CANEPARO ASSOCIATES
Transport Planning & Highway Design

Infinite Partners

Infinite Hayes

Transport Assessment

(Including Car Park Management Plan & Healthy Streets Assessment)

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1 EXECUTIVE SUMMARY

1.1 This Transport Assessment has been prepared by Caneparo Associates in support of the proposed planning application at 27 Uxbridge Road, UB4 0JN, located within the London Borough of Hillingdon (LBH). The effects of the Proposed Development have been considered on transport and highway issues including sustainable travel, trip generation, the operation of the local highway network, parking and servicing.

1.2 The Proposed Development seeks to create an extension to the existing hotel, creating 265 additional hotel rooms, in addition to the construction of an employment incubator space of light industrial businesses; these will be comprised of 100% independent business, of which 75% are from the local area.

1.3 The site is well located to walking, cycling and public transport infrastructure being well located to bus routes that exist along Uxbridge Road and the proximity of the site to Southall and Hayes & Harlington Stations which benefit from National Rail and Elizabeth Line services. Walking and cycling links in the vicinity of the Site are good, with cycle lanes/routes available, wide and well-lit footways and pedestrian crossings present within the vicinity of the Site.

1.4 To reflect the accessible location of the Site, the Proposed Development has been designed to align with planning policy requirements at all levels to reduce car parking as much as possible and complementing it with a comprehensive package of measures to make travel by non-car modes as realistic and attractive as possible, whilst allowing for a level of vehicle travel to reflect a limited need for some vehicle borne travel.

1.5 The proposal seeks to provide a 'car-light' approach, reducing the number of car parking spaces on-site for hotel users to a total of 14 accessible bays and 18 standards bays with a dedicated, covered vehicle area to enable the setting down and picking up of hotel guests by car. The development also seeks to provide 5 van car parking bays, 1 accessible parking space and 1 car club bay to be associated with the proposed light industrial space.

1.6 The proposed development is supported by a comprehensive package of transport measures to provide realistic and attractive alternatives to car travel and align the proposed development with pre-application advice received from the Greater London Authority (GLA) and LBH. A detailed justification and comprehensive assessment of the proposed level of parking and associated measures is set out in detail within this report.

1.7 The measures proposed are designed to align with prevailing planning policy and a detailed consideration of the declared Climate Emergency and include the following:

- The provision of a dedicated minibus shuttle service between the Site and public transport services;
- A notable overprovision of cycle parking above the minimum planning policy standards incorporating cycle hire facilities to greatly improve access to cycling;
- A commitment to contribute towards providing LBH public cycle hire facilities through collaboration with LBH;
- The provision of a shared van for business use (akin to a Car Club vehicle) that is exclusive to the development and its occupiers;
- Dedicated accessible car parking, complemented by some standard car parking and a covered drop-off area to limit car travel to those who need to and must travel in this manner;
- A financial contribution towards local Active Travel improvements to further improve the attractiveness of walking and cycling; and,
- Dedicated servicing and delivery space for the hotel and light industrial elements which is appropriately sized and independently accessible.

1.8 The Proposed Development will result in an increase in trips made by public transport and active modes, which will be supported by the recent improvements created by the introduction of Elizabeth Line services coupled with the proposed public realm improvements delivered by the Proposed Development and proposed financial contribution towards walking and cycling improvements locally. The Proposed Development will also result in a negligible change in vehicle trips compared to the existing hotel with the associated impact unlikely to be discernible.

1.9 The planning application has been supported by a Travel Plan, a Delivery and Servicing Plan and an Outline Construction Logistics Plan to provide clear management tools and measures to mitigate the potential effects created by travel, servicing and construction. Detailed versions of each document will be secured by Planning Condition.

2 INTRODUCTION

2.1 Caneparo Associates is appointed by Infinite Partners ('the Applicant') to provide traffic and transport advice in relation to the proposed planning application at Hyatt Place, West London, located at No. 27 Uxbridge Road, UB4 0JN ('the Site'), situated in the London Borough of Hillingdon ('LBH').

2.2 The Site currently comprises an existing hotel building, formally known as Hyatt Place, accommodating 170 hotel-beds served by 70 on-site car parking spaces. The proposal seeks to create an extension to the hotel offering an additional 265 rooms, in addition to the construction of an employment incubator space of light industrial businesses (1,318sqm GIA); these will be comprised of 100% independent business, of which 75% are from the local area.

2.3 The proposed detailed development description is as follows:

> *"Demolition of ground floor entrance, parking structure and north-east and south-west wings of the existing building, and refurbishment and extension of existing hotel to include additional accommodation at roof level and full height extension on the north elevation, together with walkways connecting to new buildings of between 6 and 8 storeys, to create additional hotel floor space (Use Class C1) and light industrial floorspace (Use Class E(g)), along with ancillary facilities, parking and landscaping"*

2.4 The proposal seeks to provide a 'car-light' approach, reducing the number of car parking spaces on-site to a total of 14 accessible bays and 18 standards bays with a dedicated, covered vehicle setting down point to enable the setting down and picking up of hotel guests by car. The development also seeks to provide 5 van car parking bays, 1 accessible parking space and 1 car club bay to be associated with the light industrial space.

2.5 The proposed development is supported by a comprehensive package of transport measures to provide realistic and attractive alternatives to car travel and align the proposed development with pre-application advice received from the Greater London Authority (GLA) and LBH. The measures proposed are designed to align with prevailing planning policy and a detailed consideration of the declared Climate Emergency.

Healthy Streets Approach & Vision Zero

2.6 Transport for London (TfL) have adopted the Healthy Streets Approach (HSA) which is a system of policies and strategies that help Londoners use cars less and walk, cycle and use public transport more. The aim of the HSA is to improve air quality, reduce congestion and help people lead a more active and healthier lifestyle. It seeks to put people and their health at the centre of planning policy and decision making.

2.7 The HSA has been developed in conjunction with 'Vision Zero', which forms part of the Mayor's Transport Strategy (MTS) and aims to remove all deaths and serious injuries from London's transport network by 2041.

2.8 As demonstrated in this Transport Assessment, the development proposals will encourage an increase in walking, cycling, and public transport trips by implementing a significant array of measures underpinned by limited car parking and providing attractive alternatives to car travel.

Transport Assessment Structure

2.9 This Transport Assessment has been prepared following pre-application discussions and meetings with LBH, the Greater London Authority (GLA), and Transport for London (TfL), during which, all transport related proposals were discussed, during which the overall approach to transport was agreed in principle, subject to the application being able to demonstrate that a sufficient series of measures would be committed to in order to facilitate the car-light approach to the scheme. The Transport Assessment demonstrates that the planning application is appropriate for this location and could be successfully accommodated by the local transport network, including a significant improvement to the pedestrian and cyclist environment.

2.10 In addition, a Hotel Travel Plan (TP), Delivery & Servicing Plan (DSP) and Construction Logistics Plan (CLP) accompany the planning application and have been prepared to fully consider and manage the potential transport and highways effects associated with the proposals.

2.11 The remainder of this report is structured as follows:

- Section 3 describes the Site and Surroundings including the development proposals;
- Section 4 details the planning policy considerations;
- Section 5 details the accessibility of the site to sustainable transport;
- Section 6 presents the multi-modal trip generation assessment;
- Section 7 provides a detailed justification for the level of car parking offered;
- Section 8 details the scheme's effect on the local transport network;
- Section 9 outlines the proposed car parking management plan; and,
- Section 10 includes a summary and conclusion.

3 SITE AND SURROUNDINGS

3.1 The Site is located at the corner of Springfield Road and Uxbridge Road in the London Borough of Hillingdon. The Site is bound by the Uxbridge Road across its northern frontage, which provides segregated cycle lanes and 2-3 lanes of traffic in either direction. Springfield Road is located on the western frontage and serves as the primary means of access to the wider area of employment, retail, and cultural facilities that surround the Site.

3.2 The Site is located approximately 2.2km west of Southall Station and 3km northeast of Hayes and Harlington Station. The Site location in respect to the surrounding highway network and public transport facilities is detailed in **Figure 3.1** below.

Figure 3.1: Site Location Plan *Source: ArcGIS Pro 2022*

3.3 The application site is formed of the Hyatt Place Hotel is currently in operation and is comprised of a 170-bedroom hotel with 70 on-site car parking spaces, which are principally located at-grade across the eastern and northern site elements and complemented by parking spaces at ground and first floor in the south-eastern corner of the Site.

3.4 The Site has two vehicular crossovers, which are achieved from the Uxbridge Road to the frontage of the Site, and on Springfield Road to the south-west of the Site. The vehicle access from the Uxbridge Road is gated and only accessible in emergencies, therefore the main vehicle access into the Site is taken from Springfield Road, which is also shared as a pedestrian access into the Site.

Local Planning History

3.5 The adjacent site (15-17 Uxbridge Road) is subject to a lengthy planning history, which is pertinent to the consideration of this planning application.

3.6 A resolution to grant planning permission was given in 2021 (LPA Ref: 69827/APP/2021/1565) for the redevelopment of the site to construct a 174 room apart hotel served by 37 car parking spaces. The proposals were developed following an earlier planning application submitted in 2015 (LPA ref: 69827/APP/2015/4719) for a slightly different development comprised of an apart hotel with 131 rooms and 38 parking spaces which was also permitted.

3.7 The 2021 application was referable to the Mayor of London and has parallels with the consideration of this planning application. To support the limited level of car parking proposed, the Applicant resolved to provide a minibus shuttle service, which was the only mitigation measure offered to support the limited level of car parking proposed. No details were provided regarding the shuttle minibus service other than it would operate between the site and Heathrow Airport / Hayes and Harlington rail station.

3.8 It is noted that in their consideration of the 2021 application, the GLA stated that the starting point for car parking for a hotel in this location should be car-free with the exception of accessible car parking. The Applicant sought to argue that given the proposed apart-hotel use with guests staying for up to 6 months, there is a greater propensity for car usage than a traditional hotel.

3.9 The 2021 resolution to grant permission for the adjacent site was considered acceptable from a transport perspective with a limited level of car parking and the provision of a single minibus shuttle service for which no details were submitted. No other planning obligations or financial contributions were secured with the exception of securing a Travel Plan with an associated monitoring fee and bond.

Development Proposals

3.10 The proposed development comprises the retention of the existing central hotel building and demolition of the lower eastern and western wings to construct new building blocks flanking the retained existing hotel with a c-shaped layout, coupled with a roof extension and a new build extension of the existing building's primary mass to the north.

3.11 The proposed development will enable the construction of an extension to the hotel offering an additional 265 rooms, resulting in a hotel of 435 rooms, which will be designed to enable the rooms to accommodate guests for extended stays as the proposed operation of the hotel will seek to enter into corporate partnerships with local businesses. The proposed hotel is targeted at local businesses, in particular those located in the surrounding industrial areas (such as West London Film Studios, which is being expanded). In addition, it is expected that the hotel will continue to attract custom from businesses further afield and from the leisure and tourism market. The proposals also accommodate the construction of an employment incubator space of light industrial businesses (1,318sqm GIA) which will be comprised of 100% independent business, of which 75% are from the local area.

3.12 A copy of the architect's plans are included at **Appendix A**.

Transport Mitigation Measures

3.13 The proposed development is underpinned by a comprehensive package of transport measures to proactively respond to pre-application discussions with LBH. A summary of the measures is outlined below, with further details and justification set out later in this report.

- A dedicated minibus service operated to shuttle guests between the Site and public transport services to overcome any need to travel by car, offering 2 minibuses with a service every 10-12 minutes;
- Dedicated accessible car parking, complemented by a covered drop-off area to limit car travel to those who need to and must travel in this manner, aligning with GLA Advice to reflect the accessible location of the Site;
- The provision of an appropriate level of standard parking spaces to allow for general car parking to align with LBH advice;

- The provision of a shared van for business use (akin to a Car Club vehicle) that is exclusive to the development to reduce vehicle ownership whilst ensuring access to a vehicle for business purposes is permitted to meet operational requirements;
- The provision of a notable overprovision of cycle parking above the minimum London Plan standards for the hotel use, incorporating a dedicated private cycle hire scheme for hotel guests;
- A commitment to contribute towards providing LBH public cycle hire facilities through collaboration with LBH;
- Dedicated servicing and delivery space for the hotel and light industrial elements which is appropriately sized, independently accessible and separate from one another to ensure the efficient operational management of the Site; and,
- A financial contribution towards local Active Travel improvements to further improve the attractiveness of walking and cycling.

Access

3.14 Vehicular access into the Site will be retained from Springfield Road via the existing vehicular access. This will provide vehicular access into the new on-site car parking for the hotel and the light industrial space as well as providing access to the servicing locations for each of the proposed uses on-site. The existing vehicular access from Uxbridge Road and Springfield Road will be removed and the footway reinstated, thus reducing vehicular access to a single crossover.

3.15 Two new pedestrian entrances will be located at the frontage of the site, accessible from the Uxbridge Road, to serve the hotel and light industrial elements respectively. The creation of these two new pedestrian entrances will offer an improved public realm and access into the site. At present, pedestrian access into the site is shared via the vehicular access from Springfield Road, which is not considered appropriate. Therefore, this proposal will result in a significant improvement for pedestrians travelling to / from the Site, offering a safer traffic free route into the development.

Public Realm Improvements

3.16 The northern and western frontages of the Site will be opened up to allow pedestrian flow between the Site and the footway along Springfield Road and Uxbridge Road. Improved landscaping will be provided at the site's frontages to the highway to offer an improved and aesthetically pleasing public realm for use of attendees to the hotel and light industrial space. This space will ensure the development is more accessible to active travellers along Uxbridge Road.

Parking

Vehicle Parking

3.17 The proposed development will result in a reduction in the number of on-site car parking spaces compared to the existing situation, with appropriate car parking facilities provided for the hotel and light industrial uses separately.

3.18 The proposed hotel rooms will be served by 14 accessible parking spaces and 18 standard parking spaces which will be located to the south-eastern corner of the Site, accessible from the existing vehicular access from Springfield Road. In addition, appropriate space for pick-up and drop-off activity is provided for people travelling by taxi or minibus.

3.19 The light industrial uses will be served by 6 parking spaces designed to accommodate standard vans in addition to a single accessible parking space to align with pre-application advice received from the GLA. One of the van parking spaces will be accommodate a dedicated shared van space operated by Zipcar, which will be dedicated to the development only, providing an alternative to vehicle ownership for the business uses.

3.20 In order to support the reduced level of on-site car parking associated with the development, the scheme proposes a minibus shuttle service which will be parked on-site, allowing the transport of hotel guests to/from key public transport facilities within the area (e.g. Southall and Hayes & Harlington stations and Heathrow Airport).

Cycle Parking

3.21 The proposed approach to cycle parking has been developed to align with or exceed the minimum requirements of the London Plan (2021) minimum standards, and will be provided in accordance with the London Cycle Design Standards (LCDS).

3.22 The proposed quantum of cycle parking in comparison to the planning policy minimum requirements is outlined in **Table 3.1** below.

Table 3.1: Cycle Parking Approach

	Hotel (435 Rooms)		Light Industrial (1,550sqm GEA)	
	Policy Requirement	**Amount Proposed**	**Policy Requirement**	**Amount Proposed**
Long Stay Cycle Parking	22 spaces	22 spaces	6 spaces	32 spaces
Short Stay Cycle Parking	9 spaces	10 spaces	2 spaces	8 spaces
Other	-	20 shared spaces for guests	-	3 cargo cycles

3.23 Separate cycle parking will be provided for hotel guests and hotel staff, which will be separate from the light industrial uses so each group is provided with an attractive and accessible cycle store.

3.24 The proposed hotel will be complemented with a dedicated cycle hire facility offered to guests, which will be privately operated by the Hotel Operator with 20 cycles on offer to guests to borrow for time-defined periods.

3.25 Further information on the approach to cycle parking is provided within Section 8 of this TA.

Servicing

3.26 Servicing and deliveries for both the hotel and light industrial element of the proposal will be undertaken on-site, via the dedicated loading areas provided for each use at the development.

