

# Draft Transport Statement - Internal Only

## Demolition of existing dwelling and erection of 5 flats

37 Dawley Road, Hayes, UB3 1LU

13<sup>th</sup> February 2026

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# For Information Only

## Document Control

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## Executive Summary

This report has been prepared in connection with the full planning application for the development of 5 flats with associated works. From investigations concerning sustainable accessibility, access arrangements, parking provision, refuse strategy and traffic generation, the main findings are:

- The existing site is 4-bedroom residential dwelling, with associated access and parking. Access to the site is provided by the existing gated access, which requires vehicles to crossover a zebra crossing. The development proposes 5 flats, with 5 car parking spaces (Inclusive of 1 Accessible + EVCP space and 4 EVCP spaces), cycle stores and refuse storage area.
- 2 car parking spaces are proposed at the front of the site, adjacent to Dawley Road. The refuse storage area, cycle storage/space area and remaining 3 car parking spaces are located towards the rear of the site, access via a pedestrian walkway approximately 0.5m in width and a vehicle access drive measuring 2.4m in width.
- The location of the site provides excellent accessibility by sustainable modes. There are bus stops within walking distance of the site that are viable for regular travel to a wider area. The bus routes operating at these stops offer frequent services and large catchment areas. Due to the frequency of these routes and the large catchments they provide, bus travel to and from the site is considered a sustainable alternative to private vehicle travel.
- Hayes and Harlington Station are within acceptable walking distance of the site, with frequent services providing the opportunity to travel to the wider region. Rail travel to and from the site can offer a valid, sustainable alternative to private motorised travel.
- Walking is a viable option for site users to travel to and from the site. Footways on the local highway network are well-lit, in good condition, suitable for vulnerable road users and containing controlled and uncontrolled pedestrian crossings facilitating the movement of pedestrians and vulnerable road users. Therefore, it is considered that walking to and from the site provides an excellent alternative to private motorised travel.
- There is cycling infrastructure in the form of shared use footways and segregated footways on Dawley Road to support this mode of transport. Additionally, the proximity of designated cycleways within the cycling isochrone boundary provides safe routes for cyclists. Cycling is considered viable to access the site.

- There are a variety of sustainable modes of transport available to site users to propose a valid alternative to using the car.
- A pedestrian crossing facility in the form of a Zebra Crossing and zig-zag lines is located directly at the site frontage on the southeastern boundary of the site. The existing vehicle access is situated such that it requires cars to crossover the zebra crossing. The existing gated access will be retained and utilised for the proposed access from Dawley Road. It is recommended that proposed access arrangements be reviewed, as per Section 7.
- Access to the building is on side elevation, directly adjacent to the vehicle access drive that leads to and from the rear/front of the site. It is recommended that access to the site building be reviewed, as per Section 7.
- The proposed refuse area is located at the rear of the site, with no designated waste collection point. It is recommended that the refuse storage area be relocated towards the front of the site screened by soft landscaping/covered shelter. It is recommended that the refuse strategy be reviewed, as per Section 7.
- The layout of the site is such that collision with nearby features is likely. While clearance areas can accommodate turning, the size and scale of the turning areas is considered restrictive. It is recommended that the layout of the site be reviewed, as per Section 7 and Appendix D.
- The proposed quantum of car parking is considered insufficient due to the shortfall of parking, following standards established within the Hillingdon Local Plan Part 2: Development Management Policies (London Borough of Hillingdon, 2020). It is recommended that additional spaces are provided to meet the standards, as per Section 7.
- The development proposes 1 accessible parking spaces, which meets the standard.
- The development proposes 5 EV spaces and associated charging ports, which meet the standard.
- The development proposes 4 cycle stores. It is recommended that additional information regarding the cycle stores be provided and that the cycle stands/stores are located in accessible area close to the building entrance, as per Section 7.

- To ascertain the potential vehicle trips generated by the existing and proposed sites and to assess the potential impact of the development on the local highway network, the number of bedrooms is utilised to determine the amount of people per site as per the Technical Housing Standards – Nationally Described Space Standard (Department for Communities and Local Government, 2015). The worst-case scenario of AM peak travel to work and PM peak returning from work is modelled, to provide a robust scenario.
- Multi-modal split is then applied in the form of 2021 Travel to Work Census data to determine the multi-modal trip generation of the existing and proposed site.
- There is a potential for the proposed development to generate an additional 5 vehicle trips during the network AM peak and during the network PM peak from existing to proposed. The proposals have the potential to generate 1 vehicle trip every 6-7 minutes on the local highway network during the network AM and PM peaks.
- While the proposals have the potential to proportionally increase vehicle trips by 80% from existing, it is unlikely that the proposed site will have a discernible impact on the operability or capacity of the local highway network due to the relatively low amount of vehicle trips generated.
- The potential vehicle trips outlined for the existing and proposed sites are likely overstated, when accounting for context considerations such as working from home and car ownership within Hillingdon.
- While it is considered that the increase in vehicle trips would unlikely have a detrimental impact on the local highway network in terms of capacity and operability. However, based on the current access arrangements, the increase in vehicle trips could exacerbate issues with pedestrian safety, in terms of the intensification of use of the proposed site access in relation to the zebra crossing and vehicle crossover.
- To reduce the impacts of the development on the local highway network, several mitigation measures are recommended:
  - Relocation of proposed access;
  - Alternations to the site layout;
  - Additional car parking spaces;

- Relocation of cycle parking spaces and clarification regarding the amount of cycle parking spaces proposed; and
- Relocation of the refuse storage area and designate a waste collection point.

# 1 Introduction

This Transport Statement (TS) has been submitted in connection with an application for the demolition of an existing 4-bedroom residential dwelling and for the development of 5 flats with associated works at 37 Dawley Road, Hayes, UB3 1LU.

- 1.1 The report has been produced in line with the 'Travel Plans, Transport Assessments and Statements' Ministry of Housing, Communities & Local Government (MHCLG, 2014), with best practice guidance within 'Manual for Streets' (DfT, 2007) and 'Manual for Streets 2 – Wider Application of the Principles' (CIHT, 2010). The report has also been produced in line with national planning policy National Planning Policy Framework (DLUHC, 2024) and local planning policies Hillingdon Local Plan Part 2: Development Management Policies (London Borough of Hillingdon, 2020); and regional planning policies Mayor's Transport Strategy (Greater London Authority, 2018), Vision Zero (TfL, 2018) and the London Plan (Greater London Authority, 2021).

# 2 Background

The planning application submitted proposes the demolition of an existing 4-bedroom residential building and the erection of 5 flats, with associated works at 37 Dawley Road, Hayes, UB3 1LU.

- 2.1 The site is located at the southern boundary of Hayes, bounding west of Dawley Road. The predominant land use surrounding the site residential.
- 2.2 Vehicle access to the existing site is via the existing dropped kerb access in tangent with the zebra crossing path and zig-zag lines adjacent to the site the from Dawley Road, which leads to the site frontage/curtilage.
- 2.3 Pedestrian and cyclist access to the site is via the footways and carriageways on Dawley Road.

### 3 Scope of Assessment

This Transport Assessment has been produced to consider the following issues:

- Sustainable accessibility of the site
- Proposed development including access and parking provision
- Calculation of trips from the proposed development

3.1 This Assessment considers the extent of the transport and movement needs and implications of the proposed development. In particular, the likely vehicle trip generation and the accessibility of the site in terms of sustainable transport options and an assessment of the suitability of the proposed access are all examined.

3.2 The number of bedrooms is utilised to determine the amount of people per site as per the Technical Housing Standards – Nationally Described Space Standard (Department for Communities and Local Government, 2015). The worst-case scenario of AM peak travel to work and PM peak returning from work is modelled, to provide a robust scenario. 2021 census data is then applied to calculate the multi-modal split. Additionally, 2021 census car ownership data is also utilised to serve as important context.

3.3 The report comprises the following sections:

**Section 4** - Provides a description of the existing highway including pedestrian and cyclist conditions in the site vicinity, including a site description, existing traffic conditions and assessments of the existing public transport, walking and cycling networks.

**Section 5** - Sets out the development proposals, including a description of the development, proposed access and level of on-site parking provision.

**Section 6** - Sets out the existing and proposed traffic generation of the site.

**Section 7** – Summarises the key findings and concludes the report.

## 4 Description of Existing Conditions

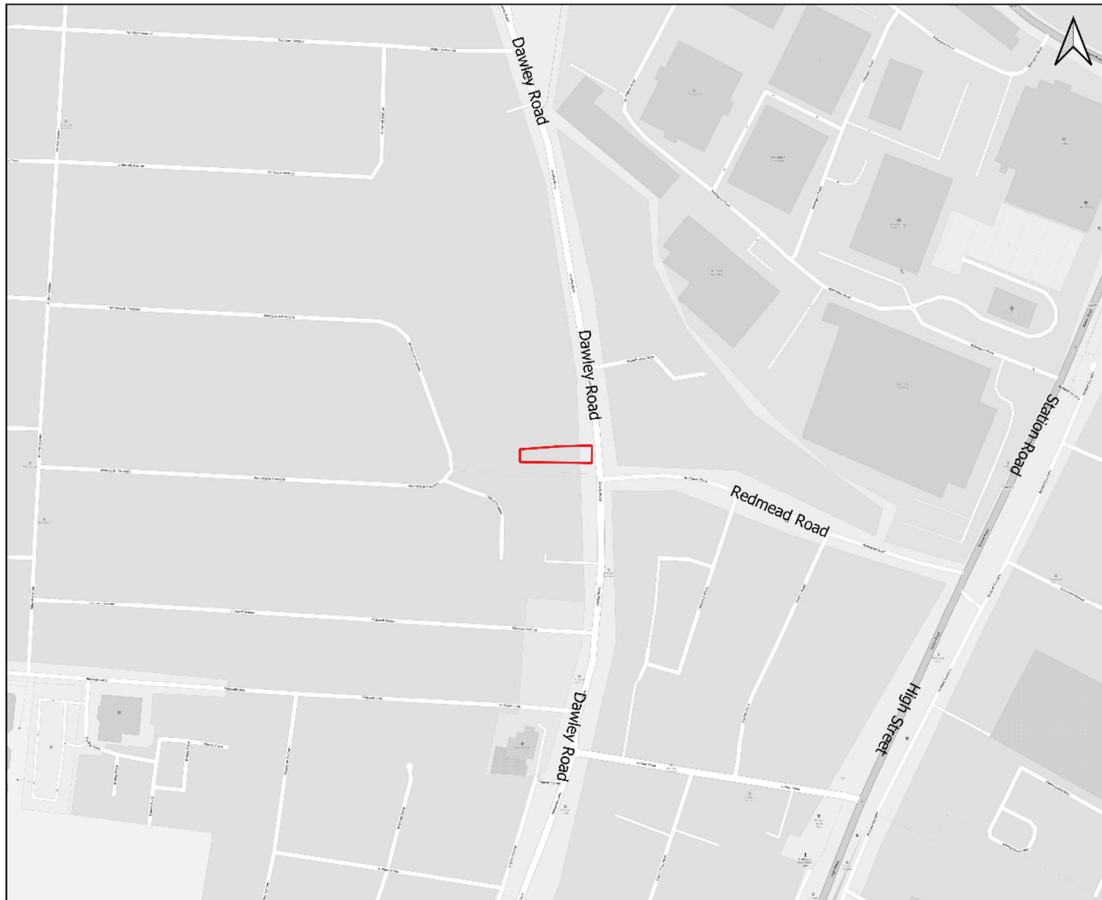
This section describes the existing:

- Site location and surrounding area
- Development site
- Local highway network
- Sustainable modes of transport
  - Bus travel
  - Rail travel
  - Walking
  - Cycling

### 4.1 Site Location and Surrounding Area

The application site is suitably connected to the surrounding local and regional area, as Dawley Road provides direct access to the M4 to the south via Shepiston Lane, North Hyde Road/ Hayes Road/The Parkway roundabout intersection to the east and Hillingdon Heath promenade to the north via Harlington Road. As such, Dawley Road provides the site with excellent access to the wider urban areas. The H60 footpath is located directly south of the site and intersects Dawley Road and Wentworth Crescent, providing alternative routes to the surrounding urban area for site users to travel to and from the site via walking or cycling.

Figure 1: A 1:5,000 map showing the local context around the site. Copyright and source information contained in Appendix E.



4.2 Figure 1 shows the local context surrounding the site, which highlights how the site is suitably connected to the surrounding area via the local highway network.

#### 4.3 Local Highway Network

##### Dawley Road

Dawley Road runs north to south, intersecting Shepiston Lane to the south and Harlington Road to the north; the highway is restricted to 30mph and is within the ULEZ boundary. Dawley Road contains footways and streetlights on both sides of the highway, with tactile paving and dropped kerbs to facilitate the movement of pedestrians and vulnerable road users, such as older persons, young children, wheelchair users and people with visual impairments. Dawley Road contain uncontrolled pedestrian crossings in the form of zebra crossing with dropped kerbs and tactile paving to further facilitate pedestrian movement. The footways and carriageway are in good condition and suitable for the movement of all road users. Signage is present to warn motorists of vulnerable roads users.

Dawley Road contain cyclist infrastructure to facilitate the movement of cyclists, in the form of shared use footways and segregated footways at the Dawley Road/Bourne Avenue/North Hyde Road roundabout intersection and the Dawley Road/Swallowfield Way/Vinyl Place roundabout intersection. Signage is also present to inform when cyclists when to merge onto the carriageway.

Dawley Road contains timed on-street parking restrictions, in the form of single yellow lines, from the intersection with Woodhouse Close to the intersection with Shepiston Lane, outlining:

- 8 am – 6:30 pm Monday to Saturday.
- Midnight – 8 am and 6:30 pm – Midnight for LGV, HGV and buses.

The rest of the highway contains timed on-street parking restrictions, in the form of single yellow lines, outlining:

- 8 am – 6:30 pm Monday to Saturday.

#### 4.4 **Pedestrian Crossing – Zebra Crossing**

A pedestrian crossing facility in the form of a Zebra Crossing and zig-zag lines is located directly at the site frontage on the southeastern boundary of the site. The existing vehicle access is situated such that it requires cars to crossover the zebra crossing, see image 1 below:

*Image 1: Location of the zebra crossing in relation to the existing vehicle access of the site. Google Maps Street View (2024), Dawley Road/Redmead Road, Available on: [<https://www.google.com/maps>] (Accessed 10<sup>th</sup> February 2026).*



4.5 As per Domestic Vehicle Footway Crossover Policy (London Borough of Hillingdon, 2022), vehicle crossovers should not conflict with zebra crossings. Additionally, any crossover should not be within 10m on the approach of a pedestrian crossing or zebra crossing.

4.6 Therefore, should the development be submitted for review, proposed vehicle access to and from the site forms a major consideration, regarding highway safety and any relevant local and regional planning policies.

#### 4.7 **Sustainable Accessibility**

An investigation into the provision of sustainable travel options for potential users of the application site has been carried out to assess the sustainable accessibility of the site. The following modes of transport have been investigated:

- Bus travel
- Rail travel
- Walking
- Cycling

#### 4.8 **Bus Travel**

The Institute of Highways and Transportation Guidelines for Planning for Public Transport in New Developments (IHT, 2000a) states that the maximum walking distance to a bus stop should not exceed 400m if bus travel is to be maximised.

4.9 Using the IHT report as a guideline, the nearest bus stop to the site is located approximately 90 metres south of the site on Dawley Road, which is serviced by TfL 696, 698 and U4 routes.

4.10 Additionally, another bus stop is located approximately 360 metres east of the site, located on Station Road, which is serviced by TfL routes 90, 278, 696, 698, E6, H98, N140 and U4. As N140 is operated during the night i.e 00:00 – 06:00, it is unlikely that site users will utilise this bus to travel and is not included further within this assessment.

4.11 A summary of the frequency of the services is detailed below:

Table 1: Bus services. See Appendix B for route and timetable of the bus services outlined below.

Bus service	Closest Bus stop	Route	Weekday				Weekend	
			Frequency		Times		Frequency	
			On-peak	Off-peak	First	Last	Sat	Sun
696	90m, Dawley Road	Hayes - Ruislip	-	-	07:06	07:11	-	-
698	90m, Dawley Road	Hayes – Ickenham	-	-	07:35	07:38	-	-
U4	90m, Dawley Road	Hayes – Colham Green – Uxbridge	12 mins	15 mins	05:24	00:06	12 mins	12 mins
90	360m, Station Road	Feltham – Hayes – Northolt	11 mins	14 mins	05:02	01:28	12 mins	12 mins
278	360m, Station Road	Heathrow Airport – Hayes – Ruislip	15 mins	15 mins	04:00	01:00	15 mins	30 mins
E6	360m, Station Road	Hayes – Greenford	14 mins	15 mins	04:35	00:14	14 mins	15 mins
H94	360m, Station Road	Hounslow – Harlington – Hayes	13 mins	16 mins	05:25	00:15	12 mins	14 mins

4.12 Due to the location, frequency and timings of the services illustrated in Table 1 above, public bus travel to and from the site is considered viable. The routes offer frequent services, with large catchment areas encompassing the neighbouring inner-city urban districts and the wider London area, providing a sustainable alternative way to travel. With suitable pedestrian infrastructure on the local highway network, it could be considered that the site has excellent access to public bus services.

