Transport Statement

February 2019

Link House

1200 Uxbridge Road
Hayes

London Borough of Hillingdon

Diamond Corporation

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1 Introduction

1.1 This Transport Statement relates to a planning application for four additional units (3 two bed units and a single three bed unit) subsequent to the granting of 'Prior Approval' application for the proposed change of use from office (Class B1) to residential (Class C3) to provide 16 flats (4 one bed and 12 two bed) at Link House, 1200 Uxbridge Road, Hayes, in the London Borough of Hillingdon, with a postcode of UB4 8JD. An additional four car parking spaces over that provided in the 'Prior Approval' application are proposed.

1.2 The site is located wholly in the London Borough of Hillingdon and has a PTAL of 3.

1.3 **Appendix** A shows the location of the site in relation to the local area, Hayes End. **Appendix B** shows the consented 'Prior Approval' scheme and **Appendix C** shows the proposed layout of the building and car park.

1.4 The scope of this Transport Assessment is in line with Transport for London (TfL) Best Practice Guidance.

1.5 This document includes:

Section 2 describes relevant transport policy;

Section 3 describes the local area including the existing facilities and transport network;

Section 4 describes the proposals including access, parking and servicing;

Section 5 describes the site sustainability and impact upon the local network; and

Section 6 provides a summary and conclusions.

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2 Policy Context

Introduction

2.1 This section sets out the policy context. Development and growth is encouraged at National, London and local level. How this is made sustainable in the longer term is by encouraging walking, cycling and public transport use.

2.2 The policy documents reviewed include:

- • National Planning Policy Framework (March 2012);
- • London Plan with Further Alterations (2015) and Minor Alterations (2016);
- • London Borough of Hillingdon Unitary Development Plan saved policies (1998);
- • London Borough of Hillingdon Local Plan (2012); and
- • London Borough of Hillingdon Local Implementation Plan (2011).

2.3 A brief description of the above documents and their potential relevance is given below

National Planning Policy Framework

2.4 The revised National Planning Policy Framework was published on 24 July 2018 and sets out the government's planning policies for England and how these are expected to be applied. The revised Framework replaces the previous National Planning Policy Framework published in March 2012.

2.5 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.6 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.7 In respect of that, Paragraph 10 of the NPPF states:

"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development."

2.8 Section 9 of the NPPF relates to Promoting Sustainable Transport and paragraphs 102 to 104 say;

"102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

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

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

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

103. 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.

104. 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 high quality walking and cycling networks and supporting facilities such as 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 Government's General Aviation Strategy."

2.9 Paragraphs 105 and 106 discuss parking standards and say;

105. "If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

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d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.10 Paragraph 107 specifically relates to lorry parking and says;

"Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use."

2.11 When Considering development proposals, in relation to transport, paragraphs 108 to 111 say;

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been –

taken up, given the type of development and its location;

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

c) 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."

"109. 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 would be severe."

"110. 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

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

"111. 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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

London Plan 2016

The London Plan with Further Alterations (FALP) (2015) and with minor alterations (2016)

2.12 The London Plan encourages developments with greater public transport accessibility, lower parking provision and higher housing density.

2.13 Policy 6.1 of the London Plan states:

The Mayor will work with all relevant partners to encourage the closer integration of transport and development… by:

a. encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2… to set maximum car parking standards in DPDs

b. seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3…to set minimum cycle parking standards in DPDs

c. supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity, either currently or via committed, funded improvements…

g. supporting measures that encourage shifts to more sustainable modes and appropriate demand management

h. promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced

i. promoting walking by ensuring an improved urban realm.

2.14 The London Plan acknowledges that parking standards are only one mechanism or policy instrument to limit car use and achieve wider objectives. The London Plan policy 6.13, as amended in 2016, states the following for Parking Strategy:

The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, developments in all parts of London must:

a. ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles

b. provide parking for disabled people in line with Table 6.2

c. meet the minimum cycle parking standards set out in Table 6.3

d. provide for the needs of businesses for delivery and servicing.

2.15 Table 6.2 sets a maximum provision of car park spaces, and sets a maximum of under one space per unit for 1 – 2 bedroom units and 1.5 spaces per unit for three bedroom units.

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2.16 Table 6.3 sets a minimum provision of one secure cycle parking space per one bedroom unit and two spaces for two or more bedroom units; also one visitor space per 40 units.

Hillingdon Unitary Development Plan

2.17 This document was adopted in 1998. Some of its policies were saved in 2007 pending preparation of the new Local Development Framework (now the Local Plan). Upon adoption of Part 1 of the Local Plan some of these saved policies were deleted and only relevant policies that are still saved are considered here.

2.18 Saved Policy AM2 states that all proposals for development will be assessed against their contribution totraffic generation and their impact on congestion, particularly on the principal road network, and the present and potential availability of public transport and its capacity to meet increased demand. It should be noted that Uxbridge Road, as a London Distributor Road, is classed as a principal road.

2.19 Saved Policy AM7 states that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to:

- unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or
- prejudice the free flow of traffic or conditions of general highway or pedestrian safety; or
- diminish materially the environmental benefits brought about by new or improved roads; or
- infiltrate streets classed as local roads in the Borough road hierarchy unless satisfactorytraffic calming measures can be installed.

2.20 Saved Policy AM9 states that the Council will promote secure, attractive and adequate cycle parking facilities in the Borough's town centres, public transport interchanges and at other major attractions, and will require development proposals to include clearly visible, well-designed, covered, secure and accessible bicycle parking for users of the development and, where appropriate, for the general public.

2.21 Saved Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards as set out in Annex 1. Saved Policy AM15 requires all car parks provided for new development to contain conveniently located reserved spaces for disabled persons in accordance with the Council's adopted car parking standards, as set out in Annex 1.

2.22 The Parking Standards in Annex 1 are based on Hillingdon's Interim Parking Standards adopted for planning decision purposes (2002), National Planning Guidance Planning Policy Guidance Note 3: Housing (revised 2000), The London Plan (2004) and the Town and Country Planning (Use Classes) (Amendments) (England) Order 2005. For flats and houses without individual curtilages and with communal parking in garages or open car parking areas the maximum car parking standard is 1.5 spaces per dwelling. While the precise level of provision may be dependent on household, housing type and location, provision above the maximum level will only be considered in exceptional circumstances and where the development is related to measures to improve public transport or manage the supply of on-street parking. Contributions towards the creation or extension of CPZs, traffic reduction

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initiatives and / or public transport may be sought in some locations where the assumed demand is greater than the level of parking being provided.

2.23 For cycle parking the minimum standard for residential developments is one space per dwelling with one or two bedrooms and two spaces per dwelling with more than two bedrooms.

2.24 For motorcycles, one space per 20 car parking spaces should be provided where there are 20 or more car parking spaces.

2.25 10% of all spaces are to be provided to the mobility standard of 3.6 x 4.8 metres, be marked as such and placed as near as possible to the entrance to the building.

2.26 The Annex states that planning applicants may consider the multiple use of parking facilities (for use by different sections of the community, for different uses and either at the same or at different times). However, this may require planning permission and applicants should contact the Planning Authority to discuss their proposals before proceeding.

Hillingdon Local Plan Part 1 Strategic Policies

2.27 The Hillingdon Local Plan Part 1 – Strategic Policies (formerly Core Strategies) was adopted at a Council meeting on 8th November 2012 and is now a part of the Development Plan for the Borough.

2.28 Policy T1 on Accessible Local Destinations states that development will be favoured at sites where the impact on the transport network can best be accommodated. Developments should encourage access by sustainable modes.

2.29 Policy T3 on North – South Sustainable Transport Links aims to improve north – south public transport links and to link residential areas with employment areas and transport interchanges.

2.30 This development takes advantage of proximity to public transport and local services and will reduce reliance on private car by reducing car trips to essential uses.

Hillingdon Local Plan Part 2 Development Management Policies

2.31 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Polices Map. Once adopted, will deliver the detail of the strategic policies set out in the Local Plan Part 1: Strategic Polices (2012). Together they will form a comprehensive development strategy for the Borough up to 2026.

2.32 Following consultation on the Local Plan Part 2: Proposed Submission Version in autumn 2014, the Council published proposed changes to the documents for comment. Consultation on the changes began on 26 October and ended on 8 December 2015. The documents are to be submitted to the Secretary of State for Communities and Local Government for examination in June 2017. However, they could be a material consideration in planning decisions.

2.33 Policy DMT 1 on Managing Transport Impacts states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

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- be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its visitors from and / or the services and facilities necessary to support the development;
- maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- provide equal access for all people, including inclusive access for disabled people;
- adequately address delivery, servicing and drop-off requirements; and
- have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

2.34 All major residential developments of ten dwellings or more (but under 80 dwellings) will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

2.35 Policy DMT 2 on Highways Impacts effectively supersedes Policy AM7 in the Unitary Development Plan. It requires development proposals to ensure that:

- safe and efficient vehicular access to the highway network is provided to the Council's standards;
- they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;
- impacts on local amenity and congestion are minimised by routeing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

2.36 Policy DMT 5 on Pedestrians and Cyclists requires development proposals to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or in agreement with the Council.

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2.37 Policy DMT 6 on Vehicle Parking requires development proposals to 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:

- the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and / or
- a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

2.38 All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

2.39 Appendix C on parking standards contains the following specifications:

- For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013.
- Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets. This will be reviewed in future.
- For road layouts, swept path analysis must include 300 mm error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout.
- Parking for bicycles must be located in a safe, secure and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s).
- As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage.
- In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, mopeds and scooters) must also be provided at the rate of 5% of car parking spaces.
- Motorised two wheeler parking should be secure and where possible covered and close to building entrances. Ideally parking should be grouped together for security.

2.40 Appendix C sets the maximum standard for car parking at flats as 0.5 spaces per unit for studio flats, 1 – 1.5 spaces per unit for one bedroom flats and two spaces per unit for flats with three or more bedrooms. Proposals must also accommodate visitor's car parking on-site in addition to the above but no standard is specified. Car parks must be allocated to dwellings but it is not clear whether this means that individual spaces must be allocated to specific flats, especially where the standard is fractional.

2.41 The Appendix sets a standard of one cycle parking space per studio, one bedroom or two bedroom flat and two spaces per flat with three or more bedrooms. The table heading

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describes these as maximum standards but this may be a misprint for minimum. The standard of provision is below the minimum standards in the 2016 London Plan.

Accessible Hillingdon Supplementary Planning Document (2010)

2.42 This document was adopted in 2013. Section 5 on Residential Development states that all new residential developments of ten or more units must have 10% of homes designed to Wheelchair Home standards with a covered parking space measuring 2,400 x 4,800 mm with an adjacent 1,200 mm side transfer area (pages 8, 21, 22).

Hillingdon Local Implementation Plan (LIP)

2.43 The LIP is Hillingdon's transport plan, detailing its transport objectives and programme to support delivery of the Mayor's Transport Strategy within the borough. The LIP considers the goals, challenges, policies and outcomes detailed in the MTS and tailors them to Hillingdon.

2.44 Dated April 2011 the LIP considers Borough objectives through the life of the MTS to 2031 and is Hillingdon's second LIP replacing the earlier 2006-2011 Plan.