3.27 A single loading bay will be located to the southern side of the building, as per the existing situation, which will serve the hotel element of the development; this is designed to accommodate large rigid lorries, up to 10m in length.

3.28 The light industrial space will be served by a single large loading bay, which will be located to the south-western corner of the building and will be able to accommodate large vehicles including a 10m flatbed lorry. This will principally accommodate all main deliveries for the units, including the collection of manufactured goods. The loading bay will also provide space for 3 cargo cycles to enable the delivery of goods by sustainable modes.

3.29 The proposed arrangement for servicing enables all activity to be undertaken within the site, clear of the public highway, and in a manner that accommodates all vehicles entering and leaving in forward gear. The provision of separate loading facilities for the hotel and the light industrial uses enables a harmonious co-location of the two uses which can be independently accessed to ensure smooth operation of both uses.

3.30 Vehicle swept path analysis has been undertaken to demonstrate the suitability of the proposed arrangement, with a copy included at **Appendix B**.

3.31 The delivery and servicing strategy would be underpinned by a Delivery and Servicing Plan, which is submitted as a separate standalone document with the planning application.

Planning Deliverables

Delivery and Servicing Plan

3.32 To ensure that the effects of servicing and waste collection associated with the proposed development are minimised, the Applicant is willing to implement a Delivery & Servicing Plan (DSP) to be secured via planning condition. A draft DSP has been submitted as part of this planning application.

3.33 The primary objectives of the DSP will be to manage deliveries, servicing and waste collections to, from, and within the premises in order to ensure that servicing activity is undertaken successfully and without conflict between vehicles and/or pedestrians.

3.34 The purpose of the DSP will be to mitigate the potential impacts of servicing and waste collection activity associated with the proposed development. The key aims and objectives of the DSP will be:

- Ensure that, where possible, deliveries are planned to avoid multiple arrivals at any one time, reducing the impact on the public highway.

- Ensure that, where possible, deliveries are undertaken by small to medium sized vehicles (e.g. bicycles, motorbikes, and light/panel vans) and electric or hybrid vehicles.
- Ensure that vehicles load/unload for the minimum time necessary, in order to ensure that loading opportunities on-site are available for incoming vehicles whenever possible.
- Reduce the number of deliveries where possible through consolidation, shared suppliers and using locally based suppliers.

Hotel Travel Plan

3.35 A Hotel Travel Plan has been prepared to support the planning application proposal. The measures set out in the Travel Plan seek to encourage staff and visitors to travel by sustainable modes of transport, in particular, by walking and cycling.

3.36 The primary objective of the Travel Plan is to set out a long-term strategy to facilitate and encourage modes of travel to the site by means other than the private car, which reflects current planning policy at a regional and national level. It will also seek to promote a shift from travel by car and public transport to active modes such as walking and cycling.

3.37 The Travel Plan has been prepared in accordance with TfL's Travel Planning Guidance. It is anticipated that a final Travel Plan will be secured by way of a legal agreement or planning condition.

3.38 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle parking. The 'soft' measures include initiatives such as cycle training courses and providing information on public transport services.

3.39 The Travel Plan will be supported by an appointed Hotel Travel Plan Coordinator who will report the findings of monitoring surveys back to the Council. Baseline surveys will be undertaken no later than three months after the Development is occupied and able to host guests (Year 0), with further monitoring surveys occurring after 3 and 5 years.

Construction Logistics Plan

3.40 An Outline Construction Logistics Plan (CLP) has been prepared to support the application. The primary objectives of the CLP will be to provide details / confirmation of the proposed construction arrangements. This sets out proposed vehicle routes, loading / unloading areas, and confirmation of the likely number of vehicle movements, working hours, vehicle types, construction programme and storage requirements, and any necessary parking bay suspensions. The construction process would be carefully managed to ensure safety and minimise disruption to the local road network. The final Detailed CLP will be secured via condition.

3.41 The CLP will allow construction workers to undertake their works without impacting on the local highway network and surrounding communities. The Developer and Contractor will consult with LBH, TfL, and other contractor/developers in the area to minimise disruption and undertake a cumulative assessment of construction works. The Contractor will contact each nearby site to explore whether consolidation of certain deliveries or waste removal can be undertaken.

4 PLANNING POLICY CONSIDERATIONS

4.1 The Proposed Development would come forward giving due consideration to the following national, regional, and local policies, where relevant:

National Transport Policy

National Planning Policy Framework (July 2021)

4.2 The revised National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

4.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy. The Chapter notes at Paragraph 104 that 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;*

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."*

4.4 Paragraphs 107 and 108 provide the planning framework for the consideration of car parking and providing appropriate levels within developments, which is pertinent to this planning application and reads as follows:

"107. 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; 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.

108. 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."

4.5 Paragraph 111 outlines the key planning test within the NPPF from a transport perspective which outlines the approach to assessing developments and states that:

"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."

4.6 Paragraph 112 highlights what developments should provide which are listed below:

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

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

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

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

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

4.7 The Chapter concludes at Paragraph 113 that:

"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".

Regional Transport Policy

The London Plan (March 2021)

4.8 The London Plan (2021) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The transport aspects of the London Plan relevant to the proposed Development are as follows.

4.9 Policy T1 sets out a number of strategic aims, key aims include:

A. "Development Plans should support, and development proposals should facilitate:
1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.

B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

4.10 Policy T4 - Assessing and mitigating transport impacts provides the following advice:

B. *"When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."*

4.11 Policy T5 – Cycling states the following:

A. "Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

(i) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

(ii) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision."

4.12 In terms of car parking Policy T6 states:

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

B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C. An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D. The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E. Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non residential disabled persons parking. F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes."

4.13 In regard to cycle parking, **Table 4.1** below sets out the cycle parking minimum standards relevant to the proposed development as outlined by Policy T5 of the London Plan.

Table 4.1: Cycle Parking Minimum Standards		
Use Class	**Long-stay**	**Short-stay**
Hotel	1 space per 20 bedrooms	1 space per 50 bedrooms
Light Industrial	1 space per 250sqm	1 space per 1,000sqm

4.14 Policy T6.4 prescribes that car parking should be provided on the following basis for hotel uses:

"A In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

B In locations of PTAL 0-3, schemes should be assessed on a case-by case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels"

4.15 Policy T7 Deliveries, Servicing and Construction states the following:

A. "Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.

4.16 'Point G' of Policy T7 states:

G. "Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."

The Mayor's Transport Strategy (March 2018)

4.17 The Mayor's Transport Strategy (MTS) was published in March 2018. The document sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of journeys to be made by sustainable modes.

4.18 The Transport Strategy vision states:

"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.

The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use"

Healthy Streets (February 2017)

4.19 The Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principle means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more.

4.20 The Approach is based on 10 indicators of what forms a Healthy Street with a particular focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document. The document outlines 10 Healthy Streets indicators which provide initial starting points for discussions around the quality of the pedestrian environment. The 10 Healthy Streets indicators are summarised within **Figure 4.1** below, which illustrates the Health Streets Indicator Wheel.

Figure 4.1 – Healthy Streets Indicator Wheel

4.21 The indicators set out within the figure above relate to the various aspects of a Healthy Street network. The indicators are described as follows:

- Pedestrians from all walks of life: London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.

- People choose to walk, cycle and use public transport: Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.

- Easy to cross*:* Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.

- Shade and shelter*:* Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.

- Places to stop and rest: A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.

- Not too noisy: Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.

- People feel safe: The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.

- Things to see and do: People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.

- People feel relaxed: A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair

- Clean air: Improving air quality delivers benefits for everyone and reduces unfair health inequalities.

4.22 It is recognised that not all of the sections within the Healthy Streets Approach assessment are necessarily relevant to each individual street, but in conjunction, form a holistic approach to street appraisal. This report assesses how the Proposed Development provides improvements to the pedestrian environment in the context of the 10 Healthy Streets indicators.

Local Transport Policy

Hillingdon Local Plan - Part 1 (2012)

4.23 The Hillingdon Local Plan Part 1 was adopted in 2012, with Part 2 to be prepared to follow. The Local Plan Part 1 coveys the transport policies set out to promote sustainable transport with an overall aim of reducing private car dependency and improving overall quality of life.

4.24 The Borough has set out objectives in order to meet the aims mentioned above;

- *"SO12: Reduce the reliance of the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.*

- *SO18: improve access to local services and facilities, including health, education, employment and training, local shopping, community, culture, sport and leisure facilities especially for those without car and for those in more remote parts of the borough through well planned routes and integrated public transport."*

4.25 Policy T1 encourages developments to provide access to public transport facilities and provide good cycle and walking provision. Policy T1 will be achieved by:

- *'Improve access to local services and facilities, including health, education, employment and training, local shopping, community, culture, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport;*

- *Improve facilities at bus and underground / rail interchanges to promote sustainable growth in Uxbridge, Heathrow, the Hayes / West Drayton corridor and accessibility in other towns;*
- *Improve public transport services between the north and the south of the borough to ensure easier access between residential areas such as Northwood and South Ruislip, Hillingdon Hospital, Brunel University, Stockley Park and Heathrow Airport; and*
- *Promote efficient use of public transport and particular, the enhancement of Underground services to Uxbridge and faster services to Central London'.*

4.26 Policy T5: Crossrail – identifies that 'the Council will seek planning contributions from appropriate commercial *development towards the provision of the Crossrail project in accordance with the requirements of the London Plan'*.

Hillingdon Local Plan Part 2, Development Management Policies (2020)

4.27 Hillingdon's Local Plan Part 2 includes an amended version of the Part 1 section, and was adopted in January 2020. The relevant policies are considered below.

4.28 Policy DMT 1 highlights that the *'development proposal will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to*:

i. be accessible by public transport, walking and cycling either from the catchment area that is likely to draw its employees, customers or visitors from and / or services and facilities necessary to support the development;

ii. maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii. provide equal access for all people, including inclusive access for disabled people;

iv. Adequately address delivery, servicing and drop-off requirements; and

v. Have no significance adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.'

4.29 Policy DMT 5: Pedestrian and Cyclists – The development proposals need to ensure that safe access for pedestrians and cyclists is provided for on-site by including:

(a) *'The retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*

(b) *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;*

(c) *the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and*

(d) *the provision of cycle parking and changing facilities in accordance with Appendix A C, Table 1 or, in agreement with Council.'*

4.30 **Table 4.2** below sets out LBH's maximum car parking standards and minimum cycle parking standards for hotel and light industrial developments.

Table 4.2: Car and Cycle Parking Standards (Hotel)

Use	Car Parking Maximum Standards	Cycle Parking Minimum Standards
Hotel	*On an individual basis and in addition to car parking requirements:* *a) Provision of taxi pick up and set down to be provided.* *b) One coach parking space is required per 50 rooms.* *c) Within existing and proposed hotel developments, the use any of the hotel car parking for car rental operations or short/long stay airport or other public car parking will require planning permission.* *d) Hotels which include function/banquet and dining rooms (which may include: ballrooms, conferences and meeting rooms, exhibition space, restaurants, café/bar areas, nightclubs and any other rooms capable of use for hosting functions, business meetings of for eating/drinking) will require a transport appraisal to assess the level of car parking.*	*1 space per 10 staff*
Light Industrial	*2 spaces plus 1 space per 50-100sqm of GFA*	*1 space per 250sqm*

Planning Policy Review Summary

4.31 The proposal for car-light development accords with the London Plan, in that Hotel schemes should be reviewed on a case-by-case approach and should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels. This is further supported by providing cycle parking in excess of the London Plans standards, and offering a cycle hire scheme to encourage travel by sustainable modes and reduce vehicle emissions / congestion on the local highway network.

4.32 The proposed development is in accordance with the policy requirements for sustainable development as it will provide a good integration of the different land uses and will benefit from a Hotel Travel Plan that will promote the use of available public transport as well as encouraging travel by cycling and walking.

4.33 The proposed development will provide on-site servicing for both uses within the site. All servicing activity will be overseen by on-site management. As a result, there will be no vehicles stopping on the local highway, therefore ensuring there will be no congestion effects on local roads. This will be managed through the provision of a Delivery and Servicing Plan.

5 ACCESSIBILITY AND ACTIVE TRAVEL AUDIT

5.1 The Healthy Streets approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).

5.2 An assessment of the accessibility of the Site by both active modes of travel and public transport has been undertaken, as well as an Active Travel Audit for the key routes in the locality, based on TfL's adopted Healthy Streets Transport Assessment guidance.

Access by Foot

5.3 It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips and this is set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines ("Guidelines for Providing for Journeys on Foot" 2000) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

5.4 The Transport for London guidance document "Walking Best Practice", April 2012, also refers to car journeys up to 2km in length which could easily be walked in less than 30 minutes whilst new guidance from CIHIT suggests that 80 per cent of trips under 1 mile (1.6km) are undertaken on foot (CIHT, Planning for Walking, April 2015).

5.5 The majority of Hayes and Southall are within a 2km walking distance from the Site including a number of bus services which operate across the London Borough of Hillingdon. In addition, the roads surrounding the Site provide a wide array of retail and commercial properties including food retailers, cafes and restaurants, all within a reasonable walking distance. **Table 5.1** details a list of local amenities within an acceptable walking distance from the Site.

Table 5.1: Approximate Distances to local amenities			
Amenity	**Location**	**Distance (metres / km)**	**Approximate Walking Time (minutes)**
Public Transport Opportunities			
Bus stops	Springfield Road	250m	3 minutes
	Brookside Road	280m	4 minutes
Facilities and Amenities			
Gym	Springfield Road Retail Park	150m	2 minutes
Bank	Bridge Retail Park	450m	6 minutes
Hillingdon Cycle Circuit	Springfield Road	750m	9 minutes
Minet Country Park	Springfield Road	750m	9 minutes
Sainsbury's	Lombardy Retail Park	850m	11 minutes
Pharmacy	Lombardy Retail Park	850m	11 minutes
Dentist	Yeading Lane	1.0km	13 minutes
Doctors Surgery	College Way	1.6km	20 minutes

5.6 The footways in the vicinity of the Site are circa 2-4 metres wide, along Springfield Road and the Uxbridge Road, sufficient for high pedestrian footfall associated with the development and surrounding area.

5.7 To the northwest of the Site there are signalised crossings located between the junction of Springfield Road and Uxbridge Road, of which all are accommodated with dropped kerbs, green man controls and tactile paving.

Access by Cycle

5.8 It is commonly accepted that cycling has the potential to substitute for driving for distances up to 5 miles (8 kilometres). Most of west London, including; Ruislip, Ealing, Hounslow, West Drayton and Uxbridge are within a 5-mile cycle ride from the Site. **Figure 5.1** below illustrates the 20-minute cycle isochrones for the Site.

