OCTOBER 2025

Hayes Park West

Transport Statement

ICENI PROJECTS LIMITED ON BEHALF OF SHALL DO HAYES DEVELOPMENTS LTD

Iceni Projects Limited on behalf of
Shall Do Hayes Developments Ltd

October 2025

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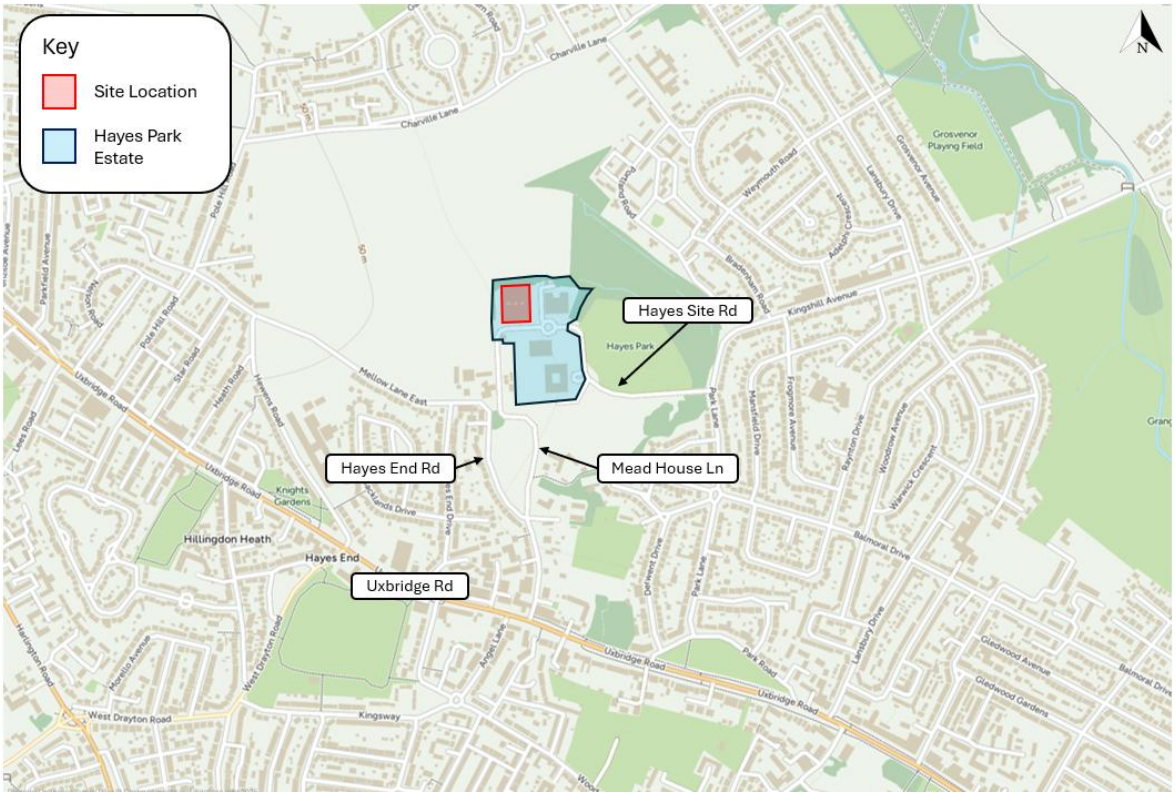
1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Iceni Projects in support of the full planning application submitted by Shall Do Hayes Developments Ltd ("the Applicant") to the London Borough of Hillingdon ("the Council") for the development at Hayes Park West, Hayes Park, Uxbridge, UB4 8FE.

1.2 Hayes Park West ('the site') is located within the Hayes Park Estate in the Charville Ward of the London Borough of Hillingdon ('the Council'), who will be the relevant Local Planning Authority for the application. The site sits within a wider former business park known as 'Hayes Park' which is indicatively shown on **Figure 1.1**, with the proposed site layout provided at **Appendix A1**.

Figure 1.1 – Site Location Plan



1.3 The planning application for Hayes Park West seeks planning permission for partial demolition and redevelopment of the existing multi storey car park to provide new homes (Use Class C3), landscaping, car and cycle parking, and other associated works.

1.4 In summary, this application seeks to deliver the following:

- The partial demolition of the existing multi-storey car park and construction of new 4 storey residential development

- 52 new homes (Use Class C3) comprising a mix of 1-bedroom and 3-bedroom homes.
- A high proportion of open space and amenity space across the site totalling 3503m^2, including the provision of private gardens, terraces and balconies, new play spaces, internal ancillary facilities, and extensive communal areas surrounding the building. This includes:
    - 49m^2 internal communal amenity (lobbies, communal space and storage)
    - 1608m^2 external communal amenity
    - 1685m^2 private external amenity
    - 161m^2 play space (doorstep play for children aged 0-4 years)

Report Structure

1.5 This TS has been prepared to support the planning application for the above description of development. The report is structured as follows:

- **Section 2** provides summary of the existing site conditions, incorporating a description of the existing site use, walking and cycling facilities, public transport accessibility and the local highway network;
- **Section 3** provides an overview of relevant national, regional and local policies and outlines how the proposed development accords with these;
- **Section 4** provides a description of the development proposals, including access, parking, servicing and refuse collection arrangements;
- **Section 5** includes an assessment of the trip generation associated with the site; and
- **Section 6** provides a summary and draws conclusions.

1.6 This TS is accompanied by other transport documents including:

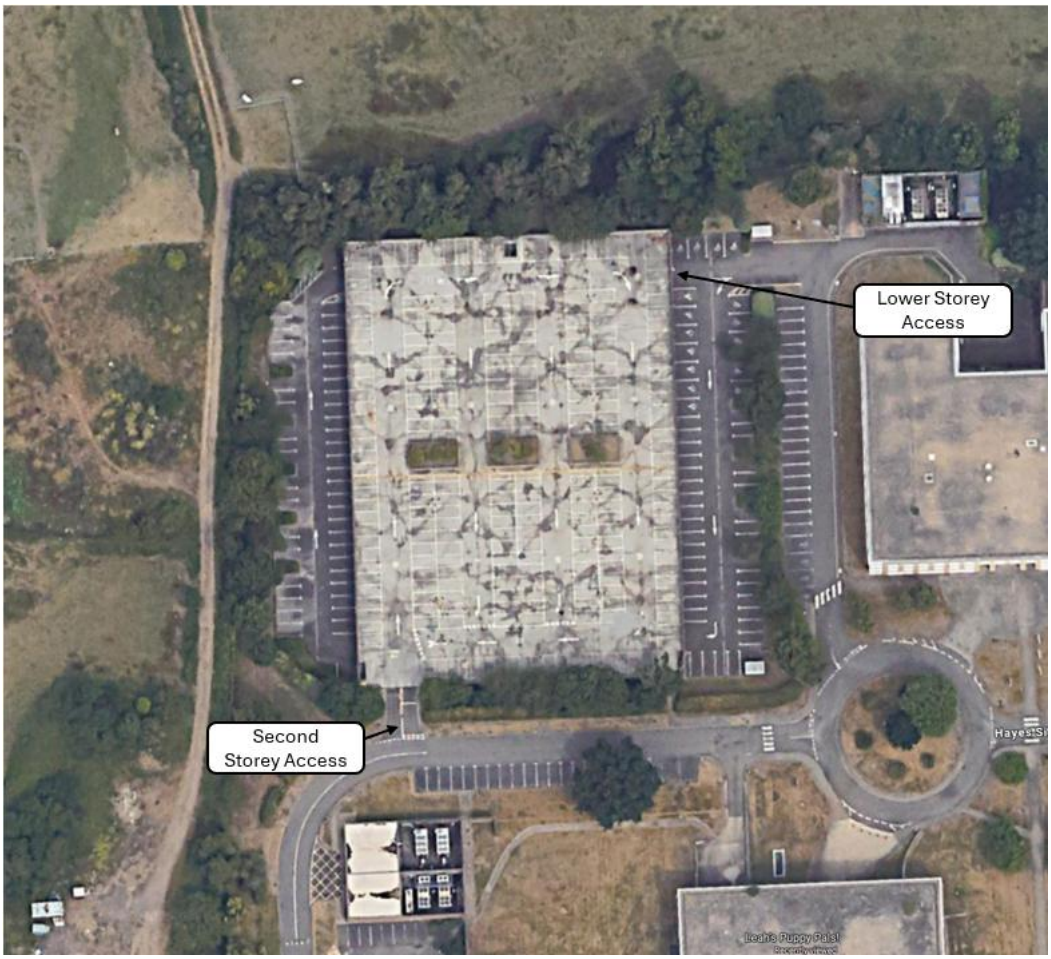
- A Travel Plan
- A Construction Management Plan
- A Delivery and Servicing Plan
- A Car Park Management Plan

2. THE SITE AND SURROUNDING AREA

Existing Site

2.1 The Site currently comprises a car park made up of 476 total spaces. The existing car park is two-storeys, with access arrangements demonstrated on **Figure 2.1**.

Figure 2.1 Existing Car Park Access Arrangements



Surrounding Area

2.2 The Hayes Park estate comprises a historically significant office campus in West London, situated in Hayes, and bounded by a structured, pastoral landscape. The estate is framed by the buildings known as Hayes Park North ('HPN'), Hayes Park Central ('HPC'), and Hayes Park South ('HPS'), all positioned within a broader landscape setting originally envisaged by architect Gordon Bunshaft as a modernist business park set in parkland. HPC and HPS are Grade II* listed due to their architectural and historic interest.

2.3 In recent years, the character and context of Hayes Park estate has undergone a fundamental shift from office use to residential, which following a series of planning applications is delivering 189 new homes. The relevant applications are as follows:

- Hayes Park North ('HPN') – a three-storey, early 2000s office building, was granted Prior Approval in 2022 for conversion to 64 homes (Ref: 12853/APP/2021/2202), followed by permission for external enhancements to the building (Ref: 12853/APP/2023/3720). These works are now on-site and being delivered.

- Hayes Park Central ('HPC') and Hayes Park South ('HPS') – both mid-century, listed office buildings, were granted full planning permission and listed building consent in early 2024 for conversion into 125 homes, with associated landscape enhancements (Ref: 12853/APP/2023/1492).

2.4 Hayes Park West is bound to the north and west by dense trees and open parkland, which is private land owned by the Church Commissioners. To the east the site is bound by HPN, and to the south by the listed HPC and HPS.