4.13 TfL WebCAT PTAL tool provides a system to rate locations accessibility to frequent services. Based on the main entrance of the site building, the site has a PTAL rating of 3. Therefore, according to the PTAL tool, traveling to and from the site via public transport is considered viable. Appendix C contains the full PTAL report and output of the application site.

4.14 Therefore, due to the convenient locations of bus stops, the frequency and catchment area of bus services within acceptable walking distance of the site and with suitable pedestrian infrastructure on the local highway network, the opportunity to travel by bus to and from the site proposes a valid alternative mode of transport to private single occupancy transportation.

#### 4.15 **Rail Travel**

The nearest rail station to the site is Hayes and Harlington is located 950m northeast of the site or approximately a 13-minute walk. Rail Services are operated by Network Rail with 5 platforms, designated as designated as a category A Station with step free access to all platforms.

4.16 Rail services operate the Elizabeth Line service. The customer car park contains 121 spaces. Additionally, cycle storage is provided, which are sheltered and monitored.

4.17 The Elizabeth Line and Thameslink platforms run every 10 mins out towards destinations such as Horsham, Maidenhead, Abbey Wood, Heathrow Airport, Reading and Shenfield.

4.18 Hayes and Harlington Station are approximately a 7-minute walk from the site. Given the distance of Hayes and Harlington Station from the site and with suitable pedestrian infrastructure on the local highway network, rail travel to and from the site provides a viable alternative mode of transport.

#### 4.19 **Walking**

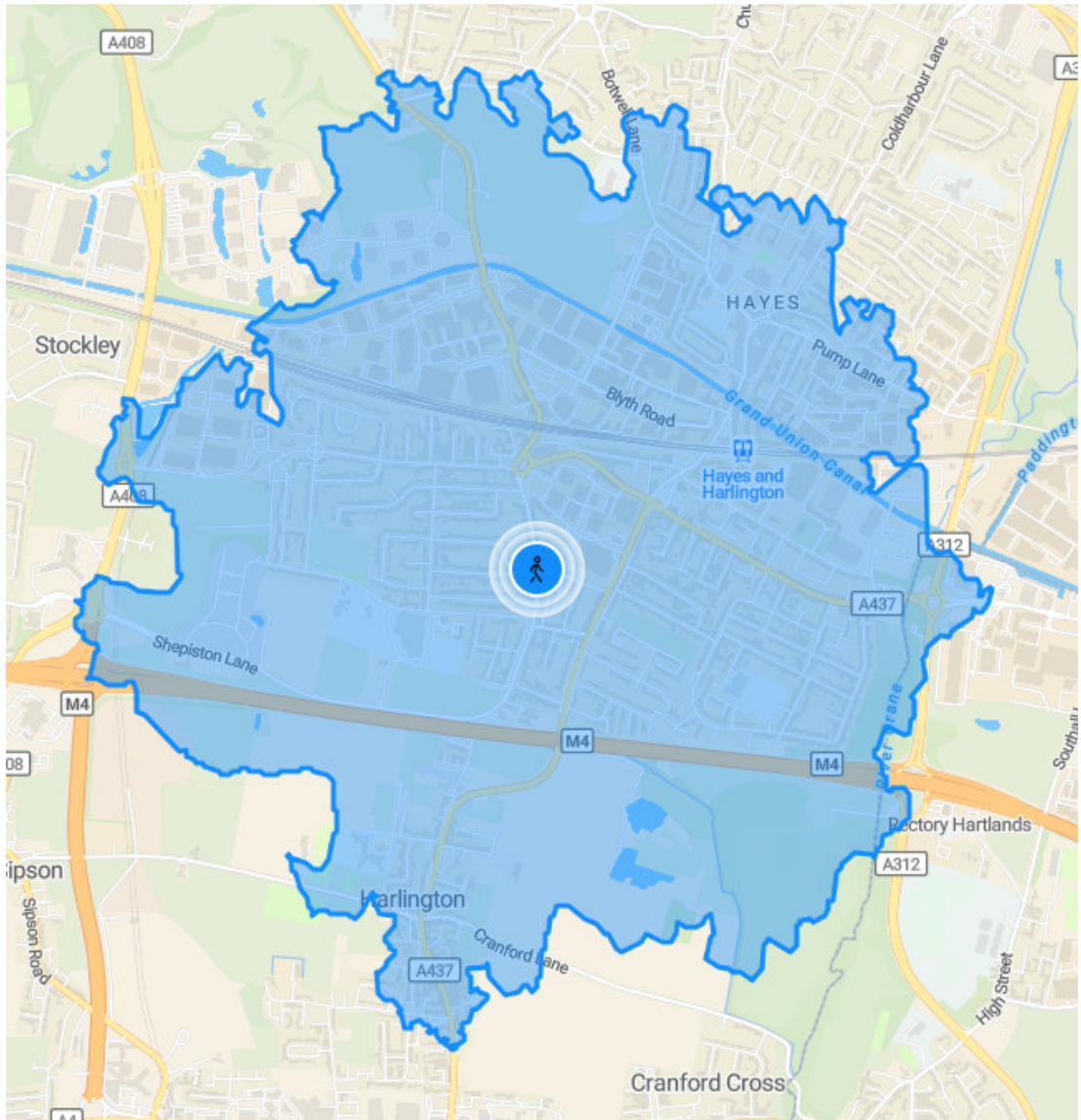
A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

4.20 National Planning Policy Framework (DLUHC, 2024) refers to the importance of encouraging walking as an alternative mode of travel which offers the greatest potential to replace short car trips, particularly under 2 km, (approximately 1.5 miles).

4.21 The Institution of Highways and Transportation publication guidelines for Providing for Journeys on Foot (IHT, 2000b); note that walking accounts for over 25% of all journeys and 80% of journeys up to 2km.

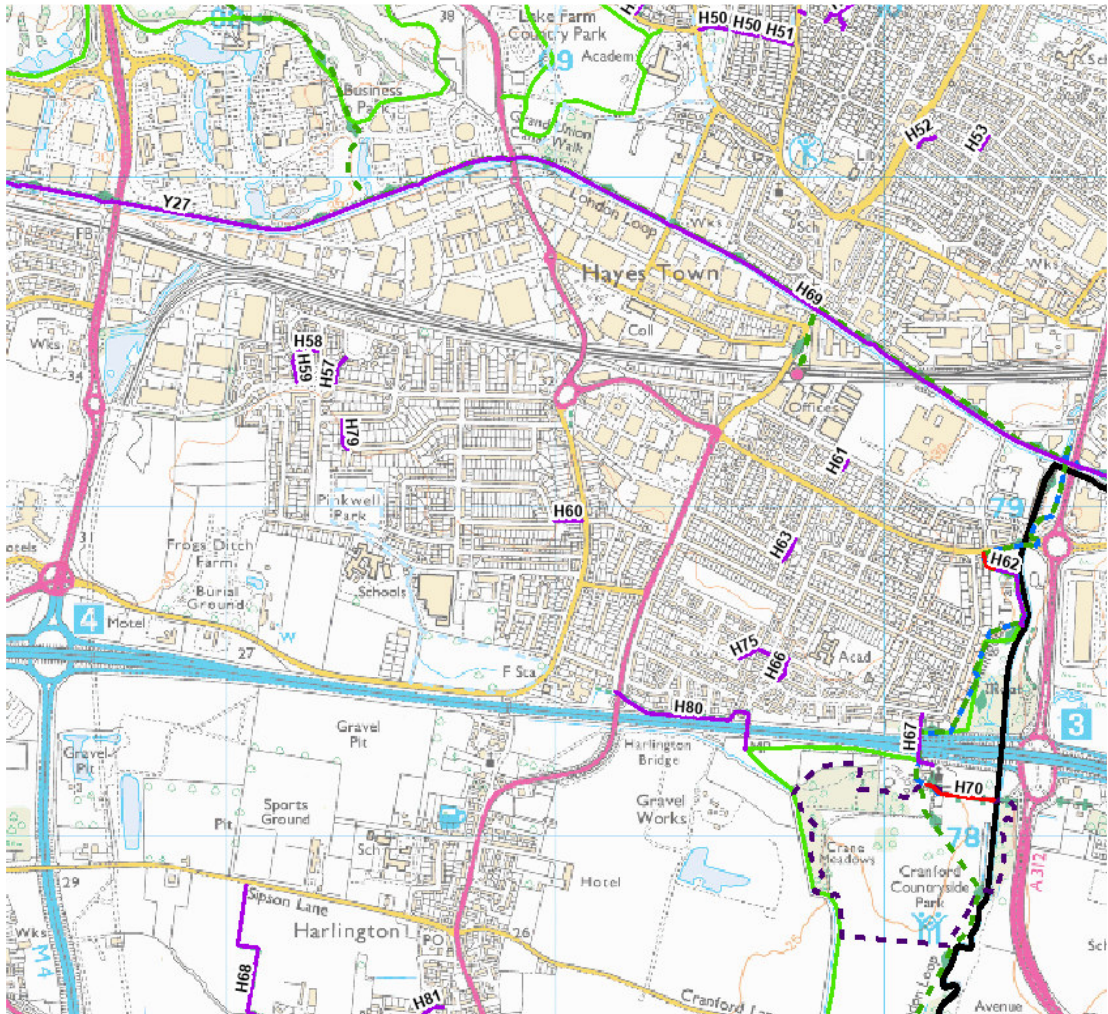
4.22 Figure 2 shows a 2 km walking isochrone map centred on the development site. Figure 2 shows that Hayes town centre, Hayes and Harlington Station and the neighbouring urban areas are within acceptable walking distance of the site.

Figure 2: 2km Walking Isochrone map, with the site access point at the centre. Map courtesy of: © OpenStreetMap | Created with TravelTime API | Places data provided by Foursquare.



4.23 Figure 3 shows the availability of designated public rights of way within walking distance of the site. Purple Lines indicate a footpath, red lines indicate a byway and green lines indicate a bridleway.

Figure 3: Public rights of way map. Map extracted from <https://lbhillingdon.maps.arcgis.com>, Contains OS data © Crown copyright and database rights 2023 Ordnance Survey AC0000810857. All rights reserved.



4.24 Figure 3 shows footpath H60 running east to west, providing access to neighbouring residential area and providing safe, alternative routes to and from the site. Figure 3 shows several PRoWs routes along established highways, providing intersecting routes through residential neighbourhoods that connect to the wider urban area. These PRoWs can provide users the opportunity to utilise a safe and designated paths to access the site safely.

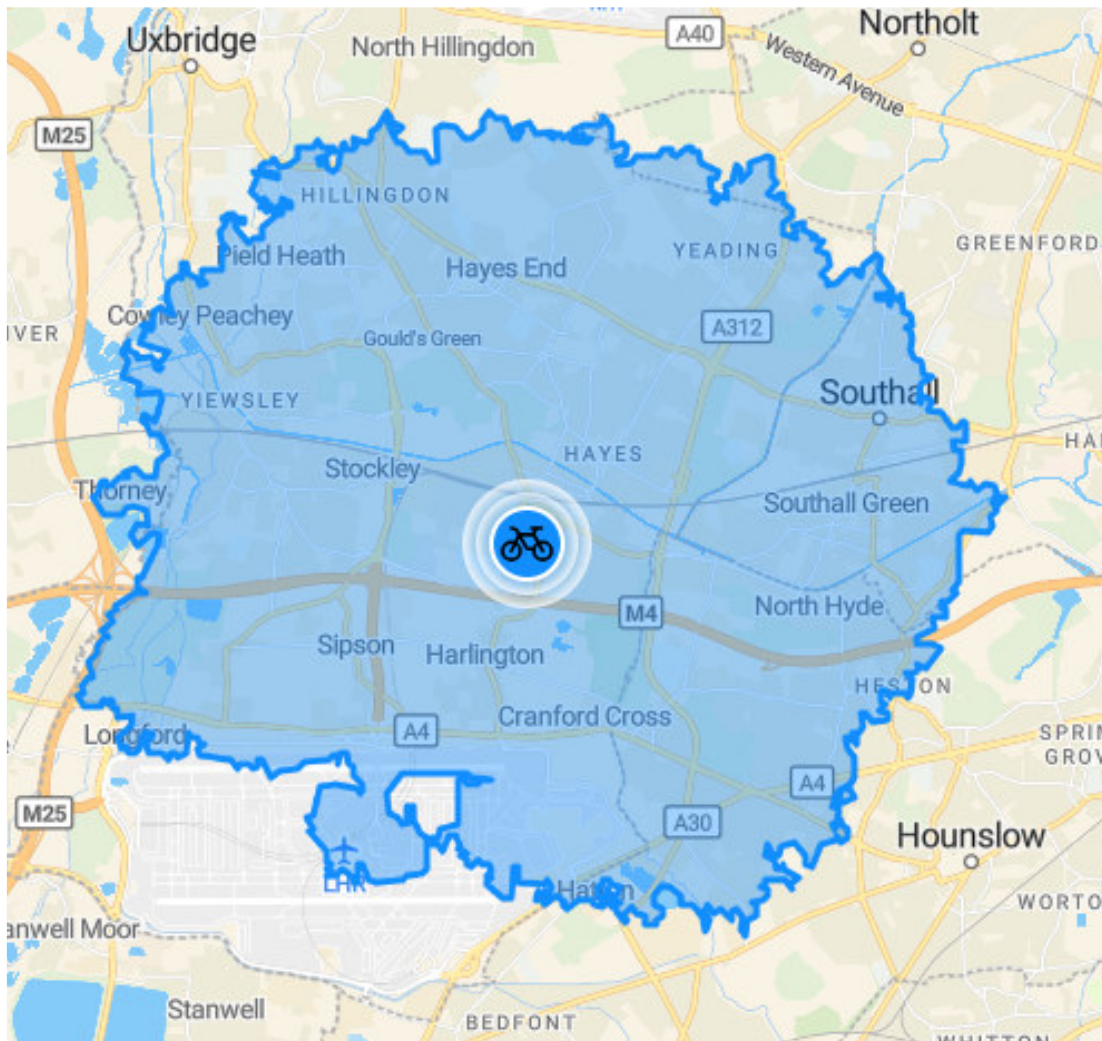
4.25 The local highway network within the isochrone contains PRowS, sufficient footways, streetlighting, dropped kerbs, controlled and uncontrolled pedestrian crossings to facilitate the movement of pedestrians and vulnerable road users. The local highway network creates an accessible and safe environment for pedestrians and is considered excellent to accommodate existing and additional pedestrian trips to and from the site.

#### 4.26 **Cycling**

National Planning Policy Framework (DLUHC, 2024) refers to the importance of encouraging cycling as an alternative mode of travel, which has the potential to be a substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.

4.27 The location of the site provides a wide catchment area as shown in Figure 4. Hayes and the neighbouring urban areas such as Harlington, Stockley, Sipson, Cranford Cross and Southall are within acceptable cycling distance.

Figure 4: 5km Cycling Isochrone map, with the site access junction at the centre. Map courtesy of: © OpenStreetMap | Created with TravelTime API | Places data provided by Foursquare.



- 4.28 As outlined in Figure 3, there are several PRoWs within the 5km isochrone that can facilitate the movement of cyclists to and from the site. However, there are no bridleways within vicinity of the site that intersects neighbouring urban areas that can provide a safe, alternative routes to and from the site. Nonetheless, there are numerous shared-use footways, cycle lanes and segregated shared use footways on the local highway network and within the cycling isochrone to facilitate the safe movement of cyclists.
- 4.29 Therefore, the provision of cycling infrastructure on the local highway network is considered to be suitable for users of the site to cycle to and from the proposed development.

**4.30 Sustainable Accessibility Conclusion**

The location of the site provides excellent accessibility by sustainable modes. There are bus stops within walking distance of the site that are viable for regular travel to a wider area. The bus routes operating at these stops offer frequent services and large catchment areas. Due to the frequency of these routes and the large catchments they provide, bus travel to and from the site is considered a sustainable alternative to private vehicle travel.

4.31 Hayes and Harlington Station are within acceptable walking distance of the site, with frequent services providing the opportunity to travel to the wider region. Rail travel to and from the site can offer a valid, sustainable alternative to private motorised travel.

4.32 Walking is a viable option for site users to travel to and from the site. Footways on the local highway network are well-lit, in good condition, suitable for vulnerable road users and containing controlled and uncontrolled pedestrian crossings facilitating the movement of pedestrians and vulnerable road users. Therefore, it is considered that walking to and from the site provides an excellent alternative to private motorised travel.

4.33 There is cycling infrastructure in the form of shared use footways and segregated footways on Dawley Road to support this mode of transport. Additionally, the proximity of designated cycleways within the cycling isochrone boundary provides safe routes for cyclists. Cycling is considered viable to access the site.