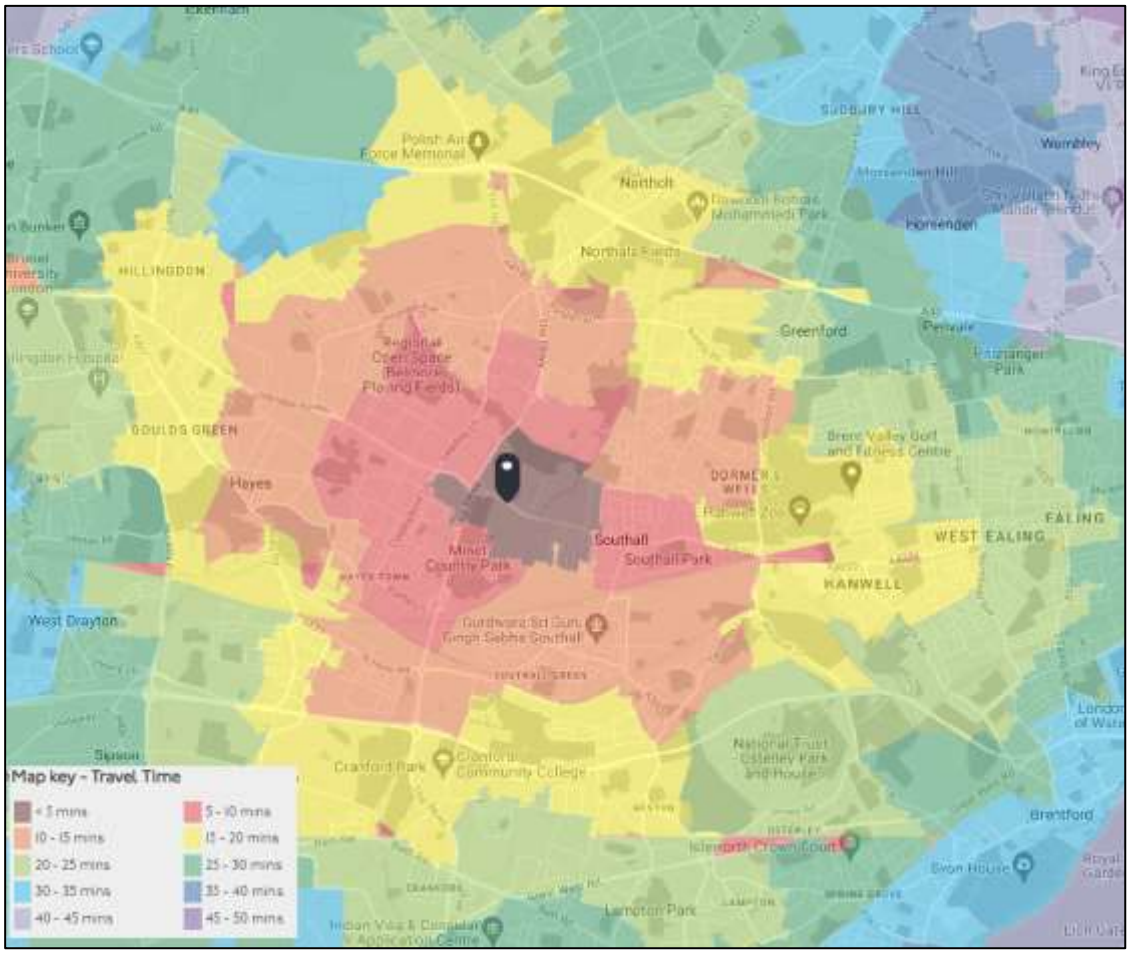


Figure 5.1: 20-minute cycle isochrone

5.9 Southall Station is located approximately a 7 minute cycle from the Site, whilst Hayes & Harlington Station are located an approximate 11 minute cycle from the Site. Both stations benefit from the Elizabeth line and Great Western rail services.

5.10 There are a number of cycle lanes within the vicinity of the Site along Uxbridge Road and Springfield Road, therefore offering an attractive cyclist environment. Uxbridge Road offers a two-way dedicated cycle lane operating on the southern side of the carriageway, separated from the traffic flow and the pedestrian footway which operates along the Uxbridge Road. The cycle lane provides access west towards Uxbridge Town Centre and east towards Southall and Central London.

5.11 Approximately 700m east of the Site on Bankside there is a Quietway cycle route operating parallel to the canal. The route is a traffic free and provides access southwest towards West Drayton and north east towards Kensal Town.

5.12 Directly south of the Site is Hillingdon Cycle Circuit, which offers a dedicated cycle track for keen cyclists which runs regular cycling events and training sessions throughout the year.

Access by Public Transport

5.13 The Site is well served by public transport with convenient access to buses and rail services linking the Site to the surrounding wider environment. This section provides further details on the opportunities to travel to and from the Site by public transport.

Public Transport Accessibility Level

5.14 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

5.15 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.

5.16 The Site falls between a PTAL rating of 2 and 3, suggesting that the Site has a 'moderate' level of accessibility to public transport. The PTAL report is included at **Appendix C.**

Bus Services

5.17 The nearest bus stop (Springfield Road) is located 250m to the west of the Site on the Uxbridge Road for westbound services. The opposing stop for eastbound services (Brookside Road) is located approximately 280m from the Site on the Uxbridge Road.

5.18 A summary of bus services available in the locality of the Site is provided in **Table 5.2** below.

Table 5.2 Summary of Bus Service Routes & Frequency (every 'x' minutes)				
No.	**Route**	**Mon – Fri**	**Saturday**	**Sunday**
207	White City – Hayes By-Pass	5 - 8	5 - 9	7 - 11
427	York Road – King Street	6 – 9	7 - 10	8 - 12
607	White City – Belmont Road	8 - 11	9 - 12	12 - 13
N207	Uxbridge Station – Bloomsbury Square	15	10 - 11	15

Source: TfL

Rail Services

5.19 The site is within cycling distance to Southall Station (7 minute cycle) and Hayes & Harlington Station (11 minute cycle). Both stations offer a Great Western Rail line and Elizabethan line service between London Paddington, Abbey Wood, Reading, Hayes & Harlington and Heathrow. The Elizabeth line receives circa 10 services per hour operating in both directions from both Southall and Hayes & Harlington Stations. Both stations offer ramp access to the carriages as well as step-free access to the platforms.

Local Highway Network

Springfield Road

5.20 Springfield Road, which borders the Site to the west, is a two-way road approximately 8-9m in width offering traffic flow in both directions. Springfield Road operates in a predominantly north to south direction joining with the Uxbridge Road in the north and Beaconsfield Road in the south.

5.21 Springfield Road offers direct vehicle access into the Site and the on-site car park which is associated with the existing Hyatt Place Hotel. The vehicle access from Springfield Road measures approximately 6m in width, sufficient for two-way passing into and out of the Site as well as access for larger delivery vehicles.

5.22 The western frontage of the Site along Springfield Road is controlled by double yellow lines prohibiting stopping on-street at any time. Approximately 50m south to the Site on Springfield Road there is uncontrolled parking present on the eastern side of the carriageway. Past the junction with Bullsbrook Road uncontrolled parking switches to the western side of the carriageway.

5.23 At the junction with Bullsbrook Road and Springfield Road there is a cycle lane operating on the eastern side of the carriageway travelling southbound towards Beaconsfield Road and Minet Country Park.

A4020 Uxbridge Road

5.24 The A4020 Uxbridge Road operates along the site's northern frontage, travelling in a predominantly east to west fashion, joining with The Broadway in the east and Hillingdon Hill in the west. The A4020 is the main highway which connects the Site to Uxbridge town centre in the west and Central London to the east.

5.25 Uxbridge Road offers two-way traffic flow with two lanes operating in both directions. The northern side of the carriageway has a bus lane operating eastbound, which is controlled between 07:00-10:00 and 16:00-19:00. Both sides of the carriageway are controlled by single yellow lines which prevent stopping on-street Monday – Saturday, 08:00-18:30.

5.26 The southern side of Uxbridge Road has a dedicated two-way cycle lane which is segregated to the footway, and operates along a significant stretch of the Uxbridge Road, travelling west towards Uxbridge and east towards Southall and Central London.

Car Clubs

5.27 There are a number of Car Clubs which operate within the LBH. The nearest Car Club bay to the Site is located on Samara Drive, approximately 1.6km (20 minute walk) southeast of the Site; this Car Club bay offers 1 vehicle for use.

Active Travel Audit

5.28 The Active Travel Audit was undertaken on Monday 20th May 2022 by two auditors between 09:00-11:00. The areas included within the Active Travel Audit are deemed the most appropriate / shortest routes to / from the Site, bus stops, rail stations and recreational space. The scope of the audit is detailed within **Figure 5.2**. The scope of the audit was outlined in detail to LBH and TfL during pre-application discussions and no comments were received.

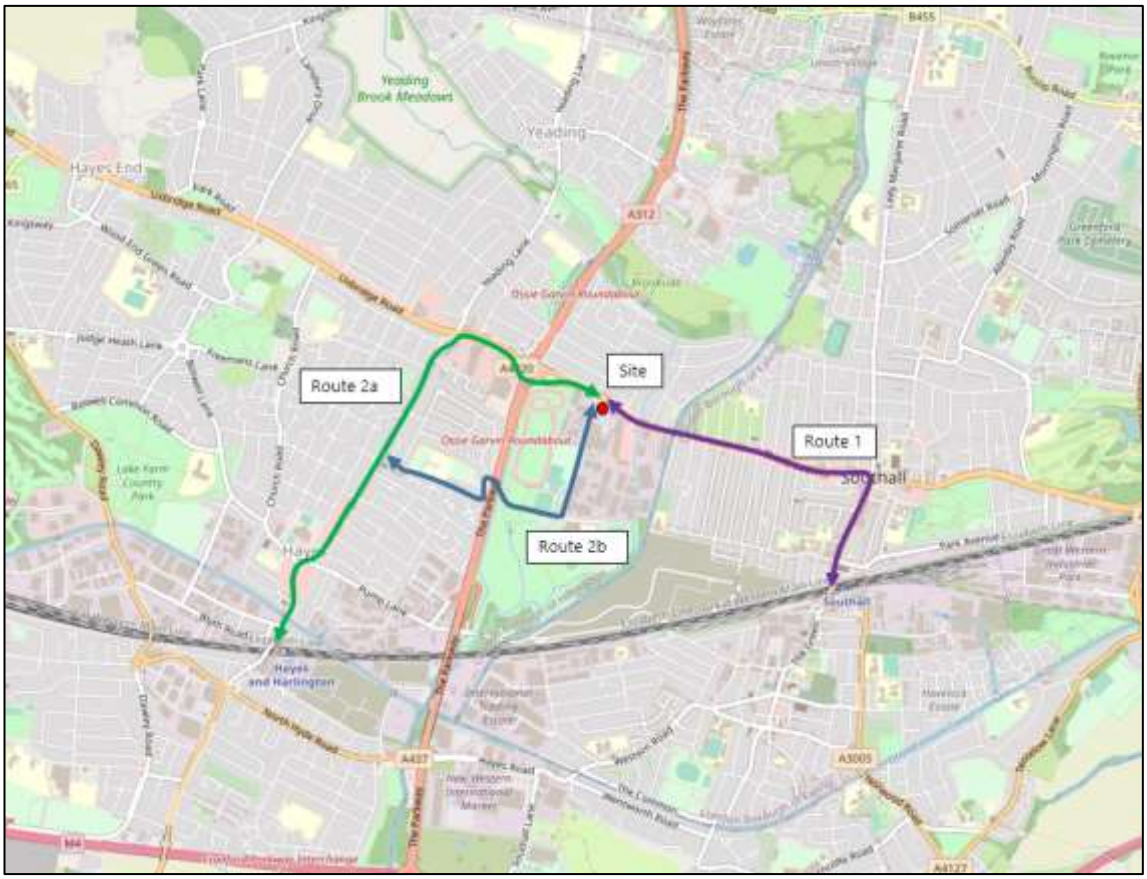


Figure 5.2: Active Travel Audit Scope

5.29 The audit was undertaken in accordance with the Healthy Streets Approach utilising the 'Guide to the Heathy Streets Indicators – Delivering the Healthy Streets Approach' (November, 2017) and Healthy Streets Check for Designers (April 2019).

5.30 The audit has also been undertaken in line with the new Active Travel Zone (ATZ) requirements from TfL. ATZs are the areas surrounding development sites that users are expected to walk and cycle to access services, points of interests, and transport nodes.

The Review Process

5.31 To align with the Healthy Streets and Active Travel Zone Transport Assessment Guidance, the route to/from the Site, Southall station, and Hayes and Harlington station have been assessed within the following sections.

5.32 A thorough assessment of the 'worst' part of the journey is then undertaken using the Healthy Streets indicators as the structure and includes a description of aspects that could improve the active travel experience and environment in the location.

5.33 The Active Travel Audit concludes with a list of recommendations to be implemented in the locality to meet the Healthy Streets two main indicators: Pedestrians from all walks of life; and People choose to walk, cycle and use public transport.

Collision Data

5.34 In line with TfL's Healthy Streets approach and Vision Zero aim: 'the elimination of all deaths and serious injuries from London's streets by 2041', collision data must be interrogated for adjacent highways, and in the event of a 'cluster' of accidents (defined as a single death or two or more serious accidents) a thorough investigation has been undertaken, with potential remedial measures recommended.

5.35 Collision data has been obtained from TfL for the area surrounding the Site for a five-year period up to December 2021. The study area comprises of routes to Southall Rail Station, Hayes & Harlington Rail Station and Minet Country Park. In total, 42 serious collisions were recorded with one fatal collision over the five-year period. Eleven clusters were identified where 2 or more serious collisions occurred near to each other. **Figure 5.3** details the audit area in conjunction with the latest collision data (Killed or Seriously Injured – KSI) along the assessment routes.

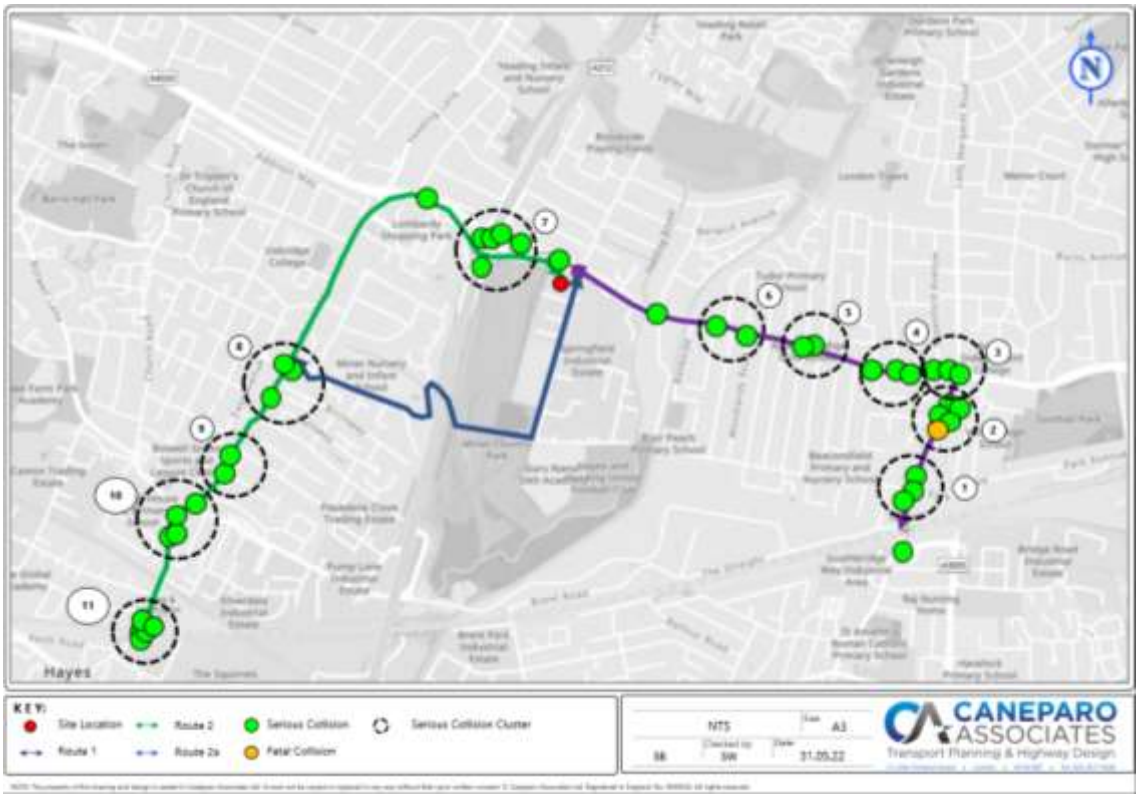


Figure 5.3: Collision Data Cluster Mapping

5.36 The fatal collision occurred between a goods vehicle and a cyclist along South Road. The cyclist was recorded as failing to look properly and failing to judge another person's path or speed resulting in a collision with a goods vehicle during dry and fine weather conditions. Police were present at the scene.

5.37 A summary of the key collisions recorded is provided below:

- Cluster 1: All three collisions occurred near to the junction between South Road and Beaconsfield Road. Two out of the three collisions occurred between a vehicle and a pedestrian with the third occurring between a car and a motorcycle. All collisions occurred as a result of the vehicle drivers failing to look properly.