2.45 Paragraph 4.31 sets the objectives of the LIP as:

- Improve the condition of principal roads and increase satisfaction levels with network condition
- Reduce the negative impacts of transport on air quality and noise
- Promote healthy travel behaviour
- Improve the safety and security of the transport system, including reducing the number collisions
- Ensure the transport system enables sustainable access to health, education, employment, social and leisure opportunities
- Reduce Hillingdon's contribution to climate change and improve its resilience
- Improve journey time reliability and reduce congestion.

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3 Existing Site Assessment

Site Location and Local Facilities

3.1 A location plan showing the site and surrounding facilities is contained at **Appendix A**. The development site fronts onto Uxbridge Road, which forms the southern boundary, although it has a vehicular access onto Newport Road, which forms the western boundary. The eastern boundary is formed by a vehicle, tyre and MOT, facility and to the north is further commercial development.

3.2 Uxbridge Road is a classified road (A4020).and is a dual carriageway past the site, with a 40mph speed limit and generally signal controlled junctions with side roads.

3.3 Newport Road is a cul de sac local access road giving access to a number of commercial properties and also some residential properties. It is only around 100m in length and traffic flows along its length are low. Newport Road has a priority junction with Uxbridge Road, with a dedicated right turn lane from Uxbridge Road into Newport Road, although the right turn out appears to be banned.

3.4 The site was previously an office building (B1), although more recently 'Prior Approval' consent was obtained for conversion to 16 residential flats. Vehicle access to the building is from Newport Road leading to a 16 space car park for the flats. There is a ground floor entrance (with a point of level access) from the car park that leads to a central stair core for the main building. The adjacent extension building would be demolished to provide additional car parking space.

3.5 To the west the site is immediately adjacent to the Hayes End row of shops and other services fronting Uxbridge Road, which includes a newsagent and Post Office, convenience shopping, a butcher and greengrocer, a pharmacy, barbers, estate agent, takeaways and a freezer food centre. The site is also an 800m, or around ten minute walk, from a further parade of shops and services to the west.

3.6 Hillingdon Primary School is within 1km or around a twelve minute walk or five minute cycle ride of the site, while Ward End Park Community School is within 1.2km, Hayes Park Primary School within 1.7km and Dr Tripletts C of E Primary School within 1.8km. Grange Park Junior School is within 1.7km, around 21 minutes' walk or 8 minutes cycle from the site and Rosedale College, the nearest secondary school, is 900 metres or around eleven minutes' walk or less than five minutes cycle ride away.

3.7 It is clear that all day to day and weekly needs facilities are accessible by foot from the development site without the need to undertake a journey by car.

Pedestrian and Cycle Networks

3.8 There is a pedestrian footway running along both sides of Uxbridge Road both to the east and west of the site. There are signalised pedestrian crossings over Uxbridge Road both to the east and west of the site and these also facilitate access to the westbound bus stops on Uxbridge Road.

3.9 There are a number of cycle stands on Uxbridge Road, close to the site and there is a cycle shop in the adjacent parade of shops. The TfL Local Cycling Guide shows, extract contained in **Appendix D**, while there are no cycle routes immediately adjacent to the site on Uxbridge

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Road an off road cyclepath does exist on Uxbridge Road a short distance to the east, continuing to the A312, The Parkway, and beyond. Additionally locally Hayes End Drive, Hayes End Road, Mellow Lane East, Morgans Lane, Angel Lane, Wood End Green Road and Kingsway are noted as being quieter roads recommended for cyclists.

3.10 There is a pedestrian footway running along both sides of Uxbridge Road both to the east and west of the site. There are signalised pedestrian crossings over Uxbridge Road both to the east and west of the site and these also facilitate access to the westbound bus stops on Uxbridge Road.

3.11 There are a number of cycle stands on Uxbridge Road, close to the site and there is a cycle shop in the adjacent parade of shops. The TfL Local Cycling Guide shows, extract contained in Appendix D, while there are no cycle routes immediately adjacent to the site on Uxbridge Road an off road cyclepath does exist on Uxbridge Road a short distance to the east, continuing to the A312, The Parkway, and beyond. Additionally locally Hayes End Drive, Hayes End Road, Mellow Lane East, Morgans Lane, Angel Lane, Wood End Green Road and Kingsway are noted as being quieter roads recommended for cyclists.

Public Transport

3.12 The nearest bus stops to the site are located on Uxbridge Road; stop XB is approximately 50 metres west of the site and is served by three eastbound bus routes, 427, H98 & N207. Stop XC is located approximately 160 metres east of the site and is also served by the three eastbound services above and also the 607. For westbound services stop XF is located around 40m east of the site and is served by the 427, 607, H98 & N207. **Appendix E** gives the TfL 'Spider Map' of the local bus routes, the location of the stops and illustrates the wide range of destinations served.

3.13 Bus route 427 is a London Buses route, currently operated by Abellio London, between Uxbridge and Acton, via Hayes End, Southall, Hanwell, West Ealing and Ealing. Route 427 has 8 buses per hour (bph) on Mondays to Fridays, 8 bph on Saturdays and 6 bph on Sundays.

3.14 Bus route 607 is a London Buses route, currently operated by Metroline, between Uxbridge and White City, via Hayes End, Southall, Hanwell, Ealing, Acton and Shepherd's Bush. Route 607 is a limited stop service with 5/6 bph on Mondays to Fridays, 5/6 bph on Saturdays and 4/5 bph on Sundays.

3.15 Bus Route H98 is a London Buses service, currently operated by London United, between Hayes End and Hounslow, via Wood End, Hayes, Harlington, Cranford and Hounslow West. Route H98 has 6 bph Monday to Friday, 6 bph on Saturdays and 4 bph on Sundays.

3.16 Bus Route N207 is the night time version of the 427, operating between Uxbridge and Holborn, via Hayes End, Southall, Hanwell, West Ealing, Ealing, Acton, Shepherd's Bush and Oxford Circus. The N207 is a London Buses service and is currently operated by Metroline. There is 3/4 bph Monday to Thursday nights, 5/6 bph Friday and Saturday nights and 3/4 bph on Sunday nights.

3.17 The nearest railway station to the site is Hillingdon which is around 3.8km from the site. Hillingdon is served by both Metropolitan and Piccadilly Line trains to central London and Uxbridge. Uxbridge station, also a London Underground station on the Piccadilly and

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Metropolitan lines, is around 4.0km from the site. Uxbridge station is reachable by using bus routes 427 and 607.

3.18 The nearest National Rail stations to the development are West Drayton (4.0km) and Hayes & Harlington (4.2km). West Drayton and Hayes & Harlington stations are currently served by stopping services run by Great Western Railway between Paddington and Reading as well as two trains per hour to Oxford. These services run seven days a week with 4 trains hourly, two from Reading and two from Oxford. Typical journey times are just over 20 minutes to Paddington, and just under 40 minutes to Reading.

3.19 In the near future however Hayes & Harlington station, which is managed by TfL Rail, will be served by Elizabeth Line (Crossrail) trains. Hayes & Harlington will be provided with a frequent metro service across the capital to Docklands, east London, Shenfield and Abbey Wood, replacing the current Great Western Railway service. This will provide an increase in both services and capacity from the station, which now benefits from step free access.

3.20 It can be seen that there is a high level of bus services accessible by foot from the development site. Rail services can also be utilized but would need to be accessed by cycle or bus.

PTAL

3.21 The Public Transport Accessibility Level Index, PTAL, is used to derive accessibility maps for London. Details of the methodology can be found in the Transport for London Transport Assessment Best Practice guidance document Appendix C (April 2010). This guidance states that:

"Public Transport Accessibility Levels (PTALS) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London."

3.22 Attached as **Appendix F** is the PTAL sheet produced by the TfL PTAL calculator for the site. The PTAL for the site is 3 which is classed as moderate and reflects the fact that the bus services are frequent in close proximity to the site.

Mode of Travel to Work 2011 Census Data

3.23 Table 2.1 below shows the modes of travel to work for residents in Output Area Hillingdon 018B, surrounding the site. Table 2.1 also shows the percentage modal split for Hillingdon Borough as a whole. The 2011 Census Data is contained in **Appendix G**.

	Hillingdon 018B Area		Hillingdon
	Total	Percentage	Percentage
Underground, Metro, Tram	50	6.2%	14.0%
Train	26	3.2%	4.5%
Bus	98	12.2%	12.6%
Taxi	2	0.3%	0.4%
Motorcycle, Scooter, Moped	7	0.9%	0.9%

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Car driver	546	67.7%	55.1%
Car passenger	32	4.0%	3.3%
Bicycle	15	1.9%	1.6%
Foot	25	3.1%	7.3%
Other	5	0.6%	0.5%
Residents in Employment	806	100%	100%

Table 3.2: 2011 Census Local Journey to Work Data

Table 2.1 shows that under 10% of people, in the area, travelling to work do so by train, mostly by Underground, while another 12% use bus. Nearly 68% drive to work compared with 55% in the Borough as a whole and only 3% walk to work, which supports higher parking than the TfL standards. The figures reflect the sustainability of the location in terms of public transport accessibility where there is a frequent bus service.

Local Car Ownership

3.24 LB Hillingdon currently, along with Havering, has the highest level of car ownership of all the London Boroughs with a car ownership across the Borough of around 1.222 vehicles per residence and in the local area around the site (Hillingdon 018B) this rises to 1.521. However, this is only part of the story as within the Hillingdon 018B area almost 15% of residences have no car and almost 40% have only one car.

3.25 Looking deeper into the 2011 census data it is possible to separate out the car ownership rates for flats and houses and in the Hillingdon 018B area the car ownership level for flats is 0.763, compared to that for houses in the area which is 1.621, with 45% of flat residents having no vehicle and another 40% having only one vehicle. This clearly shows that the car ownership rate for flat occupiers in the Hillingdon 018B area is substantially less than that of house occupiers in the same area and since 2011 has probably further reduced as it did between 2001 and 2011 when the cars/vans per person fell 7.4% throughout Hillingdon*. The car ownership data from the 2011 census is also contained in **Appendix G**.

**Source: RAC Foundation Car Ownership Rates per Local Authority in England and Wales, December 2012 https://www.racfoundation.org/assets/rac_foundation/content/downloadables/car%20ownership%20rates%20by%20local%20authority%20-%20december%202012.pdf*

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4 Development proposals

The Development Proposals

4.1 A Masterplan Layout for the development is included in **Appendix C**. The proposals are for 4 additional residential flats comprising a single 3 bedroom unit on the ground floor and three 2 bedroom units located in a new third floor to the main building. Four additional parking spaces will be provided, one per unit, making twenty in total.

Vehicle Access

4.2 The existing vehicular access arrangement from Newport Road will be retained. The vehicular access to the development is in the form of a 5.6 metre wide shared surface access, via a dropped kerb arrangement. Pedestrian access to the flats is via access points that lead out to the car park area and there is a footway connection to the northern footway on Uxbridge Road to facilitate this. .

4.3 Visibility splays from the site access are greater than the requirements set out for 30mph in the Manual for Streets (MfS) to the north and around 30m to the junction with Uxbridge Road to the south. However vehicle speeds along Newport Road are likely to be low, around 20mph, and therefore the available visibilities will be satisfactory. The access, and visibility splays are illustrated on a sketch contained in **Appendix H**.

Servicing

4.4 Refuse and recycling collection is likely to take place direct from Newport Road as it is unlikely that a refuse/recycling vehicle would wish to access the site. Delivery vehicles such as those used by supermarkets for home food shopping deliveries are however able to access the car park area.