4.34 There are a variety of sustainable modes of transport available to site users to propose a valid alternative to using the car.

## 5 Development Proposals

This section sets out the development proposals for the site in greater detail. A full planning application is to be submitted for the demolition of a 4-bedroom residential dwelling and the erection of 5 flats, with car parking, cycle parking and refuse storage facilities.

5.1 Refer to Appendix A for full view of the proposed site plan, courtesy of R.P Architectural Services.

5.2 The following outlines the development schedule of the proposed development:

- Flat 1 (70m<sup>2</sup>) – 2 bedroom
- Flat 2 (58m<sup>2</sup>) – 1 bedroom
- Flat 3 (58m<sup>2</sup>) – 1 bedroom
- Flat 4 (70m<sup>2</sup>) – 2 bedroom
- Flat 5 (90m<sup>2</sup>) – 3 bedroom
- 5 car parking spaces (1 Accessible + EVCP space and 4 EVCP spaces)

### 5.3 Proposed site access (Vehicles)

The existing gated access as per Image 1 will be retained and utilised for the proposed access from Dawley Road.

5.4 It is recommended that the proposed access be situated at the northernmost end of the site frontage, whereby vehicle access to and from the site would likely not crossover the zebra crossing itself, mitigating issues regarding pedestrian safety. However, vehicle crossover would still occur at the zig-zag lines and likely still be within 10m of the zebra crossing, but would nonetheless improve vehicle access arrangements, improve pedestrian safety and mitigating vehicles waiting on the zebra crossing turning left into the site.

5.5 This would require the installation of dropped kerbs and other necessary highways agreements.

## 5.6 **Site Layout**

2 car parking spaces are proposed at the front of the site, adjacent to Dawley Road. The refuse storage area, cycle storage/space area and remaining 3 car parking spaces are located towards the rear of the site, access via a pedestrian walkway approximately 0.5m in width and a vehicle access drive measuring 2.4m in width.

5.7 Access to the building is on side elevation, directly adjacent to the vehicle access drive that leads to and from the rear/front of the site. It is recommended that access to the building is relocated to mitigate potential pedestrian safety issues.

## 5.8 **Refuse strategy**

Waste collection is proposed to occur off-site. Currently no designated waste collection point is proposed, it is considered that waste will be collected from the refuse storage area.

5.9 The proposed refuse area is located at the rear of the site. It is recommended that the refuse storage area be relocated towards the front of the site screened by soft landscaping/covered shelter, with associated waste collection point.

## 5.10 **Swept Path Analysis**

A Swept Path Analysis/tracking assessment has been conducted, testing vehicle access arrangements to and from the site.

5.11 Swept path analysis has been conducted at the site using design plans and takes account of the expected vehicles that will enter and exit the site. The analysis shows how vehicles can operate safely within the traffic management proposals of the site.

5.12 To test the access arrangements and operational needs of the site, a car, which is expected to be the most frequent vehicle to enter and exit the site, has been utilised to examine the manoeuvrability within the site and when entering and exiting the site.

5.13 The results of the swept path analysis, undertaken using AutoTURN 11.0 software within the AutoCAD 2022 platform, are shown in Appendix D. Based on the current proposed site plan and notwithstanding other considerations highlighted within this report, it is recommended that certain measures are implemented to allow car to enter and exit safely in a forward gear.

5.14 However, the layout of the site is such that collision with nearby features is likely. While clearance areas can accommodate turning, the size and scale of the turning areas is considered restrictive. It is recommended that the site layout of the site and location of car parking spaces be reviewed.

5.15 **Site access (Pedestrian/Cyclist)**

The pedestrian access for the site is via the existing gated access off the footways on Dawley Road. Cyclist access to the site is via the carriageway and crossover on Dawley Road.

5.16 **Car Parking Standards**

Hillingdon Local Plan Part 2: Development Management Policies (London Borough of Hillingdon, 2020) Policy DMT 6: Vehicle parking, refers to Appendix C of the same document for standards on car parking.

5.17 Table 2 outlines the car parking standard as per Policy DMT 6:

*Table 2: London Borough Hillingdon – Flats car parking standards*

Land Use – Classification	Car parking standard
Flats	3 – 4 or more bedrooms = 2 spaces per unit 1 - 2 bedroom = 1.5-1 spaces per unit Studio – 1 space per 2 units Proposals must also accommodate visitor’s car parking on-site additional to the above Car parks must be allocated to dwellings

5.18 Based on the development schedule as outlined in Section 5.2, 6 car parking spaces is required, not including visitor parking.

5.19 **Car Parking Provision**

The development proposes a total of 5 car parking spaces, inclusive of 1 Accessible + EVCP space and 4 EVCP spaces.

5.20 This is a shortfall of 1 space, which does not meet the maximum requirements as outlined within Table 2. It is recommended that additional spaces are provided to meet the maximum requirements, as well as provision of visitor parking.

5.21 However, it is noted that the site has suitable access to public transport opportunities; based on findings within Section 4 and the site's PTAL rating of 3. Therefore, it is considered that the following standard (1 space per 1-2 bedrooms instead of 1.5 spaces) could be applied.

#### 5.22 **Accessible Parking Spaces**

Hillingdon Local Plan Part 2: Development Management Policies (London Borough of Hillingdon, 2020) Policy DMT 6: Vehicle parking - Appendix C, provides standards and guidance on accessible parking spaces stating:

*'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. For dwelling houses, proposals must leave enough space between the dwelling and vehicle (1200mm) to allow access for a wheelchair user in accordance with the Council's Accessible Hillingdon SPD May 2013.'*

5.23 Based on this requirement, 1 accessible parking spaces should be provided, based on the 5 car parking spaces proposed.

5.24 The development proposes 1 accessible parking spaces, which meets the standard.

#### 5.25 **Electric vehicle charging and spaces**

Hillingdon Local Plan Part 2: Development Management Policies (London Borough of Hillingdon, 2020) Policy DMT 6: Vehicle parking - Appendix C, also provides standards and guidance on electric vehicle parking and charging outlining:

*'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.'*

5.26 Based on this 1 Active EV space charging port should be provided, with 1 Passive EV space designated for future improvement.

5.27 The development proposes 5 EV spaces and associated charging ports, which meet the standard.

## 5.28 **Cycle Parking Standards**

Hillingdon Local Plan Part 2: Development Management Policies (London Borough of Hillingdon, 2020) Policy DMT 6: Vehicle parking - Appendix C, provides standards and guidance on cycle parking stating:

*'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). Large developments will be expected to include changing and other facilities for cyclists.'*

And;

*'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. Further design guidance is available in Transport for London's London Cycling Design Standards.'*

5.29 There is no quantifiable baseline/standard associated with cycle parking. However, it is considered that 1.5 cycle parking spaces per 1 dwelling is suitable, provided the stands/stores are located in accessible area close to the building entrance.

5.30 This would equate to a minimum requirement of 8 cycle parking spaces or 4 Sheffield type stands.

## 5.31 **Cycle Parking Provision**

The proposals include 4 cycle stores at the rear of the site, but it is not specified on the amount of cycle parking.

## 6 Trip Generation

### 6.1 Introduction

This section sets out details about trip generation for the existing and proposed sites to provide an understanding of how the site could operate.

### 6.2 Methodology

To ascertain the potential vehicle trips generated by the existing and proposed sites and to assess the potential impact of the development on the local highway network, the number of bedrooms is utilised to determine the amount of people per site as per the Technical Housing Standards – Nationally Described Space Standard (Department for Communities and Local Government, 2015). The worst-case scenario of AM peak travel to work and PM peak returning from work is modelled, to provide a robust scenario.

6.3 Multi-modal split is then applied in the form of 2021 Travel to Work Census data to determine the multi-modal trip generation of the existing and proposed site.

6.4 Based on Section 6.2, the following number people based on the development schedule of the existing and proposed site is as follows:

Existing:

- 4 Bedroom Dwelling = 6 people

Proposed

- Flat 1 (70m<sup>2</sup>) – 2 bedroom = 3 people
- Flat 2 (58m<sup>2</sup>) – 1 bedroom = 2 people
- Flat 3 (58m<sup>2</sup>) – 1 bedroom = 2 people
- Flat 4 (70m<sup>2</sup>) – 2 bedroom = 3 people
- Flat 5 (90m<sup>2</sup>) – 3 bedroom = 5 people
- Total = 15 people

6.5 To derive the multi-model split, 2021 Travel to Work Census Data (ONS, 2021b) has been utilised. See Table 3 for the proposed multi-model split and the share of each travel mode (Note that to inform a robust assessment and the worst-case scenario, working from home data has been omitted):

Table 3: Modal split

Travel to work mode of travel – Hillingdon	Percentage share
Car	59%
Cycling	2%
Walking	8%
Public Transport	28%
Other	3%

\*Note that mainly work from home data point has been omitted

6.6 Existing trip generation

Table 4 summarises the multi-modal trip generation of the existing 4-bedroom residential dwelling:

Table 4: Existing site multi-modal trip generation

	Vehicle	Cycling	Walking	Public Transport	Other
Existing site (6 People)	4	0	0	2	0
Census modal split	59%	2%	8%	28%	3%

6.7 As outlined within Table 4, as a worst-case scenario of AM peak travel to work and PM peak returning from work, the existing site generates 4 departure trips during the network AM peak and 4 arrival trips during the network PM peak.

6.8 However, it should be noted that the working from home data point has been omitted when deriving the multi-modal split. Therefore, it is likely that vehicle/car trip generation as outlined in Table 4 is overstated.

**6.9 Proposed trip generation**

Table 5 summarises the multi-modal trip generation of the proposed 5 flats:

*Table 5: Proposed site multi-modal trip generation*

	Vehicle	Cycling	Walking	Public Transport	Other
Existing site (15 People)	9	0	1	4	1
Census modal split	59%	2%	8%	28%	3%

6.10 However, it should be noted that the working from home data point has been omitted when deriving the multi-modal split. Therefore, it is likely that vehicle/car trip generation as outlined in Table 5 is overstated.

6.11 Additionally, Census maps – Number of car or vans (ONS, 2021a) outlines that 22.3% of households in Hillingdon do not own a car or van. Applying this context to the proposed development, it is likely that one or two flats may not own a car or van. Therefore, reducing proposed vehicle trips as outlined within Table 5, during the worst-case scenario of AM peak network hour and PM peak network hour.

**6.12 Discussions and conclusions**

Accounting for Tables 4 and 5, there is a potential for the proposed development to generate an additional 5 vehicle trips during the network AM peak and during the network PM peak from existing to proposed. Based on the vehicle trips outlines in Table 5, the proposals have the potential to generate 1 vehicle trip every 6-7 minutes on the local highway network during the network AM and PM peaks.

6.13 While the proposals have the potential to proportionally increase vehicle trips by 80% from existing, it is unlikely that the proposed site will have a discernible impact on the operability or capacity of the local highway network due to the relatively low amount of vehicle trips generated.

6.14 As this assessment assumes the worst-case scenario of all occupants travelling to work during the network AM peak and returning from work during the PM network peak, and as discussed in Sections 6.8 and 6.11, the potential vehicle trips outlined for the existing and proposed sites are likely overstated, when accounting for context considerations such as working from home and car ownership within Hillingdon.

- 6.15 However, given the currently proposed vehicle access arrangements of the site, an increase in vehicle trips during the network AM peak and the network PM peak could worsen road safety conditions for pedestrians, in relation to vehicles needing to crossover the zebra crossing to access the site. Therefore, it is recommended that the site access is repositioned such that vehicle crossover of the zebra crossing is avoided, as discussed in Section 5.
- 6.16 Therefore, while it is considered that the increase in vehicle trips would unlikely have a detrimental impact on the local highway network in terms of capacity and operability. However, based on the current access arrangements, the increase in vehicle trips could exacerbate issues with pedestrian safety, in terms of the intensification of use of the proposed site access in relation to the zebra crossing and vehicle crossover.

## 7 Mitigation

7.1 Based on the findings and subsequent assessment in this Transport Statement, several mitigation measures are recommended to address potential highways concerns:

### 7.2 **Proposed Access**

The location of the currently proposed access is considered unsuitable. Relocate the proposed access north to mitigate vehicles not crossing the zebra crossing to access the site. This requires a revised site plan showing where exactly the proposed access is located, exact width of the proposed access and surrounding features such as the footway, carriageway and zebra crossing plotted for transparency. Please note that this would likely still be within 10m of the zebra crossing, but would be a significant improvement from the existing vehicle access.

7.3 This will require dropped kerbs at the relocated access and possibly other highways agreements.

### 7.4 **Site Layout**

The relocation of the proposed access will in turn require review and revision of the site layout of the site. It is recommended that in the first instance that the site building be repositioned towards the left, which allows the driveway into the rear of the site to be in line with the relocated access. Subsequently, the layout should then be assessed/reviewed for viability. It is also recommended that the driveway width be either extended or the footprint of the building be reduced to allow ease of access to the rear of the site for vehicles, as per the Swept Path Analysis. The pedestrian walkway should also be increased to a minimum of 0.8m for accessible access.

7.5 The currently proposed building entrance is considered unsuitable. It is recommended that access to the building is relocated to mitigate potential pedestrian safety issues, avoiding the shared drive and/or boundary features.

### 7.6 **Car Parking**

It is considered that there is a shortfall in car parking. It is recommended that additional parking spaces should be provided and the layout of the car park rearranged with the site layout, to accommodate more parking.

7.7 As per Section 5 and as shown in the Swept Path Analysis, it is also recommended that the clearance areas for turning and maneuvering be reviewed.

7.8 **Cycle Parking**

In the absence of the exact number of cycle parking spaces provided, it is recommended that each cycle parking space be denoted within the proposed cycle store. Additionally, it is recommended that the stands/stores are located in accessible area close to the building entrance.

7.9 **Refuse Strategy**

It is considered that the current proposed location of the refuse storage area is unsuitable. It is recommended that the refuse storage area be relocated towards the front of the site screened by soft landscaping/covered shelter, with associated waste collection point.

## 8 Summary and Conclusions

This report has been prepared in connection with the full planning application for the development of 5 flats with associated works. From investigations concerning sustainable accessibility, access arrangements, parking provision, refuse strategy and traffic generation, the main findings are:

- The existing site is 4-bedroom residential dwelling, with associated access and parking. Access to the site is provided by the existing gated access, which requires vehicles to crossover a zebra crossing. The development proposes 5 flats, with 5 car parking spaces (Inclusive of 1 Accessible + EVCP space and 4 EVCP spaces), cycle stores and refuse storage area.
- 2 car parking spaces are proposed at the front of the site, adjacent to Dawley Road. The refuse storage area, cycle storage/space area and remaining 3 car parking spaces are located towards the rear of the site, access via a pedestrian walkway approximately 0.5m in width and a vehicle access drive measuring 2.4m in width.
- The location of the site provides excellent accessibility by sustainable modes. There are bus stops within walking distance of the site that are viable for regular travel to a wider area. The bus routes operating at these stops offer frequent services and large catchment areas. Due to the frequency of these routes and the large catchments they provide, bus travel to and from the site is considered a sustainable alternative to private vehicle travel.
- Hayes and Harlington Station are within acceptable walking distance of the site, with frequent services providing the opportunity to travel to the wider region. Rail travel to and from the site can offer a valid, sustainable alternative to private motorised travel.
- Walking is a viable option for site users to travel to and from the site. Footways on the local highway network are well-lit, in good condition, suitable for vulnerable road users and containing controlled and uncontrolled pedestrian crossings facilitating the movement of pedestrians and vulnerable road users. Therefore, it is considered that walking to and from the site provides an excellent alternative to private motorised travel.

- There is cycling infrastructure in the form of shared use footways and segregated footways on Dawley Road to support this mode of transport. Additionally, the proximity of designated cycleways within the cycling isochrone boundary provides safe routes for cyclists. Cycling is considered viable to access the site.
- There are a variety of sustainable modes of transport available to site users to propose a valid alternative to using the car.
- A pedestrian crossing facility in the form of a Zebra Crossing and zig-zag lines is located directly at the site frontage on the southeastern boundary of the site. The existing vehicle access is situated such that it requires cars to crossover the zebra crossing. The existing gated access will be retained and utilised for the proposed access from Dawley Road. It is recommended that proposed access arrangements be reviewed, as per Section 7.
- Access to the building is on side elevation, directly adjacent to the vehicle access drive that leads to and from the rear/front of the site. It is recommended that access to the site building be reviewed, as per Section 7.
- The proposed refuse area is located at the rear of the site, with no designated waste collection point. It is recommended that the refuse storage area be relocated towards the front of the site screened by soft landscaping/covered shelter. It is recommended that the refuse strategy be reviewed, as per Section 7.
- The layout of the site is such that collision with nearby features is likely. While clearance areas can accommodate turning, the size and scale of the turning areas is considered restrictive. It is recommended that the layout of the site be reviewed, as per Section 7 and Appendix D.
- The proposed quantum of car parking is considered insufficient due to the shortfall of parking, following standards established within the Hillingdon Local Plan Part 2: Development Management Policies (London Borough of Hillingdon, 2020). It is recommended that additional spaces are provided to meet the standards, as per Section 7.
- The development proposes 1 accessible parking spaces, which meets the standard.