- Cluster 2: A total of four serious collisions and one fatal collision occurred along South Road. The serious collisions occurred between pedestrians and vehicles mainly driving careless, reckless or in a hurry. Failing to look properly, and pedestrians being masked by stationary or parked vehicles were also contributing factors to the serious collisions. Furthermore, one of the four serious collisions occurred as a result of a bus driver's careless and reckless driving, which led to a standing passenger falling on the bus.

- Cluster 3: A total of three serious collisions occurred at the junction between High Street and South Road. Two of the three collisions occurred between a vehicle and a pedestrian with both pedestrians failing to judge another vehicle's path or speed. The third collision occurred as a result of two cars colliding, but it is not known how the collision occurred.

- Cluster 4: A total of three collisions occurred along Uxbridge Road. All collisions occurred between a pedestrian and a vehicle. One of the three collisions occurred as a result of the pedestrian being impaired by alcohol and failing to look properly. Another occurred as the result of poor weather creating a slippery road surface along with a pedestrian walking carelessly or recklessly and failing to judge the persons path or speed. The third collision occurred as a result of the pedestrian failing to look properly and the improper use of the pedestrian crossing facility.

- Cluster 5: Two collisions occurred at the Uxbridge Road junction with Lancaster Road. The first occurred between a cyclist and a pedestrian as a result of the pedestrian failing to look properly. The second occurred between a pedestrian and a car as a result of stationary or parked vehicles blocking the pedestrian's view, along with the car driver being impaired by drugs (illicit or medical).

- Cluster 6: Two collisions occurred along the Uxbridge Road in close proximity to the Beresford Road junction and the Woodlands Road junction. The first occurred due to a pedestrian being hit by a motorcycle that drove off and the second was the result of a slippery road surface due to the weather, and car driver fatigue which caused a serious collision injuring the two passengers and driver within the car.

- Cluster 7: Five collisions occurred at the Ossie Garvin Roundabout between cyclists and vehicles, and pedestrians and vehicles. The first collision occurred as a result of the cyclist disobeying the pedestrian crossing facility and entering the road from the pavement. The second collision involving a car and a cyclist was self-reported and it is unknown how the collision occurred. The collisions that occurred between pedestrians and vehicles occurred due to pedestrians and cars were the result of the car driver being careless, reckless or in a hurry. Another collision occurred between a car and a bus and was the result of the car exceeding the speed limit and losing control.

- Cluster 8: Three collisions occurred along The Parkway near to the junction with Birchway. The first collision occurred between two cars due to sudden braking and it was not known how the collision occurred. The other two collisions occurred between a vehicle and a pedestrian with one occurring due to a car reversing around a bus stop and causing a pedestrian to slip over. The third collision occurred as a result of the car driver failing to judge another person's path or speed, driving careless, reckless or in a hurry, driving too close to the pedestrian and the pedestrian failing to look properly.

- Cluster 9: Two collisions occurred along Coldharbour Lane near to the junction with Fairdale Gardens. The first collision occurred between a cyclist and a car due to the driver opening their car door and the cyclist colliding into the door. The second occurred between a pedestrian and a bus, the pedestrian failed to look properly and was recorded as being impaired by alcohol, along with crossing the road by masked or stationary parked vehicles.

- Cluster 10: Four collisions occurred between pedestrians and vehicles at the Station Road / Coldharbour Lane / Botwell Lane roundabout. The collisions occurred mostly due vehicles performing poor manoeuvres and failing to look properly.

- Cluster 11: Five collisions occurred on Station Road adjacent to Hayes & Harlington Station. All 5 collisions occurred between a pedestrian and a vehicle. Poor weather and pedestrians failing to look properly were recorded as being factors for all collisions. One collision also occurred due to buses blocking the vision of the pedestrian.

5.38 The collisions recorded and set out above occurred for a variety of reasons and in a number of different locations which would not suggest any pattern or existing issue which could be expected to be worsened by the development proposals.

5.39 Across the range of clusters and collisions analysed, a common theme was vehicle drivers recorded as "failing to judge another person's path or speed, and driving careless, reckless or in a hurry". Each of the 11 clusters reviewed were along busy roads which carry a significant volume of vehicular and non-motorised user traffic each day which increases the likelihood for collisions occurring.

5.40 As such, to address the clusters of collisions recorded, in consideration of the underlying causation and the local circumstances, the most appropriate means of reducing the potential for collisions to occur would be to segregate vehicular and non-motorised vehicle traffic or significantly decrease vehicular traffic generally.

Photographic Audit

5.41 The photographic record of the Active Travel Zone Assessment is illustrated in **Figure 5.4, Figure 5.5** and **Figure 5.6** below, whilst a full-sized copy is included at **Appendix D**.

Figure 5.4: Photographic Record of Route 1

Figure 5.5: Photographic Record of Route 2a

Figure 5.6: Photographic Record of Route 2b

Route 1 - To/From Southall Station

5.42 The route between the Site and Southall Station presents overall a pleasant active travel environment. There are wide footways located along South Road. Further to this a designated cycle lane is located along the A4020 The Broadway providing a route in a westerly orientation towards the Site. There is also short-stay cycle parking along the route with Sheffield Stands located along the A4020 Uxbridge Road. Furthermore, a number of bus stops are situated along the route.

5.43 Despite the route presenting an overall pleasant environment, the Healthy Streets assessment of the pedestrian environment along the A4020 Uxbridge Road identified poor and uneven paving. This section of the pedestrian environment looked challenging for vulnerable pedestrians. This section of the route has been displayed in Image 1e below whilst the full plan of photos taken every 150m along the route is detailed at **Appendix D**.

Figure 5.7: Photograph 1e - Uxbridge Road

5.44 This section of the route has been assessed against the healthy street indicators in **Table 5.3**.

Table 5.3: Healthy Streets Indicators for Route 1 towards Southall Station (Photograph 1e)		
Healthy Streets Indicator	**Observations**	**Area for Improvements**
Pedestrians from all walks of life	Difficulty for vulnerable pedestrians due to the uneven and poor-quality paving. Additionally, there is no dropped kerb and tactile paving at this crossover access which also proposes difficulty for vulnerable pedestrians.	Dropped kerbs and even paving should be provided to improve the existing situation.
Easy to cross	Challenging for vulnerable road users as there is no dropped kerb and tactile paving.	This crossover should be improved removed and the footway should be restored offering a better pedestrian environment.
Shade and shelter	The surrounding trees and shrubs offer some shade and shelter along the footway.	Sufficient for this section of the route, therefore no need for improvements.
Places to stop and rest	There are no places to stop and rest at this section of the route.	Due to the nature of Uxbridge Road, it would not be appropriate to offer places to stop and rest. Therefore, there is no need for improvement.

Not too noisy	Uxbridge Road experiences a high volume of traffic therefore a high amount of noise is generated.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.
People choose to walk, cycle and use public transport	A designated cycle lane is provided for westerly moving cyclists along Uxbridge Road. The site is also located to a number of public transport services with the majority of bus stops providing sheltered seating and timetable information along the route. The pedestrian environment along Uxbridge Road requires improvement due to uneven, poor-quality paving located along the footway.	A designated cycle lane should be considered along the Uxbridge Road in an easterly direction. The footway along Uxbridge Road should be improved to provide better quality, even paving with dropped kerbs and tactile paving to improve the pedestrian environment.
People feel safe	The route is fairly safe as it experiences a moderate to high level of traffic and a good level of pedestrian footfall for natural surveillance.	Overall, a safe route therefore no improvements required.
Things to see and do	Hayes Bridge Retail Park is located in close proximity to the site along Uxbridge Road providing a range of retail amenities and Southall Station is located in close proximity to Southall High Street.	No need for improvements.
People feel relaxed	The route can feel stressful for vulnerable pedestrians due to the poor-quality paving which may propose a risk to some pedestrians.	The footway should be improved to offer a safer and more relaxed environment for pedestrians.
Clean air	High traffic flow along Uxbridge Road.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.

Route 2a – To/From Hayes & Harlington Station

5.45 The route between the Site and Hayes & Harlington Station provides an attractive pedestrian and cyclist environment. Cycle infrastructure in the form of dedicated cycle lanes and cycle parking opportunities are provided along the route. The route provides a good pedestrian environment with footways on either side of the carriageway and signalised crossings located at key junctions. A number of places to stop and rest are located along this route in the form of public benches located on Station Road.

5.46 Although the route presents an overall pleasant environment, the Healthy Streets Assessment of the pedestrian environment along Station Road identified an unpleasant pedestrian environment with litter scattered along the footway and pouring onto the designated cycle lane. This section of the route has been displayed in Image 2A below whilst the fill plan of photos taken every 150m along the route is detailed at **Appendix D.**

Figure 5.8: Photograph 2l: Station Road

5.47 This section of the route has been assessed against the healthy street indicators in **Table 5.4**.

Table 5.4: Healthy Streets Indicators for Route 2 towards Hayes & Harlington Station (Photograph 2l)		
Healthy Streets Indicator	**Observations**	**Area for Improvements**
Pedestrians from all walks of life	Even paving and dropped kerbs with tactile paving provides a good pedestrian environment. Benches provide places to stop and rest for all pedestrians. Litter is scattered along the footway due to an overflowing bin. This led to a poor pedestrian experience.	Litter should be picked up along the route. Public bin collections may need to be increased throughout the week.
Easy to cross	Dropped kerbs and tactile paving along with signalised pedestrian crossings at key junctions are present along the route.	There is no need for improvement.
Shade and shelter	The surrounding trees and shrubs offer some shade and shelter along the footway.	Sufficient for this section of the route, therefore no need for improvements.
Places to stop and rest	A number of benches are located along the route providing places to stop and rest.	There is no need for improvement.
Not too noisy	Station Road experiences a moderate level of traffic therefore a moderate level of noise is generated.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.

People choose to walk, cycle and use public transport	Designated cycle lanes are provided along both sides of the carriageway on Station Road. A number of bus stops are located along the route with the majority of bus stops providing sheltered seating and timetable information along the route. The pedestrian environment along Station Road requires improvement due to the amount of litter scattered across the footways and cycle lanes.	Litter should be cleared along the route. Public bins should have additional collection days along this route.
People feel safe	The route is fairly safe as it is located in an area with high natural surveillance from road users, commercial and residential land uses and the high pedestrian footfall. The route feels unclean and poorly maintained, though bins are provided along the route many were overflowing with rubbish. Litter had begun to obstruct the designated cycleways and pedestrian footways leading to tripping hazards and an overall poor active traveller experience.	Overall, a safe route therefore no improvements required.
Things to see and do	A number of amenities are located along Station Road.	No need for improvements.
People feel relaxed	The route can feel stressful due to the uncleanliness of the footways due to the bins overspilling with litter.	Litter should be cleared along the route. Public bins should have additional collection days along this route.
Clean air	Moderate traffic flow along Station Road.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.

Route 2b –To/From Hayes & Harlington Station via Minet Country Park

5.48 The auditors assessing Route 2b identified that one of the main issue for active travellers was the feeling of not being safe along the route. Naturally the park experiences little natural surveillance due to parts of it not being overlooked by residential or commercial properties. Furthermore, the route lacks dropped kerbs and tactile paving which may pose issues to vulnerable pedestrians. This section of the route is detailed in **Figure 5.8 (Photograph 2j)** below.

5.49 The audit of Route 2b identified that poor quality paving was the main issue for active travellers along the route. The footway along Tiverton Street demonstrated very poor paving quality, of which the footway was broken and uneven, especially along the eastern side of the carriageway. Furthermore, the footway was also narrow in nature making it difficult to accommodate two-way passing or pushchair / wheelchair users. This section of the route is detailed in **Figure 5.9** below and is the 'worst' section of the route that has been assessed against the Healthy Streets Indicators in **Table 5.5** below, whilst photographs taken along the route are detailed at **Appendix D**.

Figure 5.9: Photograph 2j - Springfield Road

Table 5.5: Healthy Streets Indicators for Route 2b via the Minet Country Park		
Healthy Streets Indicator	**Observations**	**Area for Improvements**
Pedestrians from all walks of life	The footway quality may make it difficult for vulnerable pedestrians to navigate the informal crossing.	Improvements to the crossing should be undertaken.
Easy to cross	Informal crossings are present along the majority of Springfield Road.	The quality of the crossovers could be improved to accommodate for all abilities of active travellers.
Shade and shelter	The surrounding trees offer shade along the route.	Sufficient for this section of the route, therefore no need for improvements.
Places to stop and rest	There are no places to stop and rest along Springfield Road, although there are public benches within Minet Country Park.	The nature of Springfield Road would not be considered appropriate to accommodate places to stop and rest. Therefore, no need for improvement.
Not too noisy	Springfield Road provides a number of industrial sites and therefore a high number of HGVs drive along the road making it noisy.	The nature of Springfield Road means that no need for improvements.
People choose to walk, cycle and use public transport	The cyclist environment is good, a dedicated cycle lane is present along Springfield Road and cyclists are able to cycle in Minet Country Park. Footways are poorly maintained along Springfield Road and informal crossings may propose difficult for vulnerable pedestrians. Due to the nature of the route, bus stops are not present.	Improvements to the footway and informal crossings should be undertaken.
People feel safe	Little pedestrian footfall along the route, can feel slightly unsafe. Minet Country Park lacks areas with natural surveillance which may make people feel unsafe. Springfield Road experiences a high amount of HGV traffic due to the industrial land uses present on the site, this may make both pedestrians and cyclists feel unsafe, especially at informal crossovers.	Improvements should be made to the informal crossovers on Springfield Road.
Things to see and do	This route leads through the recreational space of Minet Country Park.	No need for improvements.
People feel relaxed	May feel stressful due to the poor quality paving and lack of natural surveillance.	Improvements to the footway and informal crossings should be undertaken.
Clean air	High number of HGVs along Springfield Road however Minet Country Park is located a short distance away providing a high number of trees and ample vegetation.	No need for improvements.

Summary, Recommendations and Conclusion

5.50 An Active Travel Audit was undertaken of the routes to / from Southall Rail Station, Hayes & Harlington Rail Station, and Minet Country Park. The worst locations were identified as being:

- The poor quality paving and lack of dropped kerbs with tactile paving along Uxbridge Road.
- Overflowing public bins located on the footway resulting in litter scattered along both the footway and designated cycle lanes along Station Road.
- Lack of natural surveillance within Minet Country Park which may lead people to feel unsafe.
- Poor quality paving along Springfield Road created by redundant or poorly constructed vehicular crossovers (which lack dropped kerbs and tactile information).

Recommendations

5.51 As part of the Healthy Streets Approach and new TfL Transport Assessment guidance, a number of recommendations for improvements to the local transport network have been identified which would facilitate an environment that encourages walking and cycling.

- The provision of dropped kerbs, tactile paving and better quality paving along Uxbridge Road and Springfield Road; and
- Public bin collections to be increased along Station Road.

5.52 The development itself will respond to a number of these recommendations and will contribute towards promoting walking, cycling and public transport by incentivising hotel guests to travel on public transport and by providing high quality cycle parking in line with the London Plan 2021 standards.

5.53 Furthermore, as part of the proposed development at application seeks public realm improvements to the frontage of the Site along Uxbridge Road and Springfield Road, which will offer improved landscaping and an extension to the existing footways to offer an attractive public realm environment.

5.54 It is noted that financial contributions and highway works to address the aforementioned issues will need to align with CIL Regulations and Paragraph 57 of the NPPF whereby *"Planning obligations must only be sought where they meet all of the following tests: a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development."*

Conclusion

5.55 In conclusion, the Active Travel Audit has identified that poor quality paving and crossings is the largest barrier to active travel for the majority of routes. Designated cycleways are provided along the majority of the routes that were assessed.

5.56 The overall results of the Active Travel Audit indicate that the pedestrian / cycle environment within the vicinity of the Site was generally positive, and that alongside the proposed improvements associated with the proposed hotel scheme, walking and cycling will be actively encouraged in the future through good design.