2.5 The entirety of the site and much of the surrounding land is located within the Green Belt, although the site is not open to the public. Beyond that, there are large areas of low-density terraced housing. There is a wide selection of parks and leisure facilities in the area, including the Hayes End Recreation Ground, Park Road Green and the Belmore Playing Fields. The nearest town centres are located at Hillingdon Heath Local Centre, 1.6km to the southwest, and at Uxbridge Road Hayes Minor Centre, 3.3km to the southeast.

2.6 In term of local amenities, Uxbridge Road benefits from a supermarket and convenience store, with Hayes End Recreational Ground greenspace located directly to the south of Uxbridge Road, approximately 1km south o the Site. Further amenities can be accessed travelling both eastbound and westbound along Uxbridge Road, with Lombardy Retail Park located approximately 3km southeast of the Site.

Walking and Cycling

Walking

2.7 External to the Site, footways are provided on both sides of both Hayes End Road and Park Lane, and signalised crossings are provided across Uxbridge Road to provide safe access to the bus stops in both directions.

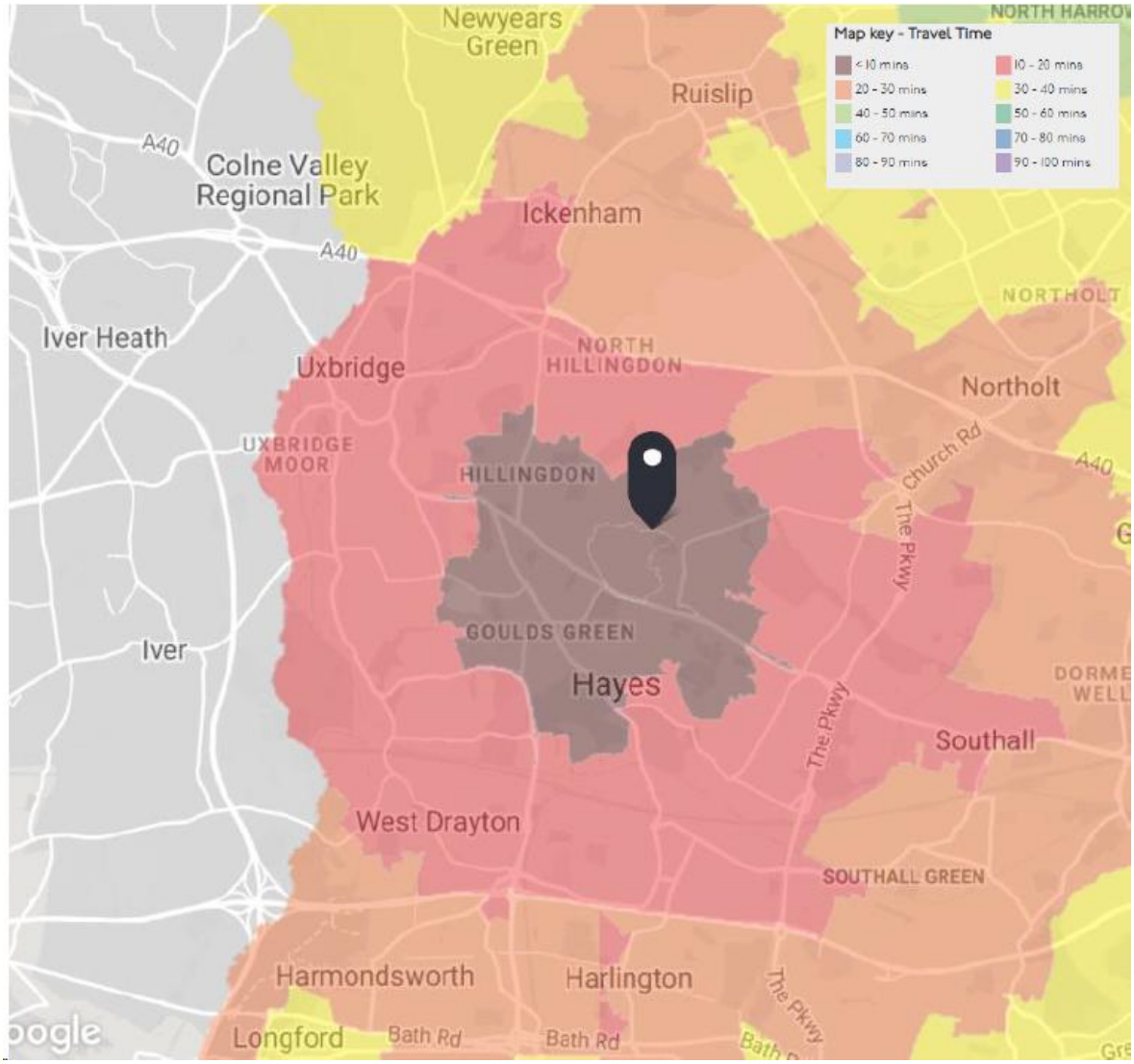
2.8 On Park Lane, a dropped kerb with tactile paving and central refuge is provided to the north and south of the Site access providing safe crossings in both directions close to the Site access.

Cycling

2.9 Cycling has the potential to substitute for short car trips, especially those less than 5km. A wide range of amenities / services including bus stops, train stations, educational facilities, religious centres, restaurants, supermarkets and numerous employment, retail and leisure opportunities are therefore located within an acceptable cycling distance of the Site and there is ample opportunity for users of the Site to utilise this mode of transport.

2.10 From undertaking a TIM Mapping review of the Site, as demonstrated on **Figure 2.1**, it can be seen that a large area can be covered within a 20-minute cycle journey, which is the generally accepted cycle distance, especially for commuting to a place of employment. Areas that can be accessed within a 20-minute cycle include Southall, Uxbridge, West Drayton and parts of Ickenham. It should be noted the mapping only covers Greater London so while some of the area to the west is grey, it is possible that these areas can be accessed within a 20-minute cycle journey.

Figure 2.1 TIM Mapping



Public Transport Accessibility

2.11 Public transport accessibility can be measured using WebCATs PTAL (Public Transport Accessibility Level) tool. The tool gives a score between 0 and 6b with 0 being the worst and 6b being the best. The score is based on walking times from a given point to the TfL network included buses, underground / overground and national rail.

2.12 With sites such as this, where access is via private roads, the actual PTAL of the Site is often under-estimated by the formal calculations so consideration has been given to the public transport provision close to the Site. It should be noted that the PTAL methodology only includes bus stops within 640m of the Site and rai stations within 960m. In reality, people, commuters in particular, will walk further than this to access services if this is their best options for commuting. Thus, whilst the Site has a PTAL score of 0, it can be considered more appropriate to measure the PTAL from the nearest point of external connectivity, which is where Mead Houses Lane becomes a public road to the south of the Site; as a result, it can be considered that the Site has a PTAL score of 2.

Rail and Underground Services

2.13 The closest railway station to the Site is Hayes and Harlington which is located c.4km walking distance from the Site and the nearest underground station is Hillingdon, located c.5km walking distance from the Site; Uxbridge underground station is also located c.k5m walking distance from the Site.

2.14 Hayes and Harlington station is served by GWR and the Elizabeth Line, providing frequent connections to London Paddington, London Liverpool Street and other Central London destinations to the east and to Heathrow Airport and Reading to the west. Hayes and Harlington can be accessed via the H98 and 278 bus services in approximately 30 minutes, these services run approximately every 10-12 minutes and every 15 minutes respectively, providing frequent access via bus Hayes and Harlington Station.

2.15 Uxbridge station is served by the Metropolitan Line and Piccadilly Line, providing frequent connections to key destinations such as Farringdon, King's Cross St Pancras, Leicester Square and Liverpool Street, among other destinations. Uxbridge station can be accessed via the SL8 and 427 bus services in approximately 30 minutes. The SL8 runs approximately every 15 mins whilst the 427 runs approximately every 10-12 minutes. Therefore, frequent access is provided via bus to Uxbridge station.

Buses

2.16 The nearest bus stops to the Site are the Hayes End Bus Stops (Stops XF and XC) located approximately 1km south of the Site on Uxbridge Road. A summary of the bus services serving the aforementioned bus stops is detailed in **Table 2.1**.

Table 2.1 Bus Services

Bus Service	Destination	Typical Frequency
278	Ruislip – Heathrow Airport	Every 15 mins
427	Uxbridge Station – Southall	Every 10-12 mins
697 / 698	Ickenham – Hayes	School hours only
H98	Hayes End – Hounslow	Every 10-12 mins
N207	Uxbridge Station – Holborn	Every 30 mins (overnight)
SL8	Uxbridge Station – White City	Every 10-15 mins

2.17 It is worth noting that whilst the bus stops are located approximately 1km from the Site, the frequencies of the service make it such that it is essentially a turn up and go bus stop providing extremely frequent access to a range of destinations across Greater London.

Highway Network

2.18 The Site is located to the north of Uxbridge Road, off Hayes Site Road. Uxbridge Road is a key arterial route within the London Borough of Hillingdon, and it forms part of the local strategic highway network, providing east-west connectivity across West London, linking major centres such as Hayes, Southall and Uxbridge.

2.19 The wider highway network includes the A312 to the east, which connects to the A40 Western Avenue and onward to the North Circular Road and M25, offering strategic access to Central London and Heathrow Airport.

2.20 Mead House Lane connects the Site to Uxbridge Road directly to the south; however, Mead House Lane is a private road and is cut off from public use approximately 100m north of its junction with Hayes End Road. It would however be usable by residents of Hayes Park West. Hayes Site Road provides access to the Site from the east and following its junction with Park Lane. Hayes Site Road is also a private road which is gated at its junction with Park Lane, again Hayes Park West residents would have use of this road.

Summary

2.21 In summary, the Site is located close to numerous facilities and is well connected via the local bus network. The nearest railway stations can be accessed via the local bus services in an approximate 30-minute journey time.

3. TRANSPORT POLICY

3.1 This section summarised the relevant National and Local transport policy in relation to the development Site.

3.2 Relevant policy guidance related to the development is comprised of the following documents

- National Planning Policy Framework (NPPF) – February 2025
- National Planning Practice Guidance (NPPG) – February 2024;
- The Mayor's Transport Strategy – 2018;
- The London Plan – 2021; and
- Hillingdon Local Plan (Parts 1 (2012) and 2 (2020))

National Planning Policy Framework (2025)

3.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be considered when preparing the development plan and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.

3.4 The NPPF was adopted in March 2012, however, revised documents have been published in July 2018, February 2019, July 2021 and September 2023. This latest version was recently updated in December 2024 and therefore replaces the previous versions. A further amendment was made in February 2025 to correct some footnotes regarding paragraph 155.

3.5 Sustainable transport modes in the NPPF are defined as *"any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."* It is worth noting from the outset that sustainable transport can include the car.

