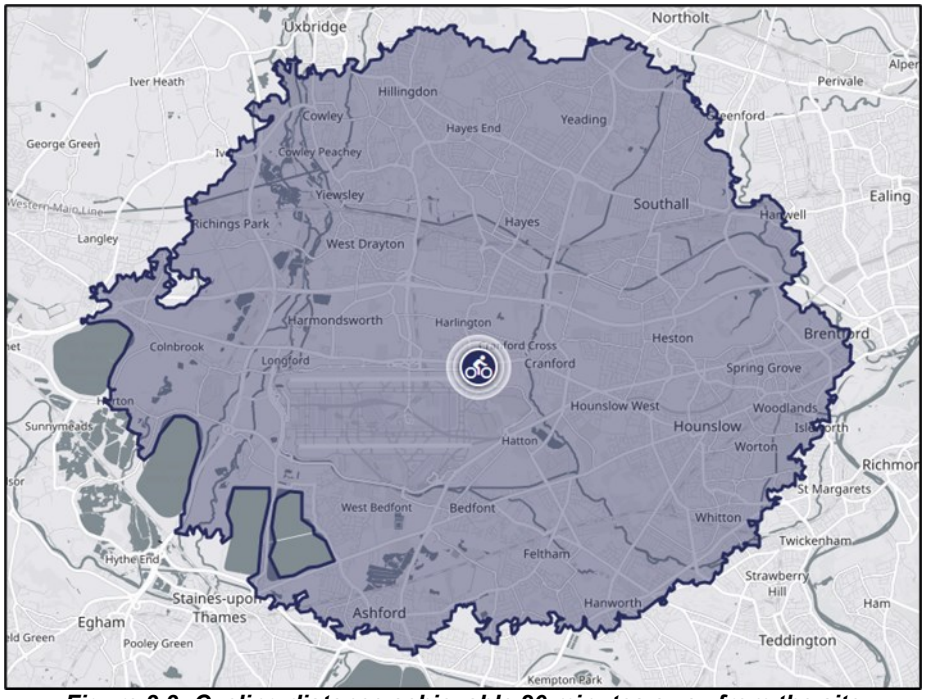


Figure 3.3: Cycling distance achievable 20 minutes away from the site
Source: traveltime.com

Access – Public Transport

3.10 The majority of the site boundary is categorised as having a Public Transport Accessibility Level score of 5, where the highest possible rating is 6b, and the lowest is 1. The northern portion of the site has a PTAL level score of 4 meaning that the site offers a very good/good level of public transport in terms of PTAL.

Bus Services

3.11 The site benefits from being in close proximity to a number of bus stops within close walking distance, as outlined within Table 3.2 below.

Table 3.2: Nearby Bus Stops

Bus Stop		Approx. walking distance from Site	Services Available	Refer to
Harlington Corner	Stop E	50m	81, 105, 111, 222, H98, N9	Photograph 3.7
	Stop N	50m	90, 278, H98, N140, SL9	Photograph 3.8
	Stop J	150m	81, 105, 111, 222, 278, 285, 423, 555, N9, N140, SL9	Photograph 3.9
Hatton Road North	Stop M	150m	90, 285, 423, 555	Photograph 3.10
	Stop K	200m	90, 285, 423, 555	Photograph 3.11
West End Lane	Stop C	350m	90, 278, H98, N140	Photograph 3.12

Photograph 3.7 (left): Harlington Corner (Stop E)
Photograph 3.8 (right): Harlington Corner (Stop N


Photograph 3.9 (left): Harlington Corner (Stop J)
Photograph 3.10 (right): Hatton Road North (Stop M)


Photograph 3.11 (left): Hatton Road North (Stop K)
Photograph 3.12 (right): West End Lane (Stop C)

3.12 A summary of the bus services available in the vicinity of the site is provided within Table 3.3 below.

Table 3.3: Local Bus Services

Service No. and Operator	Route	Typical Frequency (Approximate)	Bus Stops
81 Metroline Travel	Harlington Corner - Bath Road – Hounslow West – Hounslow, Bus Station	Mon – Sat: every 12 minutes Sun: every 15 minutes	Harlington Corner (Stop E)
	Harlington Corner – Longford – Colnbrook – Langley - Slough		Harlington Corner (Stop J)
90 Metroline Travel	Hatton Road North – Hatton Cross – Feltham	Mon – Sat: every 10 minutes Sun: every 15 minutes	Hatton Road North (Stop K)
	Harlington Corner – Hayes & Harlington - Hayes – Northolt		Harlington Corner (Stop N)
105 RATP-DEV	Harlington Corner - Heathrow Central	Mon – Sat: every 12 minutes Sun: every 15 minutes	Harlington Corner (Stop J)
	Harlington Corner – Cranford – Heston – Southall – Dormers Wells – Greenford Broadway – Greenford Station		Harlington Corner (Stop E)
111 Abellio London	Harlington Corner - Heathrow Central	Mon – Sat: every 10-11 minutes Sun: every 12-13 minutes	Harlington Corner (Stop J)
	Harlington Corner – Cranford – Heston – Hounslow – Hanworth – Hampton - Kingston		Harlington Corner (Stop E)
222 Metroline Travel	Harlington Corner - Bath Road – Hounslow West – Hounslow, Bus Station	Mon – Sat: every 10 minutes Sun: every 12 minutes	Harlington Corner (Stop E)
	Harlington Corner – West Drayton – Uxbridge		Harlington Corner (Stop J)
278 Abellio London	Harlington Corner – Hayes & Harlington - Hayes – Church Road – Hayes End – Long Lane – Hillingdon Station – Ickenham - Ruislip	Mon – Sat: every 15 minutes Sun: every 20 minutes	Harlington Corner (Stop N)
	Harlington Corner - Heathrow Central		Harlington Corner (Stop J)
285 Abellio London	Hatton Road North – Hatton Cross – Feltham – Hanworth – Teddington – Hampton Wick – Kingston	Daily: every 12 minutes	Hatton Road North (Stop K)
	Harlington Corner - Heathrow Central		Harlington Corner (Stop J)
423 RATP-DEV	Harlington Corner – Bath Road – Compass Centre – Heathrow Terminal 5	Mon – Sat: every 20 minutes Sun: every 30 minutes	Harlington Corner (Stop J)
	Harlington Corner – Hatton Cross – Hounslow Heath – Hounslow, Bus Station		Harlington Hatton Road North (Stop K)
555 Diamond	Harlington Corner - Heathrow Central	Daily: every 60 minutes	Harlington Corner (Stop J)
	Harlington Corner – Hatton Cross - Hersham		Harlington Hatton Road North (Stop K)

Service No. and Operator	Route	Typical Frequency (Approximate)	Bus Stops
H98 RATP-DEV	Harlington Corner - Bath Road – Hounslow West – Hounslow, Bus Station	Mon – Sat: every 10 minutes Sun: every 15 minutes	Harlington Corner (Stop E)
	Harlington Corner – Hayes & Harlington – Hayes – Church Road - Hayes End		Harlington Corner (Stop N)
N9 RATP-DEV	Harlington Corner - Heathrow Central – Heathrow Terminal 5	Mon – Fri, Sun: every 30 minutes (01:15 – 06:45) Sat: every 15 minutes (01:30 – 08:15)	Harlington Corner (Stop J)
	Harlington Corner – Hounslow – Chiswick - Hammersmith - Aldwych		Harlington Corner (Stop E)
N140 Metroline Travel	Harlington Corner – Hayes & Harlington - Hayes – Yeading – Northolt – Northolt Park - South Harrow – Harrow – Wealdstone – Harrow Weald	Mon – Sun: Approx every 30 minutes (00:10 – 06:10)	Harlington Corner (Stop N)
	Harlington Corner - Heathrow Central		Harlington Corner (Stop J)
SL9 Superloop RATP-DEV	Harlington Corner – Hayes & Harlington – Hayes – Yeading – Northolt – Northolt Park – South Harrow – Harrow Bus Station	Mon – Sat: every 12 minutes Sun: every 15 minutes	Harlington Corner (Stop N)
	Harlington Corner - Heathrow Central		Harlington Corner (Stop J)

3.13 As can be gleaned from Table 3.3 above, it is evident that the site offers excellent accessibility by bus services to a range of destinations across Greater London and in particular Heathrow Airport which is likely to be the predominant trip origin / destination. Accordingly, future users (guests and staff) will be able to easily access the site by bus.

London Underground Services

3.14 Hayes and Harlington Railway Station is located approximately 3.0km to the north of the site and is served by the Elizabeth Line. It is situated between Heathrow Terminals 2 & 3 / West Drayton and Southall on the Elizabeth Line.

3.15 Assuming a walking speed of 1.4m/s (5.04kph), walking from the site to Hayes & Harlington Station would take approximately 36 minutes. Alternatively, the '90', '278', 'H98' and 'SL9' bus services can be utilised to access Hayes & Harlington Station, accessed from the 'Harlington Corner (Stop N)' ,150m north west of the site, in approximately 10 minutes.

3.16 A brief summary of the Elizabeth Line services available from Hayes & Harlington are provided within Table 3.4 below.

Table 3.4: Elizabeth Line Services Available from Hayes & Harlington Station

Destination	Typical Journey Time	Typical Frequency (Mon – Fri)	Direction
Heathrow Terminal 2 & 3	7 mins	Approx. 6 services per hour	Westbound
Heathrow Terminal 4	13 mins	Approx. 4 services per hour	Westbound
Heathrow Terminal 5	13 mins	Approx. 2 services per hour	Westbound
Reading	35 mins	Approx. 2 services per hour	Westbound
Maidenhead	21 mins	Approx. 2 services per hour	Westbound
Shenfield	1 hour 14 mins	Approx. 2 services per hour	Eastbound
Abbey Wood	51 mins	Approx. 8 services per hour	Eastbound

3.17 Hatton Cross London Underground Station is also located approximately 2.9km to the south east of the site and is served by London Underground services on the Piccadilly Line. It is situated between Heathrow Terminal 2 & 3 / Heathrow Terminal 4 and Hounslow West.

3.18 Assuming a walking speed of 1.4m/s (5.04kph), walking from the site to Hatton Cross Underground Station would take approximately 36 minutes. Alternatively, the '90' '285' and '423' bus services can be utilised to access Hatton Cross London Underground Station, accessed from the 'Hatton Road North (Stop K)', 200m south east of the site, in approximately 15 minutes.

3.19 A brief summary of the Piccadilly Line services available from Hatton Cross are provided within Table 3.5 below.

Table 3.5: London Underground Services Available from Hatton Cross Station

Destination	Typical Journey Time	Typical Frequency (Mon – Fri)	Weekend Services	Direction
Heathrow Terminal 2 & 3	4 mins	Approx. 6 services per hour	Approx. 6 services per hour	Westbound
Heathrow Terminal 4	3 mins	Approx. 6 services per hour	Approx. 6 services per hour	Westbound
Hounslow West	3 mins	Approx. 12 services per hour	Approx. 12 services per hour	Eastbound
Hammersmith	27 mins	Approx. 12 services per hour	Approx. 12 services per hour	Eastbound
Earls Court	32 mins	Approx. 12 services per hour	Approx. 12 services per hour	Eastbound
King's Cross St Pancras	32 mins	Approx. 13 services per hour	Approx. 12 services per hour	Eastbound

Summary

3.20 This Section has demonstrated that the site offers very good accessibility by sustainable modes of transport, with good pedestrian linkages between the site, local amenities and public transport hubs areas.

3.21 Local bus and rail services also mean that future users of the site will be able to travel in a sustainable way, and will have genuine travel mode choice.

3.22 Being able to demonstrate good accessibility by sustainable modes of transport is a key facet of the government's definition of 'sustainable development' set out within the *NPPF*. This Section has clearly demonstrated how people will be able to access the site by means of transport other than the private car.

Development Proposals

3.23 As previously stated, this application seeks full planning permission to redevelop Ariel Hotel to provide 113 additional hotel rooms and 98 Aparthotel rooms. Refer to Figure 3.4 below and Refer to Drawing No. 1041-099 Rev P1 [*Proposed Site Plan*] (by Ackroyd Lowrie) enclosed within Appendix 2 of this Report.

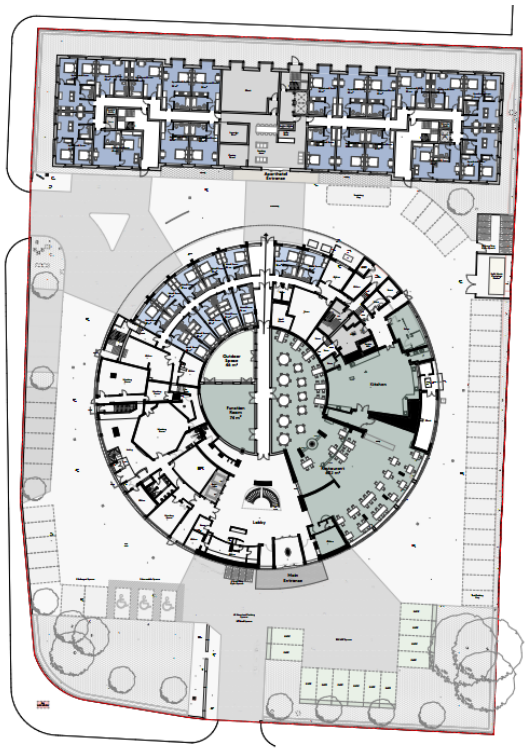


Figure 3.4: Proposed Site Plan
(Taken from Drawing No. 1041-099 Rev P1 [Proposed Site Plan] (by Ackroyd Lowrie))

3.24 The redevelopment proposals involve retaining the existing Ariel Hotel and reconfiguring the ground floor to provide an extra 12 hotel rooms at ground floor level. A two-storey extension is proposed above the existing hotel to provide a further additional 101 new hotel rooms (Use Class C1). In total, it is proposed that Ariel Hotel would consist of 299 Hotel rooms. Refer to Table 3.6 below.

Table 3.6: Hotel Schedule of Accommodation

Floor	15-20m^2	21-25m^2	26+ m^2	Total
GF	12 rooms	N/A	N/A	12 rooms
01	30 rooms	32 rooms	N/A	62 rooms
02	30 rooms	32 rooms	N/A	62 rooms
03	30 rooms	32 rooms	N/A	62 rooms
04	1 room	47 rooms	3 rooms	51 rooms
05	26 rooms	20 rooms	4 rooms	50 rooms
Total	132 rooms	159 rooms	7 rooms	299 rooms

3.25 The proposals also involve the erection of a 4-storey building along the northern boundary of the site, which would incorporate 98 apart-hotel units.

Vehicular Access

3.26 The site is served by two existing vehicular accesses. One vehicular access is situated to the north-west of the Ariel Hotel building off the A437 High Street Harlington and will facilitate two-way movements into and out of the site. Refer to Photograph 3.13 below. The second vehicular access is to the south of the Ariel Hotel building and will facilitate inbound movements into the site only. Refer to Photograph 3.14 below. Refer to Drawing No. 1041-099 Rev P1 [*Proposed Site Plan*] (by Ackroyd Lowrie) enclosed within Appendix 2 of this Report.

Photograph 3.13 (left): Existing Vehicular Access off the A437 High Street Harlington
Photograph 3.14 (right): Existing Vehicular Access off the A4 Bath Road

3.27 It is proposed that there will be a one-way system around the Hotel whereby vehicles are only permitted to traverse around the site in a clockwise direction as per the existing arrangement on the site.

3.28 It should be noted that the number of car parking spaces on the site will reduce as part of the redevelopment proposals, in addition to the removal of the existing car wash and public car park, and thus the number of vehicular movements using the accesses will not be increased as part of the redevelopment, and are likely to reduce.

Pedestrian Access

3.29 Pedestrian access into the site is proposed via footways adjacent to the aforementioned vehicular accesses off the A437 High Street Harlington and the A4 Bath Road as per the existing situation as shown in Photograph 3.15 and 3.16 below, respectively.

Photograph 3.15 (left): Footway adjacent to the existing vehicular access off the A437 High Street Harlington
Photograph 3.16: Footway adjacent to the existing Vehicular Access off the A4 Bath Road

3.30 The main pedestrian entrance into Ariel Hotel is proposed to the south of the building as per the existing situation, with the Aparthotel entrance accessed directly north of the Ariel Hotel, facilitated by an Aparthotel Guest Route through the centre of Ariel Hotel. Refer to Drawing No. 1041-099 Rev P1 [*Proposed Site Plan*] (by Ackroyd Lowrie) enclosed within Appendix 2 of this Report.