6 TRIP GENRATION ASSESSMENT

6.1 This section considers the potential traffic and transport trip generation of the existing hotel use and proposed development.

Existing Hotel Trip Generation

6.2 In order to understand the existing trip generation of the current hotel development, the TRICS trip rate database was interrogated to determine the person trip rate of the hotel in accordance with the methodology set out during pre-application discussions with LBH and TfL. To obtain the most appropriate number and type of sites from the database, the following parameters were used:

- Land Use – Hotel;
- Sites located within Greater London only;
- Sites surveyed since 2013;
- Weekday data only; and
- PTAL 3 and above.

6.3 The assessment generated the three comparable sites with the relevant survey details provided in **Table 6.1** below, whilst the output data is included at **Appendix E**.

Table 6.1: Available TRICS Survey Sites

Site Reference	Site Location	Hotel	Star Rating	PTAL	No. of Rooms
BE-06-A-02	Southwold Road, Bexley, DA5 1ND	Holiday Inn	3	3	107
GR-06-A-03	Greenwich High Road, SE10 8JA	Novotel	4	4	151
LB-06-A-01	Waterloo Road, SE1 8XA	Hampton by Hilton	3	6b	297

6.4 To ensure the suitability of the three sites selected, a 'Cross Test' analysis was undertaken within TRICS, which confirmed that there was only a 1.2% variation between the mean and median total person trip rates between 7am and 7pm. This is summarised in **Figure 6.1** below and demonstrates that the three sites provide sufficient reliability in the data presented; the dataset is therefore considered appropriate to inform this assessment.

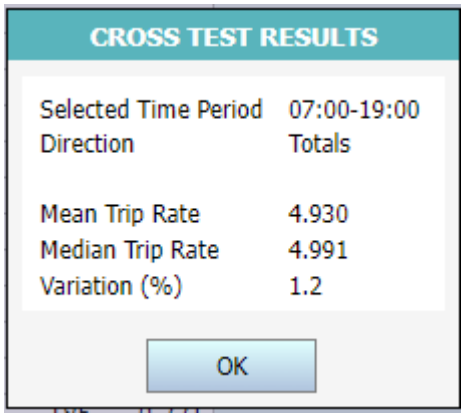


Figure 6.1: Cross Test Analysis for Person Trip Generation (extracted from TRICS)

6.5 It is considered the three sites available provide a sound basis to understand the existing trip generation of the existing hotel as they each occupy locations with moderate to excellent access to public transport, yet yield very similar number of trips per bedroom despite differences in star rating, size of hotel, or public transport accessibility. On this basis, it is appropriate to use the person trip rates from the TRICS database to quantify the number of person trips from the existing hotel on a daily basis.

6.6 A summary of the person trip rates and person trip generation during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00) for the existing 170-bedroom hotel have been summarised in **Table 6.2** below.

Table 6.2: Existing Hotel Trip Rates & Trip Generation (170 Bedrooms)

Period	In	Out
AM Peak (08:00-09:00)	(0.105) **18**	(0.213) **36**
PM Peak (17:00-18:00)	(0.223) **38**	(0.245) **42**

6.7 In order to determine the multi-modal trip generation of the existing hotel use, modal split data has been obtained from the TRICS sample set above, and local census data for the method of travel to work data for people employed within the local area. The TRICS data does not offer as detailed breakdown of travel mode share as census data and is based on a range of hotels with varying accessibility, whilst the census data offers a more detailed insight to local travel characteristics and reflects the specific travel choices on offer to the local area.

6.8 The modal split for the existing hotel has been adjusted by augmenting the modal split data from the TRICS database and census data to better balance local travel characteristics and general hotel characteristics. This is summarised in **Table 6.3** below, where the adjusted modal share represents an average of the census and TRICS data. For example, TRICS data suggests that up to 30.9% of hotel guests travel by vehicle (taxi, driving a car or as a passenger) whilst census data suggests that 56.8% of people travel by these modes to work, and, as such, it is assumed that 43.8% of people drive or are driven to the existing hotel.

Table 6.3: TRICS mode share vs Census Mode Share vs Adjusted Mode Share

Travel Mode	TRICS Mode Share	Census Mode Share	Adjusted Mode Share
Underground, metro, light rail, tram	31.5%	6.1%	21.3%
Train		5.1%	
Bus, minibus or coach	4.5%	23.6%	14.0%
Motorcycle, scooter or moped	0.1%	0.6%	0.3%
Taxi	30.9%	0.3%	43.8%
Driving a car or van		52.0%	
Passenger in a car or van		4.5%	
Bicycle	0.3%	1.4%	0.8%
On foot	33%	6.5%	19.7%
Total	100.0%	100.0%	100.0%

6.9 The modal split has been applied to the trip generation in Table 5.2 to demonstrate the multi-modal trip generation of the existing hotel during the AM and PM peak hours. This is presented in **Table 6.4** below.

Table 6.4: Existing Hotel Multi-modal Trip Generation (170 bedrooms)

Travel Mode	Adjusted Mode %	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Underground / Rail	21.3%	4	8	12	8	9	17
Bus	14.0%	3	5	8	5	6	11
Motorcycle	0.3%	0	0	0	0	0	0
Taxi / Car Travel	43.8%	8	16	24	17	18	35
Cycle	0.8%	0	0	0	0	0	1
Walk	19.7%	4	7	11	7	8	16
Total	100%	18	36	54	38	42	80

Proposed Development Trip Generation

6.10 To consider the multi-modal trip generation of the proposed development, consideration has been given to the hotel use and light industrial elements separately which have been considered in turn below.

Proposed Hotel

6.11 This section considers the potential trip generation for the proposed number of hotel rooms within the proposed development.

6.12 To calculate the person trip generation of the proposed hotel (the construction of 265 additional hotel rooms to create a total of 435 rooms), the same person trip rates extracted from the TRICS database summarised in Table 6.2 above have been used. The person trip rates have been applied to the proposed number of rooms and summarised in **Table 6.5** below.

Table 6.5: Proposed Hotel Trip Rates & Trip Generation (435 Bedrooms)

Period	In	Out
AM Peak (08:00-09:00)	(0.105) **46**	(0.213) **93**
PM Peak (17:00-18:00)	(0.223) **97**	(0.245) **107**

6.13 To determine the multi-modal trip generation of the proposed hotel use, the same TRICS and census modal share data has been interrogated and further adjusted to reflect the way in which hotel guests will travel to the Site, recognising the car-light nature of the proposed hotel and the significant transport mitigation strategy that is proposed as detailed previously.

6.14 The modal split for the proposed hotel use has been adjusted by augmenting the modal split data from the TRICS database and census data to better balance local travel characteristics and general hotel characteristics. This is summarised in **Table 6.6** below, where the adjusted modal share has been calculated by firstly reducing car travel modal share to 3.7% to reflect the number of parking spaces in relation to hotel rooms (32 parking spaces divided by 435 rooms = 7.4%. This has been divided by two to reflect that whilst people who travel to stay at the hotel by car would not use the car for all journeys, and, as such a mode share of 3.7% is assumed).

6.15 The proportion of taxi journeys has been set at 11% to reflect the proportion of taxi journeys for other permitted hotels including a 840-room hotel scheme in Wandsworth (local planning ref: 2021/4900) and a 550-room hotel scheme in Westminster (local planning ref: 19/09813/FUL).

6.16 The modal share proportion for all remaining modes (rail; bus; bicycle, and on foot) have been calculated by considering the reduction in car travel between the existing and proposed hotels (43.8% existing to 14.8% proposed = -29.1%) and then equally apportioning the difference to each of the four sustainable modes of transport (+7.28%).

6.17 The adjusted modal share for the proposed hotel is illustrated in **Table 6.6** below.

Table 6.6: TRICS mode share vs Census Mode Share vs Adjusted Mode Share

Travel Mode	TRICS Mode Share	Census Mode Share	Adjusted Mode Share
Underground, metro, light rail, tram	31.5%	6.1%	28.6%
Train		5.1%	
Bus, minibus or coach	4.5%	23.6%	21.3%
Motorcycle, scooter or moped	0.1%	0.6%	0.3%
Taxi	30.9%	0.3%	11.0%
Driving a car or van		52.0%	3.7%
Passenger in a car or van		4.5%	0.0%
Bicycle	0.3%	1.4%	8.1%
On foot	33%	6.5%	26.9%
Total	100.0%	100.0%	100.0%

6.18 The modal split data for the proposed hotel summarised in Table 6.6 above has been applied to the trip generation in Table 6.5 to demonstrate the multi-modal trip generation of the proposed hotel during the AM and PM peak hours. This is presented in **Table 6.7** below.

Table 6.7: Proposed Hotel Multi-modal Trip Generation (435 bedrooms)

Travel Mode	Adjusted Mode %	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Underground / Rail	28.6%	13	27	40	28	31	58
Bus	21.3%	10	20	29	21	23	43
Motorcycle	0.3%	0	0	0	0	0	1
Taxi	11.0%	5	10	15	11	12	22
Car Driver	3.8%	2	3	5	4	4	7
Cycle	8.1%	4	8	11	8	9	17
Walk	26.9%	12	25	37	26	29	55
Total	100.0%	46	93	138	97	107	204

Proposed Light Industrial

6.19 To calculate the person trip generation of the proposed light industrial uses in accordance with the pre-application advice received from TfL, the TRICS database was interrogated for similar sites and to establish a robust assessment of the likely trip generation of the uses.

6.20 In the interrogation of the database, it was concluded that the category 'Industrial Estate' provided more comparable sites as the development is proposing to provide a number of different light industrial units which will be occupied by different owners and therefore is more likely to represent an industrial estate as opposed to a single industrial unit. Therefore this use was deemed the most appropriate in comparison to the land use category 'Industrial Unit' within the database.

6.21 Furthermore, the land use 'Industrial Estate' provided 4 sites across Greater London which were all within Outer London Boroughs and reflected the locational characteristics of the proposed development. By comparison, the land use 'Industrial Unit' only yields a single site comprised of a food production factory. By using 'Industrial Estate' as the basis to underpin the assessment, it not only provides a more comparable planning use but is considered more robust given the larger dataset available. Indeed, having reviewed the trip rates for the single Industrial Unit site, it would generate notably fewer person trips than the Industrial Estate use. On this basis, it was considered appropriate to use the land use 'Industrial Estate'.

6.22 As such, based on the above, the following parameters were selected to generate the greatest number of sites to obtain a reasonable dataset whilst reflecting the characteristics of the proposed development. The TRICS output data is included at **Appendix F**:

- Land Use – Employment;
- Category – Industrial Estate;
- Sites located within Outer London only;
- Sites surveyed since 2015; and
- Weekday data only.

6.23 A summary of the trip rates and trip generation during the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00) for the proposed 1,318sqm GIA of light industrial space is detailed in **Table 6.8** below.

Table 6.8: Proposed Light Industrial Trip Rates & Trip Generation (1,318sqm GIA)		
Period	**In**	**Out**
AM Peak Hour (08:00-09:00)	(0.956) **13**	(0.619) **8**
PM Peak Hour (17:00-18:00)	(0.261) **3**	(0.663) **9**

6.24 To determine the multi-modal trip generation of the proposed light industrial uses, the census data for journeys to work (Place of Work) for super output area Hillingdon 026 (in which the Site is located) has been used. This has been manually adjusted to take account of the car-light nature of the development (6 van spaces and 1 accessible space).

6.25 The car driver proportion has therefore been reduced to 10%, with the mode share across the four sustainable modes (rail, bus, bicycle and on foot) adjusted on a pro-rata basis. Based on a parking accumulation analysis using person trip rates and a 10% driver mode share, this would suggest a maximum accumulation of 27 parked cars which is greater than the number of spaces provided. On the basis that the Zipvan will be used throughout the day, the 10% modal share provides a robust assumption with respect to likely car trips to ensure a worst case assessment of vehicular traffic is accounted for. In reality, the car driver modal share is expected to be less.

6.26 The modal share for Underground and train modes have been amalgamated to reflect that no dedicated underground services can be reached in close proximity to the Site with Elizabeth Line and National Rail services available at both Hayes & Harlington station and Southall station. This aligns with the approach taken for the hotel trip generation, where it was undertaken to take account of the nuances of TRICS vs census modal share data.

6.27 The adjusted modal share for the proposed light industrial use is illustrated in **Table 6.9** below.

Table 6.9: Census Mode Share vs Adjusted Mode Share		
Travel Mode	**Census Mode Share**	**Adjusted Mode Share**
Underground, metro, light rail, tram	6.1%	21.7%
Train	5.1%	
Bus, minibus or coach	23.6%	34.1%
Motorcycle, scooter or moped	0.6%	0.3%
Taxi	0.3%	0.6%
Driving a car or van	52.0%	10.0%
Passenger in a car or van	4.5%	4.5%
Bicycle	1.4%	11.9%
On foot	6.5%	17.0%
Total	100.0%	100.0%

6.28 The modal split data for the proposed light industrial use summarised in Table 6.9 above has been applied to the trip generation in Table 6.8 to demonstrate the multi-modal trip generation of the proposed hotel during the AM and PM peak hours. This is presented in **Table 6.10** below.

Table 6.10 Proposed Light Industrial Multi-modal Trip Generation							
Travel Mode	**Adjusted Mode %**	**AM Peak Hour**			**PM Peak Hour**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Underground / Rail	21.7%	2	5	6	1	2	3
Bus	34.1%	3	7	10	1	3	4
Motorcycle	0.3%	0	0	0	0	0	0
Taxi	0.6%	0	0	0	0	0	0
Car Driver	10.0%	1	2	3	0	1	1
Car Passenger	4.5%	0	1	1	0	0	1
Cycle	11.9%	1	2	3	0	1	1
Walk	17.0%	1	4	5	1	1	2
Total	100%	8	21	29	3	9	12

6.29 The data above demonstrates that the majority of trips to the light industrial space will be undertaken by sustainable modes, equating to 16 trips in the AM peak and 7 trips in the PM undertaken by public transport. Furthermore, the proposed light industrial space is expected to generate 2 vehicle trips in the AM peak and 1 in the PM peak, which reflects the total provision of 5 on-site van parking spaces.

6.30 It is considered the trip generation assessment outlined above represents a robust, worst-case assessment of the likely number of person trips each day. Based on the TRICS data extracted, as many as 216 two-way person movements would be expected on a daily basis. The Employment Densities Guide 3rd Edition suggests an employment density of 1 employee per 30-60sqm within Incubator Small Business Workspace or 1 employee per 47sqm for traditional Light Industrial Uses. As such, based on 979sqm NIA of light industrial space, it would generate 21 employees assuming an employee density of 1:47sqm.

6.31 As such, to generate 249 person movements per day (as the TRICS data suggests) each employee would have to undertake 12 movements per day which is considered highly unlikely. The TRICS based assessment outlined above is therefore likely to overestimate the realistic number of trips that would be expected and is therefore considered to be robust.

Total Proposed (Hotel & Light Industrial)

6.32 The total proposed multi-modal trip generation of the Site has been calculated by adding together the hotel and light industrial trip generation to identify the total proposed trip generation of the overall site. This has been presented in **Table 6.11** below.

Table 6.11 Total Proposed Trip Generation (Hotel + Light Industrial)

Travel Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Underground / Rail	15	31	46	29	32	61
Bus	13	27	39	22	26	47
Taxi	5	10	15	11	12	22
Motorcycle	0	0	1	0	0	1
Car Driver	2	5	8	4	5	9
Car Passenger	0	1	1	0	0	1
Cycle	5	10	15	8	10	18
Walk	20	46	66	30	37	67
Total	54	113	167	100	115	216

Net Change in Trips

6.33 The net change in trips across each mode between the existing multi-modal trip generation of the Site (as expressed in Table 6.4) has been considered in the context of the proposed multi-modal trip generation of the proposed development as summarised in Table 6.11. This is illustrated in **Table 6.12** below.