Proposed Cycle and Vehicle Parking and Justification

4.5 The London Plan with Further Alterations (2015, Table 6.3) sets a minimum standard for cycle parking of one secure space for each one bedroom flat, two spaces for each flat with two or more bedrooms, and in addition one space for visitors for every 40 flats. However the new emerging London Plan, which is now being given material consideration, has a requirement for one cycle space for each studio apartment and one and a half spaces for each one bed flat with the other standards, for two and three bed units, remaining the same.

4.6 Applying the standards set out above suggests that for cycles under the current, and draft, London, Plan provision for the proposed development would be 8 cycle parking spaces and this is what is proposed and are attached to the previous cycle parking provided for the 'Prior Approval' consent.

4.7 The London Plan Minor Alterations published in 2016 sets a maximum standard for car parking for one and two bedroom flats of under one space per unit. In areas with good public transport access, there should be significantly less than one space per unit. Adequate parking must be provided for disabled drivers and 20% of all spaces must have electric charging points with passive provision at another 20%.

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4.8 Applying the standards set out above suggests that for cars there should be 20 spaces, or less, for residential parking at the entire development with adequate provision for disabled people. London Plan Policy 3.8, as amended in 2016, states that 10% of new housing should be wheelchair accessible or capable of being easily adapted for wheelchair users. This suggests that it would be appropriate for 5% of the residential spaces (i.e. one) should be reserved for wheelchair users and another 5% (one) to be of disabled dimensions and therefore capable of being reserved for wheelchair use in future. The standards also imply that three residential spaces should have electric charging points with passive provision at another three.

4.9 The Draft New London Plan has even lower car parking provision for new residential development and for this site, in outer London with a PTAL of 3, sets a maximum parking requirement of 0.75 spaces per unit, applying this to the site would indicate a maximum provision of 15 spaces for the entire development (existing and proposed).

4.10 The current 2016 Plan (The London Plan consolidated with alterations since 2011) is however still the adopted Development Plan, but the Draft London Plan can now be a material consideration in planning decisions. The significance given to it is a matter for the decision maker, in this case the London Borough of Hillingdon.

4.11 As part of the Draft Local Plan 2 policies, LB Hillingdon is proposing a series of parking standards for Office (B1) and Residential (C3) land uses that are above the standards set out in the London Plan (2016), and also therefore above the standards in the draft London plan. These are (along with the London Plan standards);

	Current London Plan Outer London Standard	Draft New London Plan Outer London (PTAL of 3)	Proposed Hillingdon Standard
Studio	Maximum of 1	Maximum of 0.75	0.5
1 Bed	Maximum of 1	Maximum of 0.75	1 to 1.5/2*
2 Bed	Maximum of 1	Maximum of 0.75	1 to 1.5/2*
3 Bed	Maximum of 1.5	Maximum of 0.75	2
4 Bed	Maximum of 2	Maximum of 0.75	2

4.12 The proposed Hillingdon standard indicates between 5 and 7 car parking spaces would be required and with the site having a PTAL of 3 it is considered that the lower end of this provision would be appropriate.

4.13 Therefore the parking proposed, at 4 spaces, complies with the current London Plan standards, which would 5 spaces, or less, but is a little less than the proposed Hillingdon standard, 5 to 7 spaces.

4.14 A previous application, which was refused, showed a parking provision of less than one space per unit to comply with the TfL and emerging London Plan requirement for 0.75 spaces per unit. However Hillingdon, as local planning authority, in discussions with the applicant indicated that 1 space per unit was more appropriate in this location and therefore the local policy of the planning authority has generally been complied with as it is recognised

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that the lower (London Plan) parking standard could potentially lead to parking stress on the local roads owing to the lack of a local Controlled Parking Zone.

4.15 The car ownership rate for flat residents in the local area (Hillingdon 018B) in the 2011 census was 0.763 cars per residence, which reflects the sustainability of the area with good bus based public transport links and it is likely that this rate has further reduced as occurred in Hillingdon between 2001 and 2011. Applying the 2011 car ownership rate to the development proposed suggests that around 3 parking spaces would be appropriate, and therefore the 4 spaces proposed will be satisfactory.

4.16 The car park is well laid out with standard sized parking bays and a 6m aisle width to allow for vehicle turning and two way traffic movement. There will be no problems for vehicles accessing the car park.

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5 Trip Generation and Impact

Introduction

5.1 This section estimates the expected numbers of vehicular trips that will be generated by the development and the methodology used to predict them.

Residential trip generation

5.2 A TRICS assessment of the likely vehicle trip rate from the proposed residential development was then undertaken. The criteria used to select sites were private flatted developments in town centres or the edges of town centres in London. The resulting output, in terms of trips per unit, is shown in Appendix H and summarised in Table 5.1 below.

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0.040	0.092	0.073	0.051
Trips	0	0	0	0

Table 5.1 TRICS Vehicle Trip Rates and Trips (4 Residential units)

5.3 From the figures in Table 5.1 the proposed development is expected to give rise to no vehicle movements in either the AM or PM peak periods and will therefore have an imperceptible traffic effect both during the peak hours and during the off peak periods.

Multi Modal Trip Rates

5.4 In accordance with best practice multi modal trip rates have been considered. There are two ways to readily provide information for multi modal trips, one is to review TRICS sites where multi modal data has been collected and the other is to look at census data to determine the mode of travel to work. Both have pitfalls.

5.5 The TRICS data is based on surveys of other sites selected because of geographical similarities but there are of course many variables at the detailed level for example proximity to a cycle route or bus route. And the journey to work census data by definition does not include the multitude of other trip purposes taking place throughout the day. In this assessment we have looked at TRICS sites only;

TRICS multi modal data

5.6 TRICS sites have been selected that include multi modal information. The results are:

	All Day Trip Rate (07:00 to 22:00)			All Day Trip Number (4 units)		
	In	Out	Two Way	In	Out	Two Way
Rail/Tube	0.276	0.281	0.557	1	1	2
Bus	0.300	0.306	0.606	1	1	2
Walk	0.901	0.842	1.734	4	4	8
Cyclist	0.080	0.074	0.154	0	0	0

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Other	0.070	0.071	0.141	0	0	0
Total	1.627	1.574	3.201	6	6	12

Table 5.3 TRICS based All Day multi modal trips. (Allowing for rounding).

	AM Peak Trip Rate (08:00 to 09:00)			AM Peak Trip Number (4 units)		
	In	Out	Two Way	In	Out	Two Way
Rail/Tube	0.007	0.073	0.080	0	0	0
Bus	0.011	0.081	0.092	0	0	0
Walk	0.040	0.139	0.179	0	1	1
Cyclist	0.005	0.018	0.023	0	0	0
Other	0.007	0.007	0.014	0	0	0
Total	0.070	0.318	0.388	0	1	1

Table 5.4 TRICS based AM Peak multi modal trips. (Allowing for rounding).

	PM Peak Trip Rate (17:00 to 18:00)			PM Peak Trip Number (4 units)		
	In	Out	Two Way	In	Out	Two Way
Rail/Tube	0.043	0.007	0.050	0	0	0
Bus	0.048	0.008	0.056	0	0	0
Walk	0.111	0.078	0.189	0	0	0
Cyclist	0.009	0.003	0.012	0	0	0
Other	0.003	0.005	0.008	0	0	0
Total	0.214	0.101	0.315	0	0	0

Table 5.5 TRICS based PM Day multi modal trips. (Allowing for rounding).

5.7 Based on the TRICS multi modal data, shown in Tables 5.3 to 5.5 above, it is likely that the residential element of the site would generate of the order of 12 non car trips throughout the course of the day, with 1 in the AM peak period and none in the PM peak period; these trips being mostly walking trips with a smaller number of public transport trips (bus, rail and tube) and no indicated cycling trips.

5.8 The actual breakdown of mode may vary from the figures indicated by TRICS but the overall amount would be likely to be similar. It is therefore likely that this level of Pedestrian, cycle and public transport trips can be easily accommodated on the local network.

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6 Summary and Conclusions

Summary

6.1 This Transport Statement relates to a planning application for four additional residential units (3 two bed units and a single three bed unit) at Link House, 1200 Uxbridge Road, Hayes, Hillingdon, UB4 8JD. The site is located wholly in the London Borough of Hillingdon.

6.2 The site was previously the subject of a 'Prior Approval' application for the proposed change of use from office (Class B1) to residential (Class C3) to provide 16 flats, comprising 4 one bedroom and 12 two bedroom units.

6.3 The development site fronts onto Uxbridge Road, which forms the southern boundary, although it has a vehicular access onto Newport Road, which forms the western boundary.

6.4 Uxbridge Road is a dual carriageway, with a 40 mph speed limit, and is classified as A4020. Newport Road is a local access road and a cul-de-sac and has a 30 mph speed limit. Newport Road has a priority junction with Uxbridge Road.

6.5 The site is well located to local facilities being immediately adjacent to a row of shops and other services, including a Post Office, pharmacy and convenience store. There are also several schools within walking distance of the site.

6.6 Uxbridge Road has good footways on both sides and there are several cycle routes locally, including adjacent to Uxbridge Road to the east of the site.

6.7 The site is well located to the local public transport network with a PTAL of 3 and there are around 19/20 buses per hour available on Uxbridge Road. Several rail stations are also accessible either by public transport or by cycle, including Hayes & Harlington which will shortly be served by Elizabeth Line (Crossrail) trains.

6.8 Locally, according to the 2011 census, car ownership rates for residents living in flats is low, at 0.763, compared to that for houses of 1.621. These rates are likely to have fallen since the 2011 census as they had between 2001 and 2011.

6.9 The development proposes an additional four units, comprising a single three bedroom unit on the ground floor and 3 two bedroom units on a new third floor. An additional four car parking spaces (one per unit) are proposed along with an additional 8 cycle parking spaces (2 per unit).

6.10 The existing access onto Newport Road will be retained and satisfactory visibility is available at the access for the vehicle speeds expected.

6.11 Car and cycle parking complies with the current London Plan standards. The proposed car parking also complies with the proposed Hillingdon standards.

6.12 The proposed residential development would be likely to generate no vehicle trips in each of the peak periods and around 5 trips over the 0700 to 1900 period. This level of trip generation would be imperceptible both at the site access and on the local road network.

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Conclusion

6.13 It has been shown that the proposed additional four residential properties at 1200 Uxbridge Road result in an imperceptible impact on the local traffic, pedestrian, cycle and public transport networks, due to:

- The site being located in an area with a good level of public transport accessibility and many local facilities on Uxbridge Road being within a short walk of the site;
- The existing access and servicing arrangements being suitable for the proposed use;
- The proposed parking provision being appropriate for the proposed use; and
- The trip generation from the four additional units having an imperceptible effect on the local road network.

6.14 In conclusion therefore there are no reasons on the basis of highway impact for an objection to the proposal for four additional residential units.