3.31 Owing to the very low levels of vehicular traffic that will use the shared-surface or public realms which front the building cores, it is highly unlikely that any significant vehicular conflict would occur with pedestrians using the site, including guests and staff travelling to/from Ariel Hotel and the Aparthotel.

Cycle Parking

3.32 It is proposed to provide 20 long stay cycle spaces (for staff) and 8 short stay cycle spaces (for guests). This accords with Policy T5 and the standards set out within *Table 10.2 - minimum cycle parking standards* of the London Plan for 1 long stay cycle space to be provided per 20 bedrooms and 1 short stay cycle space to be provided per 50 bedrooms. The short-stay cycle spaces will be provided externally in close proximity to the main entrance of Ariel Hotel whilst the long-stay cycle spaces are provided to the north-east of Ariel Hotel

within a dedicated cycle store. Both the short and long-stay cycle spaces are provided in the form of Sheffield Stands. The location of the cycle stores are shown within Figure 3.5 below.

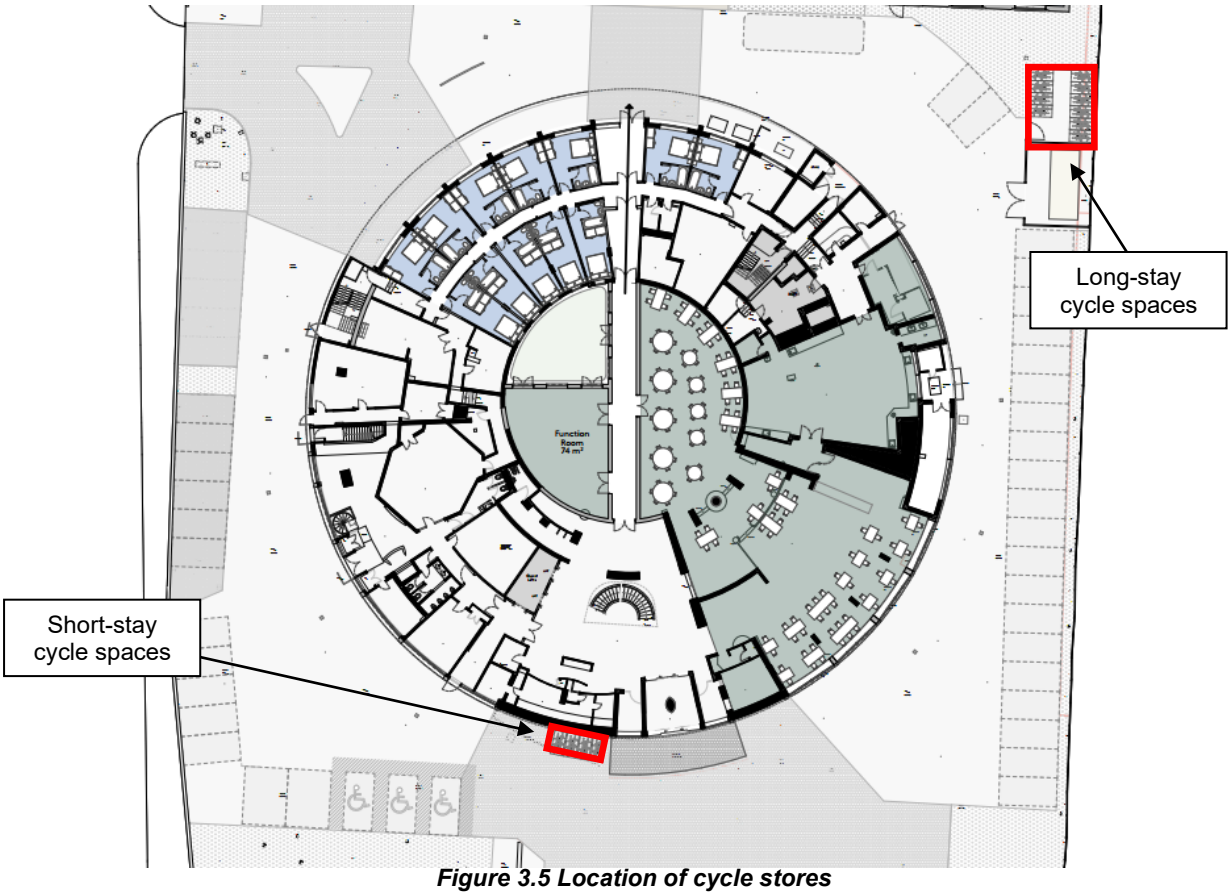


Figure 3.5 Location of cycle stores

Cycle Access

3.33 Cyclists will be able to access the site via the two aforementioned vehicular accesses off the A437 High Street Harlington and the A4 Bath Road as per the existing situation. Due to the low levels of vehicular traffic envisaged to be generated by the Hotel/Aparthotel, this arrangement is considered acceptable.

Car Parking

3.34 It is proposed that 57 No. car parking spaces will be provided on the site, a reduction of 61 No. car parking spaces when compared to the quantum currently provided on site (118). It is proposed that 12 No. car parking spaces will benefit from active electric charging provision. Refer to Drawing No. No. 1041-099 Rev P1 [*Proposed Site Plan*] (by Ackroyd Lowrie) enclosed within Appendix 2 of this Report.

3.35 It is proposed that 6 No. car parking spaces will be allocated specifically for staff. Although it is envisaged that staff will predominately travel/from to the site via sustainable modes of transport, a number of staff car parking spaces are deemed appropriate. This is reflective of the fact that the hotel will have an existing staff base with established travel patterns that may to a degree be reliant on car travel, whilst also acknowledging the fact that hotel staff work shift patterns and some staff may be unable or not wish to use public transport, walk or cycle late at night or early in the morning. The number of staff employed on site is only expected to increase slightly, with the majority of the existing staff base being retained and largely sufficient for the larger development proposed.

3.36 It should be noted that a Travel Plan also accompanies this planning application (also prepared by Cole Easdon) which sets out measures to minimise the transportation impacts of the proposed development by seeking to restrain car usage, whilst simultaneously seeking to maximise the number of journeys made by walking, cycling, public transport and car sharing.

3.37 As per the standards set out in the London Plan, 6% of all car parking provision will be designated blue badge bays whilst a further 4% will be enlarged bays.

3.38 1 no. car parking bay, located to the south-east of Ariel Hotel and denoted on Drawing No. No. 1041-099 Rev P1 [*Proposed Site Plan*] (by Ackroyd Lowrie) will be reserved for taxi (or private hire car) use which is considered sufficient for the number of taxi trips envisaged. Refer to Section 5.0 of this Report.

3.39 Currently, some of the car parking spaces that serve Ariel Hotel are also used as a public car park. As part of the development proposals the public car parking will be removed. Due to the close proximity of Heathrow Airport, there are a vast number of car parks near the site that can sufficiently accommodate the public car parking spaces lost as part of the redevelopment.

3.40 Due to the reduction of 61 No. Car parking spaces, the number of vehicular trips generated by the development will reduce. This will create a safer environment for pedestrians in the vicinity of the site and also contribute to ‘Vision Zero’.

Car Parking Management Plan

3.41 As part of the redevelopment proposals the existing car wash and the public car parking in the northern part of the site will be removed. The retained car parking spaces will be reserved for use by the Hotel and Aparthotel users only in addition to disabled parking and parking for taxis and servicing activities.

3.42 Staff members who require use of the 6no. allocated staff car parking bays will be required to display a permit. Priority for the staff car parking spaces will be given to those staff who start or finish shifts late at night or early in the morning, or to those who require a disabled parking space. Those staff that do use the onsite car parking will be required to provide their vehicle registration details to the hotel management. As part of the Travel Plan, measures will be implemented to encourage as many staff as possible to walk, cycle or use public transport.

3.43 50 No. car parking spaces will be allocated to guests. Due to the limited number of car parking spaces, guests will be required to book a car parking space when booking their room in the hotel or aparthotel. Car parking spaces will be available on a first come / first served basis and will be subject to payment of an additional fee. Guests requiring parking will be allocated a parking space for a specific period of time which coincides with their check in / check out times. It is envisaged that the majority of guests will not require a car parking space and will travel to/from the site via public transport.

3.44 As part of the booking procedures, guests will be informed that car parking spaces are required to be reserved and booked in advance. Guests will be required to provide their vehicle registration information to reception staff and regular checks of the car park will be conducted by site staff. Signage will also be implemented to make clear that the site is private property and that unauthorised parking will be subject to a parking charge.

3.45 1 No. car parking space will also be allocated to Taxis (private hire vehicles) to prevent vehicles obstructing the vehicular route around Ariel Hotel. Owing to the fact that these activities occur quickly, coupled with the low vehicular movement expected to be generated by the development, 1 No. parking space is considered appropriate. This will also prevent Taxis (private hire vehicles) stopping on Bath Road (A4) or A437 High Street Harlington carriageway.

Delivery and Servicing Management Plan

3.46 All servicing and deliveries associated with the Hotel and Aparthotel will be accommodated via a loading bay along the north-eastern side of the site, conveniently located next to the bulk waste store and a pedestrian entrance leading to the stores in the north east of the Hotel. The location of the loading bay within the site boundary means that it will not be used by anyone other than those delivering to the application site.

3.47 In order to calculate the servicing trip generation for the proposed additional 211 Hotel and Aparthotel units, CE has derived suitable OGV trip rates for ‘Hotel, Food & Drink’ sites from

the TRICs 7.10.2 database. Only sites located within Greater London were included within the analysis. During the selected timescales (2015 - present) 2 hotel surveys were available on the TRICS database. The derived OGV trip rates are shown within Table 3.7 below with the full TRICS data located within Appendix 3 of this Report.

Table 3.7: Servicing Trip Rates (OGV) – Hotel, Food & Drink (per bedroom)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.000	0.003	0.003
PM Peak (17:00-18:00)	0.000	0.000	0.000
Daily (06:00 -22:00)	0.011	0.012	0.023

3.48 The resultant trip generation, based on 211 Hotel and Aparthotel units, is shown within Table 3.8, below.

Table 3.8: Servicing Trip Generation (OGV) – Hotel, Food & Drink (211 units)

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0	1	1
PM Peak (17:00-18:00)	0	0	0
Daily (06:00 -22:00)	2	3	5

3.49 As outlined within Table 3.8 above, 1 two-way servicing trips are envisaged to occur within the AM peak with no servicing trips envisaged to occur in the PM peak. It is considered that the duration of the servicing activities would take no longer than 20 minutes and thus the arrangement is considered sufficient. Between 06:00 – 22:00 5 two-way servicing trips are predicted to occur. Across the 16-hour period, this results in less than 1 two-way vehicular movements every 3 hours, with the aforementioned loading bay being able to comfortably accommodate this volume of servicing trips.

3.50 It is envisaged that the number of servicing trips will not significantly increase as a result of the increase in hotel/ aparthotel units on the site, with it likely that the vehicles that currently deliver/remove materials to/from the site will simply increase their load to cater for the increase in units instead of providing an increased number of vehicles. It should be noted that currently there is no loading bay in operation in the site and thus the proposals will facilitate an improvement when compared to the existing situation on the site.

3.51 A more detailed Servicing Management Plan can be secured by Condition if necessary.

Refuse Collection

3.52 It is envisaged that refuse collections will be accommodated via a loading bay situated towards the north-eastern corner of the site, conveniently located next to the bulk waste store and pedestrian entrance leading to the stores in the north east of the Hotel. Refer to Figure 3.6 below which illustrates the loading bay occupied by a refuse vehicle. CE Plan 9285/203 [*Swept Path Analysis – Refuse Vehicle*] is also located within Appendix 1 of this Report.

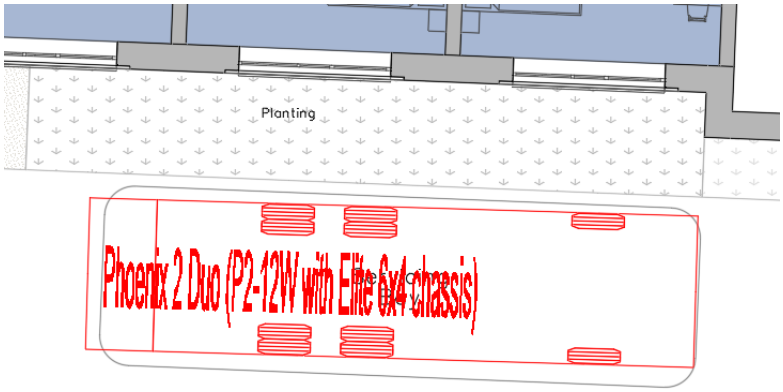
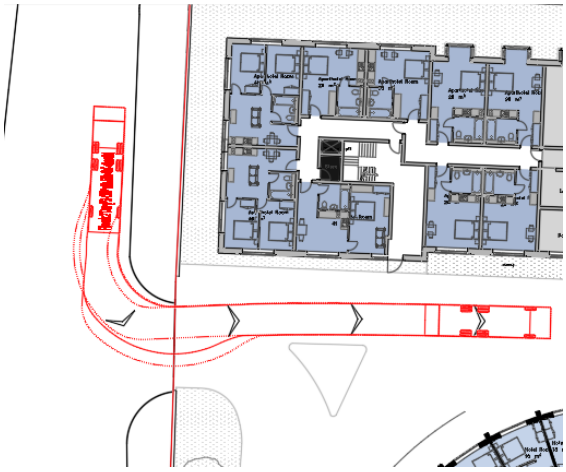


Figure 3.6: Loading Bay occupied by a refuse vehicle

3.53 Figure 3.7-3.9 below demonstrate that the refuse vehicle can enter and egress the site in a forward gear.



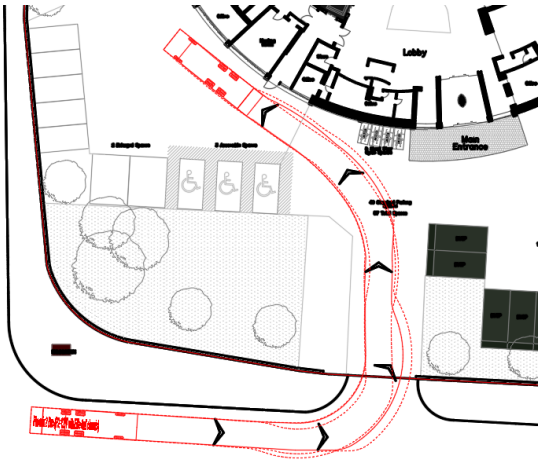


Figure 3.7 (left): Refuse vehicle entering the site from High Street Harlington (A437)
Figure 3.8 (right): Refuse vehicle entering the site from Bath Road (A4)

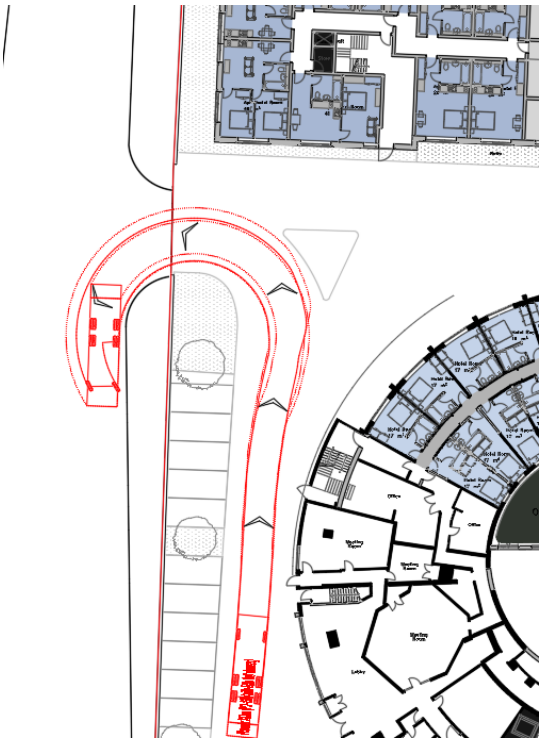


Figure 3.9: Refuse vehicle egressing the site onto High Street Harlington (A437)

3.54 It is envisaged that the refuse store will be located in the vicinity of the proposed loading bay as shown in Drawing No. 1041-099 Rev P1 [*Proposed Site Plan*] (by Ackroyd Lowrie) located within Appendix 2 of this Report and Figure 3.10 below.