3.6 With regard to transport policy, Chapter 9 of the NPPF is titled 'Promoting sustainable transport' and includes the following text relevant to this proposal:

Paragraph 109

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solution that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

3.8 Paragraph 109 looks for development to deliver a vision led approach to identify transport solutions, realising opportunities from existing and proposed transport infrastructure to promote walking, cycling and public transport.

Paragraph 110

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

3.9 Paragraph 110 states that significant development should be focused on existing sustainable locations or locations which can deliver sustainable development by reducing the need to travel and offering a choice of transport modes. It does, however, recognise the opportunities will vary between urban and rural areas, which needs to be considered as part of the decision making.

Paragraph 111

Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.

3.10 Paragraph 111 states that developments should provide attractive and well-designed walking and cycling networks, drawing on the Local Cycling and Walking Infrastructure Plans (LCWIPs) where available.

Paragraph 115

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

3.11 Paragraph 115, part d) is largely a repeat of Paragraph 116 below which is widely understood. It does, however, not only mention following *"mitigation to an acceptable degree"* but also seeks to introduce these *"through a vision-led approach"*. Iceni understand this in the context of the rest of the NPPF to be seen as promoting sustainable travel first to reduce the impact of the car on the network. Mitigation to an acceptable degree also needs to be considered in the context of what is necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind.

Paragraph 116

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

3.12 Paragraph 116 states that development should only be refused on highways grounds where there is an unacceptable impact on safety or the residual cumulative impacts on the road network, following mitigation as per Paragraph 115 part d), would be severe (which it is recognised is often a subjective judgement in the context of the NPPF).

3.13 Appeal APP/F2360/W/22/3295498 & APP/F2360/W/22/3295502 (Jan 2024) helps us understand the context of Paragraph 116. With reference to local junction capacity analysis the Inspector quotes that *"Even if there would be a large change in relative journey times in the peak hours, this would not substantiate a severe adverse impact"*, going on to state when referring to the NPPF that *"it is not the aim of the policy to protect the convenience of commuting drivers"*.

Paragraph 117

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.14 Paragraph 117 makes it very clear that within the context of the above policies, development should first give priority to walking and cycling and then to public transport. It goes on to recognise the need of people with disabilities and reduced mobility in relation to all modes of transport and enforces that sustainable transport also includes ultra-low emission vehicles.

3.15 Following the introduction of this paragraph in NPPF 2018 (originally paragraph number 110), the Ministry of Housing, Communities & Local Government document National Design Guide, Planning practice guidance for beautiful, enduring and successful places, January 2021 was published which explained the Government's position. This document helps put paragraph 117 in context.

3.16 Paragraph 82 of the design guide, *"M2 Active Travel"*, states that *"priority is given to pedestrian and cycle movements, subject to location and the potential to create connections."* This same paragraph also states that *"public rights of way are protected, enhanced and well linked into the wider network*

of pedestrian and cycle routes" – a clear recognition that cycles and pedestrians first is not only about footways but footpaths.

3.17 This National Design Guide follows the introduction of the priority for pedestrians and cyclist in the NPPF and is the Government's own view on their own policy. The National Design Guide is firstly guidance and not absolute and secondly the design guide recognises the constraints is not always being able to deliver these connections stating that priority should be given to these *"subject to location and the potential to create"* them. This clarification adds further weight to the use of "should" in Paragraph 117(a) as it confirms that there are circumstances when these may not be necessary/appropriate/feasible to make the proposals acceptable, but pedestrians and cycles should form the starting point, before moving on to consider public transport.

Paragraph 118

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

3.18 Paragraph 118 reinforces the message throughout the NPPF to further seek to encourage sustainable travel and reduce the need to use the car through the use of a travel plan and vision led reports.

3.19 The definition of a vision-led approach in the NPPF glossary is set out as:

"an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide')."

3.20 This TA considers the Proposed Development and impact assessment in the context of the NPPF.

3.21 The overarching vision and transport strategy for the Proposed Development is to encourage and prioritise active travel as a realistic primary mode of transport for shorter, everyday trips.

3.22 The development proposals will aim to build on the level of existing connectivity in the area linking the Site with local amenities in areas to the north and south and trip attractors through targeted improvements to walking and cycling access. This will align with policy which sets out the aspiration for a significant shift away from private car use to public transport, walking and cycling.

3.23 The Site is in a sustainable location, with a good level of opportunity to travel by train, bus, cycle and walking. The Proposed Development will therefore follow the advice provided within the NPPF in regard to transport.

Planning Practice Guidance - Travel Plans, Transport Assessments and Statements (PPG) – March 2014

3.24 Information contained as part of the PPG provides advice for travel plans, transport assessments and statements in decision taking.

> *"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement."*

3.26 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).

3.27 This TA follows the advice provided within the PPG and accords with providing the information which should be included as part of an assessment.

3.28 The Site is in an area with good public transport accessibility which will provide opportunities for all prospective residents and users of the Site to use modes other than the car. The development will connect the pedestrian networks to the north and south of the Site and within proximity to public transport services.

3.29 Sustainable travel will be further encouraged through the associated Travel Plan, and it is therefore considered that the Site accords well with PPG.

Sustainable Distances for Walking and Cycling

3.30 The NPPF replaced PPG13 which gave clear guidance on the acceptable walking and cycling distance thresholds. In the absence of quoted distances in the current NPPF, the matter is to a degree subjective and should in particular be considered in relation to NPPF paragraph 110 which clearly acknowledges not all locations can be treated the same.

3.31 As such, while no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site's sustainable travel access. Paragraph 74 states about walking that:

> *"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-forgotten part of all longer journeys by public transport and car."*

3.33 Paragraph 77 goes on to state that:

> *"Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport."*

3.35 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites. This is further supported by current guidance, the full context of which is often overlooked.

3.36 Manual for Streets (2007) at Paragraph 4.4.1 states *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km."*. Here we start to see the introduction of 800m as the desirable distance (but not the upper threshold).

3.37 Although more dated, The Institute of Highways provided guidance on desirable walk distances and speeds in their publication 'Providing for Journeys on Foot' (2000). This was one of the documents which provided the walking speeds we still generally use today of 1.4m/s, which equates to 400m in five minutes or three miles per hour. The document also went on to provide various walking distances depending on the land use being visited, stating a preferred upper maximum distance of 800m to Town Centres, 2km for commuting, schools and sightseeing and 1.2km for other land uses.

3.38 This reference to 800m is quoted again in the CIHT document 'Planning for Walking' (2015), where at paragraph 6.3 it states *"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of 'walkable neighbourhoods', with a typical catchment of around 800m or 10 minutes' walk (see 6.4 below)."*

3.39 Paragraph 6.4 states *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating"*. It is worth noting, however, that this paragraph sits under the heading *"Traditional compact town layouts"*.

3.40 Regarding the reference to "Most people" and "most conducive" this needs to be understood in context. These words are used based on the percentage movements and should not be construed as limits. Turning to paragraphs 2.1 and 2.2 of the same document puts the distances in more context, stating at paragraph 2.1 that 80% of journeys less than 1 mile are made wholly on foot, something which has apparently changed little in 30 years. At paragraph 2.2 it acknowledges that between 1 mile and 2 miles over a quarter of journeys are made by foot (26%), more than by bus. Beyond 2 miles walking trips are outnumbered by the bus. As such, this gives clear evidence that 800m is the desirable distance and not the upper threshold, especially given the number of people prepared to walk between 1 mile (1.6km) and 2 miles (3.2km).

3.41 The second cycling and walking investment strategy (CWIS2) (March 2023), seeks to increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035. Interestingly, the government strategy defines "short journeys" as: "trips of less than 5 miles, which start and end within a town or city. (A one-way course of travel with a single main purpose." Note 5 miles is 8km.

3.42 Further guidance on a view of acceptable walking, in particular for education distances can be found on the government's "free school transport". For students to be eligible for free transport they need to be located outside the walking threshold assumed for an able body person. These distances used to access their eligibility for free travel are greater than 2 miles (3.2km) for a child under 8 years and greater than 3 miles (4.8km) for children over 8 years.

3.43 Turning to cycling, this can fluctuate through the year and can be influenced by the weather and terrain. The increase in electric cycle use has helped to "level the playing field" with regard to terrain and cycle ability/mobility. Within the industry it seems to be generally accepted that cycle speeds of 10mph and distances of 3 to 7 miles are not unreasonable.

3.44 In summary, although 800m remains the desirable goal, in reality people will walk further, and 2km or indeed 3.2km is not an unreasonable upper threshold. As for cycling the guidance would suggest that an upper threshold of 5miles (8km) is not unreasonable. Of course, it needs to be recognised that these upper thresholds still do not prevent individuals from walking or cycling further, whilst also acknowledging not everyone has the same level of mobility.

The Mayor's Transport Strategy

3.45 The Mayor of London published the Mayor's Transport Strategy in March 2018 and was revised in November 2022. This document sets out the Mayor's policies and proposals to reshape transport in London.

3.46 The strategy sets out a number of policies to help achieve the stated aims. Those relevant to this proposal are explored below.

- Policy 1 – This aims to reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the target being 80% of all trips in London being made on foot, by cycle or using public transport by 2041.
- Policy 2 – This seeks to make London a city where people chose to walk and cycle more by improving street environments, with all Londoners doing at least 20 minutes of active travel each day by 2041.
- Policy 3 – This relates to Vision Zero, which aims for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.
- Policy 7 – This seeks to make London's transport network zero emission by 2050 to contribute towards the creation of a zero carbon city.
- Policy 14 – This aims to enhance London's streets and public transport network to enable disabled and older people to face less issues when travelling.
- Policy 21 – The Mayor will ensure that new homes and jobs are delivered in line with the transport principles of 'good growth' which will enable the creation of high-density, mixed-use places and unlock growth potential in underdeveloped parts of the city.

3.47 As shown throughout this report the proposed development has been designed on reflection of the Mayor's Strategy, with a heavy focus placed towards encouraging sustainable travel within the locality through the repurposing of a large car park facility within a highly sustainable part of the city. Removal of the existing car park facility will naturally encourage modal shift.

The London Plan

3.48 The London Plan is the primary Mayoral policy addressing the key housing and employment issues in order to shape the way London develops. The London Plan was first adopted in 2011 but has since been the subject of a number of alterations, with the current London Plan adopted in March 2021.

3.49 The 2021 London Plan's key ambition is to ensure that 80% of all trips in London will be by foot, cycle, or public transport by 2041.