- The development proposes 5 EV spaces and associated charging ports, which meet the standard.
- The development proposes 4 cycle stores. It is recommended that additional information regarding the cycle stores be provided and that the cycle stands/stores are located in accessible area close to the building entrance, as per Section 7.
- To ascertain the potential vehicle trips generated by the existing and proposed sites and to assess the potential impact of the development on the local highway network, the number of bedrooms is utilised to determine the amount of people per site as per the Technical Housing Standards – Nationally Described Space Standard (Department for Communities and Local Government, 2015). The worst-case scenario of AM peak travel to work and PM peak returning from work is modelled, to provide a robust scenario.
- Multi-modal split is then applied in the form of 2021 Travel to Work Census data to determine the multi-modal trip generation of the existing and proposed site.
- There is a potential for the proposed development to generate an additional 5 vehicle trips during the network AM peak and during the network PM peak from existing to proposed. The proposals have the potential to generate 1 vehicle trip every 6-7 minutes on the local highway network during the network AM and PM peaks.
- While the proposals have the potential to proportionally increase vehicle trips by 80% from existing, it is unlikely that the proposed site will have a discernible impact on the operability or capacity of the local highway network due to the relatively low amount of vehicle trips generated.
- The potential vehicle trips outlined for the existing and proposed sites are likely overstated, when accounting for context considerations such as working from home and car ownership within Hillingdon.
- While it is considered that the increase in vehicle trips would unlikely have a detrimental impact on the local highway network in terms of capacity and operability. However, based on the current access arrangements, the increase in vehicle trips could exacerbate issues with pedestrian safety, in terms of the intensification of use of the proposed site access in relation to the zebra crossing and vehicle crossover.

- To reduce the impacts of the development on the local highway network, several mitigation measures are recommended:
  - Relocation of proposed access;
  - Alternations to the site layout;
  - Additional car parking spaces;
  - Relocation of cycle parking spaces and clarification regarding the amount of cycle parking spaces proposed; and
  - Relocation of the refuse storage area and designate a waste collection point.

**This Report has been prepared by:**

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**Signed for and on behalf of Encon Associates Limited**

**Tyler Shin** B<sub>sc</sub> Hons, GradCIHT

**Traffic and Transportation Division**

**Date:** 13/02/26

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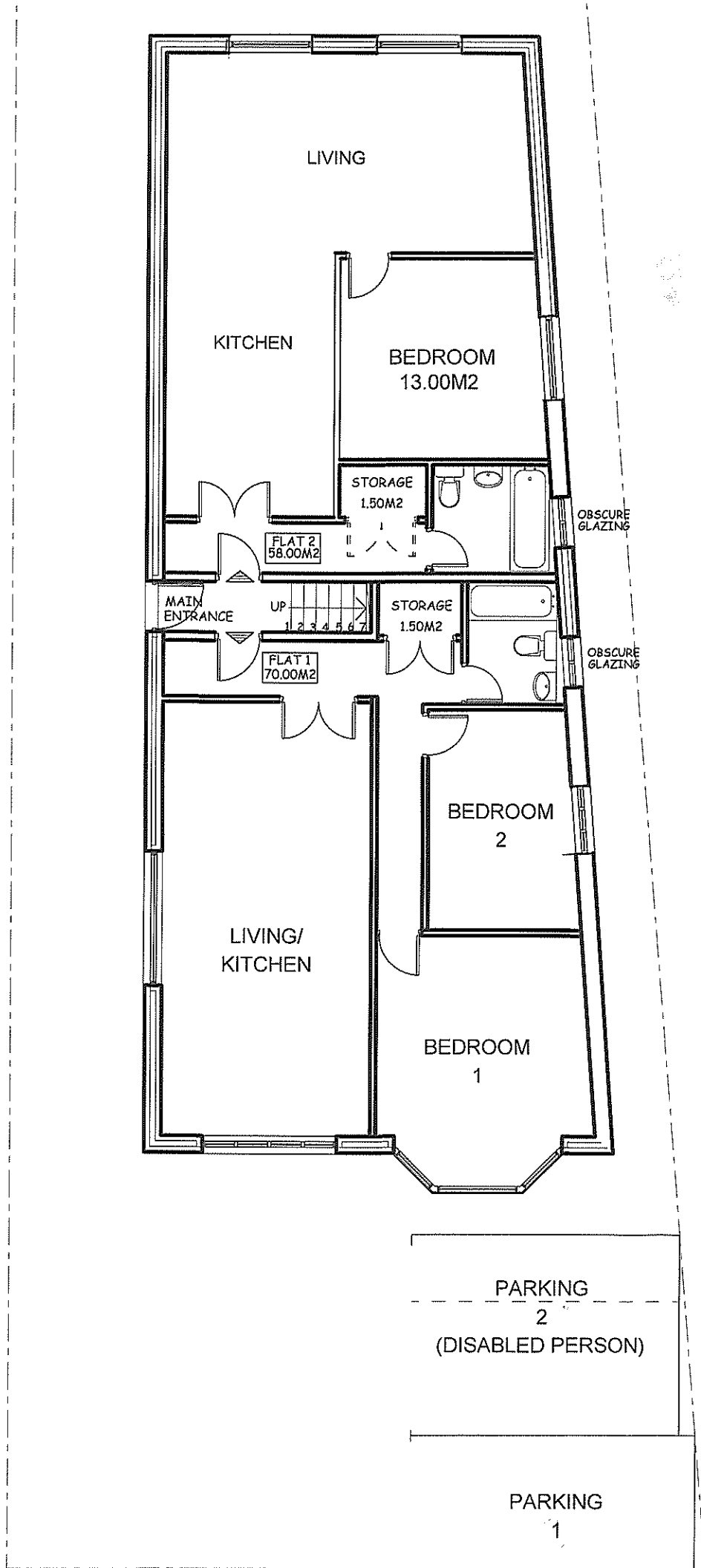
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## Appendix A – Proposed Plans





NOTES:  
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A	DATE	REVISION

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R.P.ARCHITECTURAL SERVICES  
39A,NORWICH ROAD  
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HA6 1ND  
  
Tel: 07753 659794

CLIENT:

JOB TITLE:  
  
37 DAWLEY ROAD  
HAYES  
UB3 1LU

DRAWING TITLE:  
  
PROPOSED GROUND FLOOR

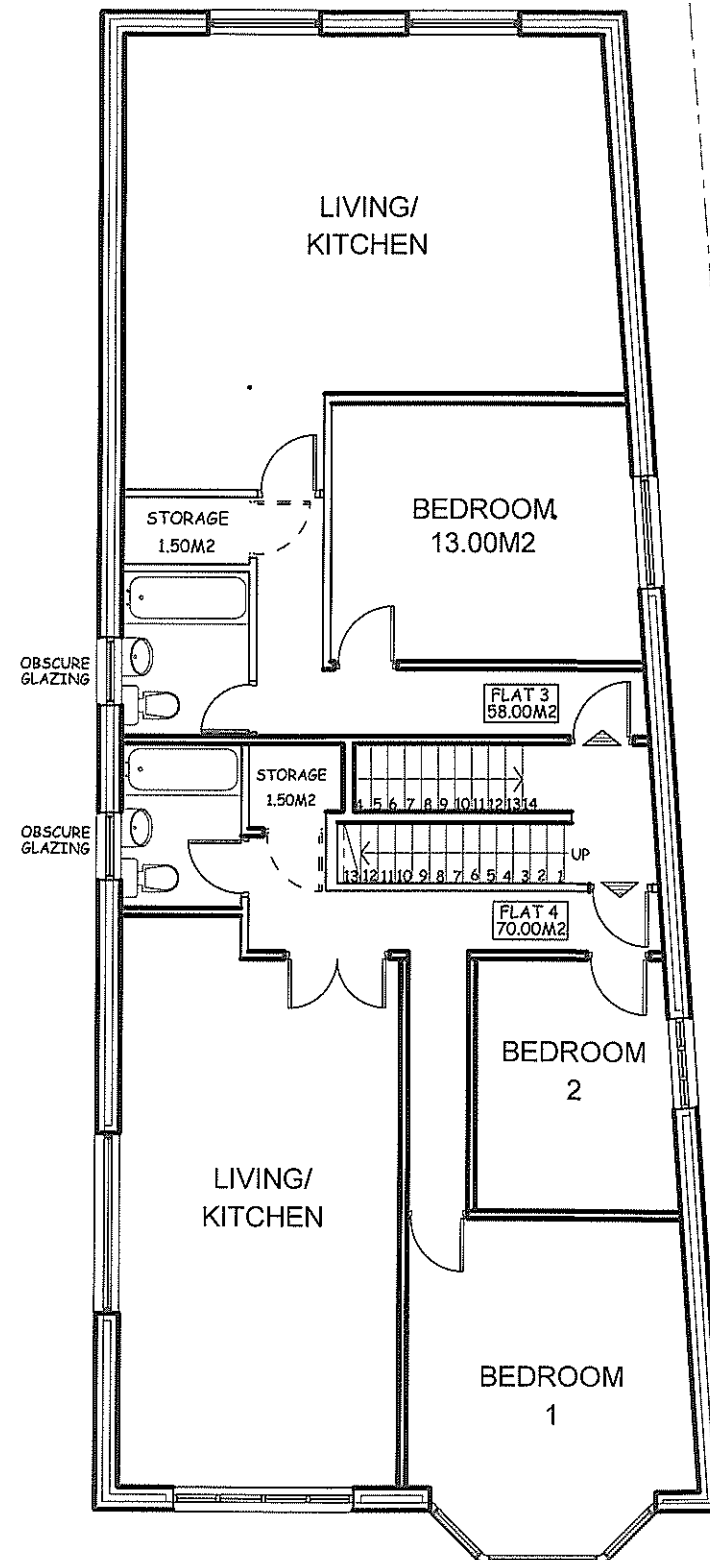
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DATE:JUNE/2025      DRAWN: RPA

DRG. NO. RPA/37/DR/201	REV. 
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SCALE BAR



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37 DAWLEY ROAD  
HAYES  
UB3 1LU

DRAWING TITLE:

PROPOSED FIRST FLOOR

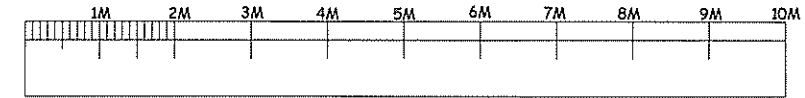
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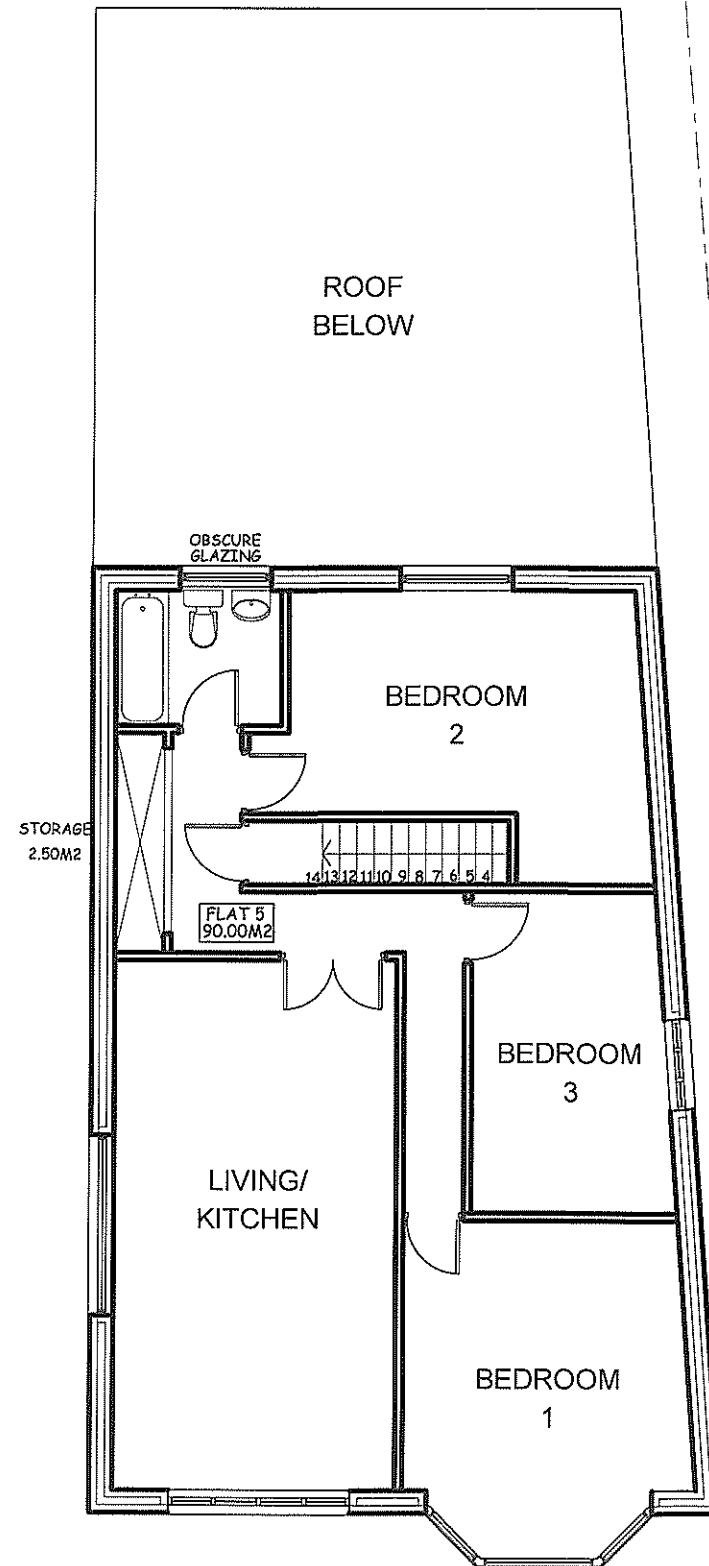
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Tel: 07753 659794

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JOB TITLE:

37 DAWLEY ROAD  
HAYES  
UB3 1LU

DRAWING TITLE:

PROPOSED SECOND FLOOR

SCALE : 1:100

DATE:JUNE/2025

DRAWN: RPA

DRG. NO.	REV.
RPA/37/DR/203	


## Appendix B – Sustainable Transport Information

# Bus timetable

**696**

Towards Highgrove Pool &amp; Fitness Centre

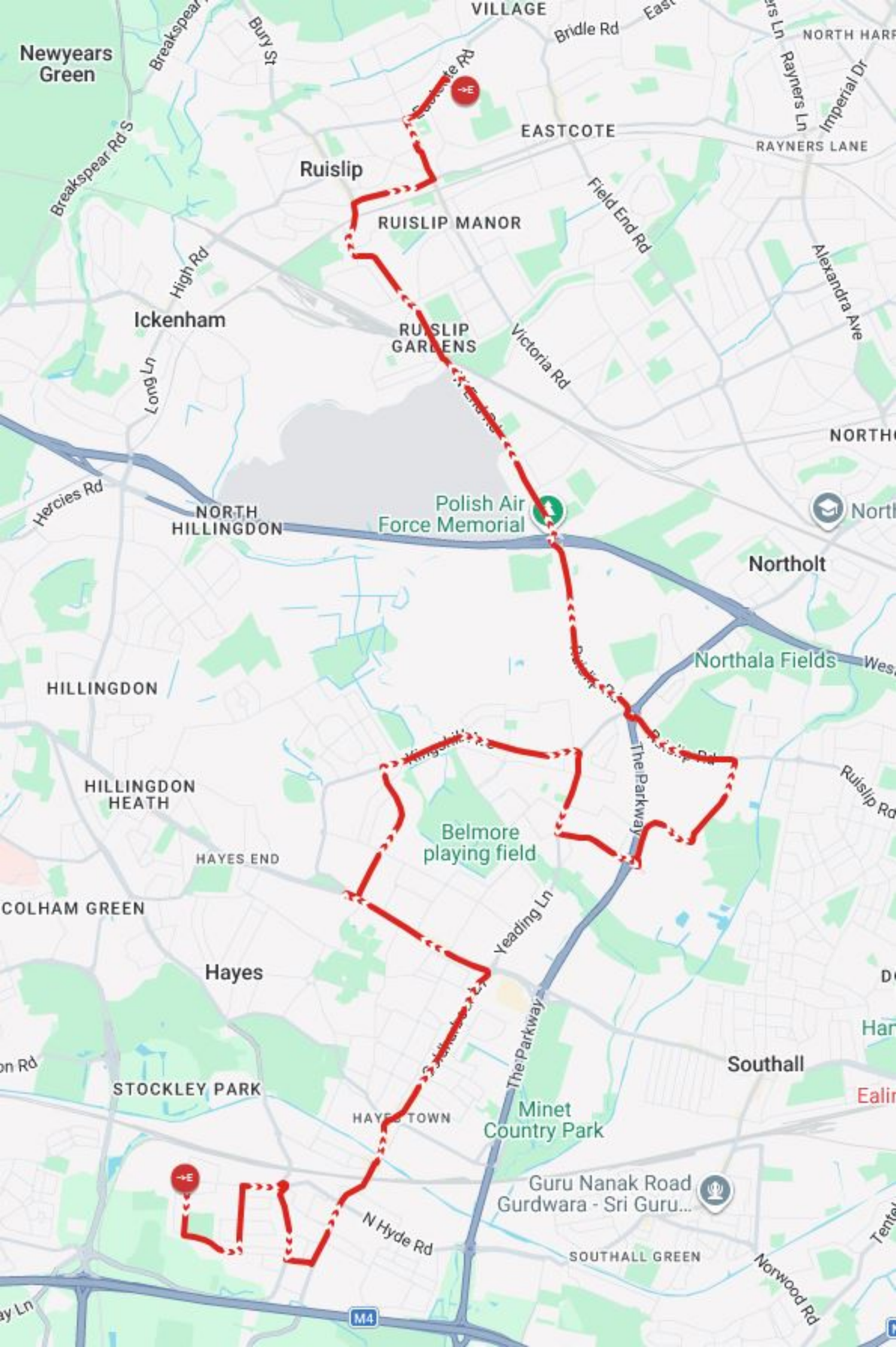
Pinkwell Avenue

Stop: Mon-Fri Schooldays 

Please select a time period to view off-peak journey times in minutes.