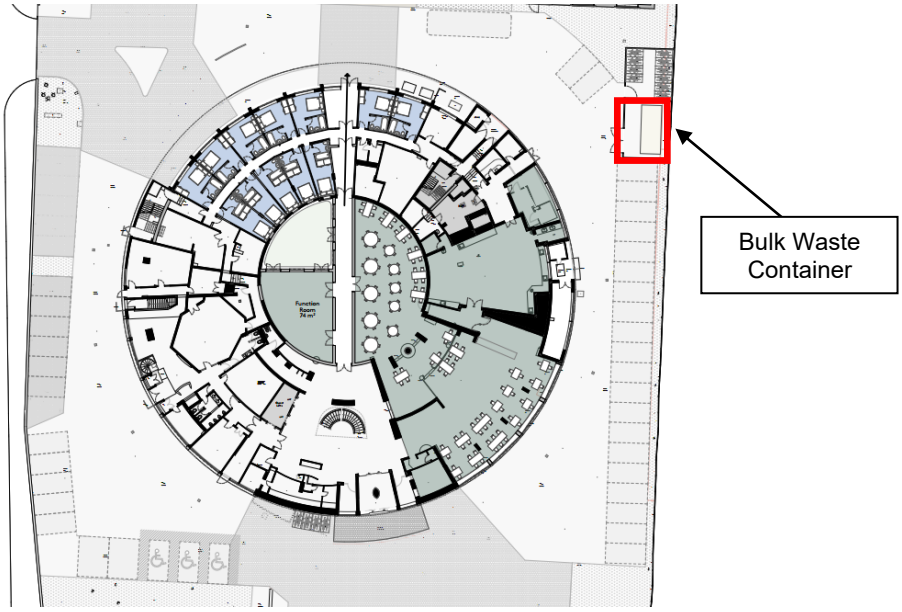


Figure 3.10: Location of refuse store

3.55 Refuse collections will be carried out by a private firm whereby the size of the vehicle utilised will be appropriate for the size of the site, although it should be noted that the loading bay has been designed for a vehicle greater than 10.5m in length. Owing to the fact that refuse collections are envisaged to occur on an infrequent basis weekly (approximately 1-2 trips a week), it is considered appropriate for the loading bay to cater for both the refuse vehicle and general servicing.

Fire Tender Access Strategy

3.56 In an emergency, whereby a fire tender is required to access the site, access will be facilitated by the aforementioned existing vehicular accesses of the A437 High Street Harlington and the A4 Bath Road as per the existing situation on the site. CE Plan 9285/204 [*Swept Path Analysis – Fire Vehicle*] included within Appendix 1 of this Report, demonstrates how a fire tender vehicle can manoeuvre around the site safely.

4.0 ACTIVE TRAVEL ZONE

4.1 This Active Travel Zone assessment has been undertaken to assess how future users of the site will be able to make key journeys from the site by sustainable modes of transport. It has been produced in accordance with TfL guidance and informed by a site visit conducted within July 2023. The ATZ comprises an area around the site that can be reached within 20 minutes by bicycle.

4.2 CE has determined that the most important key destinations that future users of the site would travel to / from are:

- Hayes & Harlington Station;
- Harlington Corner (Stop N);
- Harlington Hayes (Stop E);
- Hatton Road North (Stop M);
- Hatton Road North (Stop K);
- Harlington Corner (Stop J);
- West End Lane (Stop C);
- Harlington High Street;
- Harlington Baptist Church;
- Airport Bowl;
- Village Pharmacy;
- Glendale Medical Centre;
- Tesco Express;
- McDonald's; and
- Hatton Cross Station.

4.3 These destinations were then grouped together to form 7 Routes. CE Plan 9285/202 [*ATZ Routes + Destinations*] included within Appendix 1 of this Report outlines the 7 routes and their associated destinations.

4.4 Owing to the fact that the proposed development is a hotel, *CE* considers it reasonable to disregard any primary schools, secondary schools or colleges from the list of appropriate Active Travel destinations. In general, public transport stops, public transport stations, and food outlets have been considered as higher priority destinations.

4.5 As denoted above, the site is located in a highly sustainable location within easy reach of a wide range of facilities. The smaller neighbourhood scale area is therefore relatively small.

4.6 With regards to the accident record of the nearby highway network, CE obtained Personal Injury Accident Data (serious and fatal accidents only) for the most recent three-year period from TfL for the 36 months to the end of March 2023. The study area incorporates the ATZ routes audited and comprises of the entirety of A437 High Street Harlington and A437 High Street. A section of the A4 Bath Road was also included in the study area between the Mondial Way / Bath Road (A4) junction and the Waye Avenue / Bath Road (A4) junction. The entirety of Eastern Perimeter Road was also included along with Hatton Road North. The full extent of the study area is shown within Figure 4.1 below and is also included within Appendix 4 of this Report.

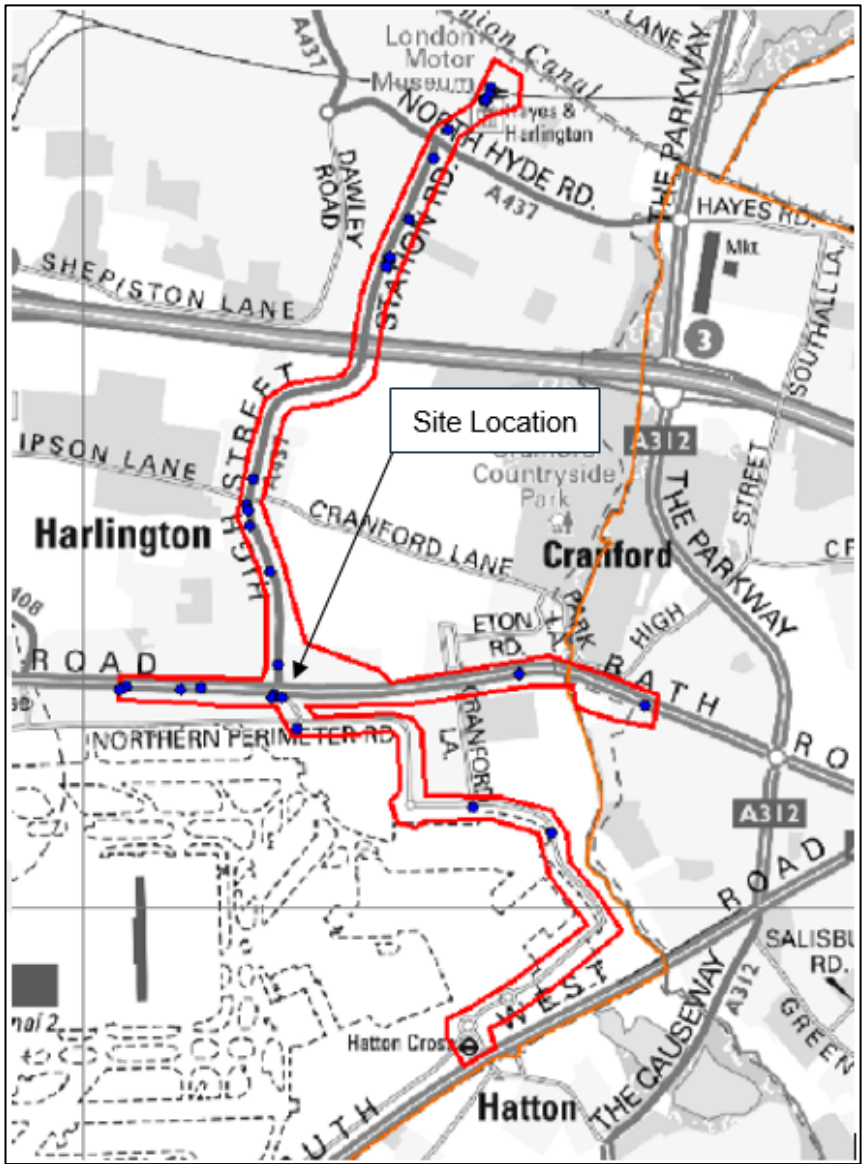


Figure 4.1: Collisions recorded within the most recent three-year period

4.7 A total of 30 collisions occurred within the study area during the most recent three-year period; all 30 collisions were categorised as 'Serious' in severity. It is important to note that no 'Fatal' accidents occurred within the study area within the most recent three-year period.

4.8 With regards to vulnerable road users, 15 collisions involved pedestrians, 6 involved motorcyclists and 5 collisions involved cyclists.

4.9 Table 4.1 below provides a summary of the of the serious collisions that occurred in proximity to the ATZ routes and their associated causation factors, taken from the Accident Report.

Table 4.1 Serious Incident Summary

Collision	Location	Date	Vulnerable Driver			Causation Factor(s)
			Pedestrian	Motorcyclist	Cyclist	
1	Bath Road J/W Craneswater	15/04/18	×	×	×	▪ Failed to look properly
2	A4 500m E of J/W Waye Avenue	19/06/18	✓	×	×	▪ Failed to look properly ▪ Crossing road masked by ▪ stationary or parked vehicle ▪ Stationary or parked vehicles ▪ Pedestrian wearing dark clothing at night
3	Harlington High Street J/W Marlborough Crescent	28/06/18	✓	×	×	▪ Wrong use of pedestrian crossing facility ▪ Failed to look properly
4	Harlington High Street J/W Marlborough Crescent	27/07/18	×	×	×	▪ Failed to judge other person's path or speed ▪ Exceeding speed limit
5	Station RD 100m N of J/W Keith RD	05/11/18	✓	×	×	▪ Failed to look properly ▪ Failed to judge other person's path or speed
6	High ST J/W Cranford Lane	10/12/18	×	×	✓	▪ Failed to look properly
7	Bath Road (J/W Mondial Way)	22/12/18	×	✓	×	▪ Failed to look properly
8	Station Approach, near junct with Station Road	29/01/19	✓	×	×	▪ Slippery road due to weather ▪ Failed to judge other vehicle's path or speed ▪ Failed to look properly ▪ Careless, reckless or in a hurry
9	Outside Rennesance Hotel, NR J/W on Eastbound carriageway	01/03/19	✓	×	×	▪ Failed to look properly ▪ Careless, reckless or in a hurry

Collision	Location	Date	Vulnerable Driver			Causation Factor(s)
			Pedestrian	Motorcyclist	Cyclist	
10	Station RD, 30 meters north of junct with Croyde Avenue	14/03/19	✓	×	×	▪ Failed to look properly
11	Station RD, 90 meters south of junct with Clayton RD	10/06/19	✓	×	×	▪ Failed to look properly
12	Bedwell Gardens 3 meters north of junct with Crowland Avenue	18/06/19	✓	×	×	▪ Failed to look properly
13	Location uncertain, On High ST, 30 meters east of junct with High St	12/11/19	×	×	✓	No Causation factors listed on accident report
14	High ST Harlington, NR junct with Manor Lane	09/12/19	✓	×	×	▪ Dazzling Sun ▪ Failed to look properly
15	Northern permitter RD, NR junct with Hatton RD North	16/01/20	×	✓	×	▪ Junction overshot ▪ Failed to look properly ▪ Disobeyed automatic traffic signal
16	Eastern perimeter RD, junct with T3 Staff exit	03/07/20	×	×	✓	▪ Disobeyed automatic traffic signal
17	Station RD, 55 Meters south of junct with North Hyde RD Nrest Classified RD was A437	14/09/20	×	×	✓	▪ Sudden braking ▪ Loss of control
18	Station RD, Hayes, 137 meters south of junct with Station Approach, Hayes	05/05/21	✓	×	×	▪ Slippery road due to weather ▪ Failed to look properly
19	Bedwell Gardens, (Description and geocode suggest occurred on Station RD)	04/06/21	×	×	✓	No Causation factors listed on accident report
20	Bell RD, NR junct with Hatton RD North (geocoded on Bath RD)	11/06/21	×	×	×	No Causation factors listed on accident report
21	Bath RD, 150 meters east of junct with New	02/07/21	×	✓	×	▪ Sudden braking ▪ Travelling too fast for conditions ▪ Failed to judge other person's path

Collision	Location	Date	Vulnerable Driver			Causation Factor(s)
			Pedestrian	Motorcyclist	Cyclist	
	RD					or speed
22	High ST, NR junct with Sipson Lane, Harlington	09/07/21	✓	×	×	▪ Careless, reckless or in a hurry
23	Station RD, 145 Meters north of junct with Kieth Road, Hayes	14/08/21	✓	×	×	▪ Failed to look properly
24	Station RD, 30 Meters north of junct with North Hyde RD. Nrest classified was A437	04/10/21	✓	×	×	▪ Impaired by alcohol
25	Hatton RD North, NR junct with Bath RD	28/10/21	✓	×	×	▪ Careless, reckless or in a hurry
26	Outside 316 Harlington High ST, 50 meters north of junct with West End Lane	13/05/22	×	×	×	▪ Impaired by drugs (Illicit or medicinal)
27	Eastern perimeter RD, 434 meters north of junct with Envoy Avenue	09/10/22	×	✓	×	▪ Loss of control
28	Station RD, NR junction with Station RD, Hayes	21/11/22	✓	×	×	▪ Failed to look properly
29	New RD, NR junct with New RD	12/02/23	×	✓	×	▪ Poor turn or manoeuvre ▪ Failed to judge other person's path or speed
30	Bath RD, NR junct with New RD	14/03/23	×	✓	×	▪ Failed to look properly ▪ Failed to judge other person's path or speed ▪ Distraction in vehicle ▪ Distraction outside vehicle

4.10 A number of clusters were observed within the data; however, it is important to note that every collision summarised within Table 4.1 was attributed to driver/human error and therefore no measures to mitigate the future prevalence of accidents are considered necessary.

ATZ Neighbourhood Photography

4.11 CE undertook a site visit during July 2023 whereby each of the key routes identified above were audited. The audit was conducted between the hours of 11:00 – 15:00 on a weekday.

Point of View photographs were taken every 150 metres as a snapshot of the route. As detailed in the guidance, the worst part of each route has been identified and assessed. We have then analysed the relevant Healthy Streets criteria that are considered not to have been met for each route.

Audited Routes

4.12 The abovementioned ATZ destinations have been consolidated into 7 Routes, where it has been demonstrated that part of the walking or cycling route to some of the destinations are shared with one another. Refer to CE Plan 9285/202 [*ATZ Routes + Destinations*] included within Appendix 1 of this Report, which shows how these routes were established. The full assessment of each route is provided within Tables 4.2 - 4.10 below.

4.13 Route 1

- Hayes & Harlington Station
- West End Lane
- Harlington High Street
- Harlington Baptist Church
- Village Pharmacy
- Glendale Medical Centre

4.14 Due to the length of Route 1 (approximately 3.0km), it has been split into two sections and which have been audited separately. The two sections of Route 1 have been appropriately named Route 1(A) and Route 1(B), as shown in Figure 4.2 below.

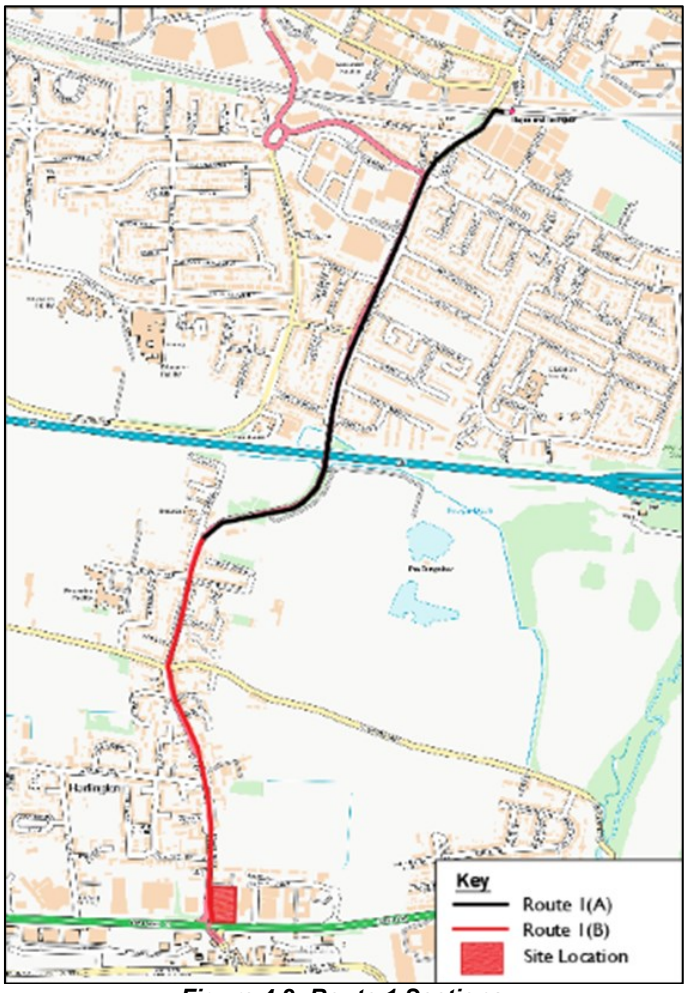


Figure 4.2: Route 1 Sections

4.15 Photographs 4.1 and 4.2 below demonstrate the worst section of Route 1(A). The photographs were taken in a layby adjacent to the A437 High Street, approximately 1.4km north of the site. The images have been reviewed against the Healthy Street Indicators in Table 4.2 below.