3.50 The relevant transport policies are noted below and are addressed throughout this report as necessary.

- T1 - *Strategic Approach to transport*
- T4 - *Assessing and mitigating transport impacts:*
- T5 – *Cycling*
- T6 – *Car Parking*
- T7 - *Deliveries, servicing and construction*

Hillingdon Local Plan (Parts 1 and 2)

3.51 The Hillingdon Local Plan Parts 1 and 2 set out the borough's strategic vision and detailed planning policies up to 2026, forming the statutory framework for development and infrastructure delivery. Part 1 outlines the overarching growth strategy, including priorities for sustainable transport, connectivity, and modal shift, while Part 2 provides site-specific allocations and development management policies that shape how transport interventions are assessed and implemented. Together, they guide decision-making on land use, access, and movement, and form the basis for aligning transport proposals with local planning objectives.

3.52 Strategic Objective SO12 is aimed at reducing the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.

3.53 Policy T1: Accessible Local Destinations states:

"The council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All developments should encourage access by sustainable modes and include good cycling and walking provision. The council will ensure access to local destinations which provide services and amenities. The Council will promote active travel through improvements to Hillingdon's public rights of way."

3.54 It has been demonstrated in **Section 2** that the site is in an accessible destination in terms of access via active travel and public transport.

Summary

3.55 It is considered that the Proposed Development accords with national, regional and local policy, as will be demonstrated throughout this report.

4. PROPOSED DEVELOPMENT

4.1 As detailed within the introduction, the planning application for Hayes Park West seeks planning permission for partial demolition and redevelopment of the existing multi storey car park to provide new homes (Use Class C3), landscaping, car and cycle parking, and other associated works.

4.2 In summary, this application seeks to deliver the following:

- The partial demolition of the existing multi-storey car park and construction of new 4 storey residential development
- 52 new homes (Use Class C3) comprising a mix of 1-bedroom and 3-bedroom homes.
- A high proportion of open space and amenity space across the site totalling 3503m^2, including the provision of private gardens, terraces and balconies, new play spaces, internal ancillary facilities, and extensive communal areas surrounding the building. This includes:
    - 49m^2 internal communal amenity (lobbies, communal space and storage)
    - 1608m^2 external communal amenity
    - 1685m^2 private external amenity
    - 161m^2 play space (doorstep play for children aged 0-4 years)

Access

Access Arrangements

4.3 The overall estate currently benefits from two vehicle access points. One in the form of a priority junction with Park Lane to the east and a second via Mead House Lane to the south, which forms a mini roundabout junction with Hayes Park Road. Mead House Lane is a private road for its majority and the access to the east is a gated and barrier-controlled site access road. Access into Hayes Park West itself is then possible from two locations. At the upper deck level from Hayes Site Road to the south of the Site and at the lower deck level via the Hayes Park North Car Park.

Walking & Cycling

4.4 A footway is provided on the southern side of the eastern Site access road and while a footway is provided on the first section of Mead House Lane, this terminates at the residential properties at the southern end. Cycle access can also be achieved from both roads, but no specific facilities are provided. External to the site both access points link to a wide network of pedestrian and cycle routes providing safe links to the surrounding area.

Delivery and Servicing Vehicle Access

4.5 Servicing and delivery vehicles will serve the Site from the northeast via Hayes Site Road.

Refuse Collection

4.6 The main refuse store is located at the southern end of the site, at the lower floor level and accessed from within the courtyard and from the car park. A further refuse store is located at the northern extent of the Site; the location of the refuse stores is highlighted on **Figure 4.1**. Ground floor units are anticipated to leave bins outside their unit in line with the LB Hillingdon waste collection strategy. Refuse vehicles are to access the via the Hayes Park North car park at the Site's northeastern extent. Swept path analysis has been undertaken to demonstrate that refuse collection can take place with no issues; the swept path analysis drawings are provided at **Appendix A2**. These show the refuse vehicle being able to turn in the south eastern and south western corners of the Site.

Figure 4.1 Refuse Stores

Emergency Access

4.7 Emergency access is to be taken from both the Hayes Park North car park at the lower level and from the podium deck at the upper level. Swept path analysis has been undertaken to demonstrate that emergency vehicles can access and egress the Site with no complications. The swept path analysis drawings are provided at **Appendix A2**.

Parking

Cycle Parking

4.8 Hillingdon's DMP contains cycle parking standards which require a minimum of 1 space per studio, 1 and 2 bed unit and 2 spaces per 3+ bed unit. For the proposed mix this equates to a minimum of 88 spaces. These 88 spaces will be covered, secure and well-lit and are provided in a cycle store accessed off the car park to the south of the building. The spaces are made up of a mix of 5% enlarged bays, 20% Sheffield Stands and 75% two tiered racks.

Car Parking

4.9 The LB Hillingdon Development Management Plan (DMP) was adopted January 2020 and is part of the Borough's Local Development Framework. The document sets out the policies and standards used in the consideration of applications for new developments.

4.10 Policy DMT 6: Vehicle Parking covers the parking standards for Hillingdon, which are different to those contained within the London Plan 2021. The policy states: A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when: i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations. B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD. 42. The car parking standards outlined in Appendix C Table 1, require a maximum of 0.5 spaces per studio, 1.5 to 1 space per unit for one and two bedroom flats and 2 spaces per 3+ bedroom flats.

Table 2.2 Proposed Residential Car Parking Requirements

Dwelling Type	No. of Dwellings	No. of Parking Spaces (Maximum)
1 bed	16	16-24

3 bed	36	72
Total	52	88-96

4.11 While it is accepted that LBH has their own parking standards, consideration has also been given to the London Plan standards, which for residential use are directly related to the PTAL rating. The site is considered to have a PTAL rating of 2 which based on London Plan standards would permit a maximum of 0.75 spaces per 1-2 bed dwelling and 1 space per 3+ bed. This would equate to a maximum of 48 spaces for the proposed development mix.

4.12 Car parking is to be provided in line with the standards set out in The London Plan, which based on the Site's PTAL score, is up to 1 space per dwelling. Therefore, a total of 52 car parking bays are to be provided. This is inclusive of 7 Electric Vehicle (EV) parking bays and 5 disabled parking bays.

5. TRIP GENERATION

Overview

5.1 Given the Site is currently a car park, it has been assumed as a worst-case scenario that there is no existing trip generation. Although, in reality this car park could generate trips if it was brought back into use.

Proposed Trip Generation

5.2 In order to estimate the total number of trips associated with the proposed residential development, reference has been made to the TRICS database based on the following criteria:

- Residential – Flats Privately Owned;
- Greater London Only;
- Manually deselect sites with PTAL higher than 3; and
- Manually deselect sites with parking ratio less than 1 per unit.

5.3 The trip rates and resultant trip generation is demonstrated in **Table 5.1**, with the TRICS outputs included at **Appendix A3**.

Table 5.1 Proposed Vehicle Trip Generation (C3 residential use)

	Trip rate per 100sqm			Number of trips		
Time Period	Arrive	Depart	Total	Arrive	Depart	Total
AM 08:00-09:00	0.073	0.240	0.313	4	12	16
PM 17:00-18:00	0.154	0.092	0.246	8	5	13

5.4 It can be seen from the table above that the development proposals have the potential to generate 16 two-way vehicle movements in the AM peak and 13 two-way vehicle movements in the PM peak.

5.5 To estimate the multimodal trips associated with the proposed development consideration will be given to the 2011 Census method of travel to work data for the local area. The Site falls within the

MSOA Hillingdon 018 so this has been used to calculate the likely mode share. The Census Data and potential trip generation are demonstrated in **Table 5.2**.

Table 5.2 Mode Share of Development Trips

Mode	Share	AM			PM		
		Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Underground	3.1%	0	0	1	0	0	1
Train	2.3%	0	0	1	0	0	0
Bus	8.6%	0	1	2	1	1	2
Taxi	0.3%	0	0	0	0	0	0
Motorbike	0.2%	0	0	0	0	0	0
Driving	74.2%	4	12	16	8	5	13
Car passenger	3.3%	0	1	1	0	0	1
Cycling	1.2%	0	0	0	0	0	0
Walking	6.4%	0	1	1	1	0	1
Other	0.4%	0	0	0	0	0	0
Total	**100%**	**6**	**18**	**24**	**12**	**8**	**20**

5.6 As it has been assumed that the extant use at the Site generates no trips, the development proposals have the potential to see an increase in vehicle movements by 16 two-way trips in the AM peak and 13 two-way trips in the PM peak. This is not considered to be severe as it would average out as 1 trip every four minutes which would not be noticeable on the wider highway network. In addition to

this, it should be noted that should the existing car park be considered as an active car park, the net trip generation would be significantly lower.

5.7 Any public transport impacts are also considered to not be severe, as they will not be large enough to result in capacity issues. Additionally, any active travel trips are anticipated to have a positive impact on the surrounding area and likely to encourage others to do the same.

6. CONCLUSION

6.1 This report has been prepared by Iceni Projects in support of the full planning application submitted by Shall Do Hayes Developments Ltd ("the Applicant") to the London Borough of Hillingdon ("the Council") for the development at Hayes Park West, Hayes Park, Uxbridge, UB4 8FE.