**First Bus - 07:06** **Last Bus - 07:11** Bus overview 

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Newyears Green

Ickenham

NORTH HILLINGDON

HILLINGDON

HILLINGDON HEATH

COLHAM GREEN

Hayes

STOCKLEY PARK

SOUTHALL GREEN

Ruislip

RUISLIP MANOR

RUISLIP GARDENS

Polish Air Force Memorial

Belmore playing field

Minet Country Park

Guru Nanak Road Gurdwara - Sri Guru...

SOUTHALL GREEN

EASTCOTE

NORTH HOLT

Northhalla Fields

Hayes Town

Southall

SOUTHALL GREEN

Norwood Rd

RUISLIP MANOR

RUISLIP GARDENS

Polish Air Force Memorial

Belmore playing field

Minet Country Park

Guru Nanak Road Gurdwara - Sri Guru...

SOUTHALL GREEN

EASTCOTE

NORTH HOLT

Northhalla Fields

Hayes Town

Southall

SOUTHALL GREEN

Norwood Rd

M4

NORTH HART

NORTH

North

Northhalla Fields

Ruislip Rd

Southall

Ealing

Norwood Rd

# Bus timetable

**698**

Towards Swakeleys Drive

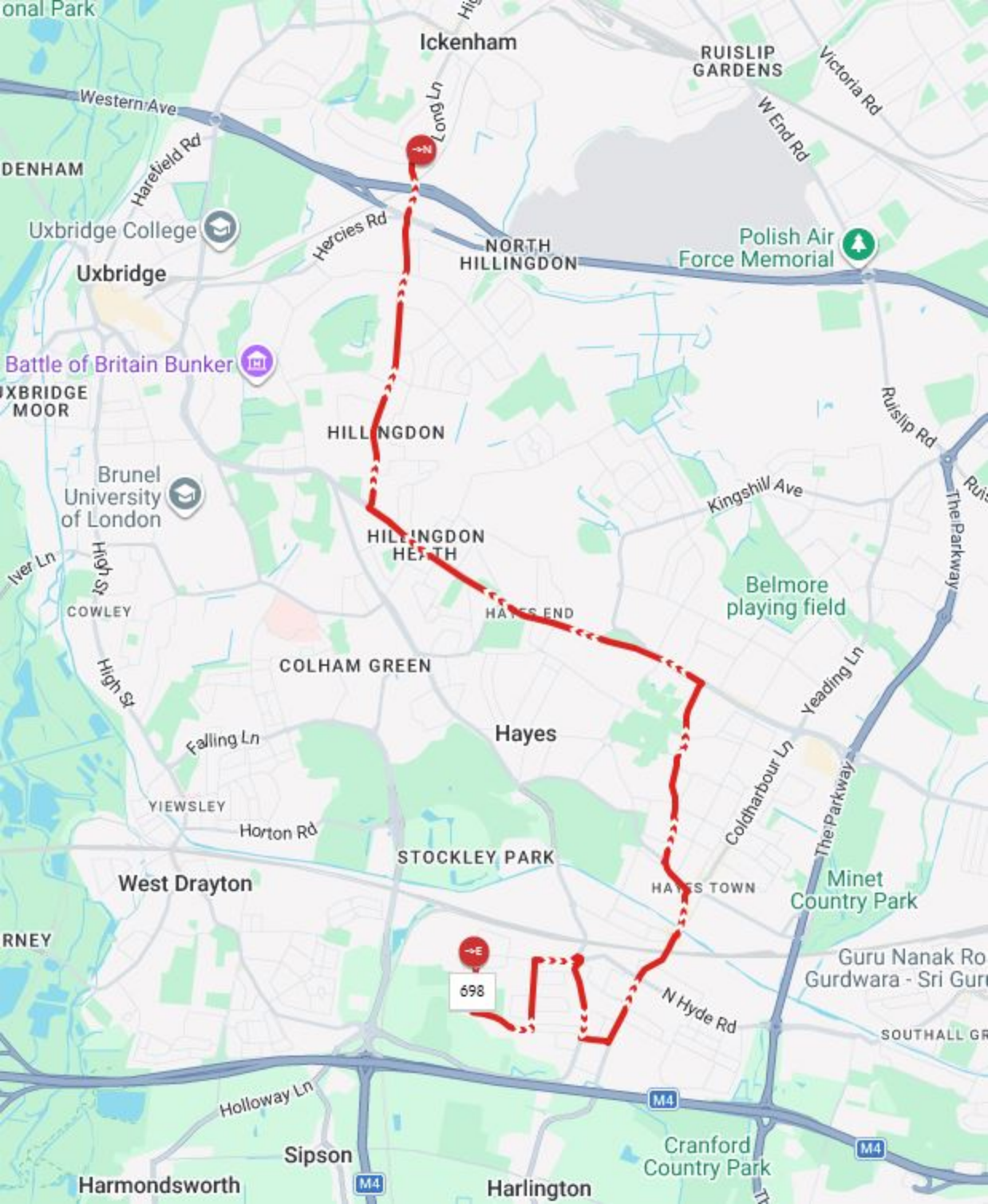
Pinkwell Avenue

Stop: Mon-Th Schooldays 

Please select a time period to view off-peak journey times in minutes.

**First Bus - 07:35** **Last Bus - 07:38** Bus overview 

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Ickenham

RUISLIP GARDENS

Western Ave

Harefield Rd

DENHAM

Uxbridge College

Uxbridge

Hercies Rd

NORTH HILLINGDON

Polish Air Force Memorial

Battle of Britain Bunker

XBRIDGE MOOR

HILLINGDON

Brunel University of London

HILLINGDON HEATH

HAYES END

Kingshill Ave

Belmore playing field

Iver Ln

High St

COWLEY

COLHAM GREEN

Hayes

Falling Ln

VIEWSLEY

Horton Rd

STOCKLEY PARK

HAYES TOWN

Minet Country Park

RNEY

West Drayton

Guru Nanak Ro Gurdwara - Sri Gur

698

N Hyde Rd

SOUTHALL GR

Holloway Ln

Sipson

M4

Harmondsworth

Harlington

Cranford Country Park

M4

# Bus timetable

**U4** Towards Belmont Road

Pinkwell Avenue

Stop: 

Monday to Friday



Please select a time period to view off-peak journey times in minutes.

**First Bus - 05:24**



**05:39 to 06:00**

05:39  
05:54



**06:00 to 07:00**

06:09  
06:24  
06:36  
06:48  
06:58



**07:00 to 19:00** Every 8-12 minutes



**19:00 to 20:00**

19:10  
19:24  
19:39  
19:54



20:08

**20:00 to 21:00** 20:23 >  
20:38  
20:53

**21:00 to 22:00** 21:08 >  
21:23  
21:38  
21:53

**22:00 to 23:00** 22:08 >  
22:23  
22:38  
22:53

**23:00 to 00:00** 23:06 >  
23:21  
23:36  
23:51

**Last Bus - 00:06** >

Bus overview >



# Bus timetable

**U4** Towards Belmont Road

Pinkwell Avenue

Stop: 

Saturday



Please select a time period to view off-peak journey times in minutes.

**First Bus - 05:23**



**05:38 to 06:00**

05:38  
05:53



**06:00 to 07:00**

06:09  
06:24  
06:39  
06:54



**07:00 to 08:00**

07:09  
07:24  
07:39  
07:54



**08:00 to 09:00**

08:09  
08:24  
08:39  
08:51



**09:00 to 19:00** Every 9-12 minutes



**19:00 to 20:00**

19:09

19:24

19:39

19:54



**20:00 to 21:00**

20:09

20:24

20:39

20:54



**21:00 to 22:00**

21:08

21:23

21:38

21:53



**22:00 to 23:00**

22:08

22:23

22:38

22:53



**23:00 to 00:00**

23:06

23:21

23:36

23:51



**Last Bus - 00:06**



Bus overview



# Bus timetable

**U4** Towards Belmont Road

Pinkwell Avenue

Stop: 

Sunday



Please select a time period to view off-peak journey times in minutes.

**First Bus - 05:23**



**05:38 to 06:00**

05:38  
05:53



**06:00 to 07:00**

06:08  
06:23  
06:38  
06:53



**07:00 to 08:00**

07:08  
07:23  
07:38  
07:53



**08:00 to 09:00**

08:09  
08:24  
08:39  
08:54



**09:00 to 19:00** Every 10-12 minutes



**19:00 to 20:00**

19:09

19:24

19:39

19:54



**20:00 to 21:00**

20:09

20:24

20:39

20:54



**21:00 to 22:00**

21:09

21:23

21:38

21:53



**22:00 to 23:00**

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**23:00 to 00:00**

23:06

23:21

23:36

23:51

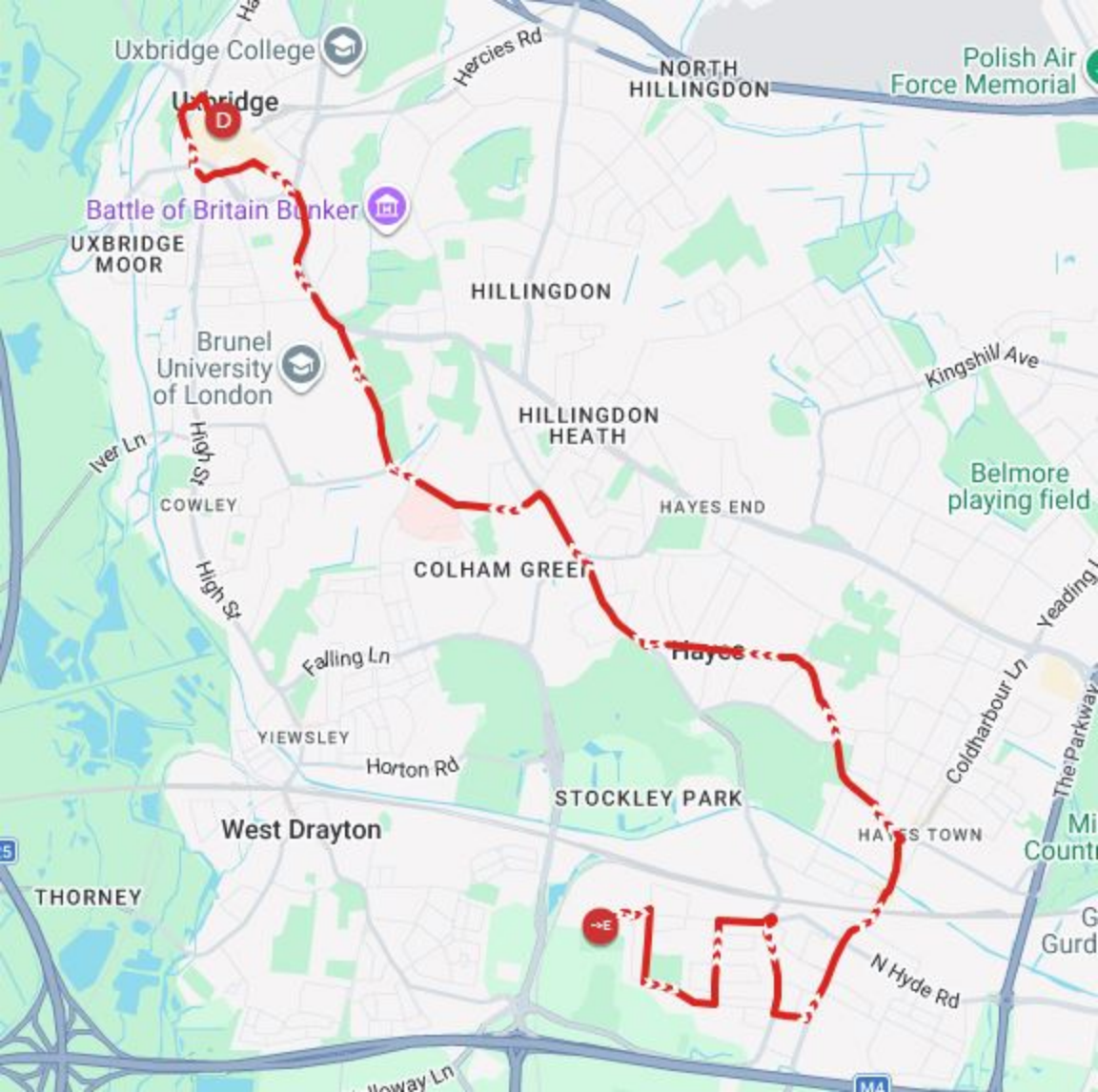


**Last Bus - 00:06**



Bus overview





Uxbridge College

Uxbridge

NORTH HILLINGDON

Polish Air Force Memorial

Battle of Britain Bunker

UXBRIDGE MOOR

HILLINGDON

Brunel University of London

HILLINGDON HEATH

Kingshill Ave

Belmore playing field

Iver Ln

High St

COWLEY

HAYES END

High St

COLHAM GREEN

Falling Ln

Hayes

VIEWSLEY

Horton Rd

Coldharbour Ln

Yeading Ln

West Drayton

STOCKLEY PARK

HAYES TOWN

Mi Count

THORNEY

→E

N Hyde Rd

Gurd

Howay Ln

MA

# Bus timetable

**90** Towards Northolt Station


Redmead Road


Stop: 

Mon-Fri Schooldays 

Please select a time period to view off-peak journey times in minutes.

**First Bus - 05:02** 

**05:18 to 06:00** 05:18  
05:34  
05:51 

**06:00 to 07:00** 06:05  
06:20  
06:33  
06:46  
06:59 

**07:00 to 08:00** Every 8-11 minutes 

**08:00 to 20:00** Every 9-13 minutes 

**20:00 to 21:00** Every 13-14 minutes 

**21:00 to 22:00** 21:06  
21:22  
21:36  
21:51 >

**22:00 to 23:00** 22:07  
22:23  
22:38  
22:53 >

**23:00 to 00:00** 23:09  
23:24  
23:39  
23:54 >

**00:00 to 01:00** 00:10  
00:25  
00:40  
00:56 >

**01:00 to 01:12** 01:12 >

**Last Bus - 01:28** >

Bus overview >



# Bus timetable

**90**


Towards Northolt Station


Redmead Road


Stop: Saturday 



Please select a time period to view off-peak journey times in minutes.

**First Bus - 05:02** 

<b>05:18 to 06:00</b>	05:18	
	05:34	
	05:50	

<b>06:00 to 07:00</b>	06:06	
	06:23	
	06:39	
	06:55	

<b>07:00 to 08:00</b>	07:11	
	07:27	
	07:44	

	08:00	
	08:16	
	08:29	
	08:42	

08:55

~~09:00 to 20:00~~ Every 10-13 minutes



20:00 to 21:00

20:03  
20:16  
20:32  
20:48



21:00 to 22:00

21:04  
21:19  
21:34  
21:49



22:00 to 23:00

22:05  
22:21  
22:37  
22:53



23:00 to 00:00

23:09  
23:24  
23:39  
23:54



00:00 to 01:00

00:10  
00:25  
00:40  
00:56



01:00 to 01:12

01:12



**Last Bus - 01:28**



Bus overview



# Bus timetable

**90**

Towards Northolt Station

Redmead Road

Stop: 

Sunday



Please select a time period to view off-peak journey times in minutes.