Photograph 4.1 (left): Rubbish present in Layby adjacent to A437 High Street
Photograph 4.2 (right): Footway bordering Layby adjacent to A437 High Street

Table 4.2: Healthy Streets Assessment of Route 1(A)

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Everyone feels welcome	As shown in Photograph 4.1, a significant amount of rubbish (likely caused by fly tipping) was present within the layby. This creates a sense of unease for users of the route and is also a safety hazard. Furthermore, rubbish was observed along the edge of the footway, potentially causing a trip hazard which could further deter users from using this route.	Recommendation for the elimination of rubbish from along the edge of the footway. Consider the implantation of signs and deterrents to prevent fly tipping in the future.
Places to stop and rest	There is a lack of accessible seating along this section of the route with no ledges or walls for pedestrians to rest. The need for adequate seating is exacerbated by the relatively long distance from the site, the end of the route (approx. 1.4km) and Hayes and Harlington Station, the start of the route (approx. 1.5km).	Conser the installation of a number of benches or other seating along the footway along the A427 High Street
People choose to walk and cycle	The footway narrows and eventually ends within the layby, as shown in Photograph 4.2 above. This may discourage pedestrian users from using the route and also potentially create safety issues with both pedestrians and vehicles using the layby concurrently. With regards to cyclists, a segregated	Consider lengthening the footway to create a safe passage for pedestrians around the layby.

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
	cycle way is present along the A427 High Road which facilitates safe and efficient cycle movement.	
People feel safe	Pedestrians who are required to traverse into layby may not feel comfortable, with no protection against a busy carriageway.	Consider lengthening the footway to create a safe passage for pedestrians around the layby.
People feel relaxed	As shown in Photograph 4.1, a significant amount of rubbish (likely caused by fly tipping) is present within the layby. This creates a sense of unease for users of the route and is also a safety hazard. As shown within Photograph 4.2 above, the footway narrows and eventually ends within the layby; pedestrians are therefore required to traverse through an active layby which could feasibly have vehicles manoeuvring. This could create a sense of unease for pedestrians. The high volume of traffic along the A427 High Road may also make some pedestrians have feelings of unease.	Recommendation for the elimination of rubbish from along the edge of the footway. Consider lengthening the footway to create a safe passage for pedestrians around the layby.
Clean air	Due to the high vehicular flows along the A427 High Road the air quality in the vicinity of the site is unlikely to be clean.	No improvement identified as it is not considered feasible. It should be noted that the number of vehicular movements generated by the site will not be increased as part of the redevelopment, and is likely to reduce. Also, 12 No. active electric vehicle charging spaces are proposed on site and thus the air quality in the vicinity of the site will not be exacerbated by the redevelopment.

4.16 Photograph 4.3 below demonstrates the worst section of Route 1 (B). The photograph was taken adjacent to the West End Lane (Stop C). The image has been reviewed against the Healthy Street Indicators in Table 4.3 below.

Photograph 4.3: Footway adjacent to West End Lane (Stop C)

Table 4.3: Healthy Streets Assessment of Route 1(B)

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Everyone feels welcome	As shown in Photograph 4.3, the footway adjacent to West End Lane (Stop C) is relatively narrow. When people are boarding/disembarking a bus, this stretch of footway will become congested and the movement of pedestrians along the footway will be compromised. This is further exacerbated if wheelchair / pushchair users require access. Parking bays could be removed in the vicinity of West End Lane (Stop C) to increase the width of the footway and facilitate easier and safer pedestrian movement.	Recommendation for the widening of footway in the vicinity of West End Lane (Stop C) bus stop.
Easy to cross	As shown in Photograph 4.3, the footway adjacent to West End Lane (Stop C) is relatively narrow. When people are boarding/disembarking a bus, this stretch of footway will become congested and the movement of pedestrians along the footway will be compromised.	Recommendation for the widening of footway in the vicinity of West End Lane (Stop C) bus stop.

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
People choose to walk and cycle	There is currently not enough space allocated for pedestrians and for uses waiting for public transport. This creates a congested footway.	Recommendation for the widening of footway in the vicinity of West End Lane (Stop C) bus stop.
People feel safe	Pedestrians may need to venture into the carriageway if the bus stop is at full capacity and the footway is blocked. This could make users feel anxious and could pose a safety issue.	Recommendation for the widening of footway in the vicinity of West End Lane (Stop C) bus stop.
People feel relaxed	Pedestrians travelling along the footway may feel anxious with vehicles on both sides of the carriageway. If the bus stop is at high capacity, pedestrians may be required to venture into the carriageway which may cause feelings of unease among users and also pose a safety risk.	Recommendation for the widening of footway in the vicinity of West End Lane (Stop C) bus stop.
Clean air	Due to the high vehicular flows along the A427 High Street Harlington the air quality in the vicinity of the site is unlikely to be clean.	No improvement identified as it is not considered feasible. It should be noted that the number of vehicular movements generated by the site will not be increased as part of the redevelopment, and is likely to reduce. Also, 12 No. active electric vehicle charging spaces are proposed on site and thus the air quality in the vicinity of the site will not be exacerbated by the redevelopment.

4.17 Route 2:

- Tesco Express
- Airport Bowl
- Harlington Corner (Stop E)

4.18 Photographs 4.4 and Photograph 4.5 below demonstrate the worst section of Route 2. These photographs were taken at the Nobel Drive / Bath Road (A4) junction, approximately 100m east of the site.

Photograph 4.4: Nobel Drive / Bath Road (A4) junction
Photograph 4.5: Informal pedestrian crossing across Nobel Drive

Table 4.4: Healthy Streets Assessment of Route 2

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Everyone feels welcome	As shown in Photograph 4.5, the informal pedestrian crossing along Nobel Drive does not incorporate tactile paving which may deter/pose safety issues for disabled pedestrians.	Recommendation for the implantation of tactile paving on the existing informal pedestrian crossing along Nobel Drive.
Easy to cross	As shown in Photograph 4.5, the informal pedestrian crossing along Nobel Drive does not incorporate tactile paving which may deter/pose safety issues for disabled pedestrians. The location of the pedestrian crossing means that pedestrians are likely to avoid the crossing and walk straight across the junction (via the desire line). It is also worth noting that the location of the pedestrian crossing does not provide good visibility. It was observed that the slip road is relatively long with vehicles leaving the junction at a high speed.	Recommendation for the implantation of tactile paving on the existing informal pedestrian crossing along Nobel Drive. Recommendation for the relocation of the pedestrian crossing to provide more visibility of Bath Road. Consider reducing the length and width of the slip road to reduce speeds of vehicles using the junction.

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
People choose to walk and cycle	The walking environment is not considered attractive and may deter users from using the route. However, it should be noted that the Nobel Street / Bath Road junction is located only a short distance from the site and thus public transport options are not considered feasible.	No areas identified or suggested for improvement
People feel safe	The high speeds of vehicles egressing Bath Road may cause unease for pedestrians utilising the crossing. Natural surveillance is provided by the nearby Courtyard Hotel and by vehicles on Bath Road.	Recommendation for the implantation of tactile paving on the existing informal pedestrian crossing along Nobel Drive. Recommendation for the relocation of the pedestrian crossing to provide more visibility of Bath Road. Consider reducing the length of the slip road to reduce vehicle speeds.
People feel relaxed	The high speeds of vehicles egressing Bath Road may cause unease for pedestrians utilising the crossing.	Recommendation for the implantation of tactile paving on the existing informal pedestrian crossing along Nobel Drive. Recommendation for the relocation of the pedestrian crossing to provide more visibility of Bath Road. Consider reducing the length of the slip road to reduce vehicle speeds.
Clean air	Due to the high vehicular flows along Bath Road (A4) the air quality in the vicinity of the site is unlikely to be clean.	No improvement identified as it is not considered feasible. It should be noted that the number of vehicular movements generated by the site will not be increased as part of the redevelopment, and is likely to reduce. Also, 12 No. active electric vehicle charging spaces are proposed on site and thus the air quality in the vicinity of the site will not be exacerbated by the redevelopment.

4.19 Route 3:

- Hatton Cross London Underground Station

4.20 Due to the length of Route 1 (approximately 3.0km), it has been considered necessary to split the Route into two sections and audit both in isolation. The two sections of Route 3 are appropriately named Route 3(A) and Route 3(B), as shown in Figure 4.3 below.

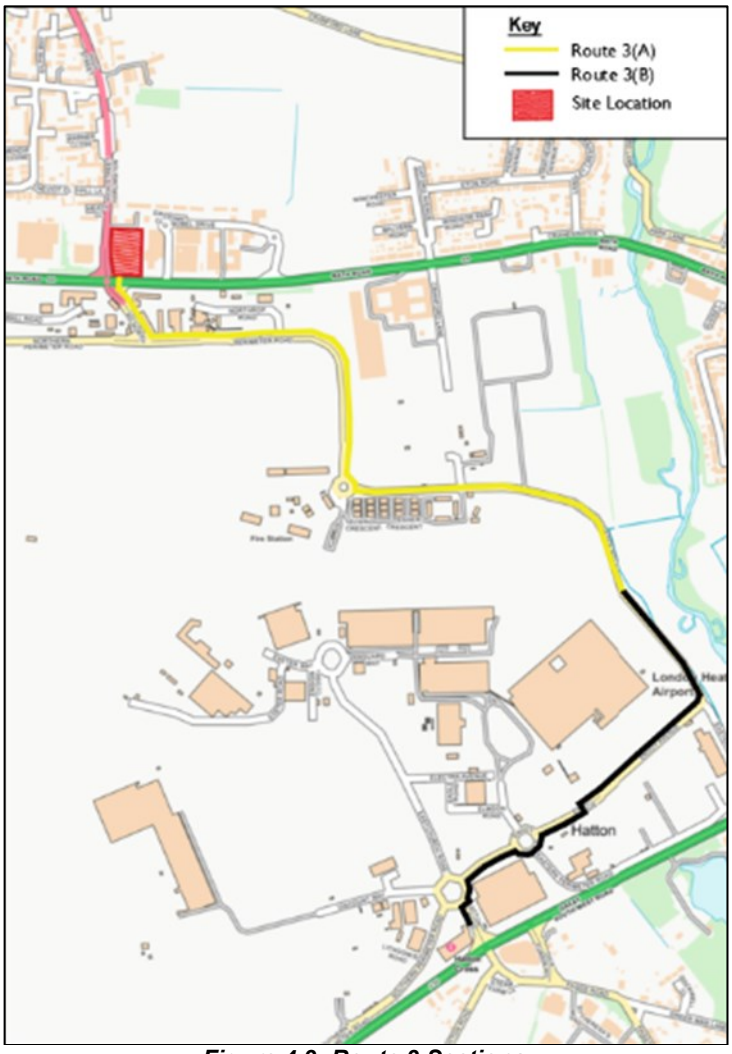


Figure 4.3: Route 3 Sections

4.21 Photograph 4.6 below demonstrates the worst section of Route 3 (A). The photograph was taken along the footway adjacent to Eastern Perimeter Road, approximately 1.3km south-west of the site. The image has been reviewed against the Healthy Street Indicators in Table 4.5 below.

Photograph 4.6: Footway adjacent to Eastern Perimeter Road

Table 4.5: Healthy Streets Assessment of Route 3(A)

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Everyone feels welcome	As shown in Photograph 4.6 above, the footway is obstructed by a temporary traffic light and traffic cones. This does not provide an attractive environment for pedestrians, whereby it feels as though vehicle's have been prioritised over pedestrians.	Recommendation for the removal of construction equipment and the implantation of measures (signage, training etc) to prevent future incidences.
Easy to cross	As shown in Photograph 4.6, construction equipment is present in the footway creates an obstacle for pedestrians, especially wheelchair / pushchair users. It is also likely that individuals with suitcases could use this footway on route to Heathrow Airport. The construction equipment may cause the user to venture into the road into westbound traffic. This problem is further exacerbated by the footway in question being in the vicinity of a bend in the road, therefore pedestrian visibility for oncoming vehicles is reduced. It should be noted that the footway is designated as a shared pedestrian / cycle footway and thus the footway is already relatively narrow to accommodate both pedestrians and cyclists.	Recommendation for the removal of construction equipment and the implantation of measures (signage, training etc) to prevent future incidences.

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Places to stop and rest	Cranford Lane Hatton Cross (Stop) is located nearby, which provides a seating area, however further accessible seating could be provided.	Consider implantation of accessible seating areas along Eastern Perimeter Road.
People choose to walk and cycle	Due to the presence of construction equipment in the footway, the footway does not feel looked after and thus may deter users. The footway is relatively narrow for use as a shared pedestrian/cycle footway, although low flows were observed and thus no amendments to the current width of the footway are deemed necessary.	Recommendation for the removal of construction equipment and the implantation of measures (signage, training etc) to prevent future incidences.
People feel safe	The presence of construction equipment in the footway may cause individuals (both pedestrians and cyclists) to venture into the carriageway into oncoming vehicles. Along the southern edge of the footway, barbered wire fencing is present (to prevent unauthorised access to Heathrow Airport) which may give individuals a sense of unease. Alternatively, it may also give individuals a sense of safety, as it shows a clear security presence. It is noted that the security arrangements in place around the boundary of Heathrow Airport are necessary.	Recommendation for the removal of construction equipment and the implantation of measures (signage, training etc) to prevent future incidences.
People feel relaxed	The presence of construction equipment in the footway creates a sense that the footway and area is not well maintained. Although the area does not feel peaceful due to the activities of Heathrow Airport, this is to be expected.	Recommendation for the removal of construction equipment and the implantation of measures (signage, training etc) to prevent future incidences.
Clean air	Due to the high vehicular flows along Eastern Perimeter Road the air quality in the vicinity of the site is unlikely to be clean.	No improvement identified as it is not considered feasible. It should be noted that the number of vehicular movements generated by the site will not be increased as part of the redevelopment, and is likely to reduce. Also, 12 No. active electric vehicle charging spaces are proposed on site and thus the air quality in the vicinity of the site will not be exacerbated by the redevelopment.

4.22 Photograph 4.7 below demonstrates the worst section of Route 3(B). The photograph was in the vicinity of Hatton Cross London Underground Station. The image has been reviewed against the Healthy Street Indicators in Table 4.6 below.

Photograph 4.7: Footbridge over Faggs Road

Table 4.6: Healthy Streets Assessment of Route 3(B)

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Everyone feels welcome	As shown in Photograph 4.7, the existing footbridge over Faggs Road was closed at the time of the audit. Nevertheless, it should be noted that the existing footbridge is not accessible to all, with wheelchair and pushchair users unable to use the footbridge.	Consider the redesign of the footbridge to incorporate a ramp and facilitate access to all users.
Easy to cross	As shown in Photograph 4.7, the existing footbridge over Faggs Road was closed at the time of the audit. Nevertheless, it should be noted that the existing footbridge is not accessible to all, with wheelchair and pushchair users unable to use the footbridge. Due to the closure of the footbridge, pedestrians are required to walk to the signalised pedestrian crossing at the Great South West Road / Faggs Road junction, which prolongs the journey. If users are unaware of the footbridge closure and need to access Hatton Cross Station quickly it may encourage users to cross Faggs Road dangerously. It should be noted that the footbridge was clearly signposted to inform users, and the signage and barriers were not obstructing the footway and therefore pedestrian movement was unobstructed.	Consider the redesign of the footbridge to incorporate a ramp and facilitate access to all users. Recommendation for the prompt reopening of the footbridge.

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
People choose to walk and cycle	The closure of the footbridge may deter pedestrians from walking in the future as their journey to/from Hatton Cross is extended. The closure may make users feel like pedestrian infrastructure is not a priority in the local area.	Recommendation for the prompt reopening of the footbridge.
People feel relaxed	If users are running late, the closure of the footbridge may cause feelings of unease as the journey time to/from Hatton Cross is increased. The area does not feel peaceful due to the activities of Heathrow Airport, although this is to be expected.	Recommendation for the prompt reopening of the footbridge.
Clean air	Due to the high vehicular flows along Faggs Road the air quality in the vicinity of the site is unlikely to be clean.	No improvement identified as it is not considered feasible. It should be noted that the number of vehicular movements generated by the site will not be increased as part of the redevelopment, and is likely to reduce. Also, 12 No. active electric vehicle charging spaces are proposed on site and thus the air quality in the vicinity of the site will not be exacerbated by the redevelopment.