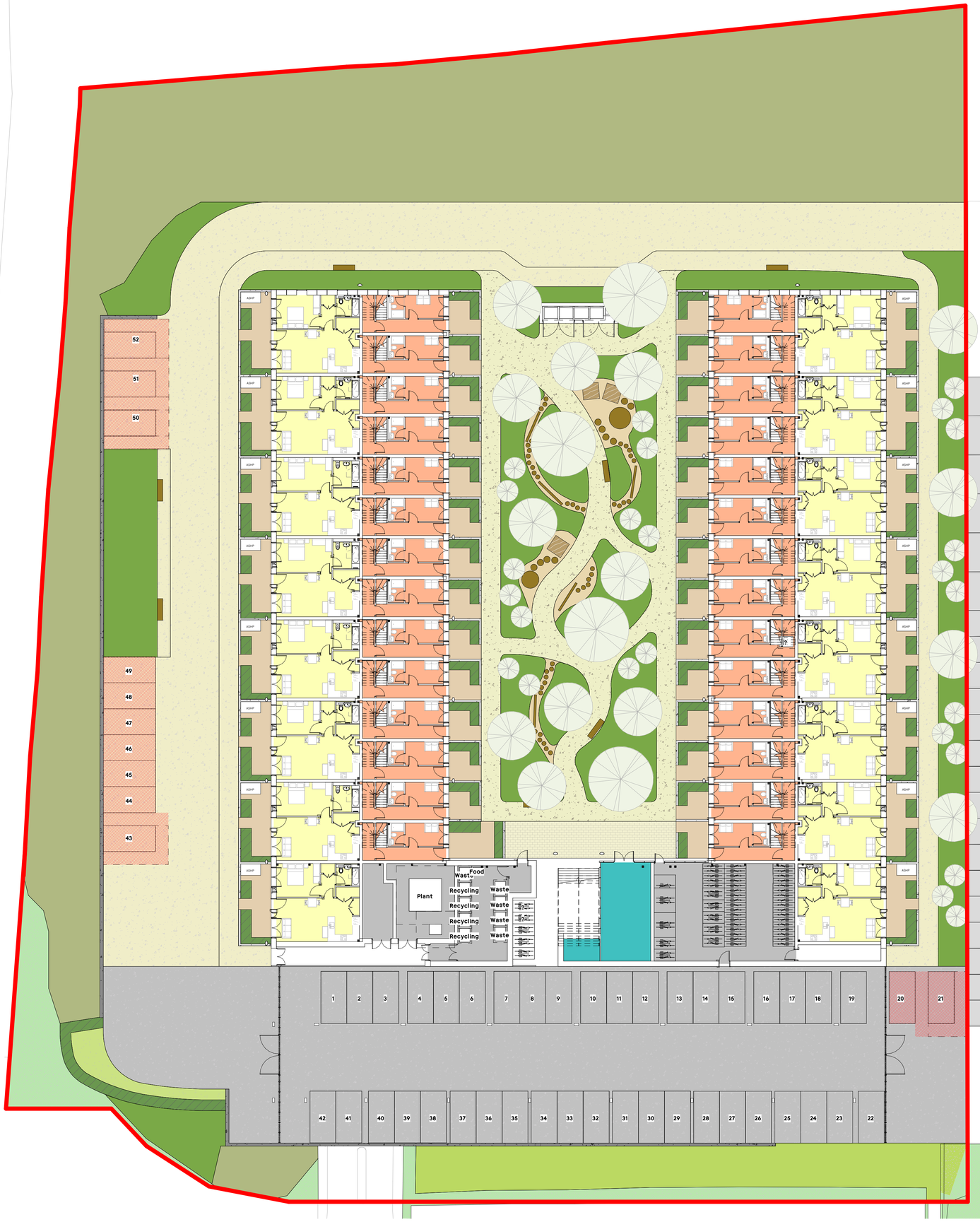
6.2 The planning application for Hayes Park West seeks planning permission for partial demolition and redevelopment of the existing multi storey car park to provide new homes (Use Class C3), landscaping, car and cycle parking, and other associated works.

6.3 The Site is located close to numerous local facilities and good local bus infrastructure, which provide connections to the surrounding railway stations and other destinations within Greater London.

6.4 It is shown throughout this TS that the development accords with national, regional and local planning policy.

6.5 A trip generation assessment demonstrated that the development proposals have the potential to see an increase in vehicle movements by 16 two-way trips in the AM peak and 13 two-way trips in the PM peak. This is considered to have a negligible impact on the surrounding local highway network.

A1. PROPOSED SITE LAYOUT



General Notes

No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation.
Do not scale this drawing for construction purposes. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility.
All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Notes

0 10m
@ 1:200

Key Plan

Studio Egret West
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hello@egretwest.com
+44 (0) 20 7549 1730

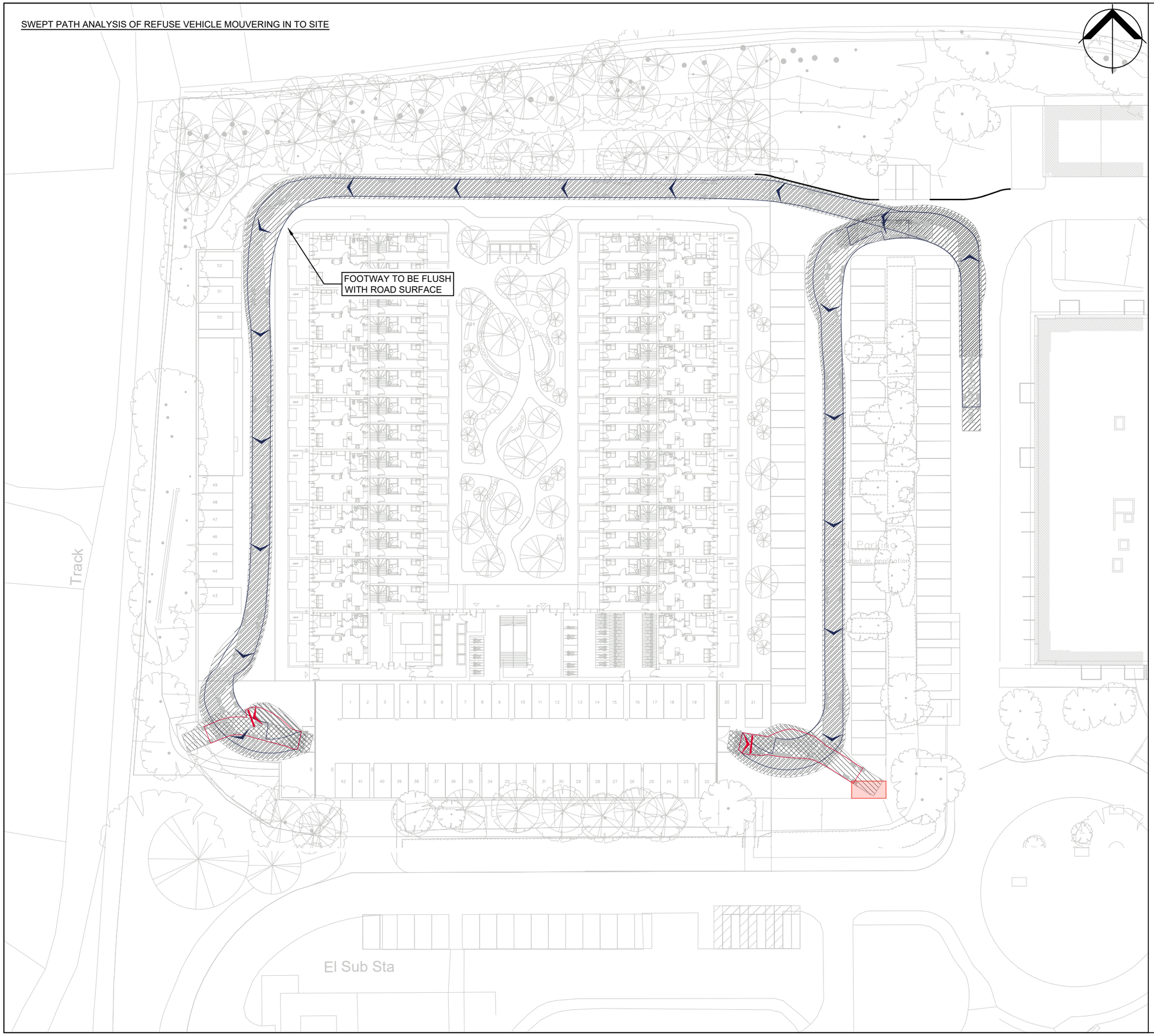
Project No.	0489
Project Name	Hayes Park West
Drawing Title	Proposed Site Plan
Client	Marson
Scale @A1	1 : 200
Date	13/06/25
Drawn by	PJ
Checked by	Checker

Rev	Date	Reason	Chk
01	13/08/25	For Information	
00	29/07/25	For Information	

Drawing Number	Rev
0489-SEW-ZZ-ZZ-DR-A-000003	01

A2. SWEPT PATH ANALYSIS DRAWINGS

SWEPT PATH ANALYSIS OF REFUSE VEHICLE MOUVERING IN TO SITE



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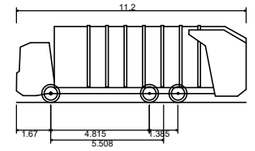
VEHICLE PROFILE:



WM Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
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	9.500m

KEY:

PARKING BAYS TO BE REMOVED

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
F	29.09.2025	UPDATED ARRANGEMENT	AKC	MB	MB
E	29.07.2025	UPDATED ARRANGEMENT	AKC	MB	MB
D	14.07.2025	INCREASED NUMBER OF PARKING BAYS	AKC	MB	MB
C	01.07.2025	UPDATED LAYOUT	AKC	MB	MB
B	20.06.2025	UPDATED VEHICLE	AKC	MB	MB
A	10.06.2025	UPDATED SWEPT PATH ANALYSIS AND UPDATED DRAWING NUMBER - 02.1	KM	AKC	MB