**First Bus - 05:01**

**05:16 to 06:00**

05:16
05:31
05:46



**06:00 to 07:00**

06:01
06:16
06:32
06:47



**07:00 to 08:00**

07:02
07:17
07:32
07:48



08:03
08:18
08:33



08:48

**08:00 to 09:00**

09:03

**09:00 to 10:00**

09:18

09:33

09:48



**10:00 to 11:00**

10:03

10:18

10:32

10:47



**11:00 to 12:00**

11:01

11:16

11:30

11:44

11:59



**12:00 to 13:00**

12:14

12:29

12:44

12:59



**13:00 to 14:00**

13:14

13:29

13:44

13:59



**14:00 to 15:00**

14:14

14:29

14:44

14:59



**15:00 to 16:00**

15:14

15:29

15:44

15:59



16:14

16:30



16:45

**16:00 to 17:00**

17:00

**17:00 to 18:00**

17:15

17:30

17:45



18:01

**18:00 to 19:00**

18:16

18:31

18:46



19:01

**19:00 to 20:00**

19:16

19:31

19:46



20:01

**20:00 to 21:00**

20:16

20:31

20:46



21:02

**21:00 to 22:00**

21:17

21:32

21:47



22:02

**22:00 to 23:00**

22:17

22:32

22:47



23:02

**23:00 to 00:00**

23:15

23:28

23:43

23:58



00:13

00:28

00:43



00:58

00:00 to 01:00

01:00 to 01:13 01:13



**Last Bus - 01:28**

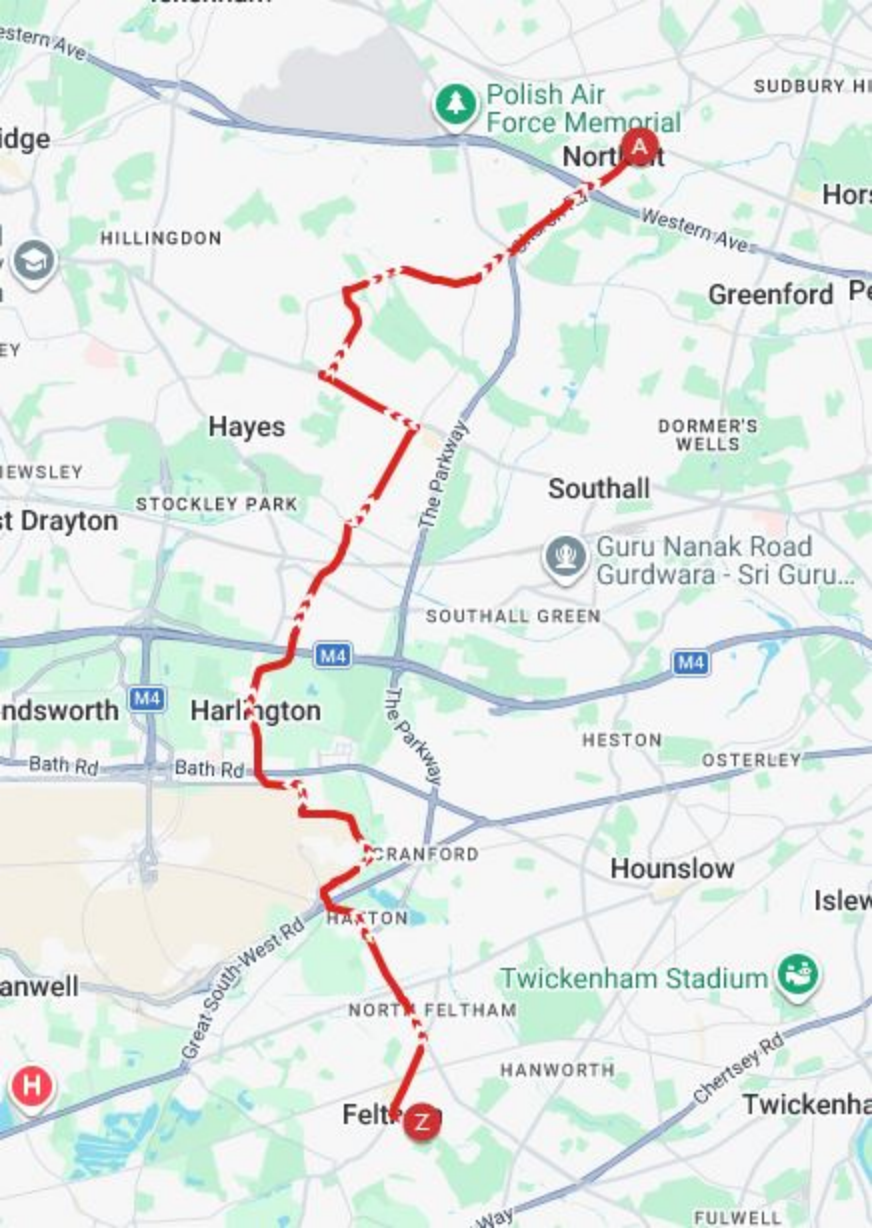


Bus overview



Copyright TfL





Western Ave

idge



HILLINGDON

Y

NEWSLEY

st Drayton

STOCKLEY PARK

Hayes

The Parkway

Southall



Guru Nanak Road Gurdwara - Sri Guru...

SOUTHALL GREEN



ndsworth



Harlington

The Parkway

HESTON

OSTERLEY

Bath Rd

Bath Rd

CRANFORD

Hounslow

Islew

anwell



Great South-West Rd

HAXTON

Twickenham Stadium



NORTH FELTHAM

HANWORTH

Feltham



Chertsey Rd

Twickenha


FULWELL

# Bus timetable



**278**

Towards Ruislip Station

Redmead Road

Stop: Mon-Fri Schooldays 

Please select a time period to view off-peak journey times in minutes.

**First Bus - 04:00** **04:30 to 05:00** 04:30 **05:00 to 06:00** 05:01  
05:31 06:01  
**06:00 to 07:00** 06:33  
06:53 07:13  
07:29  
**07:00 to 08:00** 07:31  
07:44  
07:59 08:14  
08:29 

08:44  
08:59  
**08:00 to 09:00**

09:14  
09:29  
09:44  
09:59  
**09:00 to 10:00**

10:14  
10:29  
10:44  
10:59  
**10:00 to 11:00**

11:14  
11:29  
11:44  
11:59  
**11:00 to 12:00**

12:14  
12:29  
12:44  
12:59  
**12:00 to 13:00**

13:14  
13:29  
13:44  
13:59  
**13:00 to 14:00**

14:15  
14:30  
14:45  
**14:00 to 15:00**

15:00  
15:15  
15:30  
15:45  
**15:00 to 16:00**

16:00  
16:15  
16:30



16:45

**16:00 to 17:00**

17:00

**17:00 to 18:00**

17:15

17:30

17:45



**18:00 to 19:00**

18:00

18:15

18:30

18:45



**19:00 to 20:00**

19:00

19:14

19:29

19:44

19:59



**20:00 to 21:00**

20:14

20:28

20:43



**21:00 to 22:00**

21:03

21:23

21:43



**22:00 to 23:00**

22:03

22:23

22:43



**23:00 to 00:00**

23:03

23:20

23:40



**00:00 to 01:00**

00:00

00:30



**Last Bus - 01:00**





# Bus timetable

**278** Towards Ruislip Station

Redmead Road

Stop: 

Saturday 

Please select a time period to view off-peak journey times in minutes.

<b>First Bus - 04:01</b>		
<b>04:31 to 05:00</b>	04:31 04:59	
<b>05:00 to 06:00</b>	05:29 05:59	
<b>06:00 to 07:00</b>	06:30 06:50	
<b>07:00 to 08:00</b>	07:10 07:30 07:50	
<b>08:00 to 09:00</b>	08:13 08:34 08:54	



**09:00 to 10:00**

09:14  
09:29  
09:44  
09:59



**10:00 to 11:00**

10:14  
10:29  
10:44  
10:59



**11:00 to 12:00**

11:14  
11:29  
11:44  
11:59



**12:00 to 13:00**

12:14  
12:29  
12:44  
12:59



**13:00 to 14:00**

13:14  
13:29  
13:44  
13:59



**14:00 to 15:00**

14:14  
14:29  
14:44  
14:59



**15:00 to 16:00**

15:14  
15:29  
15:44  
15:59



**16:00 to 17:00**

16:14  
16:29  
16:44  
16:59



<b>17:00 to 18:00</b>	17:14 17:29 17:44 17:59	>
-----------------------	----------------------------------	---

<b>18:00 to 19:00</b>	18:14 18:28 18:43 18:58	>
-----------------------	----------------------------------	---

<b>19:00 to 20:00</b>	19:13 19:28 19:43	>
-----------------------	-------------------------	---

<b>20:00 to 21:00</b>	20:03 20:23 20:43	>
-----------------------	-------------------------	---

<b>21:00 to 22:00</b>	21:03 21:23 21:43	>
-----------------------	-------------------------	---

<b>22:00 to 23:00</b>	22:03 22:23 22:43	>
-----------------------	-------------------------	---

<b>23:00 to 00:00</b>	23:03 23:20 23:40	>
-----------------------	-------------------------	---

<b>00:00 to 01:00</b>	00:00 00:30	>
-----------------------	----------------	---

<b>Last Bus - 01:00</b>		>
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Bus overview	>
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# Bus timetable

**278**

Towards Ruislip Station

Redmead Road

Stop: Sunday 

Please select a time period to view off-peak journey times in minutes.

**First Bus - 04:00** **04:30 to 05:00** 04:30  
04:59 **05:00 to 06:00** 05:29  
05:59 **06:00 to 07:00** 06:30 **07:00 to 08:00** 07:00  
07:31 **08:00 to 09:00** 08:01  
08:31  09:01  
09:21 

09:41

**09:00 to 10:00**

10:01

**10:00 to 11:00**

10:22

10:42



11:02

**11:00 to 12:00**

11:24

11:44



12:04

**12:00 to 13:00**

12:24

12:44



13:04

**13:00 to 14:00**

13:24

13:44



14:04

**14:00 to 15:00**

14:24

14:44



15:04

**15:00 to 16:00**

15:24

15:44



16:04

**16:00 to 17:00**

16:24

16:44



17:04

**17:00 to 18:00**

17:24

17:44



18:04

**18:00 to 19:00**

18:24

18:44



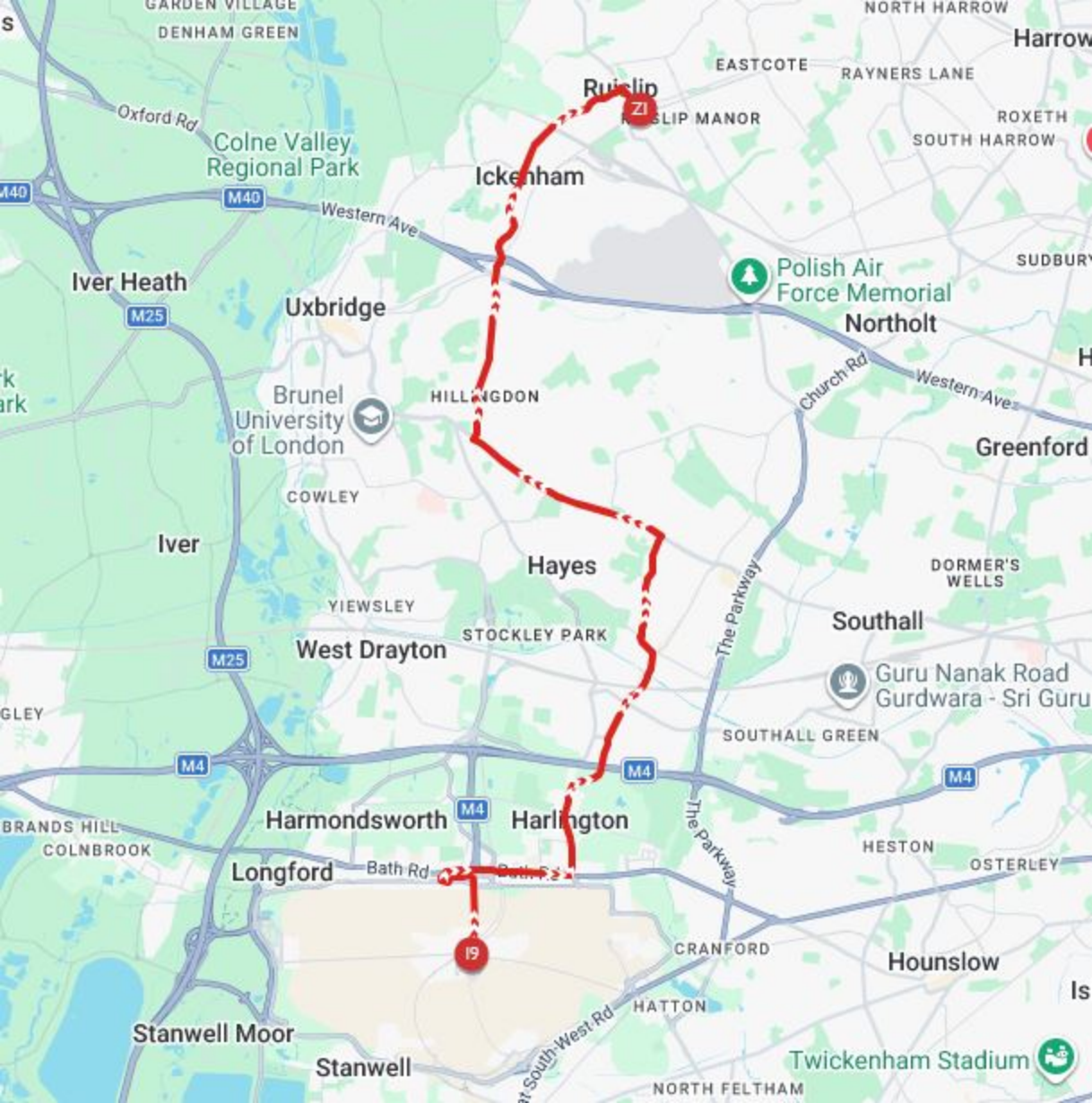
19:04

19:23



	19:43	
<b>19:00 to 20:00</b>		
	20:03	
<b>20:00 to 21:00</b>	20:23	>
	20:43	
	21:03	
<b>21:00 to 22:00</b>	21:23	>
	21:43	
	22:03	
<b>22:00 to 23:00</b>	22:23	>
	22:43	
	23:03	
<b>23:00 to 00:00</b>	23:20	>
	23:40	
	00:00	
<b>00:00 to 01:00</b>	00:30	>
<b>Last Bus - 01:00</b>		>
<b>Bus overview</b> >		





# Bus timetable

**E6** Towards Greenford Station

Redmead Road

Stop: 

Monday to Friday



Please select a time period to view off-peak journey times in minutes.

**First Bus - 04:35**



**04:55 to 05:00** 04:55



**05:00 to 06:00** 05:15  
05:30  
05:46



**06:00 to 07:00** 06:01  
06:16  
06:29  
06:44  
06:58



**07:00 to 08:00** 07:11  
07:25  
07:38  
07:53



08:00 to 14:00 Every 12-14 minutes



14:00 to 15:00

14:06  
14:21  
14:36  
14:49



15:00 to 16:00

15:03  
15:18  
15:33  
15:48



16:00 to 17:00

16:03  
16:18  
16:36  
16:51



17:00 to 18:00

17:06  
17:21  
17:36  
17:51



18:00 to 19:00

18:05  
18:20  
18:33  
18:46  
18:59



19:00 to 20:00

19:13  
19:29  
19:45



20:00 to 21:00

20:01  
20:16  
20:32  
20:48



21:04  
21:19  
21:35



21:51

**21:00 to 22:00**

22:07

**22:00 to 23:00**

22:23

22:39

22:55



23:11

**23:00 to 00:00**

23:27

23:43

23:59



**Last Bus - 00:14**



Bus overview



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# Bus timetable

**E6** Towards Greenford Station

Redmead Road

Stop: 

Saturday



Please select a time period to view off-peak journey times in minutes.

**First Bus - 04:35**



**04:55 to 05:00** 04:55



05:15

**05:00 to 06:00** 05:35



05:55

06:15

**06:00 to 07:00** 06:35



06:55

07:15

**07:00 to 08:00** 07:30



07:46

08:01

08:16

08:26



08:35  
08:47  
08:59  
**08:00 to 09:00**

**09:00 to 18:00** Every 12-14 minutes

18:05  
18:21  
18:37  
18:53  
**18:00 to 19:00**

19:09  
19:25  
19:40  
19:56  
**19:00 to 20:00**

20:12  
20:28  
20:44  
**20:00 to 21:00**

21:00  
21:16  
21:32  
21:48  
**21:00 to 22:00**

22:04  
22:19  
22:35  
22:51  
**22:00 to 23:00**

23:07  
23:23  
23:39  
23:55  
**23:00 to 00:00**

**Last Bus - 00:15**

Bus overview



# Bus timetable

**E6** Towards Greenford Station

Redmead Road

Stop: 

Sunday 

Please select a time period to view off-peak journey times in minutes.