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Appendices

Appendix: A – Location Plan
Appendix: B – Consented Layout
Appendix: C – Proposed Development
Appendix: D – Local Cycle Routes
Appendix: E – Local Bus Services
Appendix: F – PTAL Output
Appendix: G – 2011 Census Data
Appendix: H – TRICS Data

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Appendix: A – Location Plan

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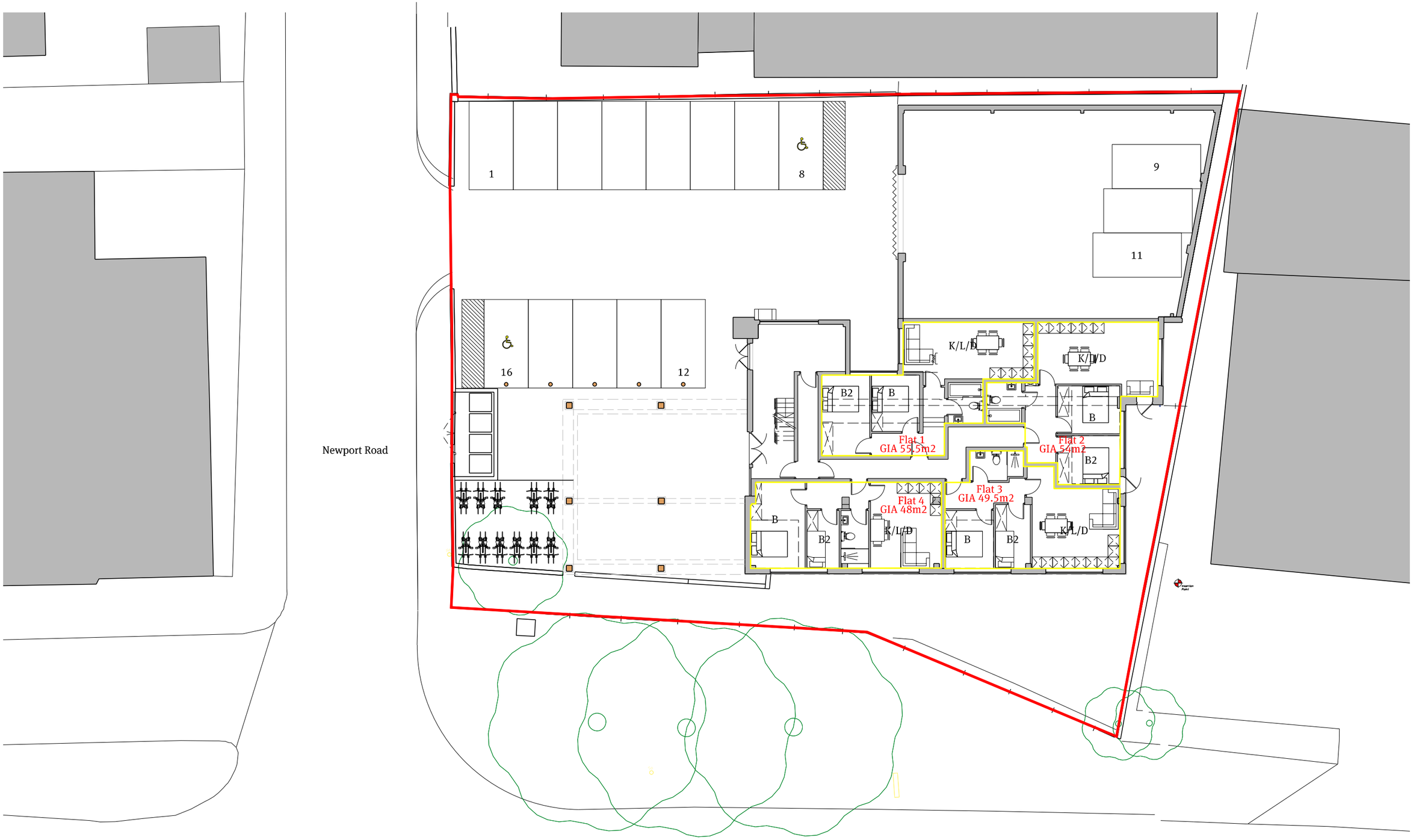
Location Plan

1200 Uxbridge Road

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Appendix: B – Consented Layout

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01 Ground Floor Plan
1:200@A3

Ground Floor Units	
Flats	No.
1-Bed	0
2-Bed	4
3-Bed	0
Total	4

1 Bedroom Flat
2 Bedroom Flat
3 Bedroom Flat

PAPA
Papa Architects Ltd.
222 Archway Road, Highgate,
London N6 5AX
Phone. +44(0)20 8348 8411
Fax. +44 (0)20 8348 7411
www.papaarchitects.co.uk

Client: Diamond Corporation

Address: 1200 Uxbridge Road
Hayes
London
UB4 8JD

Drawing title: Proposed Ground Floor - PD

Project No.	Date	Scale
1808	27.07.18	1:200 @ A3

Drawing No.	Current Rev
60-200A	P01

Rev	Date	Reason For Issue	Chk

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01 Ground Floor Plan
1:200@A3

Ground Floor Units	
Flats	No.
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2-Bed	4
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Total	4

1 Bedroom Flat
2 Bedroom Flat
3 Bedroom Flat

PAPA
Papa Architects Ltd.
222 Archway Road, Highgate,
London N6 5AX
Phone. +44(0)20 8348 8411
Fax. +44 (0)20 8348 7411
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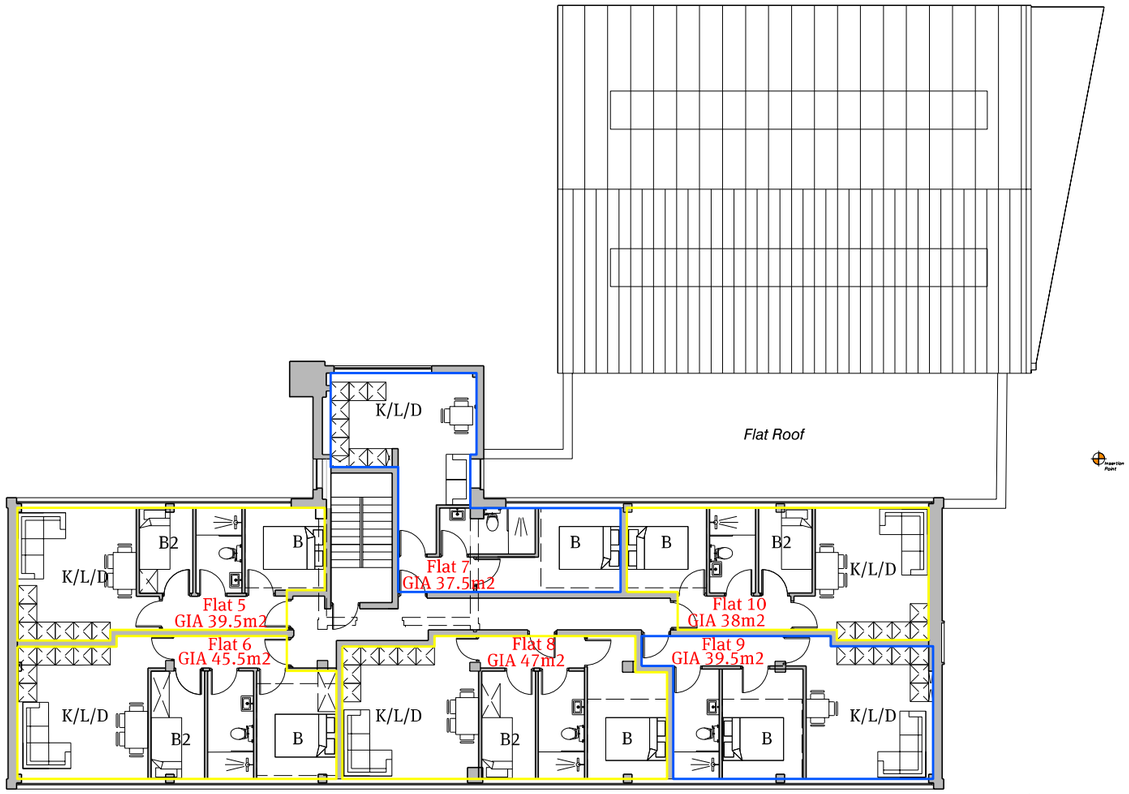
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60-200B	P01

Rev	Date	Reason For Issue	Chk

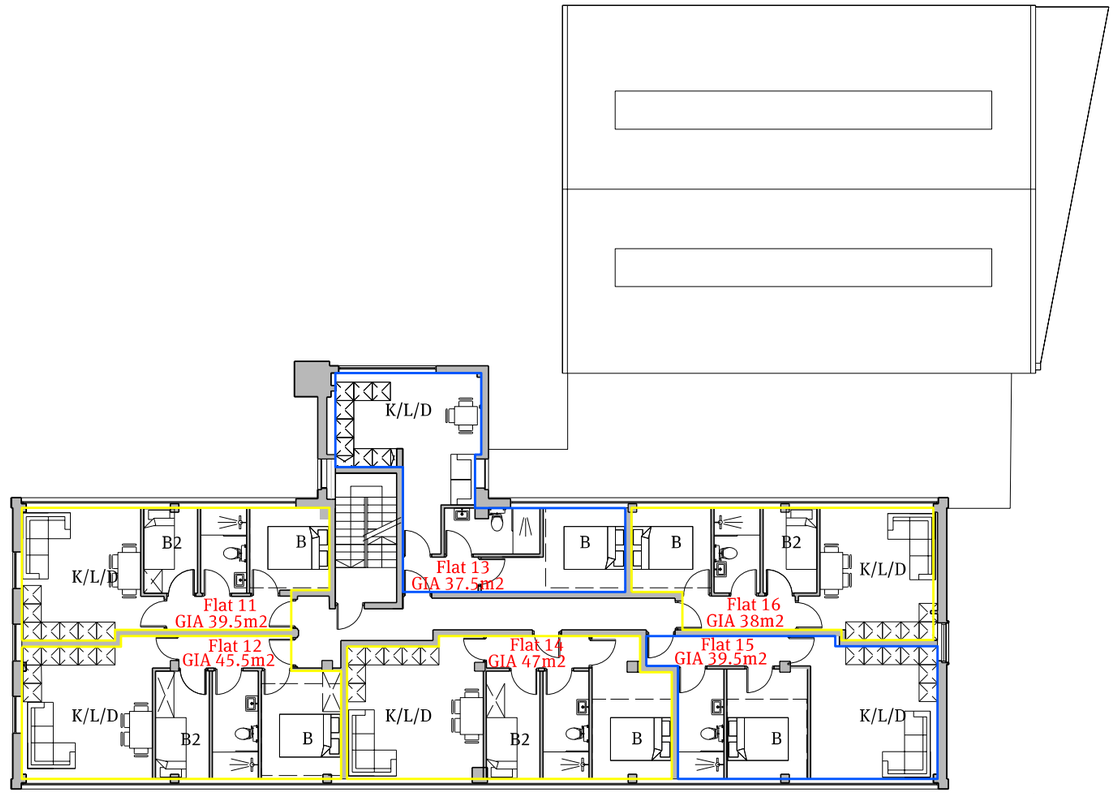
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01 Proposed First Floor
1:200@A3

First Floor Units	
Flats	No.
1-Bed	2
2-Bed	4
3-Bed	0
Total	6



02 Proposed Second Floor
1:200@A3

Second Floor Units	
Flats	No.
1-Bed	2
2-Bed	4
3-Bed	0
Total	6

1 Bedroom Flat
2 Bedroom Flat
3 Bedroom Flat

PAPA
Papa Architects Ltd.
222 Archway Road, Highgate,
London N6 5AX
Phone. +44(0)20 8348 8411
Fax. +44 (0)20 8348 7411
www.papaarchitects.co.uk