4.23 Route 4:

- McDonalds
- New Harlington Road (Stop D)

4.24 Photograph 4.8 below demonstrates the worst section of Route 4. The photograph was taken along the shared cycle / footway adjacent to the A4 Bath Road, at the vehicular access to Sheraton Skyline Hotel, approximately 250m west of the site. The image has been reviewed against the Healthy Street Indicators in Table 4.7 below.

Photograph 4.8: Sheraton Skyline Hotel Vehicular Access

Table 4.7: Healthy Streets Assessment of Route 4

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Everyone feels welcome	As shown in Photograph 4.8 above, the informal pedestrian crossing across the vehicular access to the Sheraton Skyline Hotel does not incorporate tactile paving which may deter/pose safety issues for disabled pedestrians.	Recommendation for the implantation of tactile paving on the existing informal pedestrian crossing at the Sheraton Skyline Hotel vehicular access of the A4 Bath Road
Easy to cross	As shown in Photograph 4.8, the informal pedestrian crossing across the vehicular access to the Sheraton Skyline Hotel does not incorporate tactile paving which may deter/pose safety issues for disabled pedestrians. The location of the mature tree, also shown in Photograph 4.8, obscures visibility. Pedestrians and cyclists crossing the vehicular access may not be able to see vehicles travelling eastbound along the A4 Bath Road.	Recommendation for the implantation of tactile paving on the existing informal pedestrian crossing at the Sheraton Skyline Hotel vehicular access of the A4 Bath Road
People feel safe	The footway is of an appropriate width to cater for pedestrians. Natural surveillance is provided by the A4 Bath Road and the nearby buildings. Although the lack of tactical paving across informal pedestrian crossing, coupled with the reduced visibility may cause some unease to users of the route when crossing the vehicular access.	Recommendation for the implantation of tactile paving on the existing informal pedestrian crossing at the Sheraton Skyline Hotel vehicular access of the A4 Bath Road.

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
People feel relaxed	The lack of tactile paving and the aforementioned visibility issues may cause some users of the route to feel anxious using the route.	Recommendation for the implantation of tactile paving on the existing informal pedestrian crossing at the Sheraton Skyline Hotel vehicular access of the A4 Bath Road.
Clean air	Due to the high vehicular flows along Bath Road (A4) the air quality in the vicinity of the site is unlikely to be clean.	No improvement identified as it is not considered feasible. It should be noted that the number of vehicular movements generated by the site will not be increased as part of the redevelopment, and is likely to reduce. Also, 12 No. active electric vehicle charging spaces are proposed on site and thus the air quality in the vicinity of the site will not be exacerbated by the redevelopment.

4.25 Route 5:

- Harlington Corner (Stop N)

4.26 Photograph 4.9 below demonstrates the worst section of Route 5. The photograph was taken along the footway adjacent to the A437 High Street Harlington leading to Harlington Corner (Stop N) bus stop. The image has been reviewed against the Healthy Street Indicators in Table 4.8 below.

Photograph 4.9: Harlington Corner (Stop N)

Table 4.8: Healthy Streets Assessment of Route 5

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Shade and shelter	Shade and shelter are provided at the Harlington Corner (Stop N) bus stop. However, it was observed during the audit that the bus shelter was not big enough for the number of users waiting for the bus.	Consider widening the bus stop to accommodate more users.
Places to stop and rest	Sheltered seating is provided at the Harlington Corner (Stop N) bus stop. Although it was observed during the audit that the bus shelter was not big enough for the number of users waiting for the bus.	Consider widening the bus stop to accommodate more users.
People choose to walk and cycle	The high frequency of bus services at the Harlington Corner (Stop N) bus stop provides a competitive alternative to car use. Harlington Corner (Stop N) bus stop was relatively full at the time of the audit which may deter users from using the bus.	Consider widening the bus stop to accommodate more users.
Clean air	Due to the high vehicular flows along the A437 High Street Harlington the air quality in the vicinity of the site is unlikely to be clean.	No improvement identified as it is not considered feasible. It should be noted that the number of vehicular movements generated by the site will not be increased as part of the redevelopment, and is likely to reduce. Also, 12 No. active electric vehicle charging spaces are proposed on site and thus the air quality in the vicinity of the site will not be exacerbated by the redevelopment.

4.27 Route 6:

- Hatton Road North (Stop M)

4.28 Photograph 4.10 below demonstrates the worst section of Route 6. The photograph was taken along the footway adjacent to northbound Hatton Road North carriageway, approximately 200m south-west of the site. The image has been reviewed against the Healthy Street Indicators in Table 4.9 below.

Photograph 4.10: Hatton Road North Footway

Table 4.9: Healthy Streets Assessment of Route 6

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Everyone feels welcome	The footway is not currently accessible to all users. As shown in Photograph 4.10, signposts and lampposts are located within the centre of the footway and may pose an obstacle to pedestrians, especially pushchair and wheelchair users.	Recommendation for the relocation of existing lampposts and signposts within the footway adjacent to the northern Hatton Road carriageway to create more space for pedestrians.
Easy to cross	The lampposts and signposts within the footway obstruct pedestrian movement and thus pedestrians may be required to venture into the busy carriageway.	Recommendation for the relocation of existing lampposts and signposts within the footway adjacent to the northern Hatton Road carriageway.
Shade and shelter	Hatton Road North (Stop M) bus stop would benefit from a sheltered seated area for users waiting for a bus service.	Consider the possibility of a sheltered seating area at Hatton Road Norh (Stop M).
Places to stop and rest	Hatton Road North (Stop M) bus stop would benefit from a sheltered seated area for users waiting for a bus service.	Consider the possibility of a sheltered seating area at Hatton Road Norh (Stop M).

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
People choose to walk and cycle	The presence of signposts and lampposts within the centre of the footway may deter pedestrians from using the route, especially wheelchair and pushchair users who may need to venture into the carriageway. Hotel users may struggle to manoeuvre around the obstacles with large suitcases etc.	Recommendation for the relocation of existing lampposts and signposts within the footway adjacent to the northern Hatton Road carriageway to create more space for pedestrians.
People feel safe	The presence of signposts and lampposts within the centre of the footway may deter pedestrians from using the route, especially wheelchair and pushchair users who may need to venture into the carriageway. This may cause individuals to feel unease, especially because Hatton Road North is a busy road, with three northbound lanes.	Recommendation for the relocation of existing lampposts and signposts within the footway adjacent to the northern Hatton Road carriageway to create more space for pedestrians.
People feel relaxed	Individuals may have to venture into the carriageway to avoid the lampposts and signposts within the centre of the footway which may make users anxious. This could be exuberated if users have large suitcases.	Recommendation for the relocation of existing lampposts and signposts within the footway adjacent to the northern Hatton Road carriageway to create more space for pedestrians.
Clean air	Due to the high vehicular flows along Hatton Road North the air quality in the vicinity of the site is unlikely to be clean.	No improvement identified as it is not considered feasible. It should be noted that the number of vehicular movements generated by the site will not be increased as part of the redevelopment, and is likely to reduce. Also, 12 No. active electric vehicle charging spaces are proposed on site and thus the air quality in the vicinity of the site will not be exacerbated by the redevelopment.

4.29 Route 7:

- Harlington Corner (Stop J)

4.30 Photograph 4.11 below demonstrates the worst section of Route 5. The photograph was taken along the shared cycle / footway adjacent to the Bath Road (A4) leading to Harlington Corner (Stop J) bus stop. The image has been reviewed against the Healthy Street Indicators in Table 4.10 below.

Photograph 4.11: Harlington Corner (Stop J)

Table 4.10: Healthy Streets Assessment of Route 7

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Shade and shelter	Shade and shelter are provided at the Harlington Corner (Stop J) bus stop. Although it was observed during the audit, that the bus shelter was not big enough for the number users waiting for the bus.	Consider widening the bus stop to accommodate more users.
Places to stop and rest	Sheltered seating is provided at the Harlington Corner (Stop J) bus stop. Although it was observed during the audit, that the bus shelter was not big enough for the number users waiting for the bus.	Consider widening the bus stop to accommodate more users.
People choose to walk and cycle	The high frequency of bus services at the Harlington Corner (Stop J) bus stop provides a competitive alternative to car use. Harlington Corner (Stop J) bus stop was relatively full at the time of the audit which may deter users from using the bus.	Consider widening the bus stop to accommodate more users.

Healthy Street Indicator	Comments / Observations	Suggested Areas for Improvement
Clean air	Due to the high vehicular flows along Bath Road (A4) the air quality in the vicinity of the site is unlikely to be clean.	No improvement identified as it is not considered feasible. It should be noted that the number of vehicular movements generated by the site will not be increased as part of the redevelopment, and is likely to reduce. Also, 12 No. active electric vehicle charging spaces are proposed on site and thus the air quality in the vicinity of the site will not be exacerbated by the redevelopment.

5.0 LONDON WIDE NETWORK

Vehicular Trips – Existing Car Wash

5.1 As part of the redevelopment of the site, the quantum of car parking spaces on the site will reduce from No. 118 to No. 57. It is thus anticipated that the redevelopment will result in a reduction in vehicular movements when compared to the existing use on the site.

5.2 The existing car wash in the northern part of the site (which is being removed as part of the redevelopment proposals) currently generates vehicular trips. CE has obtained vehicular trip rates for 'Car Wash' from the TRICS 7.10.2 database to predict the number of daily vehicular trips currently generated by the car wash. Only sites located within Greater London were included within the analysis, with just 1 survey site available between the selected dates of January 2015 to present. The derived daily vehicular trips are shown within Table 5.1 below.

Table 5.1: Vehicle Trip Rates for 'Car Wash'

	Arrivals	Departures	Total
Daily (07:00 – 20:00)	7.250	7.250	14.500

5.3 It should be noted that an additional car wash survey (conducted in 2010) was included on the TRICS database which produced higher trip rates than outlined above, however it was considered too old to be considered in the analysis.

5.4 For the purposes of the assessment, the existing car wash has been considered to comprise 3no. bays. The resultant vehicular trip generation is shown within Table 5.2 below.

Table 5.2: Vehicle Trip Generation for Existing Car Wash (3 bays)

	Arrivals	Departures	Total
Daily (07:00 – 20:00)	22	22	44

5.5 As shown within Table 5.2 above, the existing car wash is predicted to be generating 44 two-way vehicular trips daily, which as a result of the redevelopment will be removed from the highway network.

5.6 It should be noted that a number of the site's existing car parking spaces are also currently utilised as public car parking. As part of the redevelopment, the existing public car parking will be removed, with all of the proposed car parking spaces on the site being allocated to the operational needs of the Hotel.

5.7 In summary, due to the existing Car Wash and public car parking being removed as part of the redevelopment proposals and the fact that a number of car parking spaces are also being removed on site, the redevelopment will result in a reduction in daily vehicular trips. This is in line with Healthy Streets, the Mayors Transport Strategy and Vision Zero. It can therefore be concluded that the redevelopment proposals will not impact the operation of the local highway network.

Proposed Development Trip Generation

5.8 As previously stated in Section 3.0 of this Report, the proposals comprise the redevelopment of the existing Hotel building and construction of a new Aparthotel building. The proposals will result in an additional 211 units (Hotel and Aparthotel).

5.9 It has been considered that the users of the aparthotel units will have identical travel behaviours as the hotel units, with it likely that the majority of guests staying for 1 or 2 nights before or after their scheduled flight from Heathrow Airport. Therefore, it has been considered appropriate to group Hotel and Aparthotel units together and use the same trip rates.

5.10 To predict the number of daily person trips generated by the additional 211 Hotel and Aparthotel units, CE interrogated the 'Hotel, Food & Drink' surveys on the TRICS 7.10.2 database. Only sites within Greater London were included within the analysis. During the selected timescales (2015 - present) only 2 hotel surveys were available on the database.

5.11 It should be noted that Transport Assessments prepared in support of planning applications for nearby constructed hotel schemes used surveys that were conducted prior to 2015. Notably the 246-bedroom Courtyard by Marriott London Heathrow Airport Hotel (Application Ref: 46214/APP/2016/2397) located to the immediate east of the application site, used a number of older survey sites within their trip generation methodology. Due to the changing travel habits of individuals coupled with the improvement and intensification of public transport services, CE has determined that surveys conducted prior to 2015 are not comparable to the application site and thus not applicable.

5.12 The 2 multi-modal surveys available on the TRICS 7.10.2 database surveyed post 2015 were an unnamed 80-bedroom hotel within Hadley Wood, Enfield with a PTAL rating of 1a (very poor) and a 297-bedroom Hampton by Hilton Hotel within Lambeth with a PTAL rating of 6b (excellent). Due to the majority of the application site being located in a relatively high PTAL rating (5 - very good) the Hadley Wood, Enfield site is not considered comparable to the application site even though it is located within Outer London. It should be noted that the

Hadley Wood, Enfield Hotel is listed on TRICS as having a total of 90 employees (for 80 bedrooms) whilst the Lambeth Hotel has a total of 72 employees (for 297 bedrooms). Thus, even though the Lambeth Hotel is located within Inner London, it is more comparable in terms of public transport accessibility and the ratio of staff to bedrooms, both of which affect mode share.

5.13 Therefore, due to the lack of comparable recent survey sites on the TRICS 7.10.2 database, CE have determined that using the single Lambeth survey site is appropriate for this application. It is worth noting that other Transport Assessments accompanying Hotel applications within Hillingdon have used one survey site within their trip generation analysis, such as the aforementioned Courtyard by Marriott London Heathrow Airport Hotel (Application Ref: 46214/APP/2016/2397) immediately east of the application site which used a single TRICS survey site within their vehicular trip generation assessment, with the corresponding Officer Report not querying the robustness of this approach.

5.14 The derived person trip rates from the aforementioned Lambeth Hotel site are outlined within Table 5.3 below.

Table 5.3: Person Trip Rates – Hotel, Food & Drink

		Arrivals	Departures	Total
AM Extended Peak	07:00 – 08:00	0.077	0.189	0.266
	08:00 – 09:00	0.067	0.236	0.303
	09:00 – 10:00	0.027	0.360	0.387
	Total	0.171	0.785	0.956
PM Extended Peak	16:00 – 17:00	0.269	0.185	0.454
	17:00 – 18:00	0.205	0.259	0.464
	18:00 – 19:00	0.229	0.239	0.468
	Total	0.703	0.683	1.386

5.15 Table 5.4 below, outlines the predicted person trip generation of the 211 units (Hotel and Aparthotel).

Table 5.4: Person Trip Generation (211 Units)

		Arrivals	Departures	Total
AM Extended Peak	07:00 – 08:00	16	40	56
	08:00 – 09:00	14	50	64
	09:00 – 10:00	6	76	82
	Total	36	166	202
PM Extended Peak	16:00 – 17:00	57	39	96
	17:00 – 18:00	43	55	98
	18:00 – 19:00	48	50	99
	Total	148	144	292

5.16 As shown within Table 5.4 above, 202 and 292 two-way person trips are expected within the extended AM and PM peaks, respectively.

5.17 To calculate the modal split, CE have analysed the Modal Split Percentages associated with the Lambeth Hotel survey (the trip rates of which are shown in Table 5.4 above). The recorded Modal Split percentages, taken from TRICS are shown within Table 5.5 below.

Table 5.5: Recorded Modal Split Percentages – Lambeth TRICS Hotel

Mode	Percentage of Total
Total Rail Passengers	42%
Bus/Tram Passengers	4.5%
Multi-vehicle Occupants	7.4%
Single Vehicle Occupants	3.2%
Cyclists	0.2%
Pedestrians	42.8%

5.18 It is noted that the Lambeth Hotel Site is located a close walking distance (under 1.0km) to Waterloo, Southwark and Lambeth North London Underground Stations, in addition to Waterloo and Waterloo East National Rail Stations, therefore it is unsurprising that rail passengers have a high mode share.

5.19 Due to the fact that the Lambeth Hotel does not have any parking facilitates for guests (exclusive of two blue badge bays), it is considered that the 'multi vehicle occupants' and 'single vehicle occupants' are generated from private hire car or taxi trips.

5.20 With regards to the application site modal share, due to the unique characteristics of the hotel, it has been considered that a first principles approach should be taken, with consideration made to the Lambeth TRICS hotel model split outlined above, specifically a high proportion of trips occurring by sustainable modes of transport.