**First Bus - 05:55** 


06:00 to 07:00

06:15	
06:35	
06:55	


07:00 to 08:00

07:15	
07:35	
07:55	

08:00 to 09:00

08:15	
08:30	
08:45	

09:00 to 10:00

09:00	
09:16	
09:31	
09:47	



**10:00 to 11:00** | 10:01  
10:16  
10:31  
10:46 >

**11:00 to 12:00** | 11:01  
11:17  
11:32  
11:47 >

**12:00 to 13:00** | 12:03  
12:18  
12:35  
12:50 >

**13:00 to 14:00** | 13:04  
13:18  
13:33  
13:48 >

**14:00 to 15:00** | 14:03  
14:18  
14:33  
14:48 >

**15:00 to 16:00** | 15:03  
15:18  
15:33  
15:48 >

**16:00 to 17:00** | 16:03  
16:17  
16:32  
16:47 >

**17:00 to 18:00** | 17:02  
17:18  
17:34  
17:49 >



**18:00 to 19:00** 18:05  
18:21  
18:37  
18:53 >

**19:00 to 20:00** 19:09  
19:25  
19:41  
19:57 >

**20:00 to 21:00** 20:13  
20:29  
20:45 >

**21:00 to 22:00** 21:01  
21:16  
21:32  
21:48 >

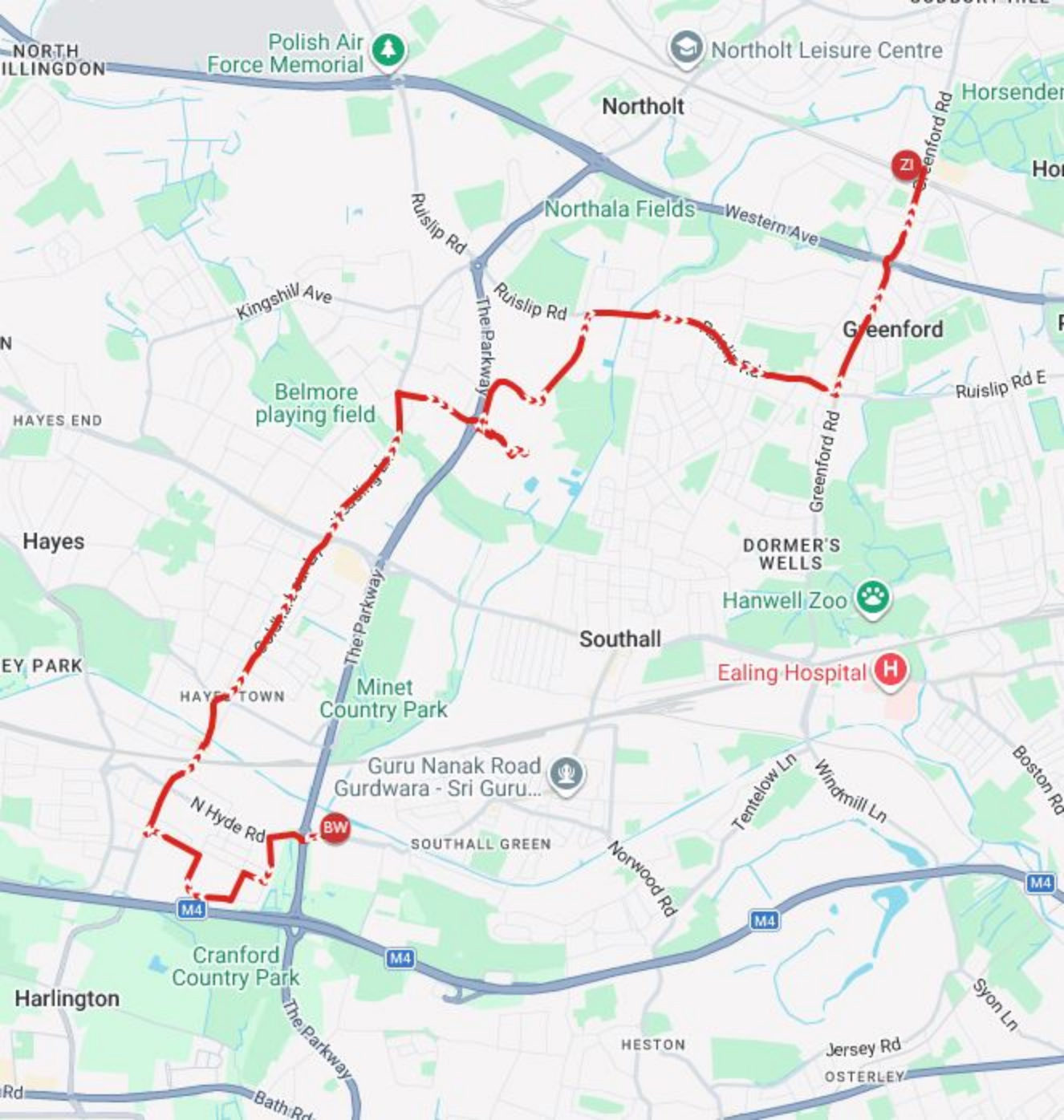
**22:00 to 23:00** 22:04  
22:20  
22:36  
22:52 >

**23:00 to 00:00** 23:08  
23:24  
23:40  
23:56 >

**Last Bus - 00:15** >

Bus overview >





NORTH ILLINGDON

Polish Air Force Memorial

Northolt Leisure Centre

Northolt

Northala Fields

Greenford

Belmore playing field

Hayes

DORMER'S WELLS

Hanwell Zoo

Southall

Ealing Hospital

HAYES TOWN

Minet Country Park

Guru Nanak Road Gurdwara - Sri Guru...

SOUTHALL GREEN

N Hyde Rd

M4

M4

M4

M4

Harlington

Cranford Country Park

HESTON

Jersey Rd

OSTERLEY

Syon Ln

Bath Rd


Rd

# Bus timetable

**H98** Towards Wood End Green Road

Redmead Road


Stop: 

Mon-Th Schooldays 

Please select a time period to view off-peak journey times in minutes.

**First Bus - 05:25** 

**05:40 to 06:00** 05:40  
05:57 

**06:00 to 07:00** 06:16  
06:35  
06:46  
06:57 

**07:00 to 00:00** Every 9-13 minutes 

**00:00 to 00:04** 00:04 

**Last Bus - 00:15** 



overview 



# Bus timetable

**H98** Towards Wood End Green Road

Redmead Road

Stop: 

Saturday



Please select a time period to view off-peak journey times in minutes.

**First Bus - 05:24**



**05:39 to 06:00**

05:39  
05:54



**06:00 to 07:00**

06:10  
06:25  
06:40  
06:55



**07:00 to 08:00**

07:11  
07:27  
07:43  
07:59



**08:00 to 09:00**

08:15  
08:32  
08:45  
08:58



09:00 to 00:00 Every 9-12 minutes



00:00 to 00:04 00:04



**Last Bus - 00:15**



Bus overview



Copyright TfL



# Bus timetable

**H98** Towards Wood End Green Road

Redmead Road

Stop: 

Sunday



Please select a time period to view off-peak journey times in minutes.

**First Bus - 05:25**



**05:40 to 06:00** 05:40  
05:55



**06:00 to 07:00** 06:10  
06:25  
06:40  
06:55



**07:00 to 08:00** 07:12  
07:30  
07:45



**08:00 to 09:00** 08:00  
08:15  
08:30  
08:46



09:00 to 00:00 Every 10-14 minutes



00:00 to 00:02 00:02



**Last Bus - 00:14**

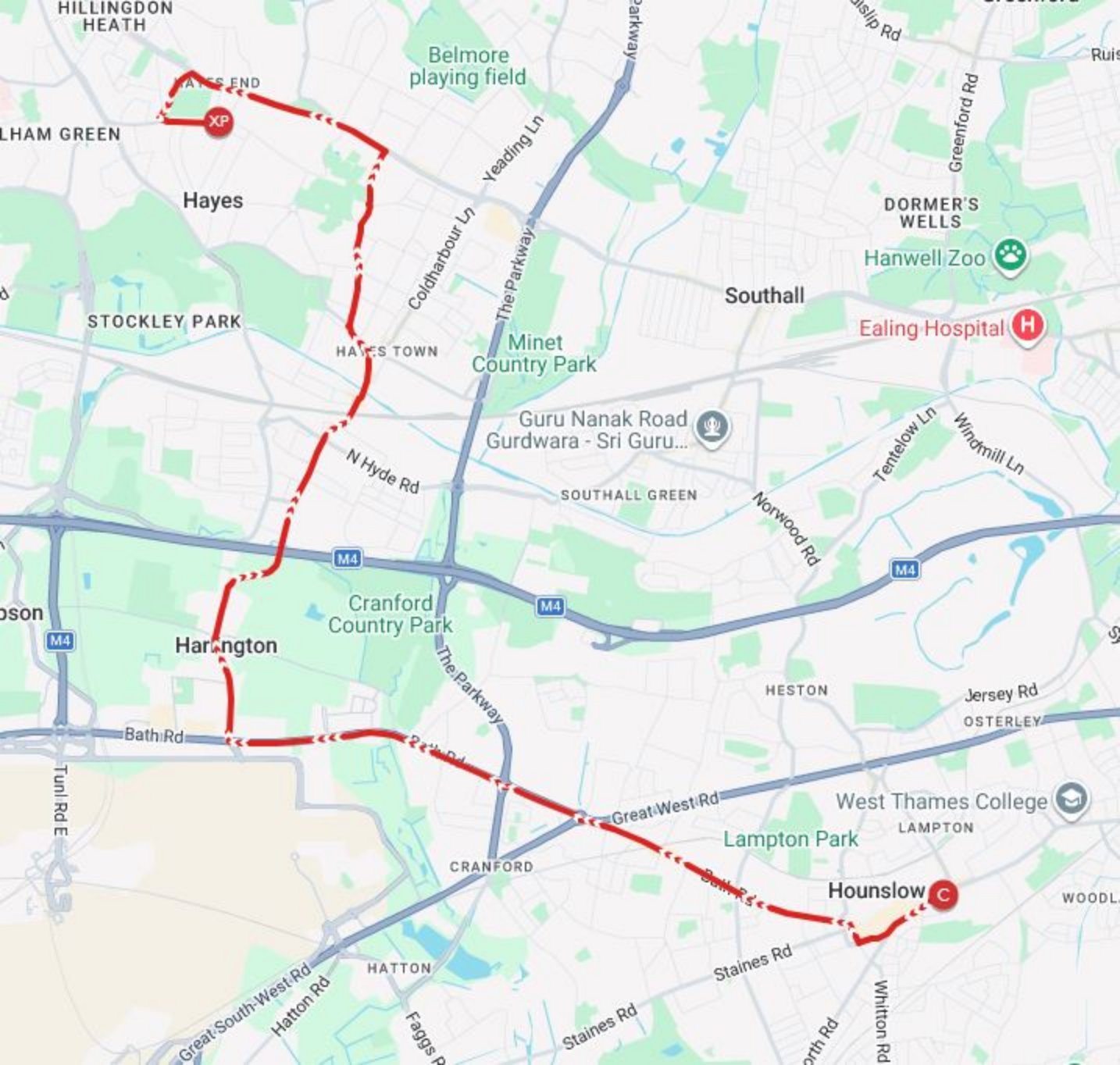


Bus overview



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Hayes

Harlington

Hounslow

Belmore playing field

Minet Country Park

Cranford Country Park

Southall

DORMER'S WELLS

Hanwell Zoo

Ealing Hospital

Guru Nanak Road Gurdwara - Sri Guru...

SOUTHALL GREEN

HESTON

West Thames College

Lampton Park

CRANFORD

LAMPTON

HATTON

WOODL...

Great South-West Rd

Hatton Rd

Faggs P...

Staines Rd

Staines Rd

North Rd

Whitton Rd

Jersey Rd

OSTERLEY

Norwood Rd

Tentlow Ln

Windmill Ln

Coldharbour Ln

The Parkway

Yeading Ln

parkway

slip Rd

Greenford Rd

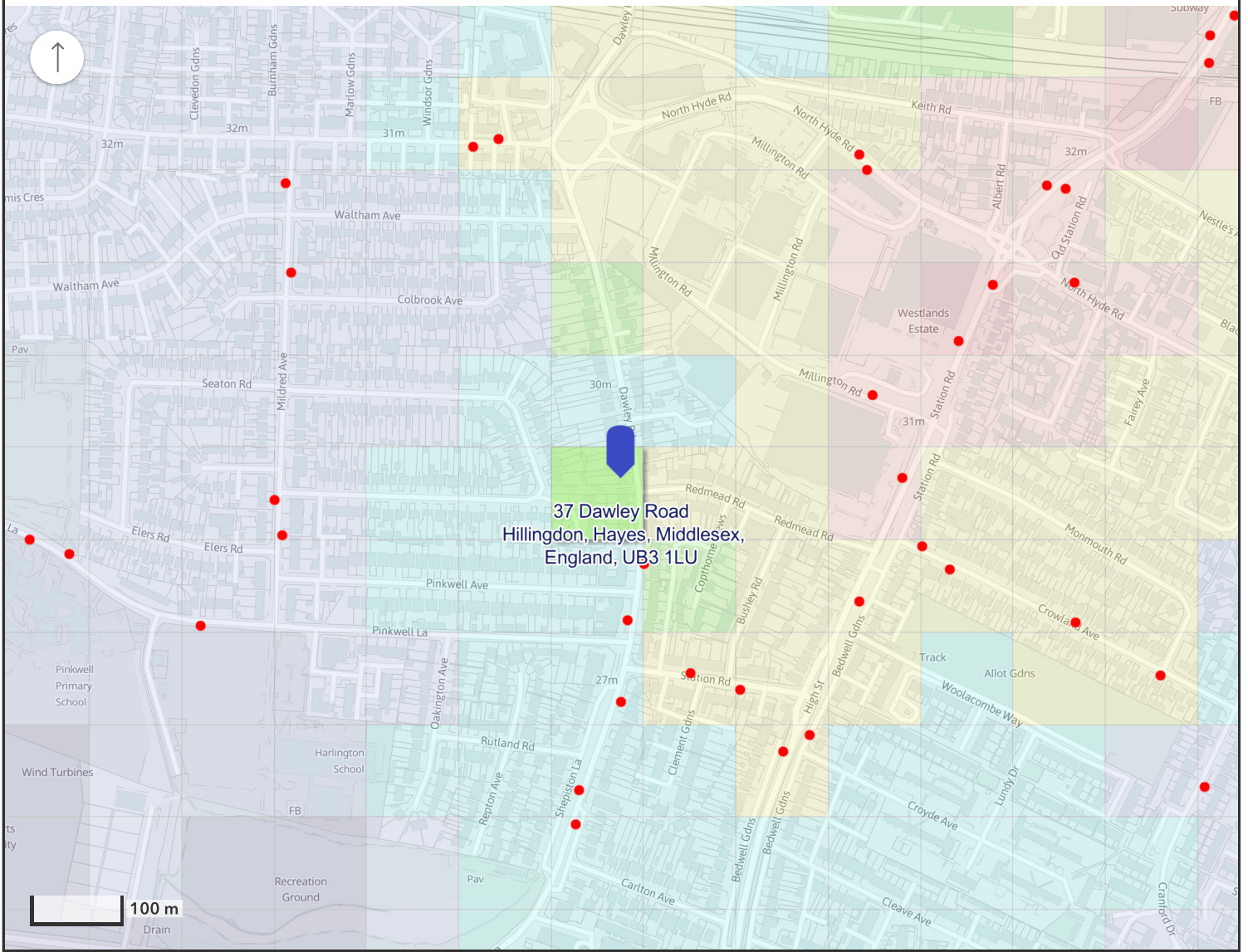
STOCKLEY PARK

LHAM GREEN

HILLINGDON HEATH

## Appendix C – PTAL Output

# PTAL Report



TfL Stations  
Underground Stations



National Rail Stations



Bus Stops



Elizabeth Line Stations



DLR Stations



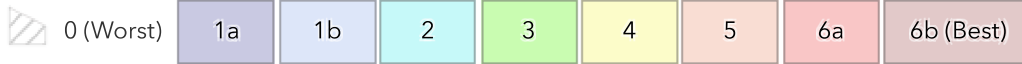
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



## PTAL 2023 Score

3

Grid ID: 72775

Coordinates: 509045,178952 (BNG)

### Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
------	------	-------	-------------------	-------------------

BUS	Pinkwell Avenue	U4	7.00	54.02
-----	-----------------	----	------	-------

Mode	Stop	Route	Service Frequency	Walk Distance (m)
------	------	-------	-------------------	-------------------

BUS	Redmead Road	H98	6.00	402.06
-----	--------------	-----	------	--------

Mode	Stop	Route	Service Frequency	Walk Distance (m)
------	------	-------	-------------------	-------------------

BUS	Redmead Road	90	5.33	402.06
-----	--------------	----	------	--------

Mode	Stop	Route	Service Frequency	Walk Distance (m)
------	------	-------	-------------------	-------------------

BUS	Redmead Road	E6	4.67	402.06
-----	--------------	----	------	--------

Mode	Stop	Route	Service Frequency	Walk Distance (m)
------	------	-------	-------------------	-------------------

BUS	Millington Road	140	7.50	635.95
-----	-----------------	-----	------	--------

Mode	Stop	Route	Service Frequency	Walk Distance (m)
------	------	-------	-------------------	-------------------

BUS	Redmead Road	278	4.00	402.06
-----	--------------	-----	------	--------

Mode	Stop	Route	Service Frequency	Walk Distance (m)
------	------	-------	-------------------	-------------------

BUS	Millington Road	350	3.00	635.95
-----	-----------------	-----	------	--------

## Appendix D – Swept Path Analysis

Vehicle body and track oversail soft landscaping and proposed planting.