Client: Diamond Corporation

Address: 1200 Uxbridge Road
Hayes
London
UB4 8JD

Drawing title: Proposed First and Second Floor - PD

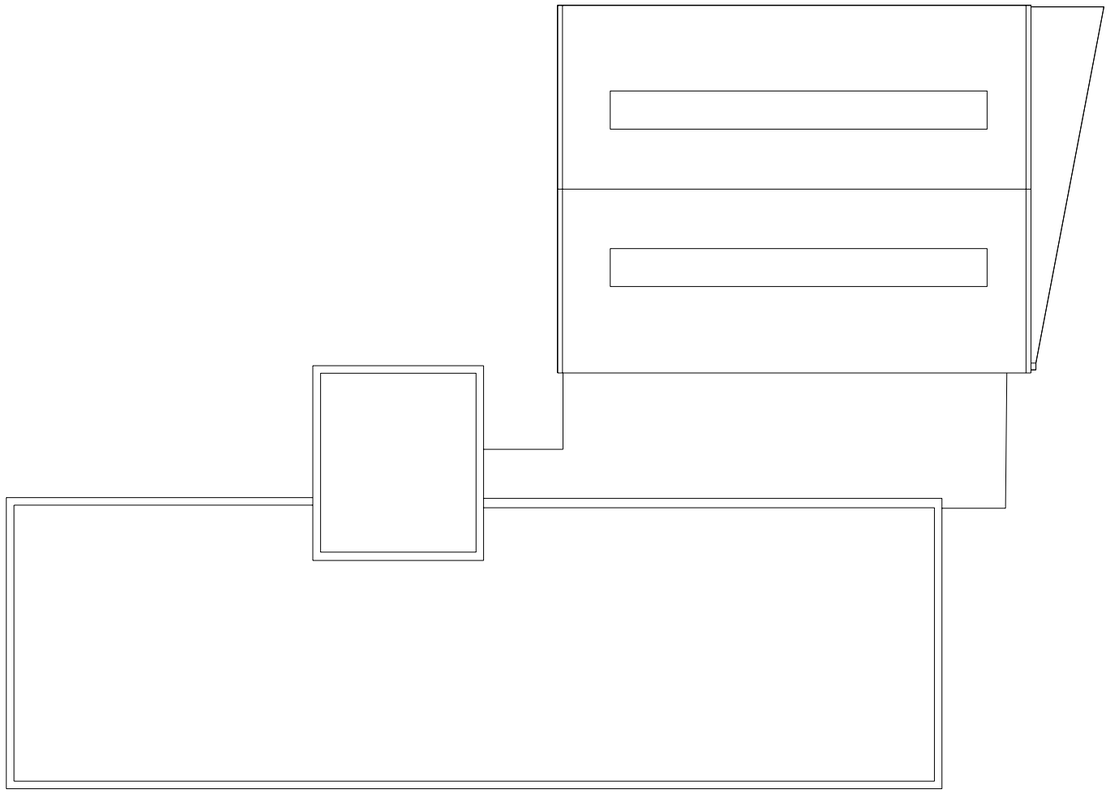
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01 Existing Roof Plan
1:200@A3

PAPA
Papa Architects Ltd.
222 Archway Road, Highgate,
London N6 5AX
Phone. +44(0)20 8348 8411
Fax. +44 (0)20 8348 7411
www.papaarchitects.co.uk

Client
Diamond Corporation

Address
1200 Uxbridge Road
Hayes
London
UB4 8JD

Drawing title
Proposed Roof Plan

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Appendix: C – Proposed Development

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01 Ground Floor Plan
1:200@A3

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Papa Architects Ltd.
222 Archway Road, Highgate,
London N6 5AX
Phone. +44(0)20 8348 8411
Fax. +44 (0)20 8348 7411
www.papaarchitects.co.uk

Client	Address	Drawing title
Diamond Corporation	1200 Uxbridge Road Hayes London UB4 8JD	Proposed Ground Floor

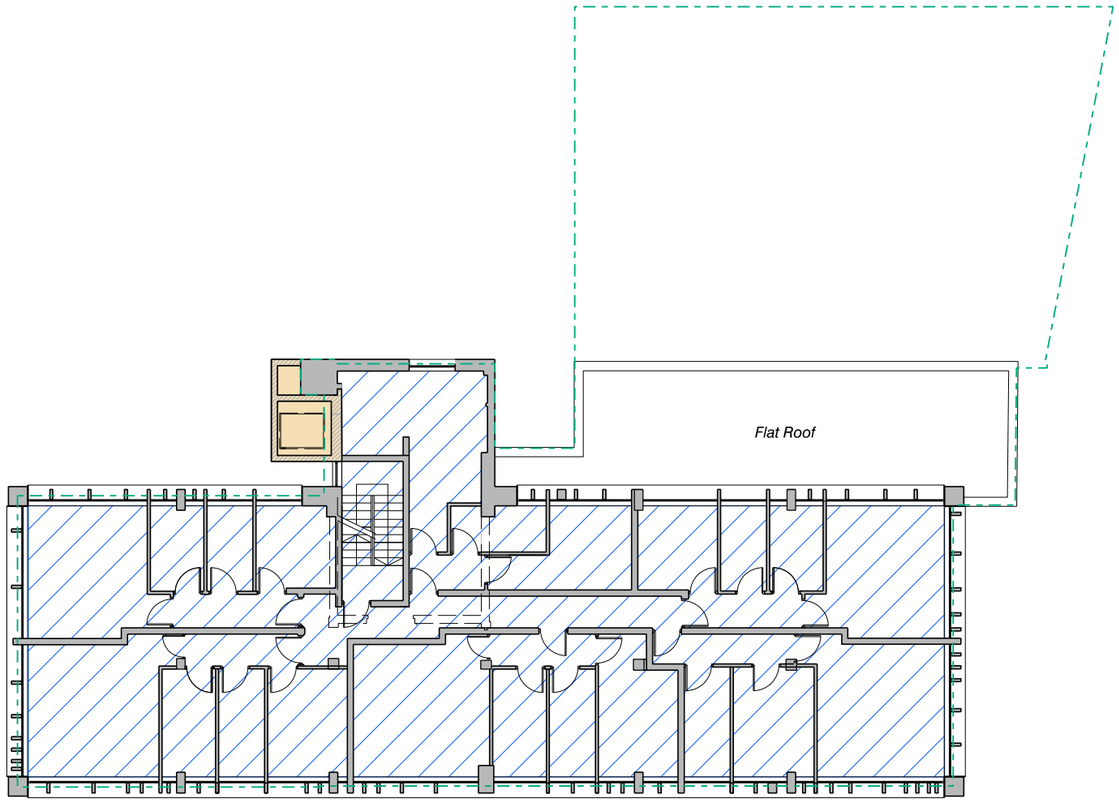
Project No.	Date	Scale
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Drawing No.	Current Rev
30-202	P01

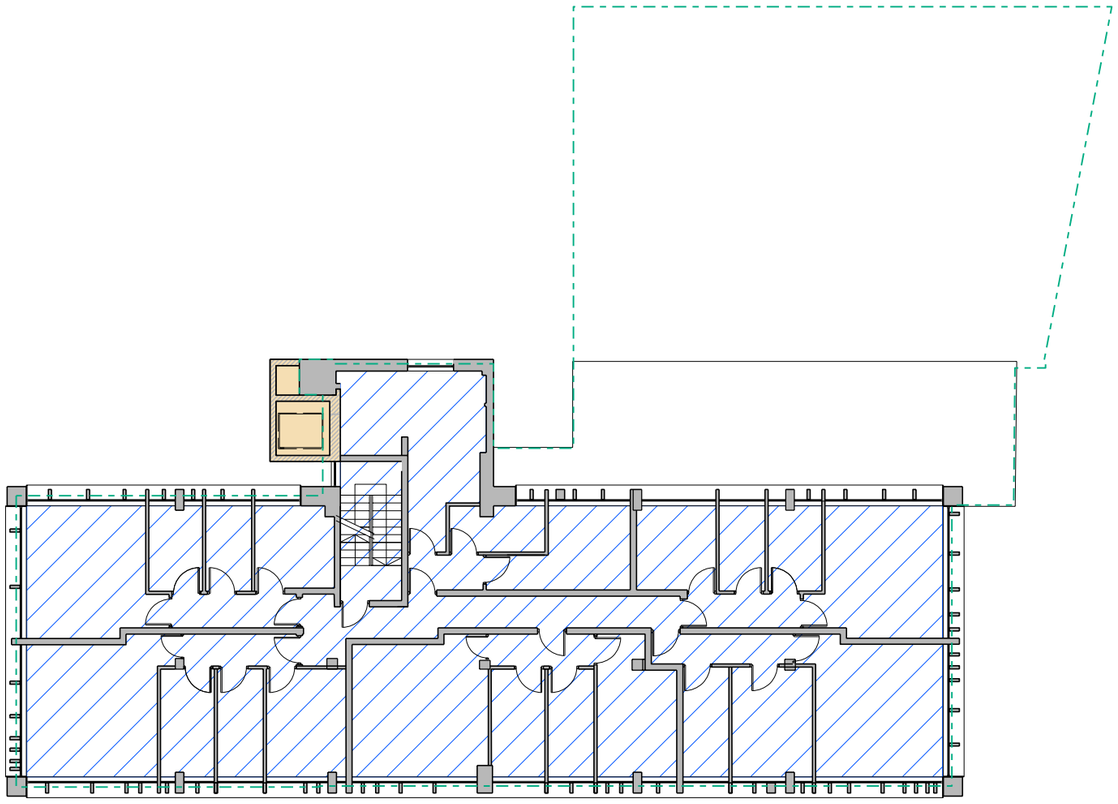
Rev	Date	Reason For Issue	Chk

0 2 4 m

Notes
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01 Proposed First Floor
1:200@A3



02 Proposed Second Floor
1:200@A3

Area Hatched in Blue Approved Under Prior Approval Application XXXX

Legend

- Footprint of Existing Building
- Proposed Extension

PAPA
Papa Architects Ltd.
222 Archway Road, Highgate,
London N6 5AX
Phone. +44(0)20 8348 8411
Fax. +44 (0)20 8348 7411
www.papaarchitects.co.uk