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CLIENT

SHALL DO HAYES DEVELOPMENT LTD

PROJECT

HAYES PARK NORTH

TITLE

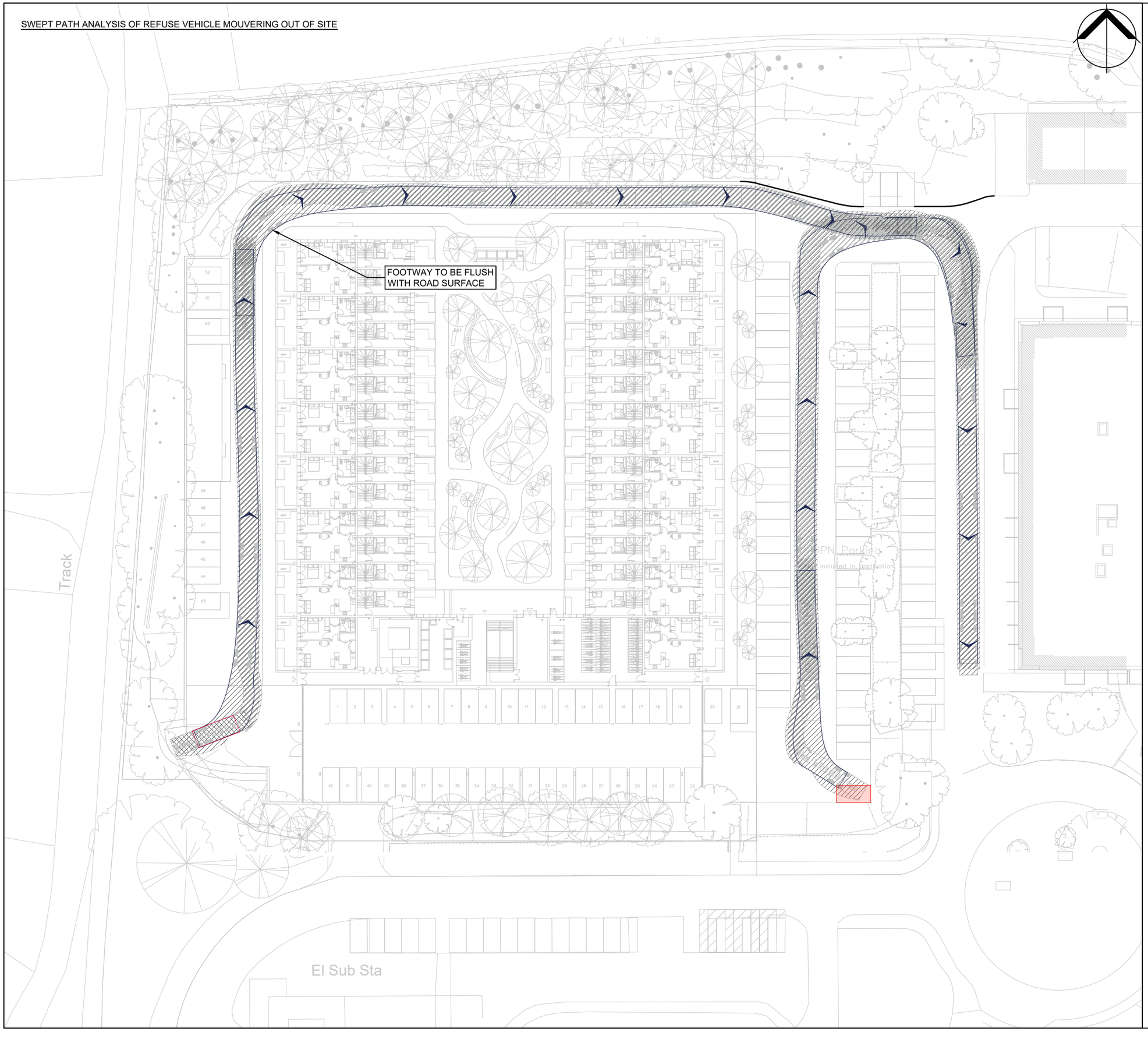
REFUSE VEHICLE SWEPT PATH ANALYSIS

DRAWN BY	CHECKED BY	APPROVED BY
KM	AKC 10.06.2025	MB 10.06.2025

SCALE @ A3	DATE
1:500	10.06.2025

PROJECT NO.	DRAWING NO.	REV.
I001132	02.1	F

SWEPT PATH ANALYSIS OF REFUSE VEHICLE MOUVERING OUT OF SITE



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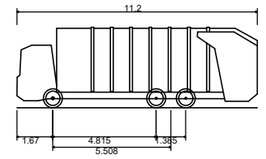

WM Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
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Overall Body Height	3.751m
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Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

KEY:

PARKING BAYS TO BE REMOVED

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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D	29.07.2025	UPDATED ARRANGEMENT	AKC	MB	MB
C	14.07.2025	INCREASED NUMBER OF PARKING BAYS	AKC	MB	MB
B	01.07.2025	UPDATED LAYOUT	AKC	MB	MB
A	20.06.2025	UPDATED VEHICLE	AKC	MB	MB

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HAYES PARK NORTH

TITLE

REFUSE VEHICLE SWEPT PATH ANALYSIS

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KM	AKC 10.06.2025	MB 10.06.2025

SCALE @ A3	DATE	
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PROJECT NO.	DRAWING NO.	REV.
I001132	02.2	E

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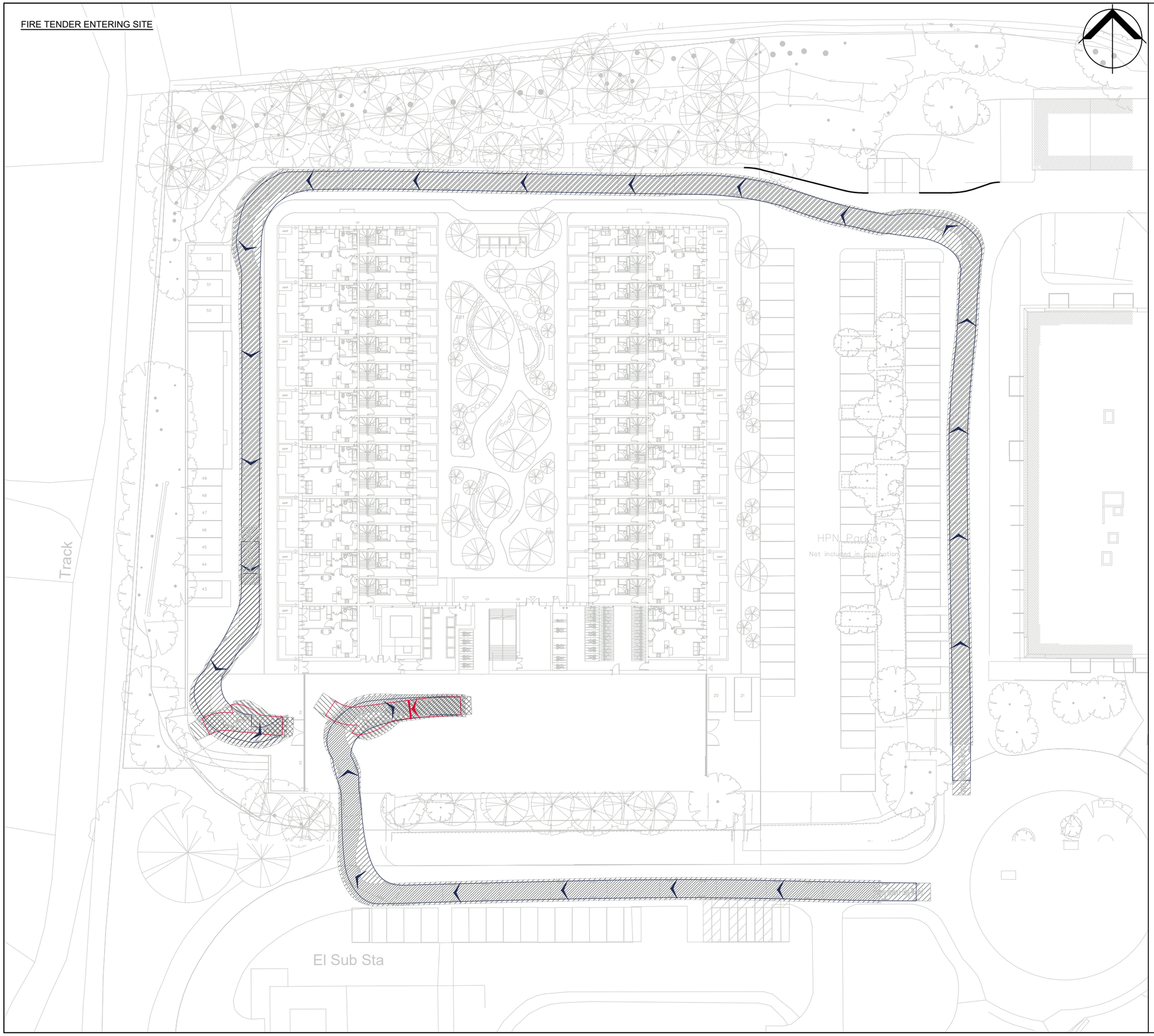

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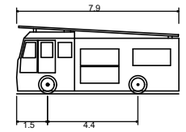
VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

KEY:

PARKING BAYS TO BE REMOVED

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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C	29.07.2025	UPDATED ARRANGEMENT	AKC	MB	MB
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A	01.07.2025	UPDATED LAYOUT	AKC	MB	MB

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TITLE

FIRE TENDER SWEPT PATH ANALYSIS

DRAWN BY	CHECKED BY	APPROVED BY
KM	AKC 10.06.2025	MB 10.06.2025

SCALE @ A3	DATE	
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PROJECT NO.	DRAWING NO.	REV.
23-T124	03.1	D

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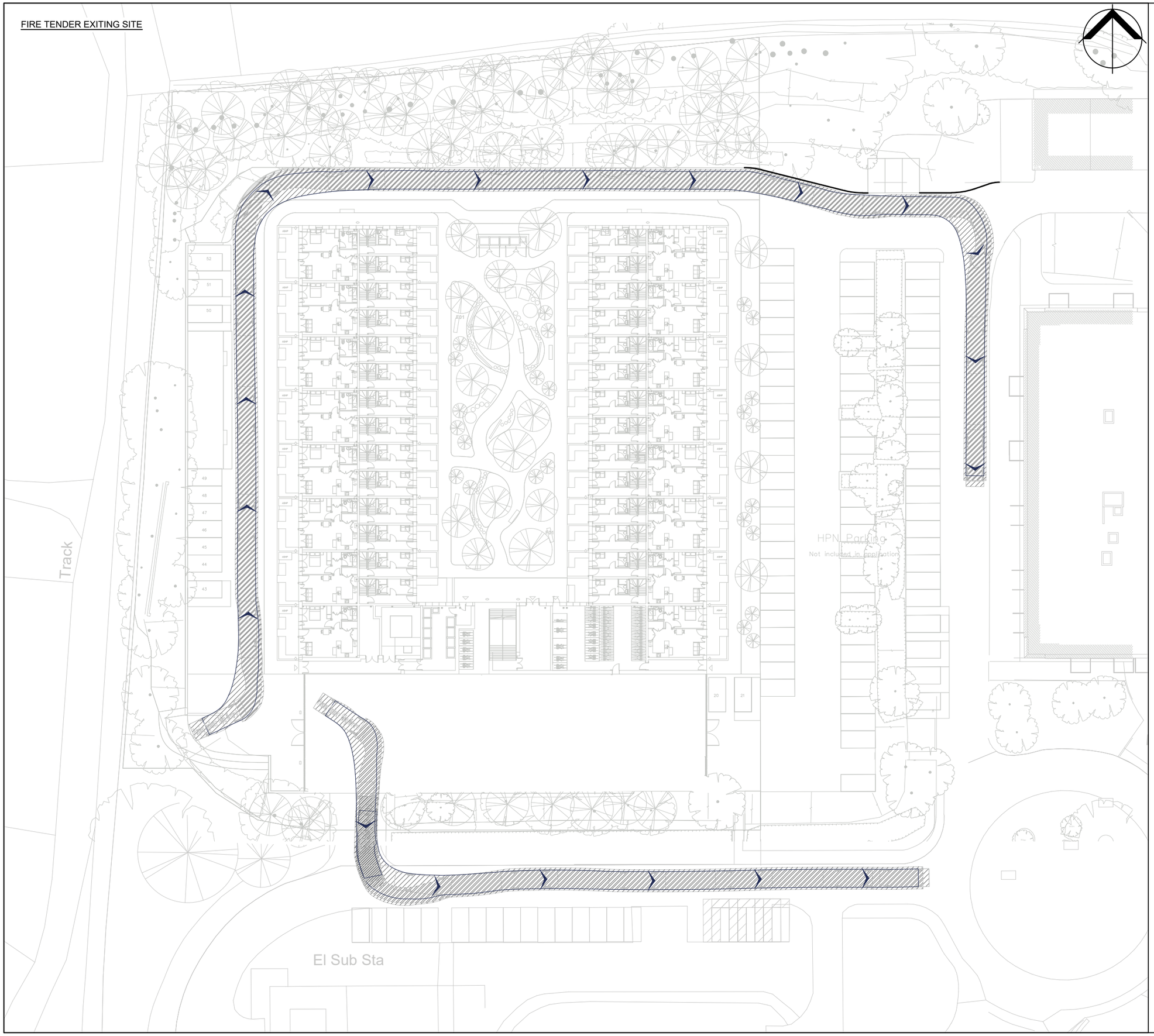