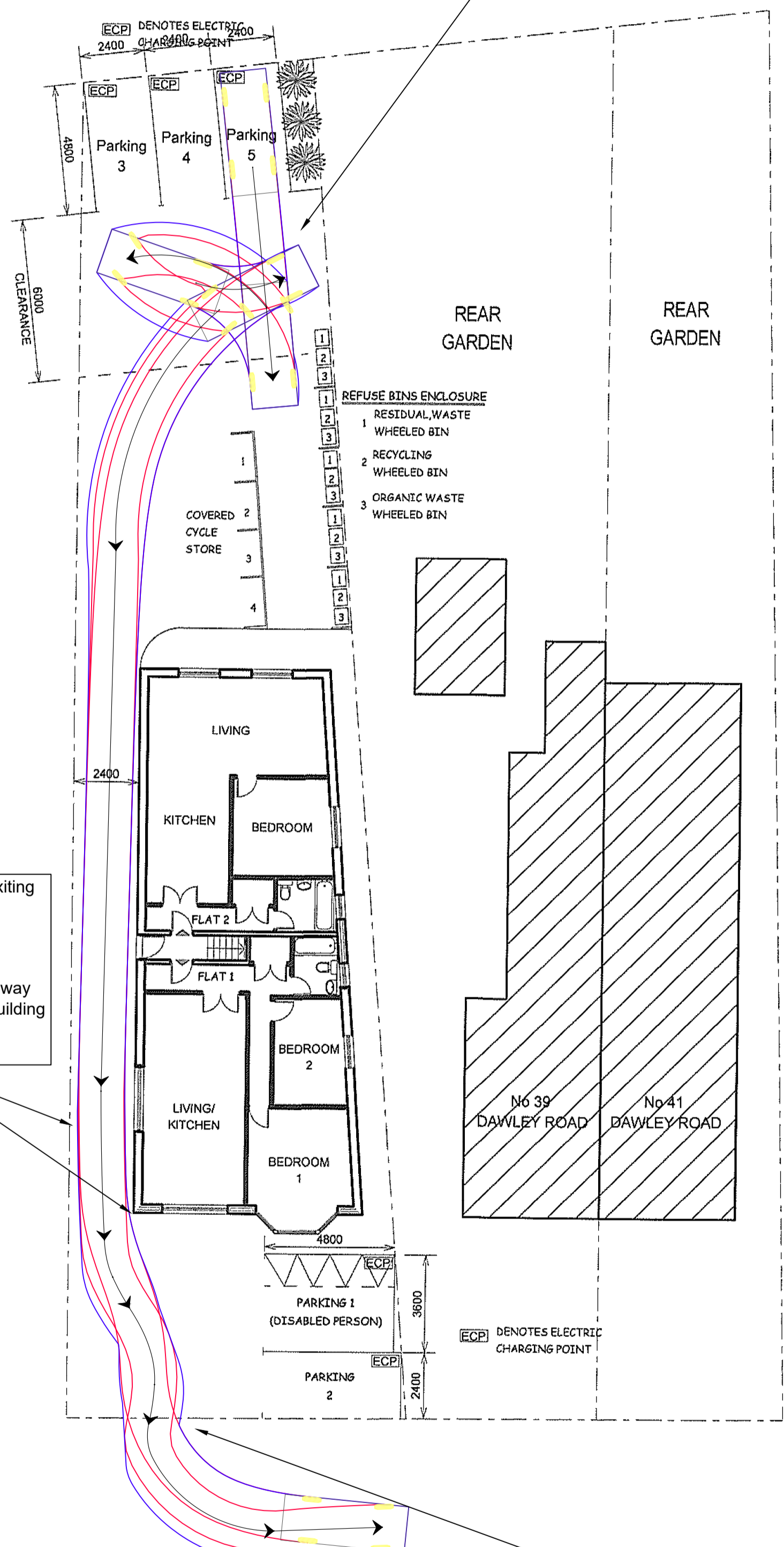
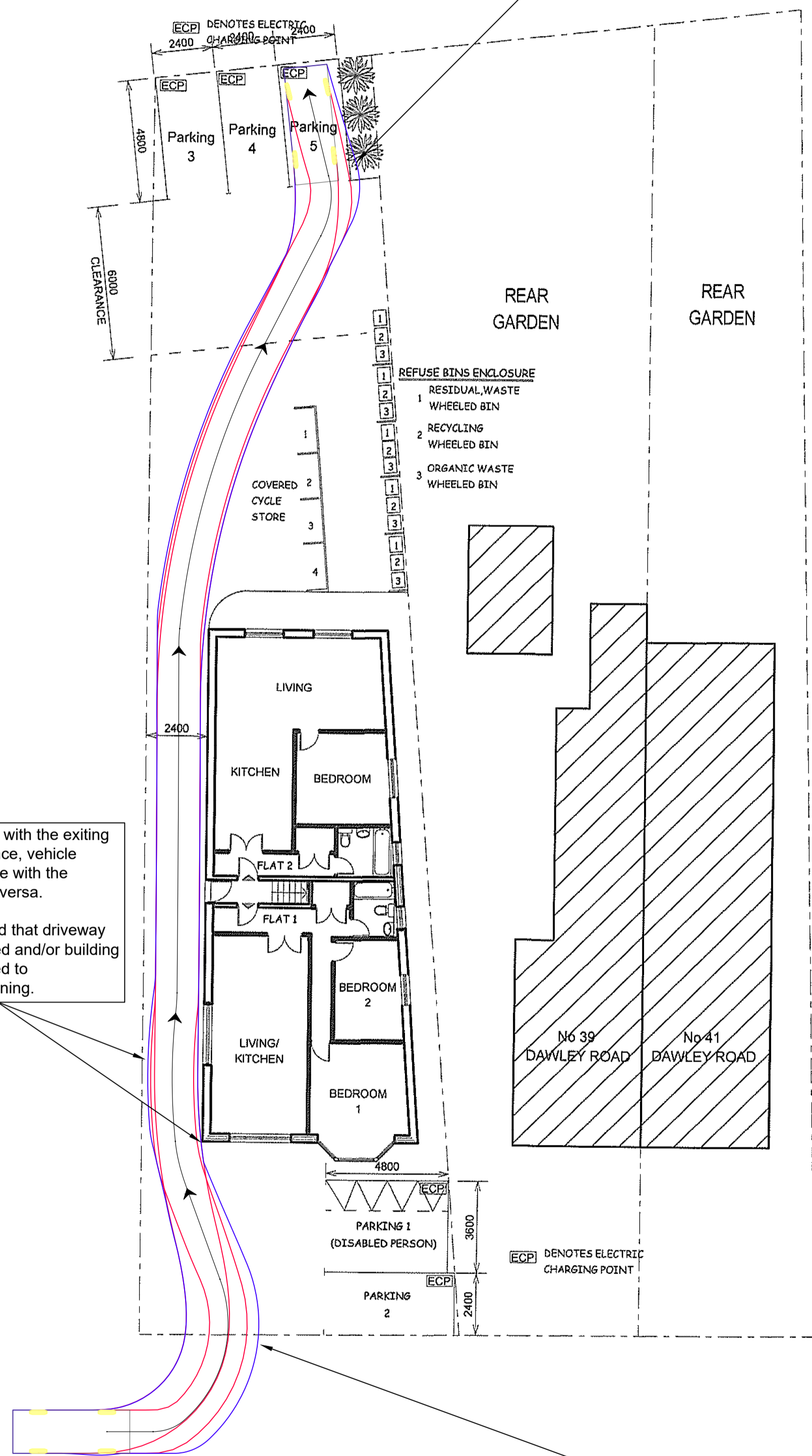
Multiple point turns required to exit in a forward gear. No necessarily an issue but note that clearance space is somewhat limited.

To avoid collision with the exiting boundary wall/fence, vehicle would likely collide with the building and vice versa.  
It is recommended that driveway width be increased and/or building footprint shortened to accommodate turning.

To avoid collision with the exiting boundary wall/fence, vehicle would likely collide with the building and vice versa.  
It is recommended that driveway width be increased and/or building footprint shortened to accommodate turning.

It is unknown as to the width of the access gate and placement in relation to surrounding features i.e footway and carriageway.  
It is recommended that access width be drawn on and if possible width of boundary features.  
See Transport Statement Section 5 regarding placement of access in relation to existing zebra crossing.

It is unknown as to the width of the access gate and placement in relation to surrounding features i.e footway and carriageway.  
It is recommended that access width be drawn on and if possible width of boundary features.  
See Transport Statement Section 5 regarding placement of access in relation to existing zebra crossing.



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- Notes:
1. Do not scale
  2. This drawing is based on:  
Proposed Site Plan in Pdf, Courtesy of R.P Architectural Services
  3. See Transport Statement for further comment and recommendations.

Rev	Date	Description	Drawn	Checked
Client R.P Architectural Services				
Project 37 Dawley Road, Hayes, UB3 1LU				
Title Swept path: rear parking area				
Drawing Status FOR INFORMATION ONLY				
Drawn	TS	Checked	MJB	
Date	13/02/26	Scale (A1)	1:150	
encon ASSOCIATES		10 Chapel Lane Arnold Nottingham NG5 7DR		
T: 0115 987 55 99 E: enquiries@enconassociates.co.uk W: www.enconassociates.co.uk				
Environmental Consultants to the Construction Industry				
BREEAM - Guide for Sustainable Homes Assessors - Landscape Architecture - Transportation Life Cycle Costing - Energy Assessment - SAP - EPC - SBEM - Daylight Calculations				
Job Number	A7644	Drawing Number	01	Rev

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Notes:

1. Do not scale
2. This drawing is based on:  
Proposed Site Plan in Pdf, Courtesy of R.P Architectural Services
3. See Transport Statement for further comment and recommendations.

Rev	Date	Description	Drawn	Checked
-----	------	-------------	-------	---------

Client  
R.P Architectural Services

Project  
37 Dawley Road, Hayes, UB3 1LU

Title  
Swept path: front parking area

Drawing Status  
FOR INFORMATION ONLY

Drawn	TS	Checked	MJB
-------	----	---------	-----

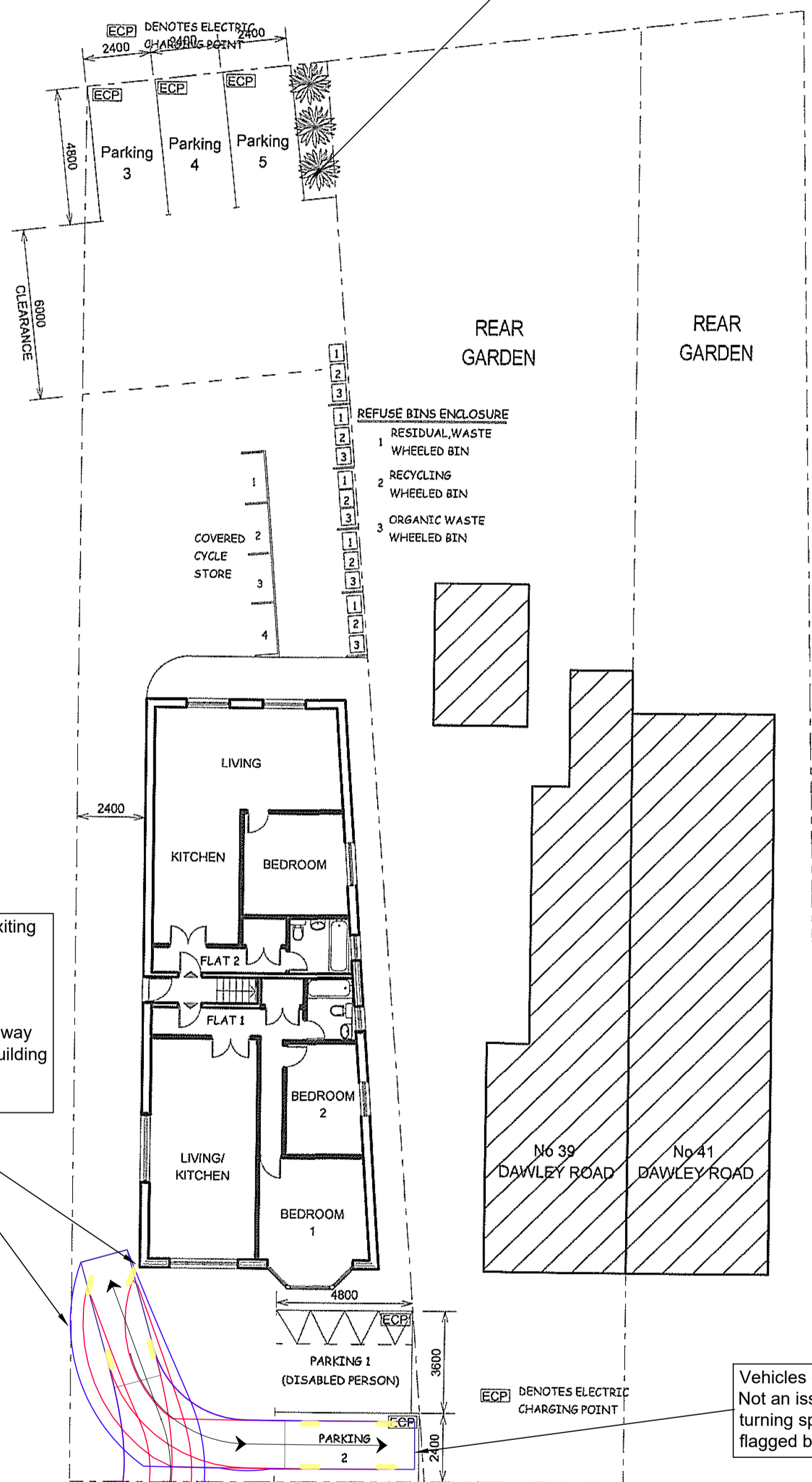
Date	13/02/26	Scale (A1)	1:150
------	----------	------------	-------

**encon** ASSOCIATES  
10 Chapel Lane  
Arnold  
Nottingham  
NG5 7DR  
T: 0115 987 55 99 E: [enquiries@enconassociates.co.uk](mailto:enquiries@enconassociates.co.uk) W: [www.enconassociates.co.uk](http://www.enconassociates.co.uk)

Environmental Consultants to the Construction Industry  
BREEAM - Guide for Sustainable Homes Assessors - Landscape Architecture - Transportation  
Life Cycle Costing - Energy Assessment - SAP - EPC - SBEM - Daylight Calculations

Job Number	Drawing Number	Rev
A7644	02	

Vehicle body and track oversail soft landscaping and proposed planting.



To avoid collision with the exiting boundary wall/fence, vehicle would likely collide with the building and vice versa.  
It is recommended that driveway width be increased and/or building footprint shortened to accommodate turning.

Vehicles can only feasibly park in reverse into bay 2. Not an issue on its own, but taking into account turning space at the front of the site, this could be flagged by Highways.

It is unknown as to the width of the access gate and placement in relation to surrounding features i.e footway and carriageway.  
It is recommended that access width be drawn on and if possible width of boundary features.  
See Transport Statement Section 5 regarding placement of access in relation to existing zebra crossing.

To avoid collision with the exiting boundary wall/fence, vehicle would likely collide with the building and vice versa.  
It is recommended that driveway width be increased and/or building footprint shortened to accommodate turning.

Multiple point turns required to exit in a forward gear. No necessarily an issue but note that clearance space is somewhat limited, this could be flagged by highways.

It is unknown as to the width of the access gate and placement in relation to surrounding features i.e footway and carriageway.  
It is recommended that access width be drawn on and if possible width of boundary features.  
See Transport Statement Section 5 regarding placement of access in relation to existing zebra crossing.

## Appendix E – Context Maps



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Notes:

1. Plan/Map created within QGIS. OpenStreetMap® contributors, licensed under the ODbL by the OpenStreetMap Foundation (OSMF).

Key

Red line boundary 

Rev	Date	Description	Drawn	Checked
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Client  
-

Project  
37 Dawley Road, Hayes, UB3 1LU

Title  
Location Plan

Drawing Status  
FOR INFORMATION ONLY

Drawn	TS	Checked	MB
Date	13.02.26	Scale	1:5,000


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 Environmental Consultants to the Construction Industry

- BREEM - Costs for Sustainable Home Assessors - Landscape Architects - Transportation - Life Cycle Costing - Energy Assessment - SAP - EPC - SBEM - Daylight Calculations

Job Number	Drawing Number	Rev
A7644	-	-