Client: Diamond Corporation

Address: 1200 Uxbridge Road
Hayes
London
UB4 8JD

Drawing title: Proposed First and Second Floor

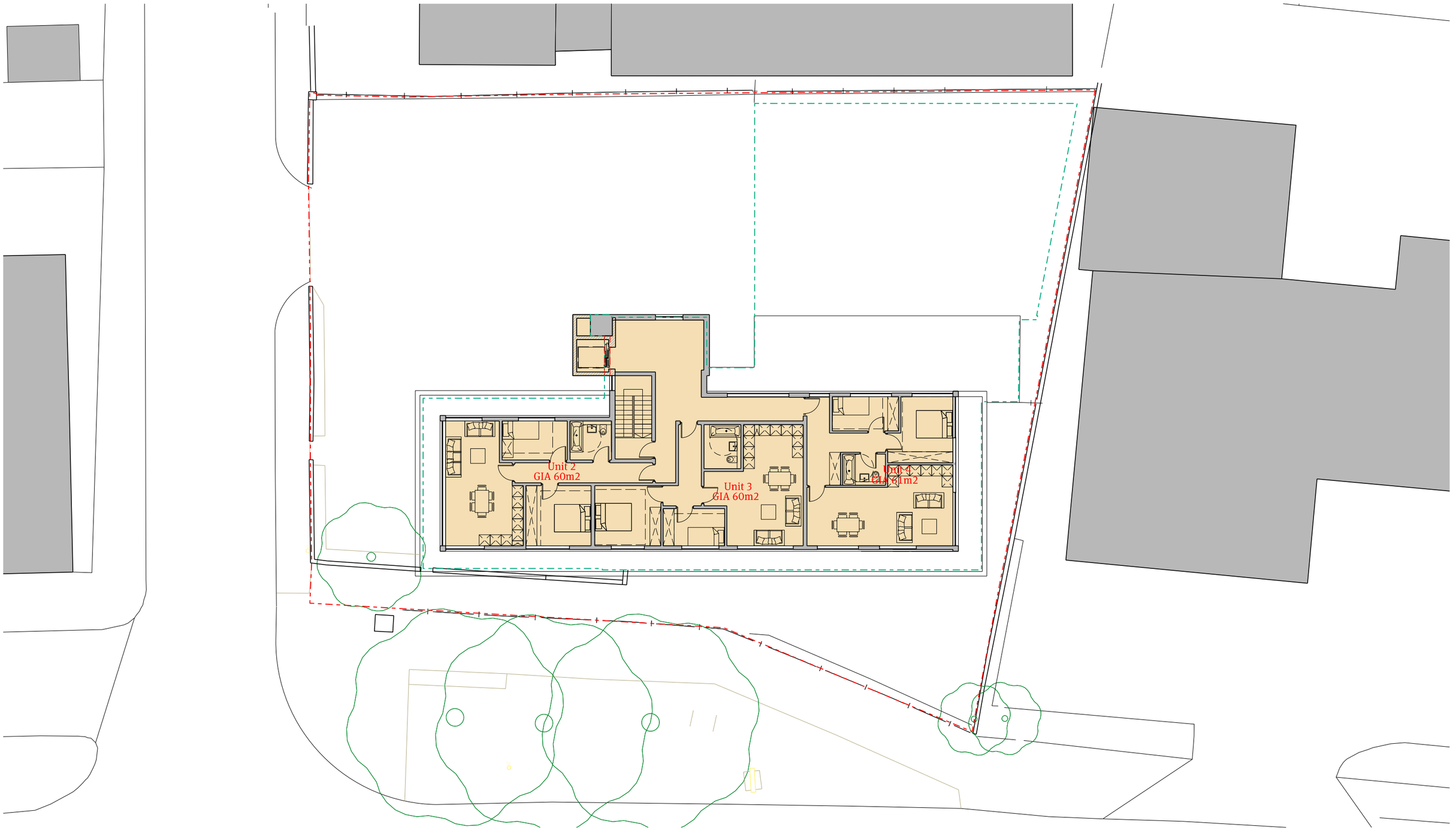
Project No.	Date	Scale
1808	27.07.18	1:200 @ A3

Drawing No.	Current Rev
30-203	P01

Rev	Date	Reason For Issue	Chk

0 2 4 m

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01 Proposed Third Floor
1:200@A3

Legend
- Site Boundary
- Footprint of Existing Building
- Proposed Extension

PAPA
Papa Architects Ltd.
222 Archway Road, Highgate,
London N6 5AX
Phone. +44(0)20 8348 8411
Fax. +44 (0)20 8348 7411
www.papaarchitects.co.uk

Client	Address	Drawing title
Diamond Corporation	1200 Uxbridge Road Hayes London UB4 8JD	Proposed Third Floor

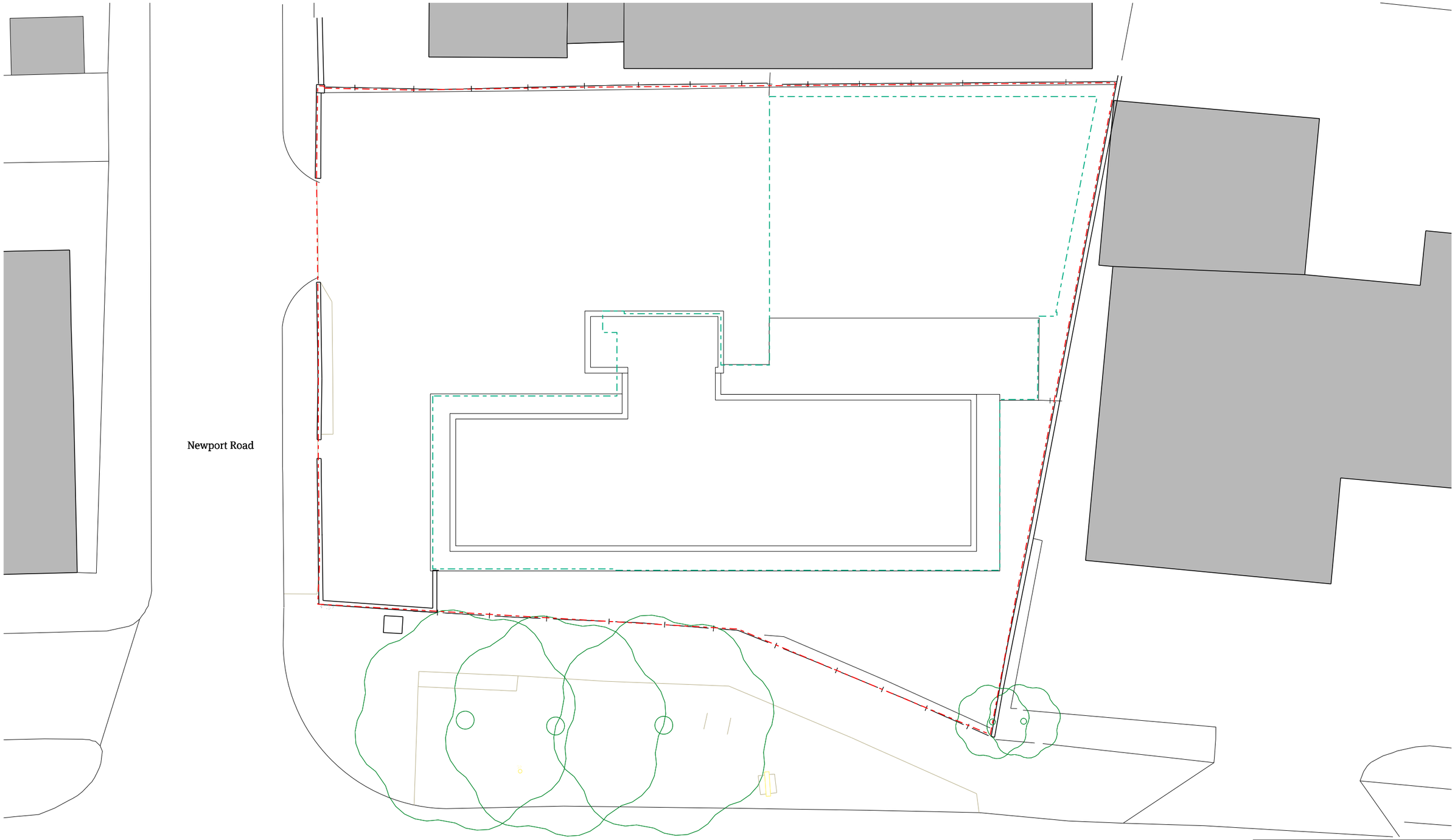
Project No.	Date	Scale
1808	27.07.18	1:200 @ A3

Drawing No.	Current Rev
30-204	P01

Rev	Date	Reason For Issue	Chk

0 2 4 m

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01 Proposed Roof Plan
1:200@A3

PAPA
Papa Architects Ltd.
222 Archway Road, Highgate,
London N6 5AX
Phone. +44(0)20 8348 8411
Fax. +44 (0)20 8348 7411
www.papaarchitects.co.uk

Client	Address	Drawing title
Diamond Corporation	1200 Uxbridge Road Hayes London UB4 8JD	Proposed Roof Plan

Project No.	Date	Scale
1808	27.07.18	1:200 @ A3

Drawing No.	Current Rev
30-205	P01

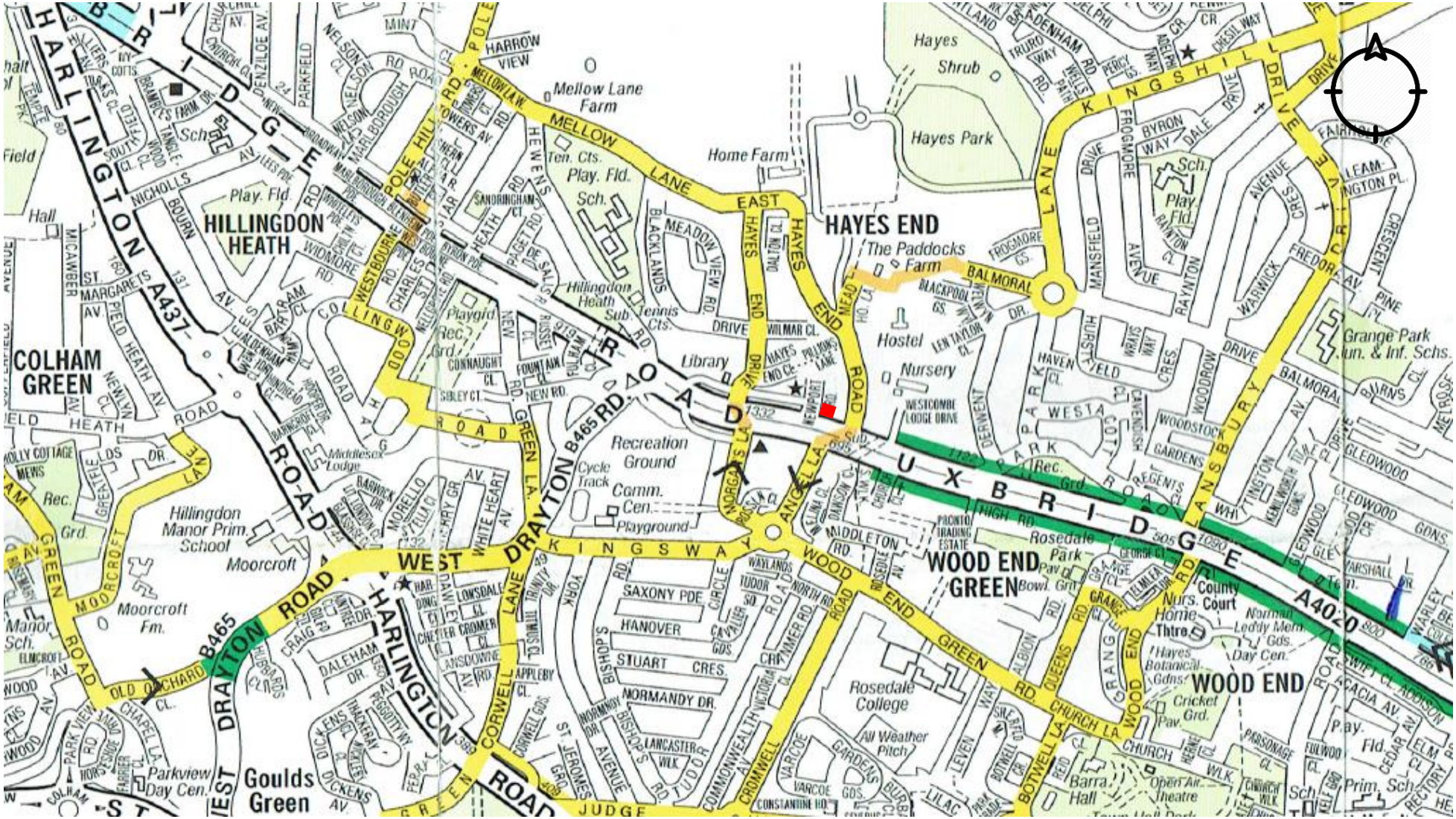
Rev	Date	Reason For Issue	Chk

0 2 4 m

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Appendix: D – Local Cycle Routes