5.21 As a result of the vast public transport infrastructure within the vicinity of the site, users of the site will be able to easily access the site by public transport. This is particularly applicable for users travelling to/from Heathrow Airport which is going to be the predominant trip generator / origin for guests at the proposed Hotel/Aparthotel, with numerous bus services facilitating easy access to/from the airport. Therefore, the public transport services (in particular the bus services) have been attributed the greatest mode share to reflect the highly sustainable location of the site.

5.22 Due to the number of car parking spaces reducing from 118 to 57. It has been considered that no additional vehicular trips will be generated by the additional units proposed, and consequently, the car driver / car passenger figure has been attributed 0% of trips.

5.23 The cycle mode share is relatively low, although this is deemed appropriate owing to the fact that guests are likely to not travel to/from the site by bicycle due to the presence of suitcases etc. This approach is supported by the recorded mode share of the Lambeth TRICS hotel site, which recorded only 0.2% of users travelling to/from the site by bicycle.

5.24 Due to the site's location in the vicinity of Heathrow Airport, it is considered that the majority of users will not be located within close walking distance to the site (excluding staff) and thus the 'on foot' mode share has been calculated accordingly. It has been noted that the Lambeth TRICS hotel has a high 'pedestrian' mode share, although the number of possible destinations that are available on foot is far greater than the number of amenities near the application site. It is also unlikely that guests at the site will walk to/from Heathrow Airport when there are frequent bus services available.

5.25 The derived modal share is provided within Table 5.6 below, whilst the trip generation of each mode is outlined within Table 5.7 below.

Table 5.6: Derived Modal Share

Method of Travel	Modal Share
Underground, metro, light rail, tram or train	5%
Bus, minibus or coach	80%
Taxi	4%
Bicycle	3%
On foot	8%

Table 5.7: Hotel/Aparthotel Trip Generation (211 Units)

Mode	Extended AM Peak (07:00 – 10:00)		Extended PM Peak (16:00 – 19:00)	
	Arrivals	Departures	Arrivals	Departures
All Modes	**36**	**166**	**148**	**144**
Underground, metro, light rail or tram /train	2	8	7	7
Bus, minibus or coach	29	133	118	115
Taxi	1	7	6	6
Bicycle	1	5	4	4
On foot	3	13	12	12

5.26 Table 5.7 demonstrates that the proposed development is expected to generate 162 and 233 two-way bus trips in the extended AM and PM peaks. Due to the high bus service frequency in the vicinity of the site, the additional trips generated by the development can easily be accommodated by the existing bus infrastructure.

5.27 The remaining modes are predicted to experience a very minor increase in trips.

5.28 As alluded to in Paragraph 5.5 above, it should be reiterated that the redevelopment proposals will result in reduction of an estimated 44 two-way daily vehicular trips.

6.0 SUMMARY AND CONCLUSIONS

6.1 This *TA* has been prepared on behalf of R Ariel Heathrow Opco Limited in support of a full planning application pertaining to the proposed redevelopment of Ariel Hotel, Harlington, UB3 5AJ, London Borough of Hillingdon.

6.2 The *TA* has been prepared with regard to TfL's *Healthy Streets Transport Assessment* format and associated guidance.

6.3 The conclusions of this *TA* are set out below:

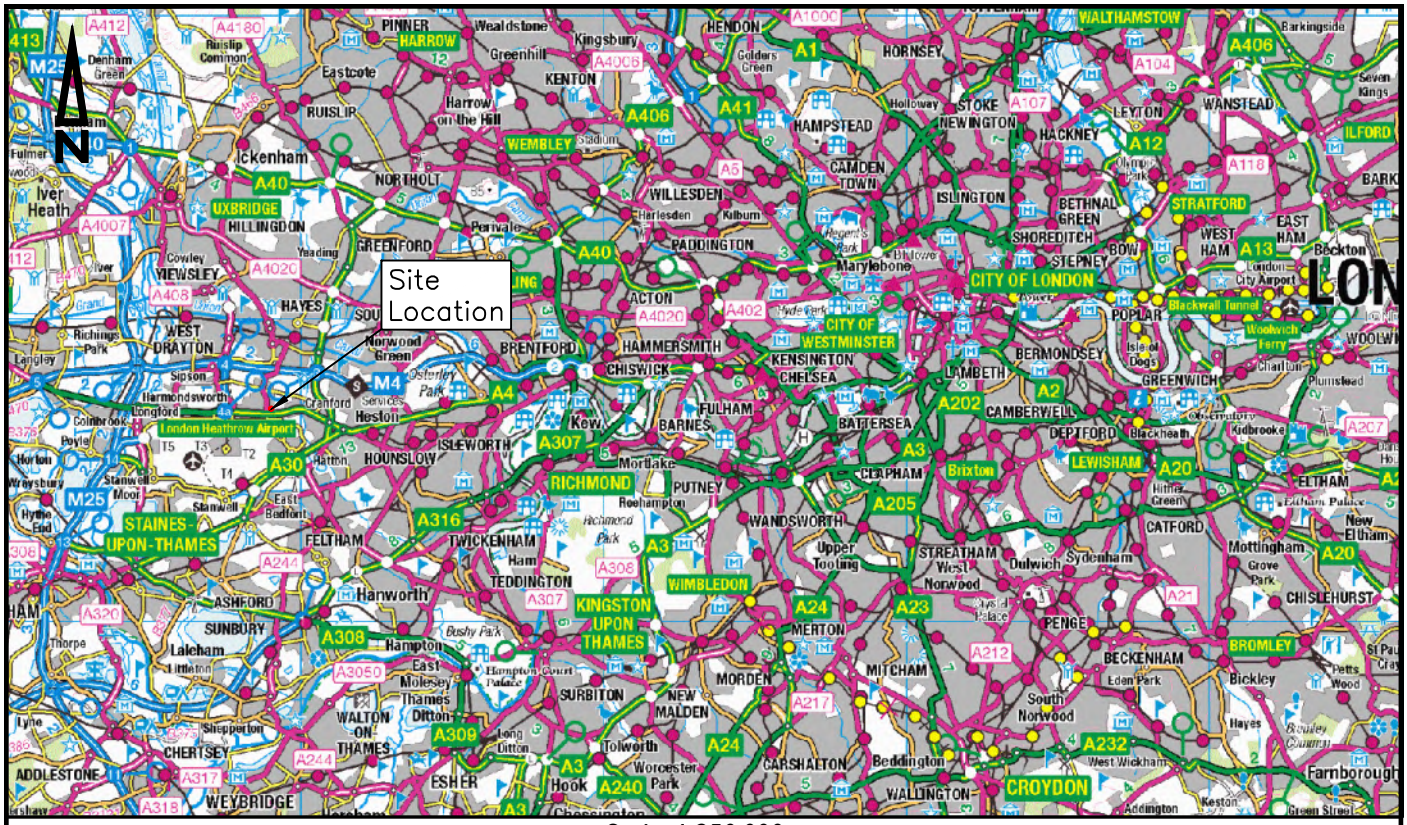
- vehicular access will be facilitated by two existing accesses off A437 High Street Harlington and the A4 Bath Road;
- the development proposals comply with local, regional and national transport policies aimed at ensuring that new development is located where there is good accessibility by sustainable modes of transport. The proposals also comply with various local and London-wide policies aimed at increasing the proportion of journeys made by walking, cycling and public transport;
- the site will offer good accessibility by public transport, with the site benefiting from being in close proximity to a plethora of public transport services which serve Heathrow Airport. The accompanying *Travel Plan* will seek to maximise the number of journeys made by sustainable modes of transport and thus contribute towards achieving policies contained within the Mayor's Transport Strategy*;*
- the proposals include a reduction in car parking spaces when compared to the existing situation and will thus contribute towards a sustainable development and the uptake of sustainable transport modes;
- refuse and service vehicles will be able to adequately access the site as demonstrated by the appended Swept Path Analysis drawings;
- the development will provide cycle parking in accordance with the requirements of the *London Plan*;
- an ATZ assessment has been undertaken in accordance with TfL guidance;
- the greatest impact on any one transport mode will be on bus services;
- the trip generation of the redevelopment within the AM and PM peaks are predicted to facilitate a negligible impact on local public transport and pedestrian infrastructure.

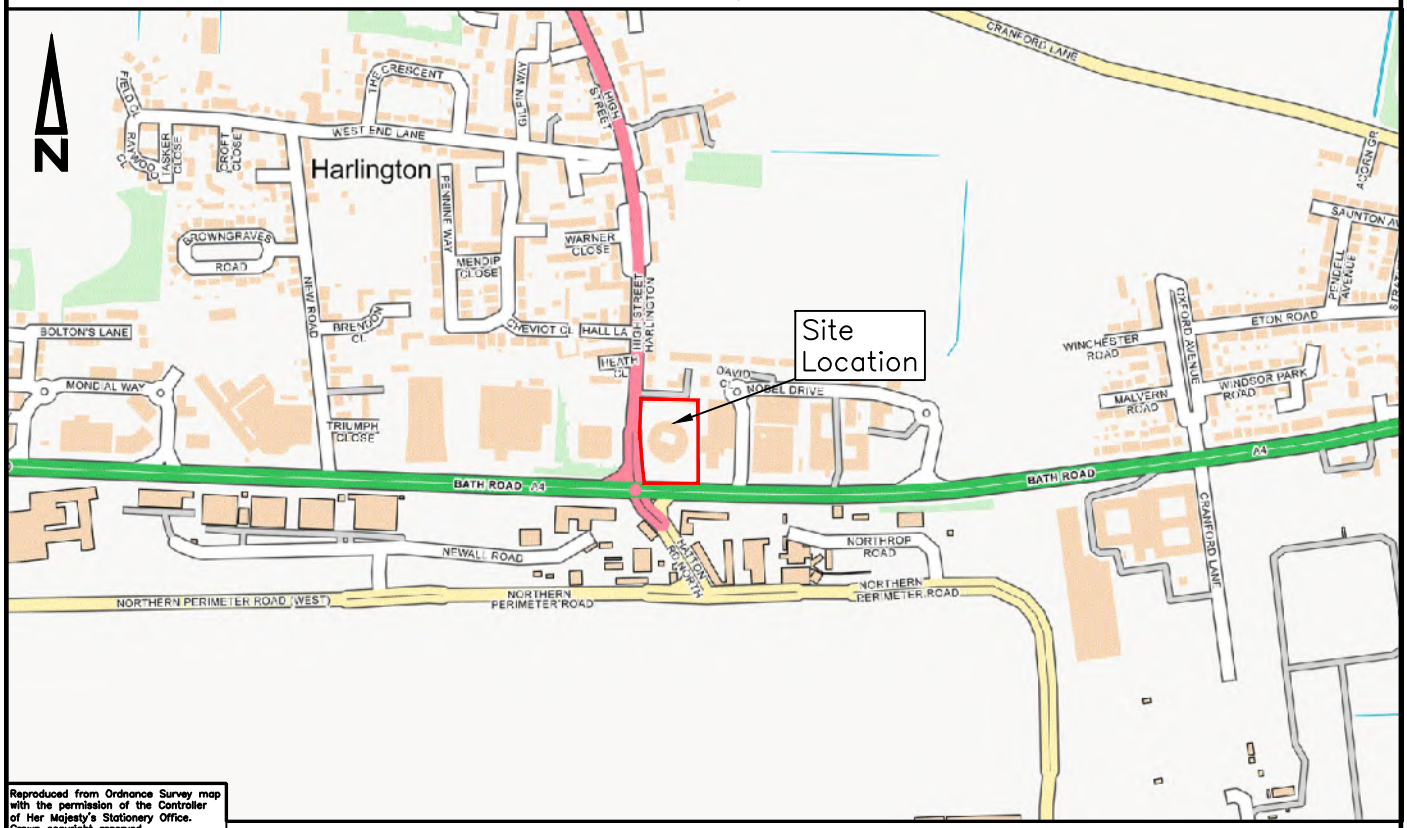
6.4 CE considers that there are no highway or transportation reasons to preclude the development of this site as proposed, subject to the implementation of the measures identified within this Report (including the *Travel Plan*).

Cole Easdon Consultants Limited

September 2023

Appendix 1





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Job Title:
Ariel Hotel
118 Bath Road
Heathrow
Hayes & Harlington

Client:
R Ariel Heathrow Opco Ltd

Drawing Status:

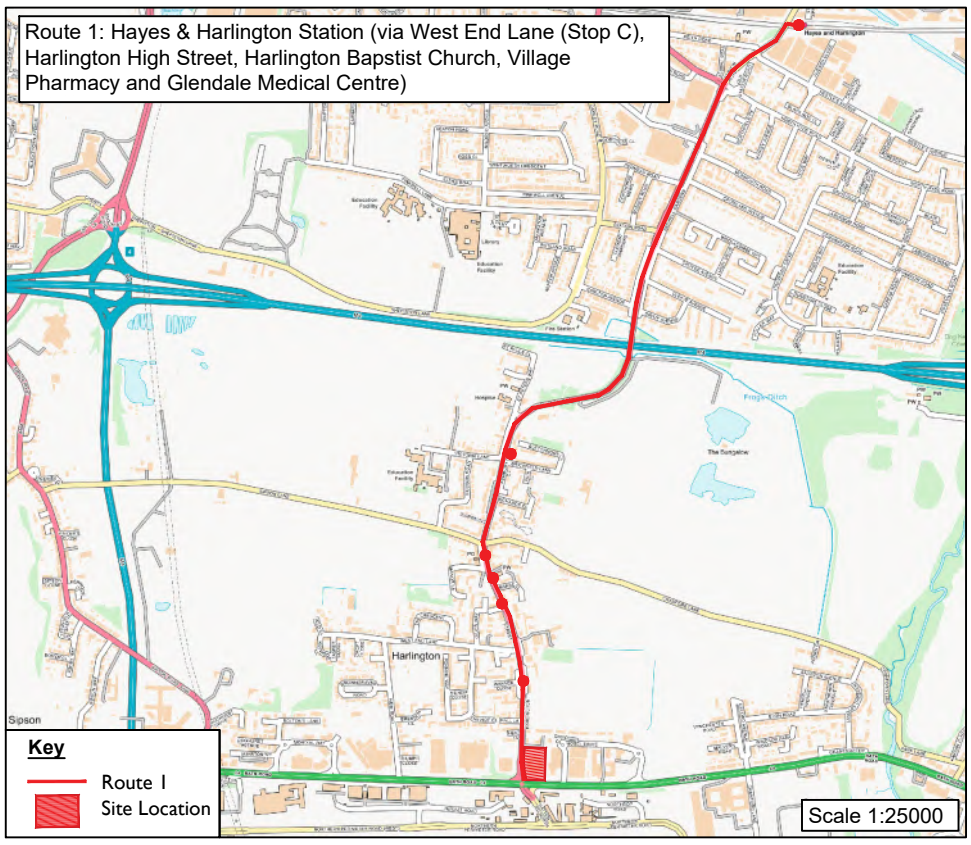
CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	
FOR COMMENT	
FOR PLANNING	X
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Drawing Title:
Site Location Plan

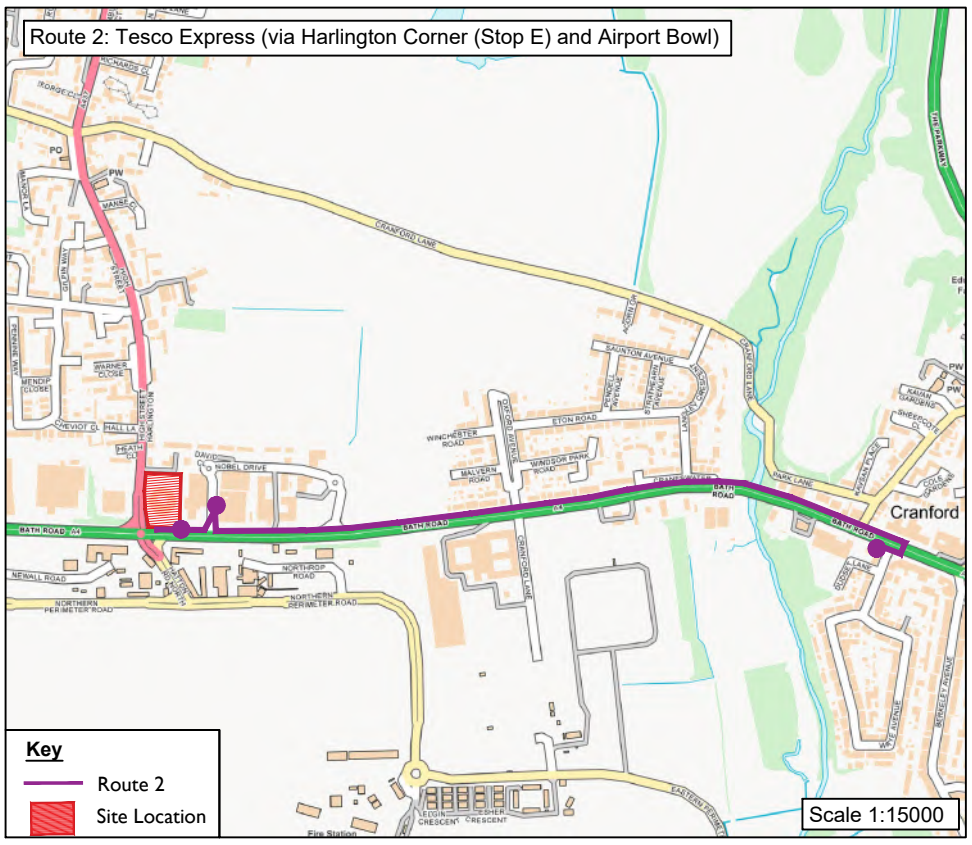
Drawn By	Date Drawn	Scale
NJ	June 2023	As Shown (A4)