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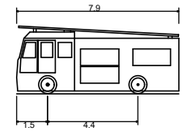
VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
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Kerb to Kerb Turning Radius	7.750m

KEY:

PARKING BAYS TO BE REMOVED

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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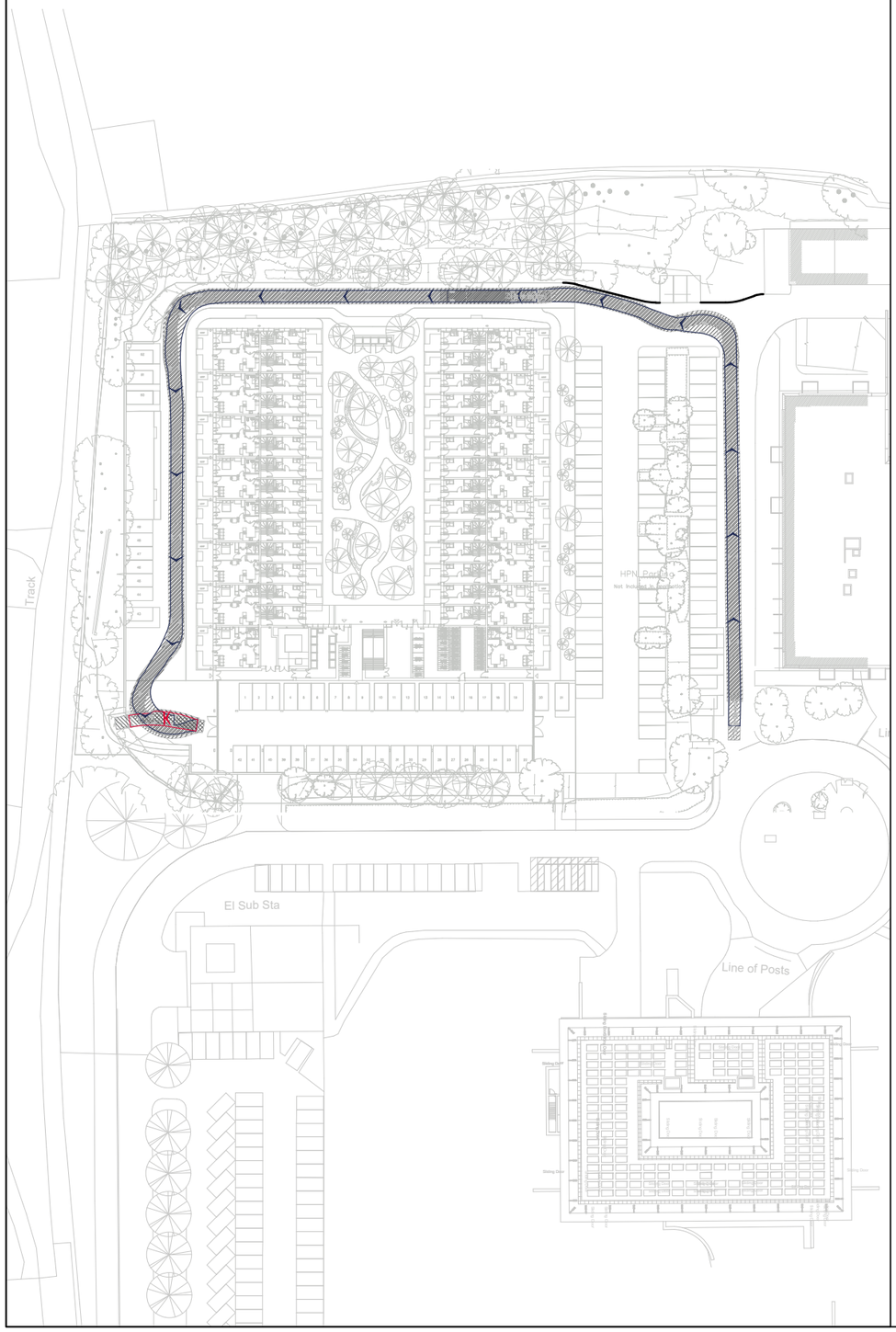
TITLE

FIRE TENDER SWEPT PATH ANALYSIS

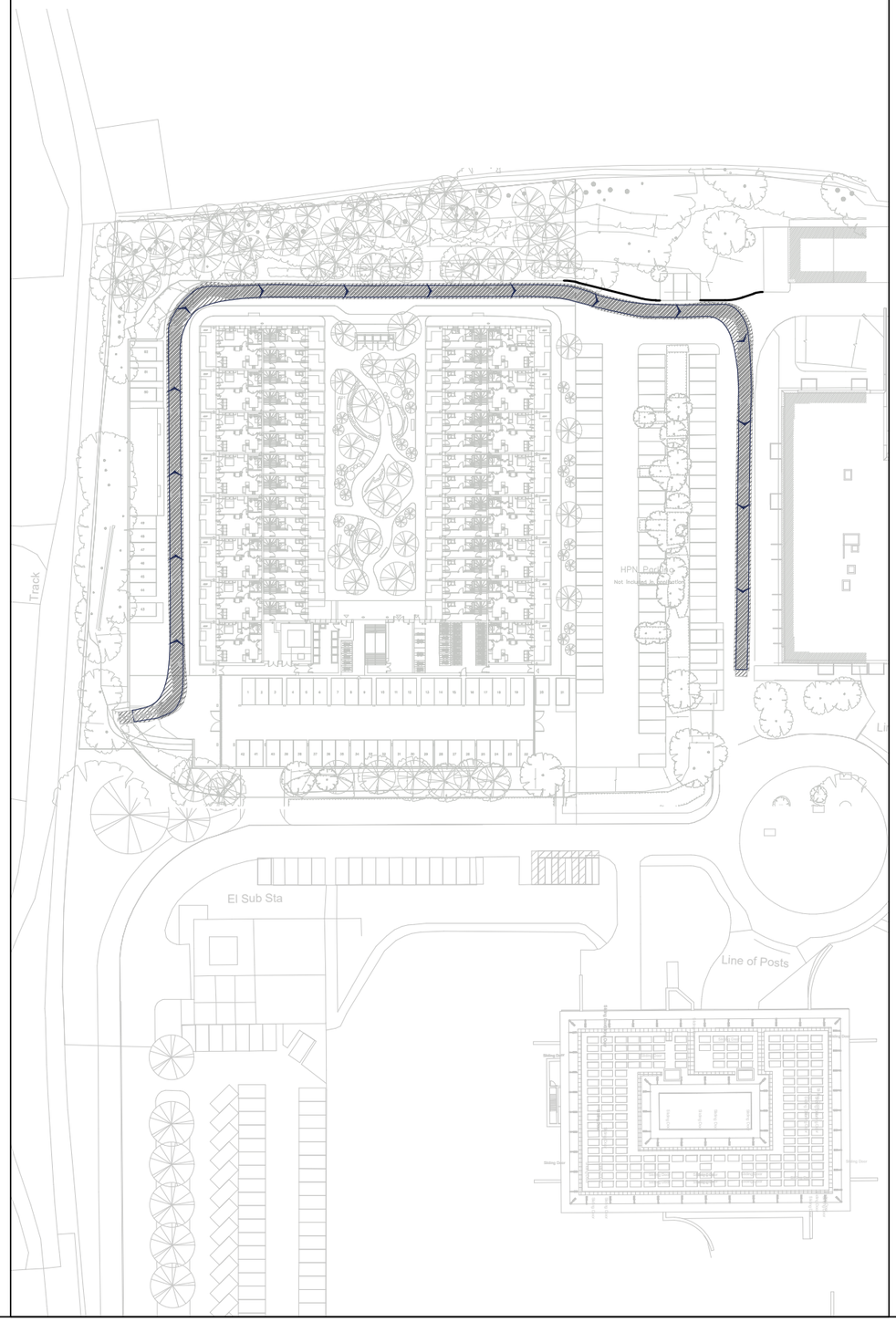
DRAWN BY	CHECKED BY	APPROVED BY
KM	AKC 12.06.2025	MB 12.06.2025

SCALE @ A3	DATE	
1:500	12.06.2025	
PROJECT NO.	DRAWING NO.	REV.
23-T124	03.2	D

DELIVERY VEHICLE ENTERING SITE



DELIVERY VEHICLE EXITING SITE



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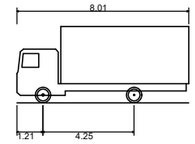
VEHICLE PROFILE:



7.5t Box Van (Wing Mirrors)	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

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SHALL DO HAYES DEVELOPMENT LTD