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG **Tel 01920 871 777** e: contact@eastp.co.uk www.eastp.co.uk



Local Cycle Routes Plan

1200 Uxbridge Road

EAS

Appendix: E – Local Bus Services

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
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Buses from Hayes, Uxbridge Road

Route finder

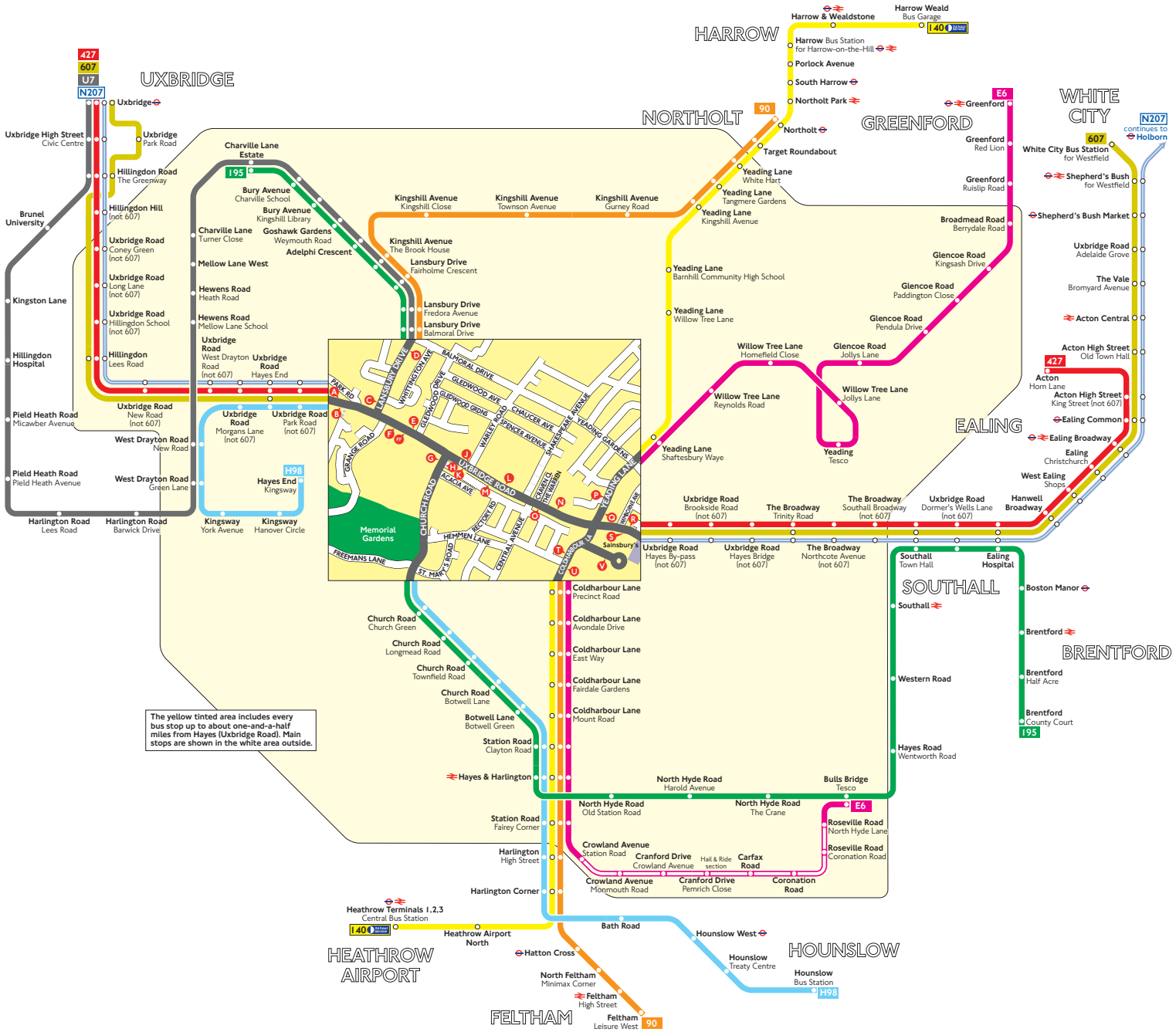
Day buses including 24-hour routes

Bus route	Towards	Bus stops
90	Feltham	D E J L N U
	Northolt	C FF K M O T
140 (24 hour service)	Harrow Weald	P T
	Heathrow Terminals 1,2,3	Q U
195	Brentford	D E H
	Charville Lane Estate	C FF G
427	Acton	A E J L N R
	Uxbridge	B F K M O S
607	Uxbridge ◆	F S
	White City ◆	E R
E6	Bulls Bridge	Q U
	Greenford	P T
H98	Hayes End	B F G
	Hounslow	A E H
U7	Uxbridge	C FF K M O V

Night buses

Bus route	Towards	Bus stops
N207	Holborn	A E J L N R
	Uxbridge	B F K M O S

◆ Limited stop

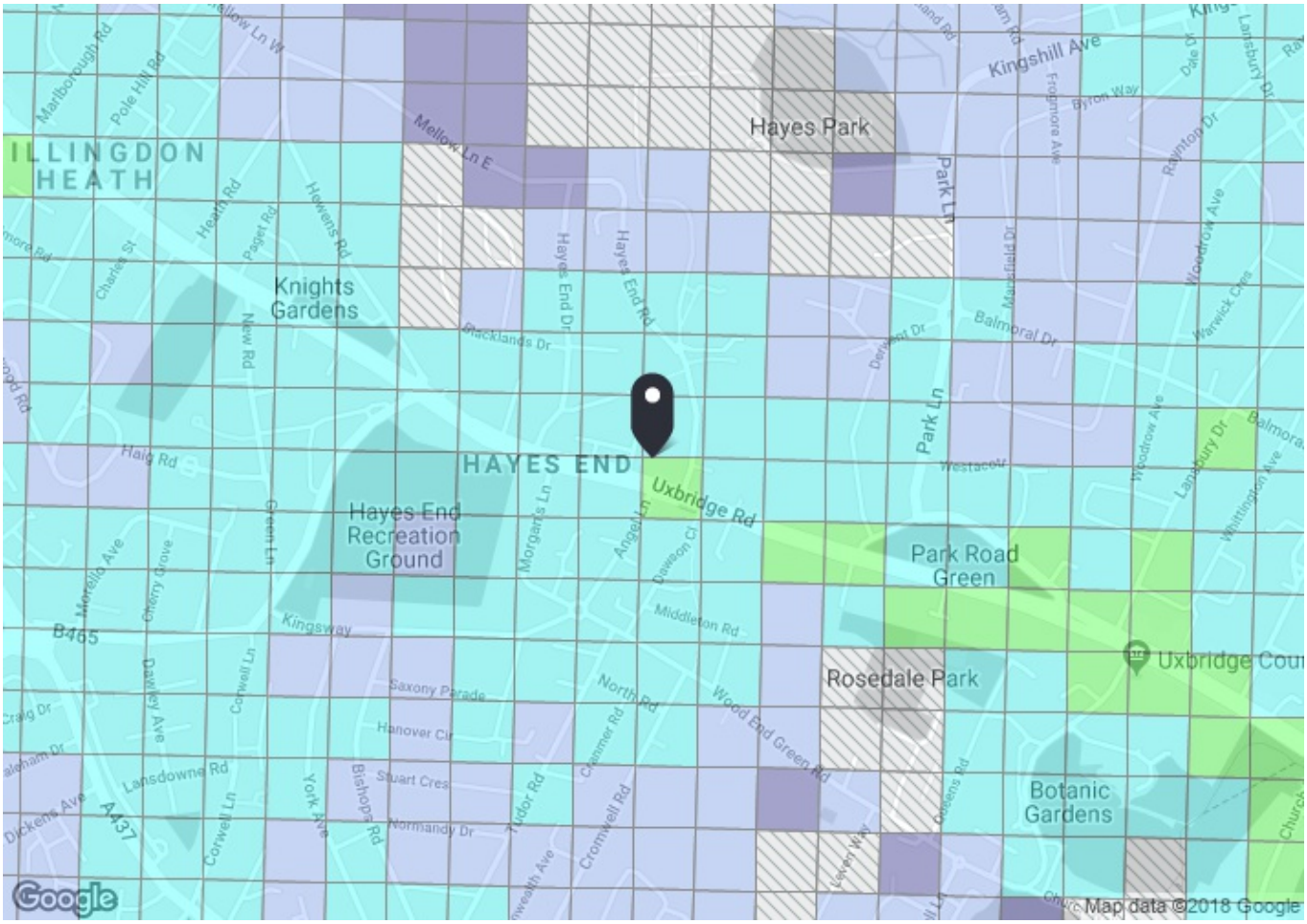


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Information correct from 10 April 2010

Appendix: F – PTAL Output

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

TRANSPORT FOR LONDON



PTAL output for Base Year
3

UB4 8JD
Hayes UB4 8JD, UK
Easting: 508816, Northing: 181887

Grid Cell: 87157

Report generated: 06/08/2018

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Copyright TfL 2018

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAYES END THE ANGEL	H98	6.04	7.5	0.08	6	6.08	4.94	0.5	2.47
Bus	HAYES END THE ANGEL	427	6.04	7.5	0.08	6	6.08	4.94	1	4.94
Bus	HAYES END THE ANGEL	607	6.04	6	0.08	7	7.08	4.24	0.5	2.12
Bus	HEWENS RD UXBRIDGE RD	U7	504.43	2	6.31	17	23.31	1.29	0.5	0.64
									Total Grid Cell AI:	**10.17**

Copyright TfL 2018

Appendix: G – 2011 Census Data

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 6 August 2018]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	**uacounty09: Hillingdon**			**lsoa2011:E01002423 : Hillingdon 018B**		
All categories: Method of travel to work	199,926			1,196		
Work mainly at or from home	5,121			17		
Underground, metro, light rail, tram	17,458	17,458	13.95	50	50	6.20
Train	5,643	5,643	4.51	26	26	3.23
Bus, minibus or coach	15,731	15,731	12.57	98	98	12.16
Taxi	469	469	0.37	2	2	0.25
Motorcycle, scooter or moped	1,059	1,059	0.85	7	7	0.87
Driving a car or van	68,925	68,925	55.07	546	546	67.74
Passenger in a car or van	4,092	4,092	3.27	32	32	3.97
Bicycle	1,936	1,936	1.55	15	15	1.86
On foot	9,192	9,192	7.34	25	25	3.10
Other method of travel to work	664	664	0.53	5	5	0.62
Not in employment	69,636			373		
		125,169	100		806	100