Checked By	Drawing No.	Revision
DF	9285/500 Figure 1	

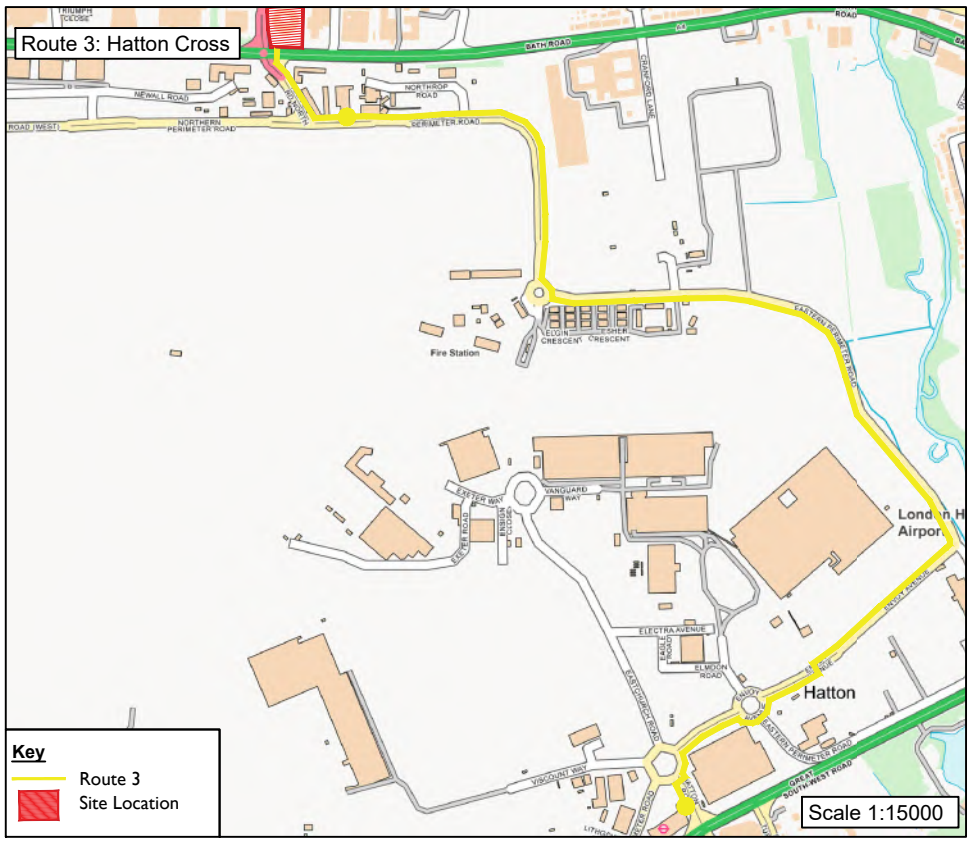
Route 1: Hayes & Harlington Station (via West End Lane (Stop C), Harlington High Street, Harlington Bapstist Church, Village Pharmacy and Glendale Medical Centre)



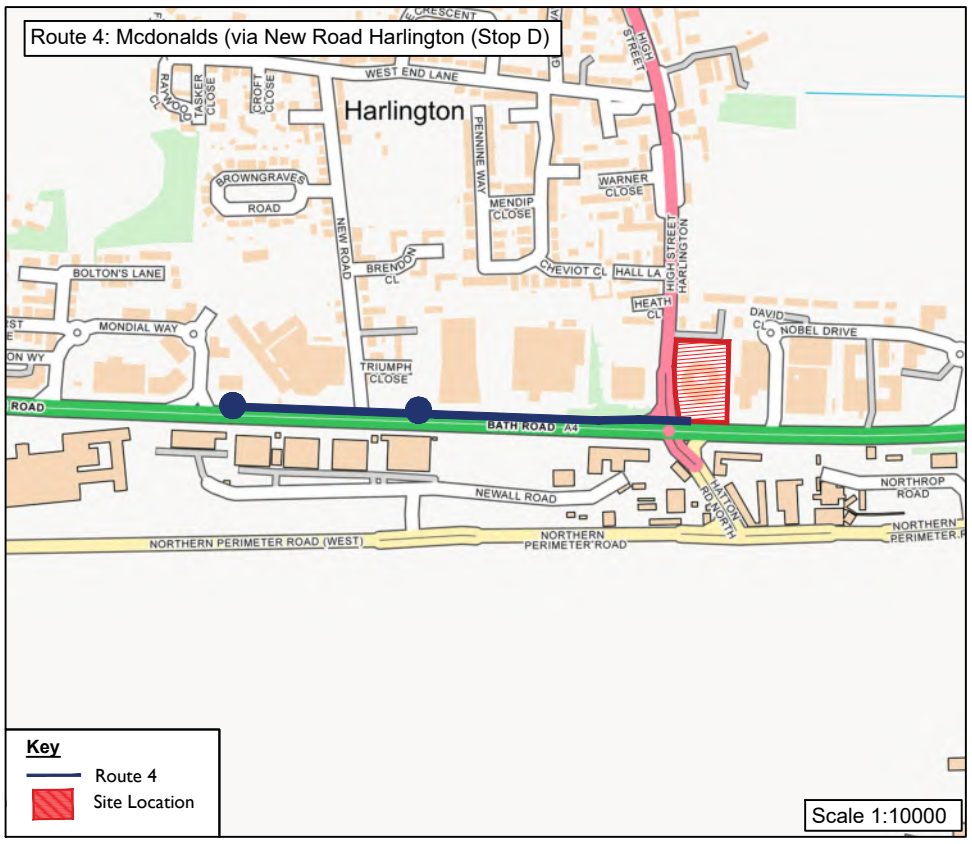
Route 2: Tesco Express (via Harlington Corner (Stop E) and Airport Bowl)



Route 3: Hatton Cross

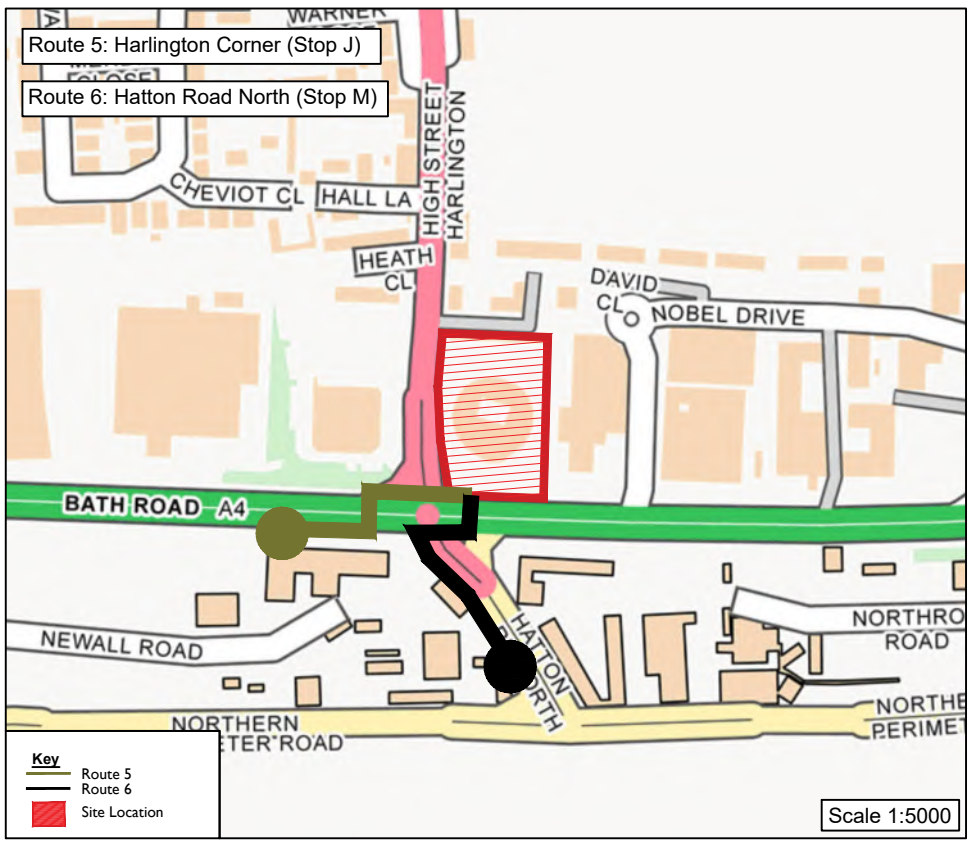


Route 4: Mcdonalds (via New Road Harlington (Stop D)

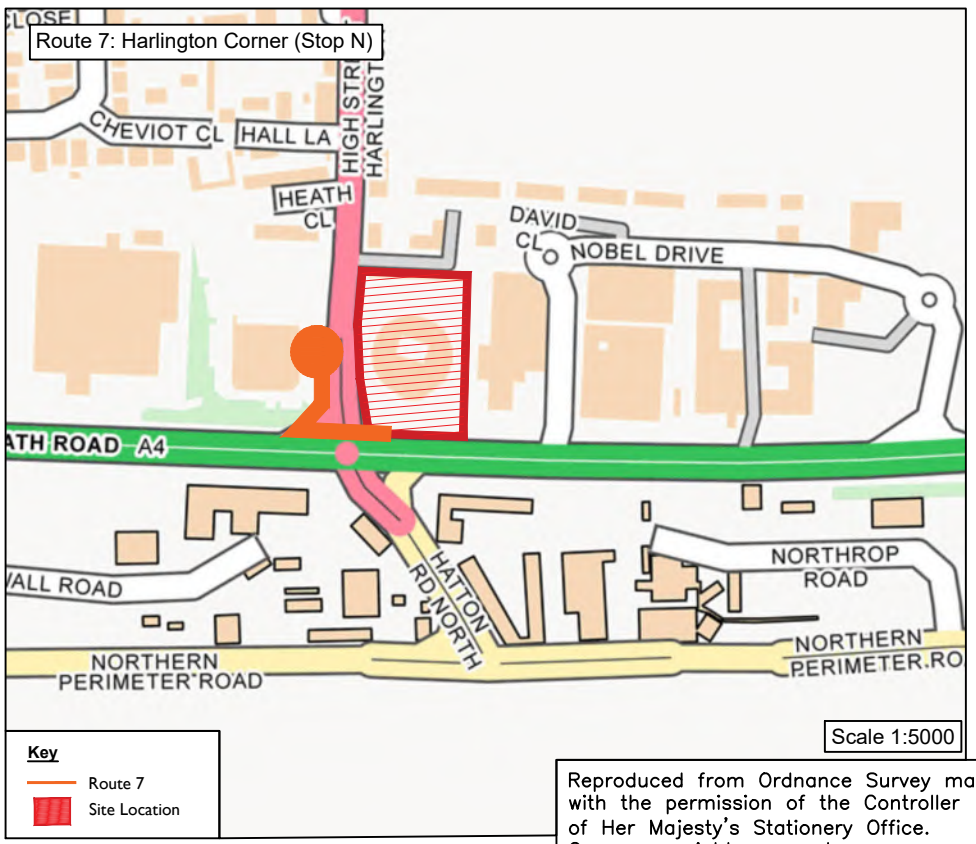


Route 5: Harlington Corner (Stop J)

Route 6: Hatton Road North (Stop M)



Route 7: Harlington Corner (Stop N)



Cole Easdon
01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

Job Title:
Ariel Hotel, 118 Bath Road, Heathrow, Hayes & Harlington

Drawing Title:
ATZ Routes + Destinations

Drawing Status:	
FOR COMMENT	
FOR PLANNING	X
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK

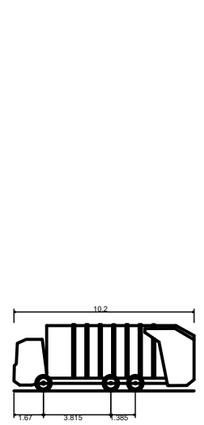
Client:
R Ariel Heathrow Opco Limited

Drawn By	Date Drawn	Scale
JN	Sept 2023	As Shown (A3)

Checked By	Drawing No.	Revision
DH	9285/202	-

Scale: 1:300

Scale: 1:500



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

REFERENCE DRAWINGS:

Drawing No.	Drawing Title	Revision	Date	Company
1041-099	Proposed Site Plan	P1	Aug 2023	Ackroyd Lowrie

Cole Easdon
01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

Client
R Ariel Heathrow Opco Limited

Job Title
Ariel Hotel, 118 Bath Road, Heathrow, Hayes & Harlington

Drawing Title
Swept Path Analysis - Refuse Vehicle

Drawing Status:

FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT
	X				

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by:	Drawn by:	Checked by:
-	JN	DH

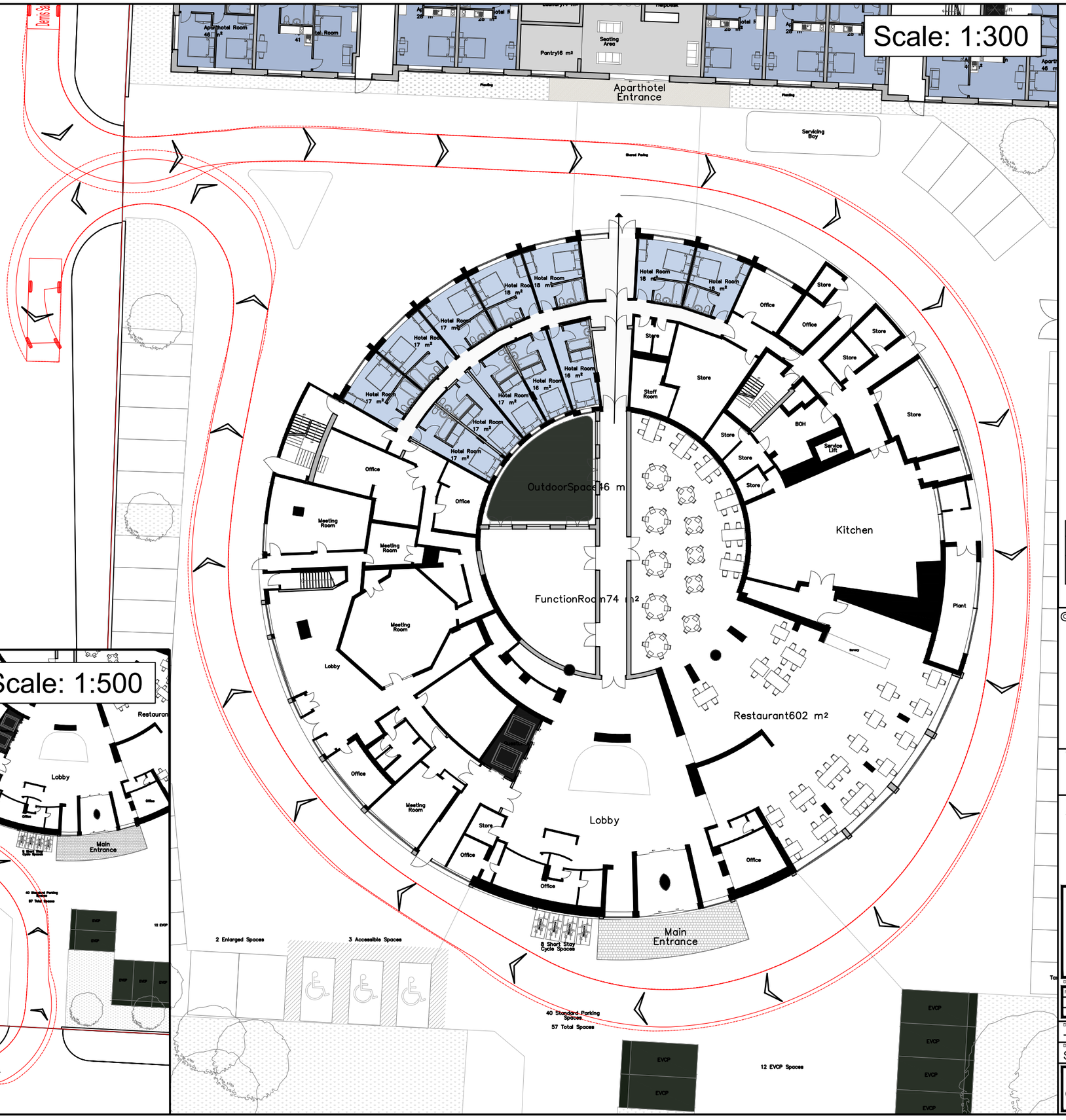
Date	Scale
Sept 2023	As Shown (A3)