Table 6.12: Net Change in Multi Modal Trip Generation						
Travel Mode	**AM Peak Hour**			**PM Peak Hour**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Underground / Rail	+11	+23	+34	+20	+24	+44
Bus	+10	+22	+32	+17	+20	+36
Taxi / Car / Car Driver	0	+1	+1	-2	-1	-3
Motorcycle	0	0	0	0	0	0
Cycle	+5	+10	+14	+8	+9	+17
Walk	+17	+39	+56	+22	+29	+51
Total	+36	+77	+113	+63	+74	+136

6.34 The total trip generation of the Site is expected to generate 23 vehicle movements in the AM peak hour and 31 in the PM peak hour which is broadly similar to the level of peak hour trip generation by vehicles generated by the existing hotel. The proposed development will generate moderate increases in trips by all other modes across the peak hours assessed.

Trip Generation Summary

6.35 Overall, the Site is expected to generate an increase in the number of trips given the uplift in hotel rooms and introduction of light industrial space. Despite this increase, it is expected that the proposed development will reduce vehicle trips across the peak hours, due to the reduced level of on-site parking, alternatively resulting in more trips being undertaken by sustainable modes. As is set out above, the above analysis forecasts that the proposed development will generate 1 additional vehicle movement in the AM peak hour and 3 fewer vehicle movements in the PM peak hour. This is expected to have a negligible impact on the local highway network with no discernible change in traffic to / from the site during the traditional network peak hours. .

6.36 Furthermore, 75% of the light industrial space is expected to be occupied by local businesses within the area. Based on this, it can be inferred that many of the occupier will be more obliged to travel sustainably given that these businesses may already operate locally / staff live locally.

Servicing Trips

6.37 The above assessments consider the number of movements by staff, employees, guests, and visitors to the development and the associated main mode of travel; however, to ensure a robust assessment is undertaken, a separate consideration has been given to the number of vehicles that would be expected on a daily basis associated with deliveries and servicing for the proposed development.

Hotel

6.38 The proposed hotel will not be expected to generate any more deliveries per day than the existing hotel. It is expected that the vehicles that currently serve the hotel will simply take more goods per vehicle as opposed to requiring additional deliveries to be made.

6.39 Notwithstanding the above, to understand and contextualise the number of servicing trips that would be made to the hotel each day, data collected of other hotels which Caneparo Associates possess has been utilised.

6.40 Caneparo Associates undertook surveys of the servicing demand for the Grange City Hotel in the City of London (5-star with 307 rooms) and the Novotel Tower Bridge Hotel in the City of London (4-star with 203 rooms). The surveys of the two sites were undertaken on Tuesday 25th September 2018 by an independent survey company. Each of the surveys recorded all servicing activity associated with the hotels between 7am and 7pm. A summary of the data is set out below, with a full copy of the survey data available upon request.

6.41 In addition, the Hampton by Hilton hotel within the TRICS database (used in part to inform the trip generation above) includes data for the number of servicing vehicles that serve the site each day – being the only London hotel within the database with such data. As set out above, the hotel has 297 rooms and is a 3-star level of accommodation.

6.42 A summary of hotel daily servicing vehicle data is provided in **Table 6.13** below.

Table 6.13: Number of Deliveries per day per Surveyed Hotel

Hotel	No of Rooms	Star Rating	Number of Daily Delivery Vehicles
Grange City Hotel	307 rooms	5	14
Novotel Tower Bridge	203 rooms	4	14
Hampton by Hilton	297 rooms	4	8

6.43 As can be seen above, regardless of the number of rooms or star offering, the number of deliveries is broadly similar with both the Grange City Hotel and the Novotel Tower Bridge generating 14 daily deliveries which both offer on-site dining and drinking choices which are open to the public. Whilst the proposed hotel is larger in size than the hotels outlined above, it is not expected to generate any greater number of deliveries on a daily basis with individual vehicles simply carrying more goods (such as linen or stationery) per vehicle. Indeed, as set out previously, this should not be a greater number of deliveries than the existing situation. On this basis, the proposed hotel will be served by 14 deliveries per day.

Light Industrial

6.44 With respect to the ground floor light industrial uses, consideration has been given to established vehicle trip generation data set out in support of other developments. The redevelopment of the Ferrier Street Industrial Estate in LB Wandsworth (LPA Ref: 2018/5669) achieved permission for the redevelopment of the existing industrial uses to provide a residential-led, mixed-use development comprised of c.6,000sqm light industrial use, c.5000sqm flexible business use, 106 residential dwellings and retail space. The application shares a number of parallels with the proposed development given the provision of ground floor light industrial units which would be centrally managed with development above.

6.45 It is estimated that the light industrial office floor space will generate approximately 0.45 deliveries per 100sqm per day. This reflects that light industrial uses will generate more deliveries than offices owing to the business practices undertaken - offices would be expected to generate c.0.20 deliveries per 100sqm per day and this therefore equates to more than double the number of deliveries expected. As such, 1,318sqm of floor space is likely to generate up to 5-6 deliveries per day.

6.46 Notwithstanding the above, detailed information has been procured by AND London who has advised the project team on potential occupants/end users for the light industrial space. Their data suggests that each individual business would generate only a limited quantum of servicing vehicles per day, which broadly averages at 1 vehicle per day per business, all of which would be undertaken by van-sized vehicles with the exception of waste collection. To adopt a robust, worst-case assumption it shall be assumed that each unit generates 1.5 deliveries per day (a 150% increase above the realistic scenario).

6.47 Based on the provision of 15 individual light industrial units, the data above would suggest that they could generate 22-23 deliveries per day. To contextualise this number of deliveries, this equates to 666% more deliveries per day than the same sized space would generate if it was office use. Therefore, the proposed quantum of deliveries and servicing activity is robust.

7 CAR PARKING ASSESSMENT

7.1 This section of the Transport Assessment has been prepared to provide a detailed justification for the level of car parking proposed.

7.2 Planning policy requires hotels in locations such as this to have limited car parking which is limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing. On this basis, the Applicant originally proposed to provide 14 accessible spaces to serve the development.

7.3 During pre-application discussions, a key perceived issue was raised by LBH relating to the quantum of car parking proposed to serve the development, whereby 14 accessible spaces was not considered sufficient without further transport measures implemented to reduce the demand for car parking.

7.4 Following the pre-application discussions held with LBH and advice received, the Applicant has resolved to adopt and implement a comprehensive package of measures to support the transport strategy of the development to align with the advice received and overcome the associated issues raised. The Applicant also now proposes to provide more than double the level of car parking initially offered to provide a total of 14 accessible parking spaces and 18 standard parking spaces to serve the hotel.

7.5 It is noted that, since the introduction of standard parking spaces to align with LBH advice, the GLA expressed disappointment and were supportive of the earlier approach which consisted of providing 14 accessible parking spaces and a single minibus. The level of car parking proposed seeks to strike a balance in the quantum of spaces provided whilst offering a notable package of sustainable transport measures to directly respond to the pre-application advice received and promote an appropriate solution.

Planning Policy and the Design Environment

7.6 The following sub-sections of this report outline the pertinent planning policy and environmental considerations that hold material weight when considering the appropriate level of car parking to be provided at the proposed development.

Hillingdon's Climate Emergency

7.7 On the 16th January 2020, the London Borough of Hillingdon resolved unanimously to accept the clear international evidence base showing that global climate change is real. It acknowledged that this would require unprecedented changes yet could be achieved in tandem with proactive sustainable development and a move to greener economies. In noting the evidence, the Council declared that there is a current global climate emergency and resolved to adopt a strategic plan and vision to actively combat climate change.

7.8 In recognition of the declared Climate Emergency, there is a clear and compelling need to ensure all new development within the Borough aligns with the Council's objectives to reduce the associated environmental impact and ensure the Council's commitments are adhered to, including the following commitments extracted from the Council's website:

- *"lead and inspire our residents, businesses and schools to reduce their own carbon emissions*
- *become carbon-neutral by 2030*
- *remain open to the opportunity to go further, to be innovative and creative to exceed the stated goals, wherever possible"*.

7.9 It is therefore considered imperative that new developments are considerate to the commitments of the Council and actively work to reduce the associated negative impacts of new development such as excessive car use in order to reduce the carbon impact. The proposed transport mitigation strategy aligns fully with the objectives and commitments of the Council to reduce the reliance upon private car use and undertake travel by sustainable means.

The UK's Sixth Carbon Budget

7.10 In April 2021, the UK government resolved to set in law world's most ambitious climate change target, cutting emissions by 78% by 2035 compared to 1990 levels. The new target was subsequently enshrined in law last year. Surface transport is the largest emitting sector contributing to 25% of the UK's carbon generation and is therefore a key factor to consider in meeting the ambitious targets set.

7.11 To align with these ambitious targets and the wider sustainability objectives of the proposed site, a comprehensive approach to reducing car parking coupled with appropriate and attractive sustainable measures has been developed.

Planning Policy Requirements

7.12 Planning policy at a National, Regional, and Local level seeks to promote sustainable development and reduced car use.

7.13 Policy T1 of the London Plan stipulates that "Development Plans should support, and development proposals should facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041".

7.14 In the justification of Policy T1, the following text is extracted which is pertinent to the development proposals:

- *"Without this shift away from car use, which the policies in the Plan and the Mayor's Transport Strategy seek to deliver, London cannot continue to grow sustainably. To achieve sustainable growth, Development Plans should support walking, cycling and public transport through policies that support mode shift*
- *A shift from car use to more space-efficient travel also provides the only long term solution to the road congestion challenges that threaten London's status as an efficient, well-functioning globally-competitive city*
- *Rebalancing the transport system towards walking, cycling and public transport, including ensuring high quality interchanges, will require sustained investment including improving street environments to make walking and cycling safer and more attractive, and providing more, better-quality public transport services to ensure that alternatives to the car are accessible, affordable and appealing"*

7.15 The London Plan therefore places significant weight upon a shift away from car use where this is supported by proactive measures to rebalance the transport network towards sustainable modes. The proposals seek to reduce car parking and create a shift away from car use in a manner which is underpinned by a comprehensive strategy formed of a detailed and wide-reaching array of measures; these in turn will be monitored and reviewed through the Travel Plan

7.16 Policy DMT 1 of the Hillingdon Local Plan relates to managing the impact of new development and stipulates that "Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner" and in doing so be required to:

"i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users".

7.17 It is considered that Policy DMT 1 advocates the need to consider the hierarchy of travel first, where car-based travel is the least desired, and tangible efforts are made to promote sustainable travel. The development proposals outlined herein align with Policy DMT 1 and seek to accommodate the transport demands of the development in a sustainable manner.

7.18 The policy context outlined above therefore fully supports the proposed approach taken to consider innovative and comprehensive measures that reduce car use and offer accessible, affordable, and appealing opportunities for sustainable travel.

Predict and Provide' vs 'Vision and Validate'

7.19 The 'predict and provide' approach to transport that has been historically adopted does not always address the root causes of congestion or negative impacts associated with car use, where planners and decision makers continue to make notable allowances for car travel through increased and excessive parking, additional highway capacity, or new roads. This school of thought perpetuates the negative associated issues of congestion and reduced air quality and induces traffic and car use, and therefore has resulted in transport being the largest emitting sector of greenhouse gases in the UK.

7.20 To make a meaningful and realistic step forward to halting the perpetuation of the negative issues associated with transport, an established school of thought has evolved known as 'Vision and Validate' to combat the historic 'predict and provide' approach.

7.21 The Vison and Validate approach seeks to decide what we want to see and design for it. It is the antithesis of the old fashioned 'predict and provide' where it was predicted how many people might like to drive somewhere, before then seeking to provide the capacity for those people to do so.

7.22 As such, in order to prevent people from continuing to drive and the negative effects of doing so, Vision and Validate prescribes that an approach is taken where you plan for the future you wish to see rather than accommodating the status quo. The proposed approach to reducing car parking whilst complementing this strategy with a wide reaching series of measures and strategies to promote sustainable travel seeks to make a progressive way forward to design for a future that is desired. Such an approach aligns with Planning Policy outlined above and LBH's commitment as part of the declaration of a Climate Emergency to be seek real opportunities to reduce environmental impacts.

Examining the Proposed Mitigation Strategy in Detail

7.23 Notwithstanding the aforementioned strategic reasoning to support a low-car approach including planning policy, the climate emergency and the approach to transport planning, information is set out below outlining detail on the proposed mitigation strategy.

What if a Guest Wants to Drive

7.24 The fact that the hotel will have a limited car parking offering will be clearly communicated to all prospective guests as outlined above, whereby it will only be possible to use on-site car parking if this is pre-booked in advance (for both standard and accessible spaces). To ensure that this occurs, it will be clearly set out and committed to within the Travel Plan which can be obligated to the development and any future occupiers to give confidence to the Council that the approach will be communicated to all hotel guests prior to booking and throughout the booking process.

7.25 Given the clear communication that guests cannot park at the Site without pre-booking a space, guests who wish to drive / park or businesses that need car parking spaces will be directed to alternative provider for which there are plentiful locations across Hillingdon and West London.

7.26 It is recognised that travelling by car will remain an attractive means of travel and the only feasible means for some travellers, particularly those with luggage. For prospective guests that require a car, there is a plentiful selection of alternative hotels across the local area which provide ample car parking for this reason. As such, guests will have the clear choice at booking stage, following advanced warnings that car parking is limited and must be pre-booked.

7.27 To complement this approach, a large drop-off facility is proposed which would be able to accommodate the anticipated number of taxi journeys at any time. As such, the proposals continue to fully accommodate vehicular travel, albeit without providing increased car parking.

7.28 An illustrative image showing the drop-off space is provided in **Figure 7.1** below to contextualise the space provided.

Figure 7.1: Illustration of Proposed Drop-off Facility

Preventing On-Street Car Parking

7.29 The Applicant is committed to ensuring that overspill car parking does not occur on local roads to align with the views of the Council. The Applicant will commit to ensuring that hotel guests and commercial occupiers do not park anywhere other than on-site by committing to the following measures:

- Parking on site forms part of the Terms and Conditions of the hotel room booking or commercial lease agreement where on-street parking is found to occur can be used to terminate the associated contract;

- Clear communication through the associated website and leasing material to state that car parking is very limited on-site to align with the sustainable values of the development, and, as such, guests who need to drive or park their car will be obligated to use alternative accommodation or business space that meets their needs.
- The Applicant has resolved to agree to provide a financial agreement to the Council to deliver a CPZ locally should an issue become apparent upon operation. The amount will be agreed with the Council in due course and provides an opportunity for mitigation to be implemented.
- The benefit of a hotel is the presence of staff, 24-hours a day, who can act as Travel Plan Coordinators to all guests, advising the easiest way to travel to various destinations or how to use certain Apps on guests' phones (such as the TfL Journey Planner App or City Mapper) to enable considered and easy decisions to be made on travel choices to prevent car use.

Financial Contributions

7.30 During pre-application discussions, LBH expressed that the Applicant should make financial contributions towards active travel and the implementation of a CPZ should issues with parking arise.

7.31 Subject to agreement and the contribution aligning with the stipulations of the NPPF and CIL Regulations, the Applicant acknowledges and accepts that appropriate and reasonable financial contributions will be made.

Providing a Minibus Shuttle Services

7.32 The Applicant is committed to providing a dedicated minibus shuttle service to take hotel guests and employees between the Site and local destinations to provide a direct link to public transport nodes.

7.33 Whilst the exact routing and locations can be determined through consultation with LBH and a consideration of routes, at this stage, it is proposed that the routing comprises of a direct shuttle between the Site and Southall Station or Hayes and Harlington Station to provide a direct and accessible link to a key public transport node.

7.34 Both Southall and Hayes & Harlington stations will benefit from Elizabeth Line services from 2022/2023, thus providing excellent accessibility across and beyond London, including being completely step-free. The proposals to provide a dedicated minibus service and provide space for taxi-drop off within a covered area will enable guests to be taken between these stations and the Site each day, providing the opportunity for people to travel without driving.