PROJECT

HAYES PARK NORTH

TITLE

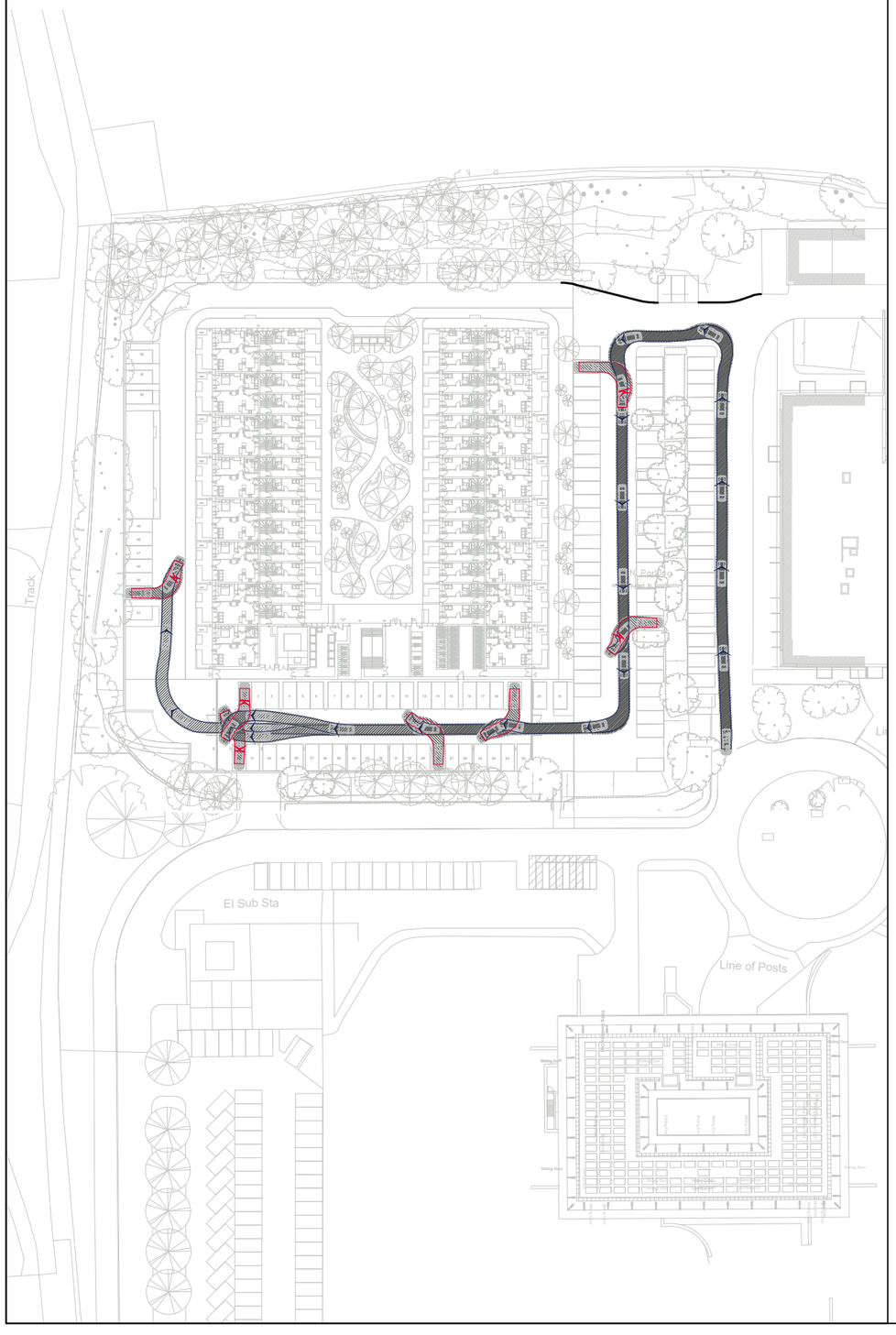
SWEPT PATH ANALYSIS

(7.5T BOX VAN)

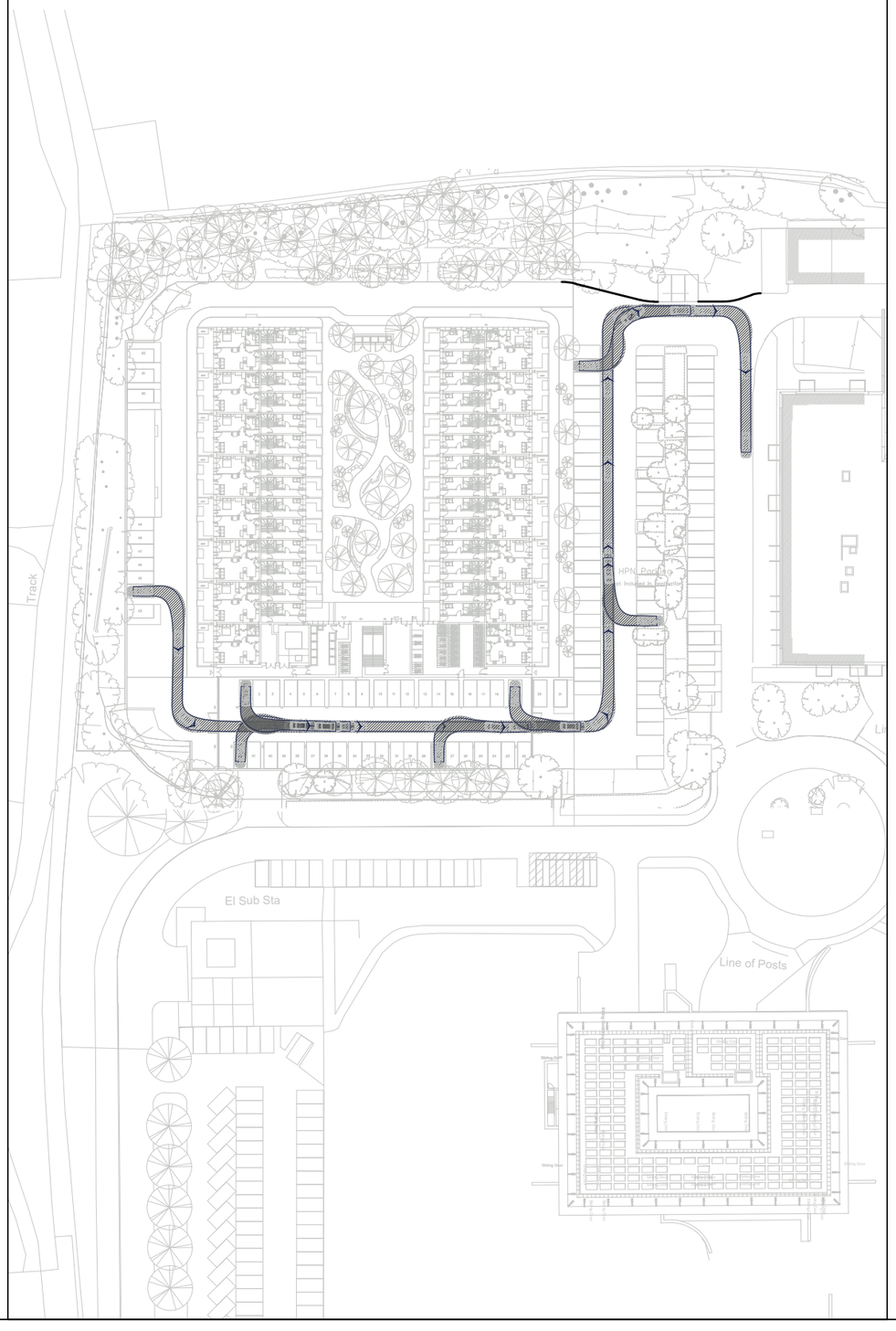
DRAWN BY	CHECKED BY	APPROVED BY
AKC	NM 29.09.2025	RA 29.09.2025

SCALE @ A3	DATE	
1:500	29.09.2025	
PROJECT NO.	DRAWING NO.	REV.
I001132	06.2	-

STANDARD SIZED CAR ENTERING CAR PARKING BAYS

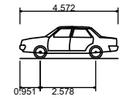


STANDARD SIZED CAR EXITING CAR PARKING BAYS



NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
2. THIS DRAWING IS BASED UPON DRAWING NUMBER 0489-SEW-HPW-ZZ-DR-A-501002_02 AND 0489-SEW-ZZ-ZZ-DR-SK00024_00 SUPPLIED BY EGRETWEST AND SEW, ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

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CLIENT

SHALL DO HAYES DEVELOPMENT LTD

PROJECT

HAYES PARK NORTH

TITLE

SWEPT PATH ANALYSIS

(STANDARD CAR)

DRAWN BY	CHECKED BY	APPROVED BY
AKC	NM 29.09.2025	RA 29.09.2025

SCALE @ A3	DATE
1:500	29.09.2025

PROJECT NO.	DRAWING NO.	REV.
I001132	06.1	-

A3. TRICS OUTPUTS

Calculation Reference: AUDIT-751001-210528-0546

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	EN	ENFIELD	3 days
	HO	HOUNSLOW	1 days
	RD	RICHMOND	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: No of Dwellings
Actual Range: 14 to 402 (units:)
Range Selected by User: 9 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 10/09/20

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:

Monday	1 days
Wednesday	3 days
Friday	2 days

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

Selected survey types:

Manual count	6 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)	3
Edge of Town	3

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:

Industrial Zone	1
Residential Zone	4
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.

Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 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	6 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
0.6 to 1.0	5 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	2 days
No	4 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:

No PTAL Present	1 days
1a (Low) Very poor	2 days
2 Poor	3 days

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

LIST OF SITES relevant to selection parameters

1 BE-03-C-02 BLOCKS OF FLATS BEXLEY
CLYDESDALE WAY
BELVEDERE

Edge of Town
Industrial Zone
Total No of Dwellings: 402
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 EN-03-C-01 BLOCK OF FLATS ENFIELD
SOUTH STREET
ENFIELD

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 16
Survey date: MONDAY *16/11/15* *Survey Type: MANUAL*

3 EN-03-C-02 BLOCKS OF FLATS ENFIELD
CARTERHATCH LANE
ENFIELD
FORTY HILL
Edge of Town
Residential Zone
Total No of Dwellings: 76
Survey date: FRIDAY *10/11/17* *Survey Type: MANUAL*

4 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

5 HO-03-C-05 BLOCK OF FLATS HOUNSLOW
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *06/03/20* *Survey Type: MANUAL*

6 RD-03-C-04 BLOCKS OF FLATS RICHMOND
BESSANT DRIVE
KEW

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *15/05/19* *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
HV-03-C-02	Parking too low
TH-03-C-04	Parking too low

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	116	0.040	6	116	0.185	6	116	0.225
08:00 - 09:00	6	116	0.073	6	116	0.240	6	116	0.313
09:00 - 10:00	6	116	0.093	6	116	0.096	6	116	0.189
10:00 - 11:00	6	116	0.076	6	116	0.080	6	116	0.156
11:00 - 12:00	6	116	0.060	6	116	0.093	6	116	0.153
12:00 - 13:00	6	116	0.091	6	116	0.092	6	116	0.183
13:00 - 14:00	6	116	0.072	6	116	0.091	6	116	0.163
14:00 - 15:00	6	116	0.076	6	116	0.065	6	116	0.141
15:00 - 16:00	6	116	0.092	6	116	0.070	6	116	0.162
16:00 - 17:00	6	116	0.118	6	116	0.062	6	116	0.180
17:00 - 18:00	6	116	0.154	6	116	0.092	6	116	0.246
18:00 - 19:00	6	116	0.188	6	116	0.089	6	116	0.277
19:00 - 20:00	5	136	0.187	5	136	0.097	5	136	0.284
20:00 - 21:00	5	136	0.141	5	136	0.056	5	136	0.197
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.461			1.408			2.869

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:	14 - 402 (units:)
Survey date date range:	01/01/13 - 10/09/20
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

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.