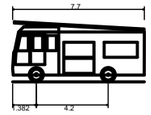
Drg. No.
CE Plan 9285/203

Rev.
-

Scale: 1:300

Scale: 1:500





Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

REFERENCE DRAWINGS:

Drawing No.	Drawing Title	Revision	Date	Company
1041-099	Proposed Site Plan	P1	Aug 2023	Ackroyd Lowrie

Cole Easdon
01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

Client
R Ariel Heathrow Opco Limited

Job Title
Ariel Hotel, 118 Bath Road, Heathrow, Hayes & Harlington

Drawing Title
Swept Path Analysis - Fire Tender

Drawing Status:

FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT
	X				

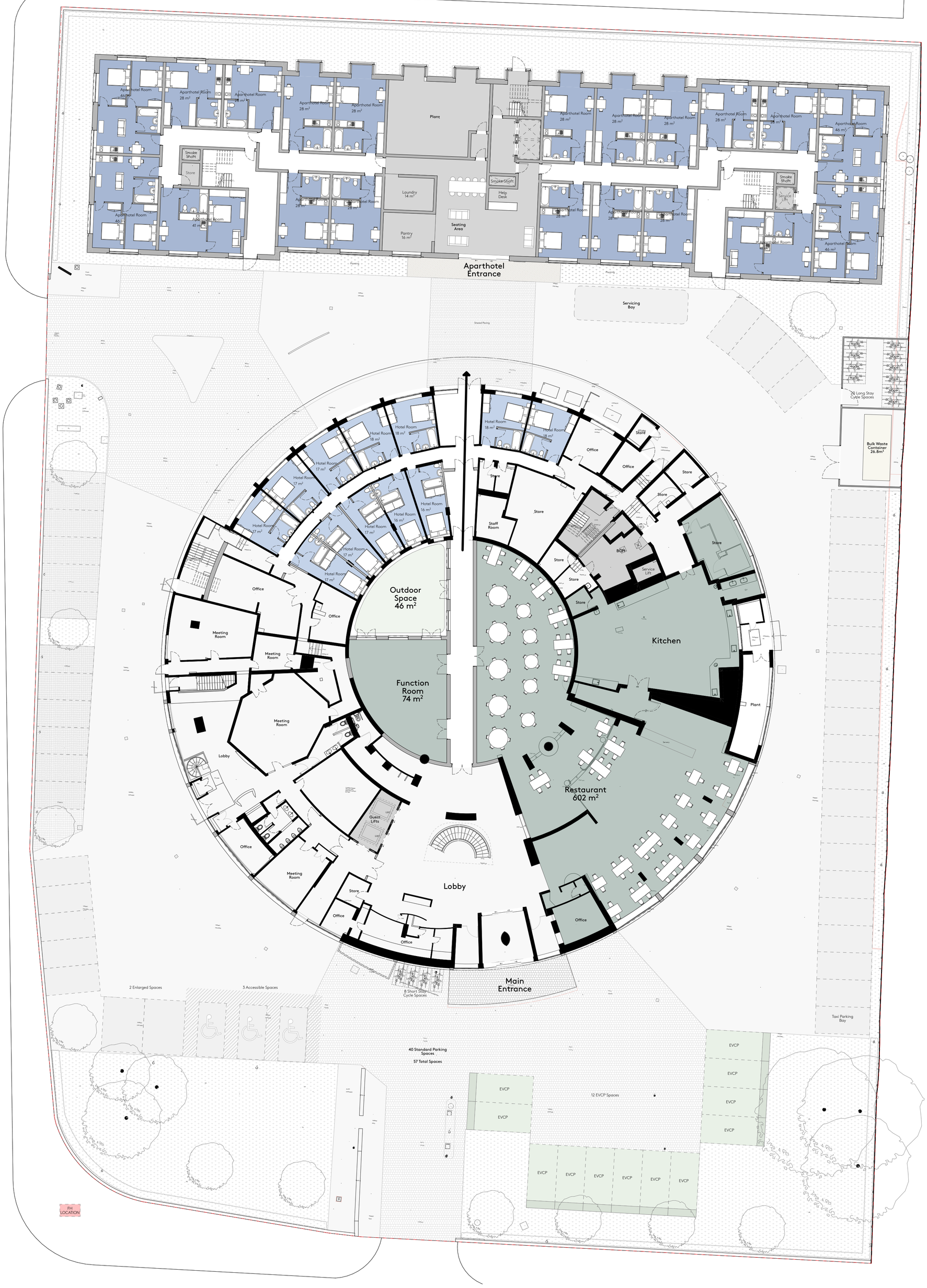
CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by:	Drawn by:	Checked by:
-	JN	DH

Date	Scale
Sept 2023	As Shown (A3)

Drg. No.	Rev.
CE Plan 9285/204	-

Appendix 2



Proposed Site Plan 1:200

Ackroyd Lowrie

23 Vyner Street, London E2 9DG
Ph: 0203 770 9780
www.ackroydlowrie.com

NOTE

DO NOT SCALE FROM THIS DRAWING.

DO NOT USE ANY AREAS INDICATED FOR EITHER VALUATION, PURCHASE SALE OR ANY OTHER FORM OF LEGALLY BINDING CONTRACT.

KEY

Site boundary

0 5 10m
1:200

N

LOCATION

ISSUE

Rev.	Date	Change No.	Change Name
P1	31/08/2023		

PROJECT

NAME
1041 - Ariel Hotel

CLIENT
R Heathrow Ariel Opco Limited

DRAWING NO.
1041-099

DRAWING
Proposed Site Plan

REVISION
P1

Drawn	Checked	Scale	Current Stage	Date
JM	AB	1:200@A1	Planning	31/08/2023

Appendix 3

Calculation Reference: AUDIT-228601-230905-0906

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:
01 GREATER LONDON
LB LAMBETH 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of bedrooms
Actual Range:	297 to 297 (units:)
Range Selected by User:	80 to 297 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 16/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Centre 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Built-Up Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
C1 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
50,001 to 100,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.5 or Less 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
6b (High) Excellent 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 LB-06-A-01 HAMPTON BY HILTON LAMBETH
WATERLOO ROAD
LAMBETH

Town Centre
Built-Up Zone
Total Number of bedrooms: 297
Survey date: FRIDAY *23/11/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EN-06-A-01	Not comparable to application site

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 9.77

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.027	1	297	0.071	1	297	0.098
07:00 - 08:00	1	297	0.077	1	297	0.189	1	297	0.266
08:00 - 09:00	1	297	0.067	1	297	0.236	1	297	0.303
09:00 - 10:00	1	297	0.027	1	297	0.360	1	297	0.387
10:00 - 11:00	1	297	0.098	1	297	0.471	1	297	0.569
11:00 - 12:00	1	297	0.141	1	297	0.182	1	297	0.323
12:00 - 13:00	1	297	0.094	1	297	0.199	1	297	0.293
13:00 - 14:00	1	297	0.202	1	297	0.182	1	297	0.384
14:00 - 15:00	1	297	0.236	1	297	0.118	1	297	0.354
15:00 - 16:00	1	297	0.195	1	297	0.232	1	297	0.427
16:00 - 17:00	1	297	0.269	1	297	0.185	1	297	0.454
17:00 - 18:00	1	297	0.205	1	297	0.259	1	297	0.464
18:00 - 19:00	1	297	0.229	1	297	0.239	1	297	0.468
19:00 - 20:00	1	297	0.232	1	297	0.212	1	297	0.444
20:00 - 21:00	1	297	0.380	1	297	0.114	1	297	0.494
21:00 - 22:00	1	297	0.229	1	297	0.128	1	297	0.357
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.708			3.377			6.085

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-228601-230905-0936

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL OGVS

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
	LB	LAMBETH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of bedrooms
Actual Range: 80 to 297 (units:)
Range Selected by User: 80 to 297 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 16/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C1	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1a (Low) Very poor	1 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 EN-06-A-01 HOTEL ENFIELD
COCKFOSTERS ROAD
HADLEY WOOD

Edge of Town
Residential Zone
Total Number of bedrooms: 80
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

2 LB-06-A-01 HAMPTON BY HILTON LAMBETH
WATERLOO ROAD
LAMBETH

Town Centre
Built-Up Zone
Total Number of bedrooms: 297
Survey date: FRIDAY *23/11/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.000	1	297	0.000	1	297	0.000
07:00 - 08:00	2	189	0.003	2	189	0.000	2	189	0.003
08:00 - 09:00	2	189	0.000	2	189	0.003	2	189	0.003
09:00 - 10:00	2	189	0.003	2	189	0.003	2	189	0.006
10:00 - 11:00	2	189	0.000	2	189	0.000	2	189	0.000
11:00 - 12:00	2	189	0.005	2	189	0.003	2	189	0.008
12:00 - 13:00	2	189	0.000	2	189	0.003	2	189	0.003
13:00 - 14:00	2	189	0.000	2	189	0.000	2	189	0.000
14:00 - 15:00	2	189	0.000	2	189	0.000	2	189	0.000
15:00 - 16:00	2	189	0.000	2	189	0.000	2	189	0.000
16:00 - 17:00	2	189	0.000	2	189	0.000	2	189	0.000
17:00 - 18:00	2	189	0.000	2	189	0.000	2	189	0.000
18:00 - 19:00	2	189	0.000	2	189	0.000	2	189	0.000
19:00 - 20:00	2	189	0.000	2	189	0.000	2	189	0.000
20:00 - 21:00	2	189	0.000	2	189	0.000	2	189	0.000
21:00 - 22:00	2	189	0.000	2	189	0.000	2	189	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.012			0.023

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-228601-230905-0944

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : D - CAR WASH
TOTAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
EN ENFIELD 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of bays
Actual Range: 4 to 4 (units:)
Range Selected by User: 2 to 4 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 20/11/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Tuesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
n/a 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
4 Good 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 EN-15-D-01 IMO CAR WASH ENFIELD
SOUTHBURY ROAD
ENFIELD
PONDERS END
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bays: 4
Survey date: TUESDAY *20/11/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH
TOTAL VEHICLES
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4	0.000	1	4	0.000	1	4	0.000
08:00 - 09:00	1	4	0.000	1	4	0.000	1	4	0.000
09:00 - 10:00	1	4	0.750	1	4	0.500	1	4	1.250
10:00 - 11:00	1	4	2.250	1	4	2.500	1	4	4.750
11:00 - 12:00	1	4	0.750	1	4	0.750	1	4	1.500
12:00 - 13:00	1	4	0.750	1	4	0.500	1	4	1.250
13:00 - 14:00	1	4	0.500	1	4	0.750	1	4	1.250
14:00 - 15:00	1	4	0.250	1	4	0.250	1	4	0.500
15:00 - 16:00	1	4	0.750	1	4	0.750	1	4	1.500
16:00 - 17:00	1	4	0.500	1	4	0.250	1	4	0.750
17:00 - 18:00	1	4	0.250	1	4	0.500	1	4	0.750
18:00 - 19:00	1	4	0.500	1	4	0.500	1	4	1.000
19:00 - 20:00	1	4	0.000	1	4	0.000	1	4	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.250			7.250			14.500

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

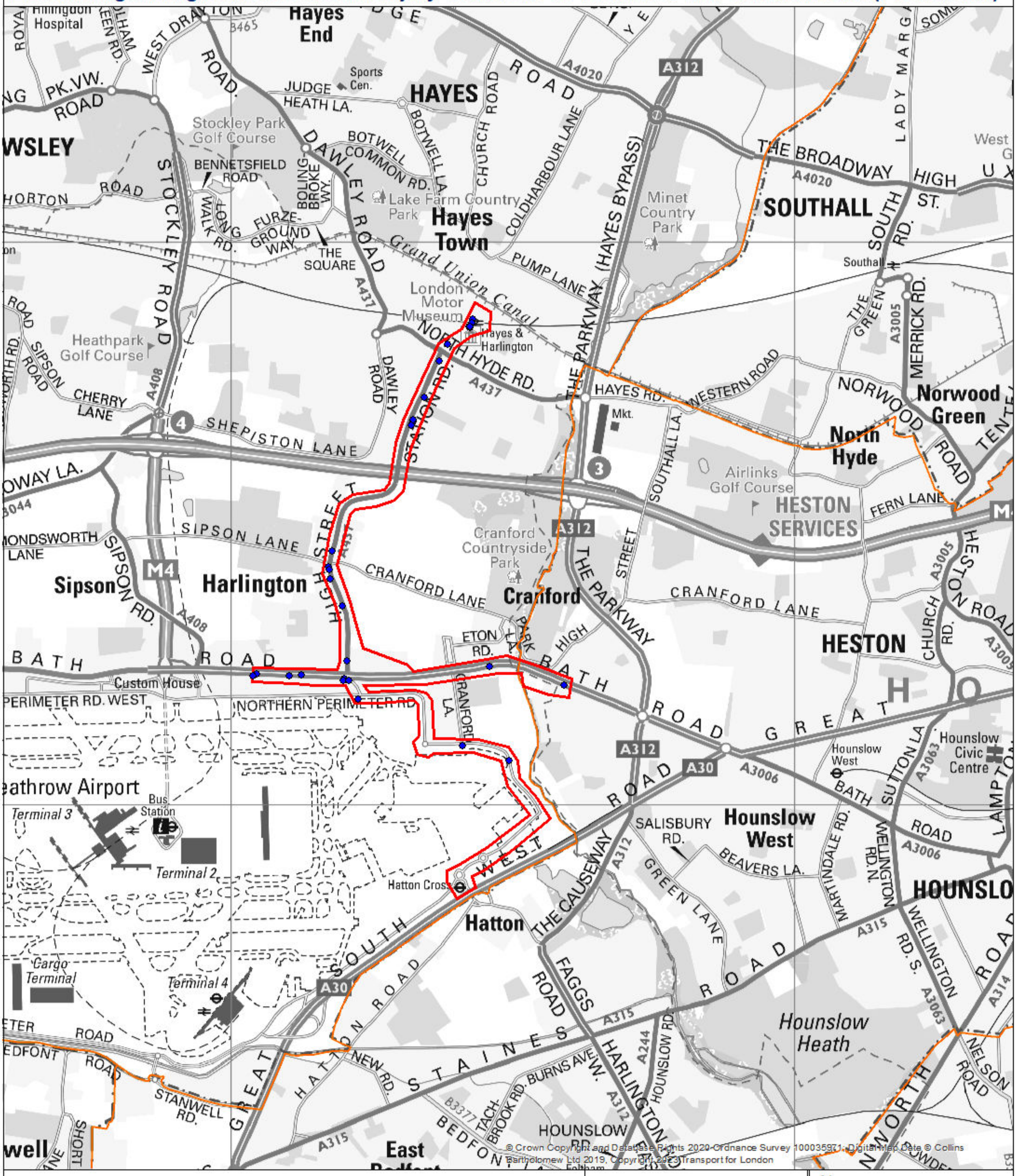
Parameter summary

Trip rate parameter range selected:	4 - 4 (units:)
Survey date date range:	01/01/15 - 20/11/18
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 4

B26 Harlington High Street Personal Injury Collisions 60 months to end of March 2023 (Provisional)



Severity of collision

Slight	1 (0)	2 (0)	3 (0)	4 (0)	5 (0)
Serious	1 (30)	2 (0)	3 (0)	4 (0)	5 (0)
Fatal	1 (0)	2 (0)	3 (0)	4 (0)	5 (0)

N

0 0.5 1 Km

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DATE:

10/08/2023