7.35 To support this service, the Applicant commits to providing at least 2 minibus vehicles to be able to shuttle people every 10-12-minutes. Each vehicle will be provided to the highest environmental standards, and ideally be fully-electric.

7.36 It is noted that Southall station is a 7-10 minute journey from the Site by road, and, as such, the timing would permit a vehicle to be at the Site and the other vehicle located at the station. The two vehicles would operate simultaneously between the two destinations to ensure a vehicle is at either destination and ready to leave within 10-12 minutes of the previous departure.

7.37 As requested by LBH in pre-application discussions, consideration has been given to where vehicles can stop at either station to provide a clear point of collection. The exact location can be determined in consultation with LBH, however, it can be approached in the same manner as the minibus shuttle service for Stockley Park. This stops on street on Blyth Road close to Hayes and Harlington Station where double yellow lines exist without any formal signage or stopping areas. The proposed shuttle bus can stop in a similar location on a side street which is a short walk from the respective station in a location which can be readily communicated to prospective users.

7.38 The Applicant is committed to operating the minibus shuttle service themselves and would be responsible for its branding, management, cleaning, and operations.

An Appropriate Level of Hotel Car Parking

7.39 A car-light approach is proposed where no car parking is proposed to serve the development, with the exception of 14 disabled car parking spaces and 18 standard car parking spaces in addition to the provision of a dedicated, covered vehicle setting down point (akin to a Port Cochere) to enable the setting down and picking up of hotel guests by car, taxi and shuttle bus.

7.40 As set out earlier, the Applicant initially proposed a car-free approach with only accessible car parking provided to accord with GLA policy and advice. However, during pre-application discussions with LBH, their feedback suggested additional car parking would be needed to support the proposals; and, as such, the proposed quantum of car parking was significantly increased to support their comments whilst also providing a more comprehensive sustainable transport strategy.

7.41 Policy T6.4 prescribes that car parking should be provided on the following basis for hotel uses:

"A In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

B In locations of PTAL 0-3, schemes should be assessed on a case-by- case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels"

7.42 The Site has a PTAL of 2-3; however, as set out above, this is not considered to truly reflect the accessibility of the Site. In recognition of Policy T1 of the London Plan, which prescribes that 80 per cent of all trips in London are to be made by foot, cycle or public transport by 2041, the include car restraint with limited standard parking in a similar manner to hotels across London. The proposed approach is therefore considered to align with Policy T6.4 of the London Plan.

7.43 Consideration should also be given to the GLA response to the planning application for a hotel at the adjacent site (LPA ref: 69827/APP/2021/1565). A Transport Technical Note (dated July 2021, prepared by i-Transport) was submitted in support of the planning application during its determination and included the following quote received from the GLA in comments prepared by them on the planning application:

"A total of 37 car parking spaces and 6 motorcycle spaces are shown on the basement level plan, equating to 0.25 vehicle parking spaces per unit. Of this amount, 7 have been identified as Blue Badge bays. This information is inconsistent with the TA; therefore, clarification must be provided. Further comments will be provided on car parking once this clarification is received; however, it is considered that a car-free development, apart from Blue Badge parking, is the appropriate starting point".

7.44 It is therefore evident that a car-free hotel development is strongly supported in this location by the GLA and should be the starting point for discussions from a planning policy perspective. The proposed approach to car parking outlined above is considered to be aligned with the GLA's advice and is therefore considered appropriate.

7.45 The GLA supported the Applicant's previous proposal, which included 14 accessible spaces and a single minibus was offered. It is considered the proposed strategy is therefore eminently appropriate and suitable as it has only been strengthened by the additional measures proposed.

7.46 Whilst it is recognised that other hotels across Hillingdon have traditionally provided car parking; this is considered to be a consequence of respective operators and developers responding to the market for travellers to Heathrow and their associated needs for car parking. The proposed development takes an active role in accommodating the Healthy Streets Approach to reduce car parking to the minimum necessary whilst continuing to accommodate taxi and drop-off activity safely within the Site and not on the public highway.

7.47 With respect to accessible car parking, the London Plan 2021 states at Policy T6.5, bullet A that *"all non-residential elements should provide access to at least one on or off-street disabled persons parking bay."*

7.48 As outlined above, the existing site is served by 6 no. accessible spaces to serve the 170-room hotel, equivalent to a 3.5% provision for the rooms. The proposed 14 spaces will serve 435 rooms which equates to a 3.2% provision. The proposed quantum of rooms therefore provides an equivalent level of accessible car parking to the existing hotel which is considered suitable in accommodating potential demand, whilst also improving its design with a covered space that is directly adjacent to the main hotel lobby.

7.49 The Applicant is committed to measures that will make travel for people with mobility impairments as easy and amenable as possible without the need to travel by car. Both Southall and Hayes & Harlington Stations will benefit from Elizabeth Line services from 2022/2023 – providing excellent accessibility across and beyond London, including being completely step-free.

7.50 In light of the above, it is considered that the proposed approach to accessible car parking is compliant with policy requirements and will meet the future anticipated demand.

Provision of Car Club Spaces

7.51 During pre-application discussions with LBH, it was queried whether a car club vehicle (or more) could be provided on-site for use by the hotel guests and users of the development to provide an alternative to private car ownership.

7.52 Early in the project inception, discussions were held with Zipcar to establish if there was any opportunity to provide such a facility on site to explore all options to underpin the transport strategy proposed.

7.53 Zipcar stated that, even with a car-free development, there would be very limited use from the hotel guests as they would have to sign up to the Zipcar service, and, if they are not local, it adds additional steps to their auto approval system, leading to delays in activation. Zipcar stated that they attempted a hotel product in the past and the signup challenges made it a very short trial (especially if they are holidaying from different countries). As such, the provision of standard car club vehicles for hotel use is considered unviable in this location.

7.54 Notwithstanding the above, the series of measures proposed was developed after the discussion with Zipcar and is considered to represent a comprehensive array of measures which supports a restrained car parking offer within the scheme in this location.

An Appropriate Level of Commercial Car Parking

7.55 The light industrial space will be served by a large loading bay which is located in the south-western corner of the building which is able to accommodate the largest vehicles expected – a large refuse vehicle or a 10m rigid lorry. This will principally accommodate all main deliveries for the units, including the collection of manufactured goods. This servicing arrangement will be complemented by 6 commercial parking spaces located across the southern boundary of the Site.

7.56 The proposed approach has been developed with a consideration to the London Plan and advice received from AND London – the workspace advisor appointed to the project.

7.57 The London Plan Policy T6.2 outlines that 1 parking space per 100sqm floor space can be provided for employment sites in Outer London. This would equate to a maximum of 13 spaces (based on 1,318sqm of space).

7.58 However, the justification text within the London Plan for Policy T6.2 states that due consideration should be given to employment densities, whereby the following text is provided at Paragraph 10.6.18:

"For industrial sites, the role of parking – both for workers and operational vehicles – varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case by-case basis, with the starting point for commuter parking being the standards in Table 10.4 with differences in employment densities taken into account. Flexibility may then be applied in light of site-specific circumstances as above. Operational parking should be considered and justified separately"

7.59 With consideration to the above, the Employment Densities Guide 3rd Edition suggests an employment density of 1 employee per 30-60sqm within Incubator Small Business Workspace or 1 employee per 47sqm for traditional Light Industrial Uses. The lowest density for a traditional office suggests 1 employee per 13sqm, and, as such, the employment density of the proposed workspace is equivalent to 21%-43% of the employment density of a generic office. Factoring this number accordingly, the proposed workspace should be provided with approximately 3-6 car parking spaces.

7.60 As such, in strict planning policy terms, the proposed quantum of 6 spaces wholly aligns with the top-end expressed above and aligns with the maximum standards prescribed by London Plan Policy T6.2.

7.61 Advice received from AND London (the commercial advisor for the project) suggests that for the scale and type of development proposed, in the order of 5-6 spaces (designed to be able to accommodate vans) should be provided to meet the anticipated tenant demands and ensure the viability of the proposals. This level of parking therefore aligns with the London Plan planning policy requirement.

7.62 In addition, consideration has been given to Policy DMT 6 of the Hillingdon Local Plan: Part 2 – Development Management Policies which prescribes a maximum car parking provision of 2 spaces plus 1 space per 50 – 100 sqm of gross floorspace. It is recognised that Hillingdon Officers suggest that, as the Site has a PTAL of 3, a ratio of 2 spaces plus 1 space per 75sqm is appropriate.

7.63 Such a level of provision would equate to a maximum of 16 spaces. The proposed level of parking is therefore compliant being below the maximum standard permitted, and aligns with the London Plan standard which is considered appropriate in the context of the level of parking considered desirable from a commercial perspective.

7.64 Notwithstanding the above, the Applicant has engaged with Zipcar to provide a shared van facility to serve the proposed development. The Applicant has resolved to provide 1 Zipvan to serve the development, which will be dedicated for use of the development only and the businesses located on-site. This van will occupy one of the six aforementioned parking spaces.

7.65 The shared van will be exclusive for the use of businesses of the development and operate in the same manner as a conventional car club vehicle, enabling the businesses to use the vehicle as they need to, supporting their day-to-day operations and reduce the need for car or van ownership which can be a notable upfront and ongoing cost for small businesses. Such a vehicle could theoretically be used by one business in the morning to take manufactured goods to local businesses or customers and another business at lunch time to take goods to the film studios and a different business in the afternoon to collect goods from Heathrow, for example.

Cycle Parking

7.66 The proposed approach to cycle parking has been developed to align with and exceed the minimum requirements of the London Plan 2021 and to accord with the London Cycle Design Standards. As will be set out in detail within Section 8, the proposed level of cycle parking is a notable overprovision above the minimum required by planning policy for both the hotel and light industrial elements of the development.

7.67 The approach to cycle parking includes a commitment to a significant level of cycle parking with an innovative approach to overprovide cycle parking above the minimum policy standards whilst also significantly increasing the ability and propensity for guests and staff to cycle. The approach is wholly consistent with the aspirations of Policy T1 of the London Plan and supports the wider strategy for car parking proposed.

LBH Cycle Hire Facility

7.68 During pre-application discussions held with the Council, LBH requested that the Applicant resolves to provide cycle hire docking facilities associated with the LBH Santander cycle hire scheme.

7.69 The Applicant is committed to working with LBH to deliver such a facility and will contribute towards its implementation and welcomes information from the Council on how to deliver their project and integrate it into the development proposals.

Travel Plan

7.70 To underpin the commitment to the entire strategy outlined above and provide oversight by the Council, including providing the ability to monitor, review and implement the various measures proposed, a robust Travel Plan will be prepared to support the planning application and will be secured by planning condition or legal agreement.

Summary and Conclusion

7.71 The proposed approach to car parking has been determined with a detailed consideration of planning policy and local accessibility, whilst being underpinned by a significant transport mitigation package to reduce the need to travel by car. On the basis of the comprehensive assessment undertaken, the proposed approach to car parking is considered appropriate.

8 EFFECT OF DEVELOPMENT

Impact on the Pedestrian Network

8.1 Whilst the significant majority of the trips that are made to the Site would incorporate an element of walking, Table 6.4 above indicates that the proposed development would generate approximately 56 additional dedicated pedestrian trips per hour during the morning peak hour, and around 51 additional dedicated pedestrian trips per hour during the evening peak hour. In addition, a number of journeys by other modes (such as public transport) will require an element of walking to and from the Site. As such, it is important to assess the local pedestrian environment.

8.2 A Healthy Streets Assessment was undertaken of a number of local walking and cycling routes. The Active Travel Audit concluded that the pedestrian environment is generally provided to a good standard, however, a number of deficiencies were identified which are repeated below for completeness:

- The poor quality paving and lack of dropped kerbs with tactile paving along Uxbridge Road.
- Overflowing public bins located on the footway resulting in litter scattered along both the footway and designated cycle lanes along Station Road.
- Lack of natural surveillance within Minet Country Park which may lead people to feel unsafe.
- Poor quality paving along Springfield Road created by redundant or poorly constructed vehicular crossovers (which lack dropped kerbs and tactile information).

8.3 As outlined within Section 3 of this report, and further to the pre-application discussions held with LBH Highways, the Applicant agrees in principal to the provision of a financial contribution towards Active Travel improvements locally to further improve the attraction of walking and cycling which could be used in part to address issues such as those identified above. Any financial contributions will be expected to be agreed prior to the granting of planning permission and be necessary to comply with CIL Regulations and Paragraph 57 of the NPPF.

Healthy Street Indicators

8.4 The Healthy Streets Approach seeks to inform design, management and use of public spaces in order to place people and people's health at the forefront of development decisions. The following assessment is based on the document '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*'.

8.5 The Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principle means of evaluating the area with the aim of helping Londoners reduce car use and walk, cycle and use public transport more.

8.6 The Healthy Streets Approach incorporates 10 Indicators which the proposed development has been assessed against. **Table 8.1** below summarises each Health Streets Indicator and how the proposed development is beneficial to the pedestrian environment.

Table 8.1: Healthy Streets Indicators for Proposed Development

Healthy Streets Indicator	Proposed Development Provision
Pedestrians from all walks of life – London's streets should be welcoming places for everyone to walk, spend time in and engage in community life	The existing site provides a negative environment to pedestrians and cyclists with the presence of high walls and gates around the site on Uxbridge Road and Springfield Road. In addition, all pedestrians and cyclists must enter via the vehicular access on Springfield Road which conflicts with the arrival and departure of vehicles, significantly increasing the propensity for car travel. The proposed development removes the existing walls and gates, offering significant public realm across the site's frontages with the public highway which significantly improves the environment for existing users whist also providing more space for pedestrians. The proposals will also provide direct pedestrian and cyclist access from Uxbridge Road, providing a direct and attractive means of access which completely addresses the issues associated with the existing hotel.
Easy to cross – Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.	The removal of the existing redundant vehicle accesses into the site from Uxbridge Road and Springfield Road will improve the pedestrian environment across the site frontage on each road and notably reduce crossing locations, making walking and cycling easier.
Shade and shelter – Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.	The proposals are inclusive of significant public realm and landscaping across the site frontage and within the central courtyards which provide notable improvements to shade and shelter along Uxbridge Road and Springfield Road in comparison to the existing. The use of the site as a hotel with accessible spaces and amenity facilities which the public can access will offer reprieve from inclement weather.
Places to stop and rest – A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.	Significantly improved landscaping across the site frontage will offer a place for people to stop and rest in addition to the ability for members of the public to access shared spaces within the hotel.

Table 8.1: Healthy Streets Indicators for Proposed Development	
Healthy Streets Indicator	**Proposed Development Provision**
Not too noisy – Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.	The Development will have a negligible effect on vehicle activity. The majority of hotel guest and light industrial employees will make use of sustainable modes to travel to / from the site. As a consequence of the significant package of transport measures offered, the proposals will do all they can to reduce the impacts of vehicular traffic, including noise.
People choose to walk, cycle and use public transport - Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.	The significantly improved public realm coupled with the extensive package of transport measures offered will act to make sustainable travel as easy, attractive and usable as possible. The provision of high quality and secure cycle parking in the form of a dedicated cycle stores will encourage staff and guests to travel via cycling.
People feel safe – The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.	The on-site management team will add an element of surveillance. The increased number of walking trips following redevelopment will also provide a sense of security and natural surveillance. The opening up of the frontage will also natural offer better security and surveillance which will offer a safe development.
Things to see and do – People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.	The development is surrounded by a number of local amenities which offer activities and amenities for guests and staff. The proposed hotel and its offering is intended to accommodate local people and businesses through the facilities and services available which will increase the offering locally.
People feel relaxed – A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.	The opening up of the site's frontages and improved landscaping will offers a relaxing environment.
Clean air – Improving air quality delivers benefits for everyone and reduces unfair health inequalities.	The Development will have a negligible effect on vehicle movements and will remove the redundant crossovers on Uxbridge Road and Springfield Lane whilst offering a car-light development to reduce the impacts associated with car travel, and its associated effects such as air quality.