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

QS416EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 9 August 2018]

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	**uacounty09:Hillingdon**			**lsoa2011:E01002423 : Hillingdon 018B**		
All categories: Car or van availability	100,214			568		
No cars or vans in household	22,716	22,716	22.67	83	83	14.61
1 car or van in household	43,942	43,942	43.85	224	224	39.44
2 cars or vans in household	25,193	25,193	25.14	177	177	31.16
3 cars or vans in household	6,125	6,125	6.11	56	56	9.86
4 or more cars or vans in household	2,238	2,238	2.23	28	28	4.93
sum of All cars or vans in the area	122,486			864		
	1.222	100,214	100	1.521	568	100

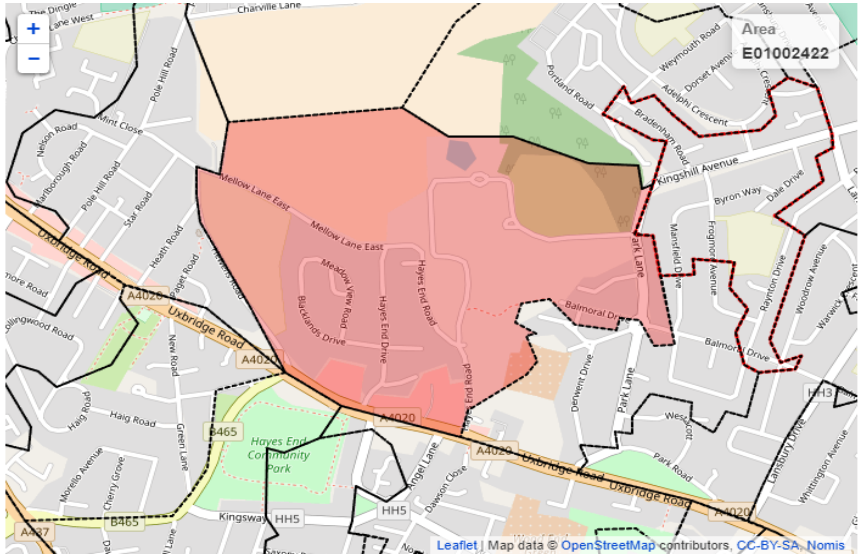
In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 10 August 2018]

population	All households
units	Persons
date	2011
area type	2011 super output areas - lower layer
area name	E01002423 : Hillingdon 018B
no of usual residents in housel	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van avai	568	495	73
No cars or vans in household	83	50	33
1 car or van in household	224	195	29
2 or more cars or vans in hous	261	250	11
Cars Per Household	1.51056338	1.620767058	0.76329187



Appendix: H – TRICS Data

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
01 GREATER LONDON
HM HAMMERSMITH AND FULHAM 1 days
HO HOUNSLOW 1 days

Secondary Filtering selection:

Parameter: Number of dwellings
Actual Range: 42 to 86 (units:)
Range Selected by User: 9 to 493 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/09/12 to 30/11/16

Selected survey days:
Wednesday 2 days

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

Selected Locations:
Town Centre 2

Selected Location Sub Categories:
Built-Up Zone 1
High Street 1

Secondary Filtering selection:

Use Class:
C3 2 days

Population within 1 mile:
25,001 to 50,000 1 days
100,001 or More 1 days

Population within 5 miles:
500,001 or More 2 days

Car ownership within 5 miles:
0.6 to 1.0 2 days

Travel Plan:
Yes 1 days
No 1 days

PTAL Rating:
3 Moderate 1 days
5 Very Good 1 days

LIST OF SITES relevant to selection parameters

1 HM-03-C-01 BLOCK OF FLATS HAMMERSMITH AND FULHAM
VANSTON PLACE

FULHAM
Town Centre
High Street
Total Number of dwellings: 42
Survey date: WEDNESDAY 16/07/14 Survey Type: MANUAL

2 HO-03-C-02 BLOCK OF FLATS HOUNSLOW
HIGH STREET

BRENTFORD
Town Centre
Built-Up Zone
Total Number of dwellings: 86
Survey date: WEDNESDAY 03/09/14 Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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	2	64	0.031	2	64	0.055	2	64	0.086
08:00 - 09:00	2	64	0.031	2	64	0.031	2	64	0.062
09:00 - 10:00	2	64	0.023	2	64	0.047	2	64	0.070
10:00 - 11:00	2	64	0.031	2	64	0.031	2	64	0.062
11:00 - 12:00	2	64	0.047	2	64	0.031	2	64	0.078
12:00 - 13:00	2	64	0.039	2	64	0.023	2	64	0.062
13:00 - 14:00	2	64	0.023	2	64	0.039	2	64	0.062
14:00 - 15:00	2	64	0.016	2	64	0.039	2	64	0.055
15:00 - 16:00	2	64	0.023	2	64	0.031	2	64	0.054
16:00 - 17:00	2	64	0.070	2	64	0.039	2	64	0.109
17:00 - 18:00	2	64	0.031	2	64	0.031	2	64	0.062
18:00 - 19:00	2	64	0.031	2	64	0.008	2	64	0.039
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.396			0.405			0.801

Parameter summary

Trip rate parameter range selected:	42 - 86 (units:)
Survey date date range:	01/09/12 - 30/11/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
OGVS
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	2	64	0.008	2	64	0.008	2	64	0.016
08:00 - 09:00	2	64	0.000	2	64	0.000	2	64	0.000
09:00 - 10:00	2	64	0.000	2	64	0.000	2	64	0.000
10:00 - 11:00	2	64	0.000	2	64	0.000	2	64	0.000
11:00 - 12:00	2	64	0.000	2	64	0.000	2	64	0.000
12:00 - 13:00	2	64	0.000	2	64	0.000	2	64	0.000
13:00 - 14:00	2	64	0.000	2	64	0.000	2	64	0.000
14:00 - 15:00	2	64	0.008	2	64	0.000	2	64	0.008
15:00 - 16:00	2	64	0.000	2	64	0.008	2	64	0.008
16:00 - 17:00	2	64	0.000	2	64	0.000	2	64	0.000
17:00 - 18:00	2	64	0.008	2	64	0.008	2	64	0.016
18:00 - 19:00	2	64	0.000	2	64	0.000	2	64	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

Parameter summary

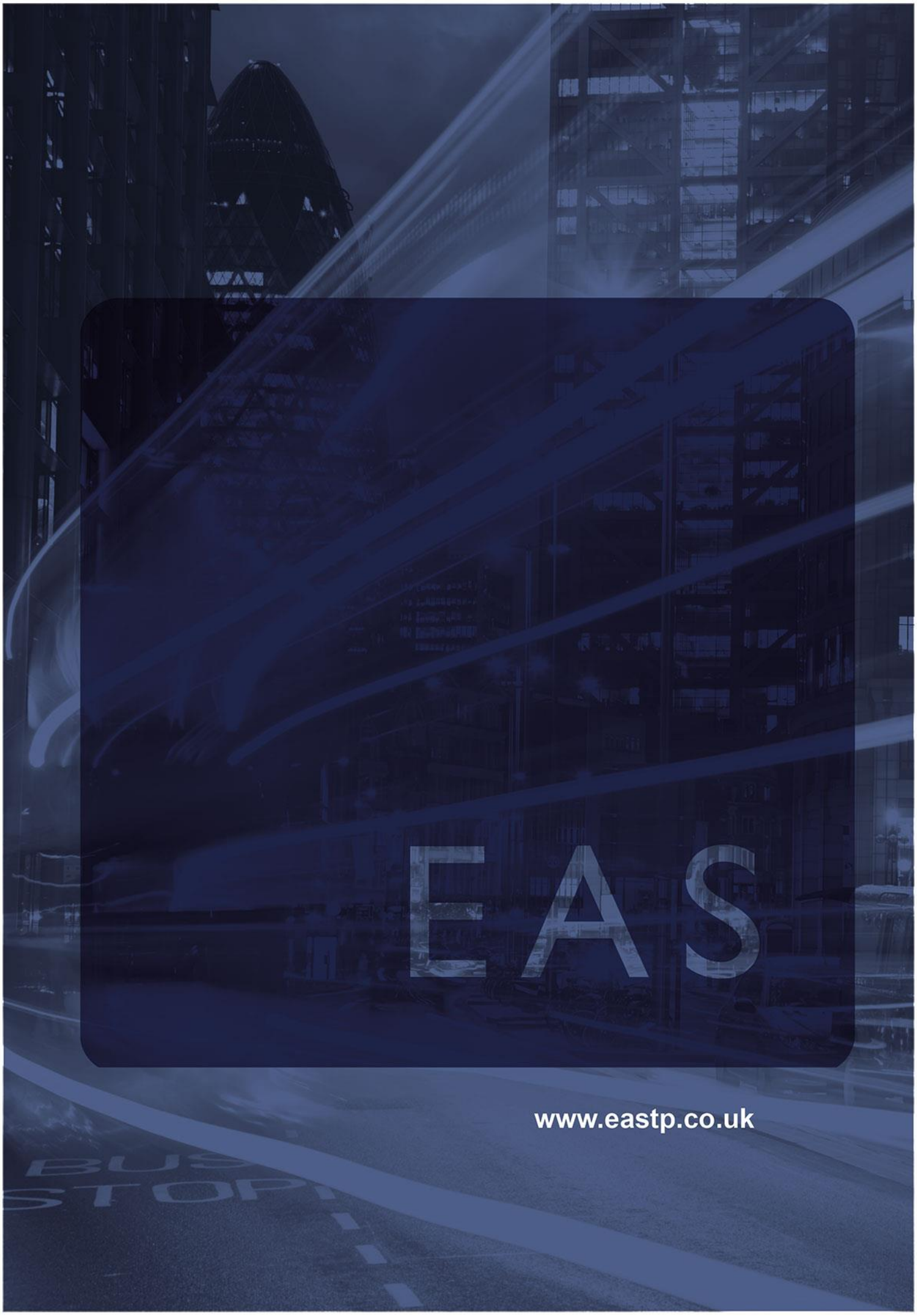
Trip rate parameter range selected:	42 - 86 (units:)
Survey date date range:	01/09/12 - 30/11/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CYCLISTS
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	2	64	0.000	2	64	0.016	2	64	0.016
08:00 - 09:00	2	64	0.008	2	64	0.023	2	64	0.031
09:00 - 10:00	2	64	0.000	2	64	0.000	2	64	0.000
10:00 - 11:00	2	64	0.008	2	64	0.008	2	64	0.016
11:00 - 12:00	2	64	0.000	2	64	0.000	2	64	0.000
12:00 - 13:00	2	64	0.000	2	64	0.000	2	64	0.000
13:00 - 14:00	2	64	0.023	2	64	0.000	2	64	0.023
14:00 - 15:00	2	64	0.000	2	64	0.000	2	64	0.000
15:00 - 16:00	2	64	0.000	2	64	0.000	2	64	0.000
16:00 - 17:00	2	64	0.000	2	64	0.008	2	64	0.008
17:00 - 18:00	2	64	0.008	2	64	0.000	2	64	0.008
18:00 - 19:00	2	64	0.023	2	64	0.016	2	64	0.039
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.071			0.141

Parameter summary

Trip rate parameter range selected:	42 - 86 (units:)
Survey date date range:	01/09/12 - 30/11/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0


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