Impact on the Cycle Network

Cycle Routes

8.7 It is anticipated that there could be in the region of 14 additional cycle trips during the weekday morning peak hour and 17 additional cycle trips during the weekday evening peak hour, as set out earlier in this report. This level of increase in cycle trips on surrounding routes would not result in a noticeable change in the level of service for existing cyclists.

8.8 The proposed development addresses the existing issues with cycling associated with the existing site where no formal cycle parking is understood to be available for staff or guests. At present, cyclists are required to access the Site via the shared vehicular and pedestrian access from Springfield Road, which offers no legibility for cyclists.

8.9 The proposals provide entrances to each of the respective cycle stores directly from Uxbridge Road coupled with short stay cycle parking within the public realm provided. The proposed stores benefit from very good legibility and visibility directly from the cycle lane across the site frontage, and places cyclists at the top of the movement hierarchy.

Cycle Parking

8.10 The proposed approach to cycle parking has been developed to align with and exceed the minimum requirements of the London Plan 2021 and to accord with the London Cycle Design Standards.

8.11 Policy T5 of the London Plan 2021 stipulates the following minimum standards are provided

- Hotel: 1 space per 20 bedrooms should be provided for long-stay purposes and 1 space per 50 bedrooms should be provided for short-stay purposes.
- Light Industrial: 1 space per 250sqm (GEA) as long stay and 1 space per 1000sqm (GEA) as short stay.

8.12 The proposed quantum of cycle parking in comparison to the planning policy requirement is outlined in **Table 8.2** below.

Table 8.2: Cycle Parking Approach

	Hotel (435 Rooms)		Light Industrial (1,200sqm GEA)	
	Policy Requirement	**Amount Proposed**	**Policy Requirement**	**Amount Proposed**
Long Stay Cycle Parking	22 spaces	22 spaces	6 spaces	32 spaces
Short Stay Cycle Parking	9 spaces	10 spaces	2 spaces	8 spaces
Other	-	20 shared spaces for guests	-	3 cargo cycles

8.13 As set out above, the proposed level of cycle parking is a notable overprovision above the minimum required by planning policy for both the hotel and light industrial elements of the development.

8.14 The proposed hotel will be complemented by a dedicated cycle hire facility offered to guests, privately operated by the Hotel Operator with 20 cycles on offer.

8.15 This provides flexibility for hotel guests and significantly improves access to cycling for day-to-day trips for guests who are unable to bring their own bicycle. This would act in a similar way to a car club but for cycles, where guests can rent a cycle for an hour or a day (for example) to then avoid the need to travel by car – someone can use it first thing in the morning to visit the film studios and a different guest will use the same cycle in the afternoon to go to central London for a meeting or visiting a friend via Southall.

8.16 The provision of a dedicated cycle hire solution within a hotel is established across other London Hotels to maximise sustainable travel, with a similar offer provided at The Dilly which offers rentable electric bikes for its guests on an hourly or daily basis (https://thedillylondon.com/location/dilly-bikes/) and The Corinthia Hotel which offers rentable foldable cycles for its guests which are either electric or conventional in type (https://www.corinthia.com/london/before-your-stay/hotel-facilities/brompton-bikes/).

8.17 The bicycle hire facility available at the Dilly is formed of a series of electric bikes which guests can rent either from the Hotel Concierge or by using a QR code that is available within the room or information online. Each bicycle can be rented on the basis of 1 hour; 2 hours; a Half Day (5 hours) or a full day which provides flexibility to guests as they need it.

8.18 Images of the QR code within a bedroom and a screenshot of the simple website that guests use are shown in **Figure 8.1 and Figure 8.2** below, demonstrating the simplicity of booking for guests and how the process can be easily managed to help facilitate cycle use.

Figure 8.1: Image of Cycle Hire Information within a room at The Dilly Hotel

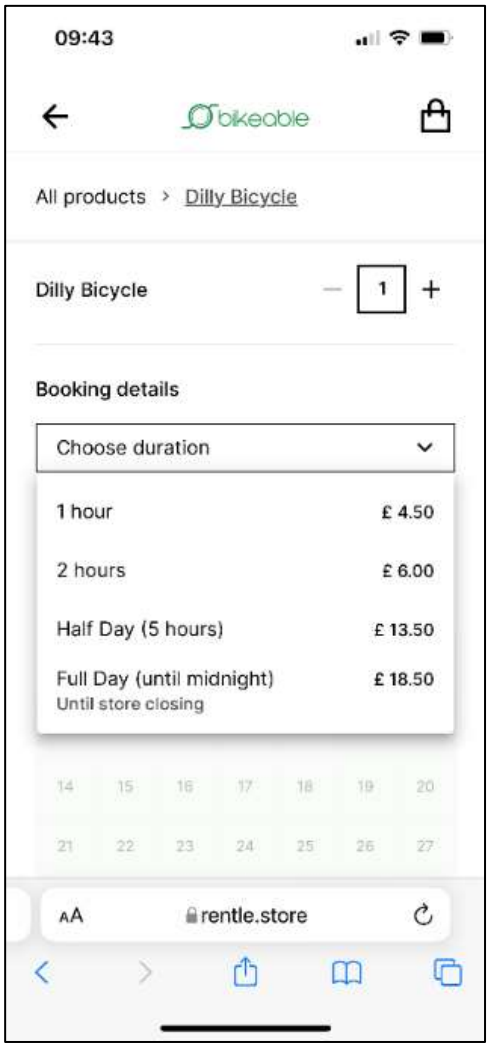


Figure 8.2: Images of Cycle Hire Process at the Dilly Hotel

8.19 The private cycle hire facility provides a significant opportunity for day to day trips to be undertaken by bike, underpinning the obligation to meet Policy T1 of the London Plan (ensuring 80% of trips are made by sustainable modes) and reducing car-based vehicle movements.

8.20 During pre-application meetings with LBH, it was requested that the Applicant would consider assisting the Council in extending a private cycle hire scheme that exists in the Borough (akin to the Mayoral cycle hire scheme). The Applicant welcomes further information from LBH on the cycle hire scheme to investigate its potential and next steps.

8.21 A similar offering is proposed for the use of the light industrial element of the proposed development whereby the Applicant is offering to provide 3no. cargo cycle spaces. This would provide the business occupiers the ability to undertake short journeys between other businesses across the local area with goods, underpinning the symbiotic relationship between the proposed employment uses and the wider area.

8.22 In summary, as set out above, the Applicant has resolved to commit to a significant level of cycle parking with an innovative approach to overprovide cycle parking above the minimum policy standards whilst also significantly increasing the ability and propensity for guests and staff to cycle. The approach is wholly consistent with the aspirations of Policy T1 of the London Plan and supports the wider strategy for car parking proposed.

8.23 To align with the design principles of the London Cycle Design Standards, the following design principles have been adopted:

- The long stay cycle parking for hotel staff and hotel guests will be separate from one another and separate for any other ground floor uses proposed;
- Access to all long-stay cycle stores will be step-free, and spaces are expected to be provided at ground floor level;
- Aisles within cycle stores will measure at least 2.5m in width;
- Access to the stores will be achieved using power-assisted doors with the number reduced to the minimum necessary for fire and safety purposes; and.
- Short stay provided externally within convenient distance of building entrance

Impact upon Public Transport

Rail

8.24 The trip generation assessment set out within Section 6 indicates that the proposed development will generate an additional 31 two-way trips by rail and underground services during the weekday morning peak hour and an additional 42 two-way trips by rail and underground services during the weekday evening peak hour.

8.25 Both Hayes and Harlington and Southall stations are located in close proximity to the Site and offer the same national rail and Elizabeth Line services, and, as a consequence of the recent delivery of the Elizabeth Line, both stations offer ramp access to the carriages as well as step-free access to the platforms. The Site is located broadly equidistant to each station, which can be accessed by bus, cycle or on foot from the Site.

8.26 The delivery of the Elizabeth Line has significantly improved rail capacity locally whilst also significantly decreasing the time taken to travel to key destinations. Currently, the Elizabeth line provides stopping services from Paddington to Heathrow Airport (Terminals 2&3 and Terminal 4 stations) via Hayes & Harlington and Southall Stations with services between Paddington and Heathrow operating every 30 minutes. However, once fully opened, the Elizabeth Line will offer up to 10 services per hour in each direction, making it quicker and easier to get to destinations across London, South Bucks and Berkshire. Indeed, the construction of the Elizabeth Line has been, in part designed to accommodate additional capacity required to facilitate new development along the length of its route, such as is proposed here.

8.27 It is therefore considered that the anticipated number of rail and underground users can be readily accommodated at both Hayes & Harlington and Southall Stations without creating an unacceptable impact upon service use or capacity.

Bus

8.28 As outlined in the assessments set out earlier in this report, it is estimated that the proposed development will generate an additional 32 two-way trips by bus (10 arrivals; 22 departures) during the morning peak hour and an additional 36 two-way trips by bus (17 arrivals; 20 departures) during the evening peak hour.

8.29 As set out in the PTAL calculation for the Site, there are currently 3 bus services (427, 207 and 607) which can be reached in close proximity of the Site, which provide access to 25-26 buses per hour during peak periods.

8.30 Based on the above, it is estimated that the proposed development would generate around 1-2 additional bus passenger per bus during both the morning and evening peak hours.

8.31 Whilst it is unlikely that potential bus passengers will be spread evenly across all of the available services / routes, it is very difficult to determine which specific routes are likely to be more popular than others. When the level of extra demand is balanced against the services available, it is considered that there will not be a material impact on bus services as a result of the development proposal.

Minibus Shuttle Service

8.32 As outlined previously, the as part of the extensive package of measures being offered by the proposed development, the Applicant is committed to providing a minibus shuttle service to provide a direct link between the Site and public transport nodes.

8.33 To support this service, the Applicant commits to providing at least 2 minibus vehicles to be able to shuttle people every 10-12-minutes. Each vehicle will be sought to be provided to the highest environmental standards, and ideally be fully electric.

8.34 It is noted that Southall station is a 7-10 minute journey from the Site by road, and, as such, the timing would permit a vehicle to be at the Site and the other vehicle located at the station and operating simultaneously between the two destinations to ensure a vehicle is at either destination and ready to leave within 10-12 minutes of the previous departure.

8.35 The Applicant is committed to operating the minibus shuttle service themselves and would be responsible for its branding, management, cleaning and operations.

8.36 It is considered that the majority, if not all of the users of the minibus will be people travelling by rail or underground as their primary mode of travel. As set out in Table 6.11, the proposed development will generate 34 additional two-way trips by rail (11 arrivals; 23 departures) per hour during the morning peak period and 44 additional two-way trips by bus (20 arrivals; 24 departures) per hour during the evening peak period.

8.37 In reality, a number of these users will cycle by taking advantage of the attractive cycle hire facility available or use local buses which are readily available. However, by assuming all rail passengers will use the minibus shuttle service, it allows for a robust assessment to be undertaken.

8.38 Assuming the minibus operates every 12 minutes on average (the lowest frequency assumed), this would assume that 5 minibuses arrive every hour and 5 minibuses depart every hour. Whilst the exact make and model of minibus is yet to be determined, an average minibus accommodates 14 passengers if the front two passenger seats are not taken into account. As such, the proposed minibus shuttle service would have a theoretical capacity of 70 arrivals and 70 departures per hour.

8.39 It can therefore be seen that the proposed minibus shuttle service would offer will offer adequate capacity to readily accommodate the level of patronage expected and provide additional capacity to accommodate fluctuations in demand.

Effect on the Highway Network

8.40 The proposed development will realise a significant reduction in car parking at the Site underpinned by a robust sustainable travel strategy including measures such as a shuttle minibus and high cycle parking numbers for each use to reduce the impact of vehicular traffic created by the development on local roads.

8.41 As set out in Table 6.4, the existing hotel is understood to generate in the order of 24 vehicle movements in the AM Peak and 35 vehicle movements the PM peak associated with car and taxi travel. By comparison, the proposed development will generate in the order of 25 vehicle trips across the AM peak and 32 vehicle trips across the PM peak (expressed in Table 7.8). As such, the proposed development would generate fewer vehicle trips than the existing situation in the PM Peak whist it would generate just 1 additional vehicle movement in the AM peak.

8.42 However, the proposed development would also be expected to generate vehicular movements above the existing situation relating to the servicing of the light industrial units and when the vehicular movements associated with the minibus shuttle service are accounted for. The proposed minibus service would be expected to generate up to 12 vehicle movements per hour assuming 1 bus arrives and 1 departs every 10 minutes. With respect to the light industrial servicing, it is reasonable to expect that 15% of the associated servicing trips occur in a peak hour, equating to 2-3 vehicles (up to 6 vehicle movements).

8.43 In conclusion, the proposed development will result in a limited increase in vehicle movements per hour across the peak hours in comparison to the existing hotel which is unlikely to be perceptible in reality. Such a change in vehicular traffic is not considered to represent a severe impact, and as such, aligns with Paragraph 111 of the NPPF which reads as follows:

"111. 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"

Extended Stay Hotel Rooms

8.44 As set out previously, the proposed hotel rooms will be designed to enable the rooms to accommodate guests for extended stays as the proposed operation of the hotel will seek to enter into corporate partnerships with local businesses.

8.45 The assessment undertaken within this Transport Assessment has been prepared on a worst-case, robust assessment as a generic hotel which could accommodate any type of traveller with any end-occupier. However, the Applicant seeks to provide a specialist hotel which could enable an extended length of stay than a traditional, tourism hotel.

8.46 As a consequence of the potential for extended stays by guests, a consideration has been given to the associated impacts from a transport perspective.

8.47 An extended stay guest could be expected to travel less by taxi than a traditional hotel guest as travel habits reflect a guest's familiarity with the local area. It is expected that whilst guests are more likely to arrive and depart at the beginning and end of their stay by taxi as they would have a greater volume of luggage, they would be far more likely to travel and explore the local area for the duration of their stay by walking, cycling (taking advantage of local cycle hire facilities) or public transport.

8.48 Indeed, a conventional hotel would expect to see arrivals and departures during the middle of the day associated with a turnover of hotel rooms between 10am and 3pm traditionally. An extended length of stay would be conducive to reducing the associated travel movements of guests arriving and departing during the middle of the day. In addition, an extended stay guest is considered more likely to travel on foot or cycle locally in the evenings to take advantage of local businesses and restaurants such as the array that are located in Southall and Hayes.

8.49 In summary, there are anticipated nuances in the travel habits that would be expected of an extended stay hotel in comparison to a traditional hotel operation. An extended stay hotel could be expected to reduce daily person trips (with reduced room turnover) and also lead to a reduction in taxi movements. The assessment undertaken to assume a generic end user represents a robust and worst-case assessment of the transport related impacts of the development that would be expected to reduce given the anticipated extended stay operation of the hotel.

9 CAR PARK MANAGEMENT PLAN

9.1 Owing to the limited quantum of car parking that is proposed to serve the development, the principles of a future draft Car Park Management Plan has been prepared and outlined below. This has been prepared to illustrate how car parking on site is intended to be managed once the Site is occupied. The Car Park Management Plan can be secured by Condition or S106 as necessary.

Proposed Car Parking

9.2 As a consequence of the accessible location of the Site, only limited car parking is proposed as set out earlier in this report.

Parking Allocation

9.3 The approach to parking allocation for the light industrial and hotel parking spaces is set out in turn below

Hotel Parking Allocation

9.4 Car parking for hotel guests will be allocated on a first come-first served basis and hotel guests will be required to pre-book their parking space prior to arrival. Disabled car parking spaces will be restricted to blue badge holders only. Access into the car park will be access controlled.

9.5 At the point of booking, hotel guests will be made aware that there is very limited car parking available and that, without pre-booking, car parking will be unavailable.

9.6 Parking on site forms part of the Terms and Conditions of the hotel room booking where on-street parking is found to occur can be used to terminate the associated contract. This will be made clear to all guests prior to a booking being made and reiterated when communication is sent prior to the arrival of the guest.

9.7 Clear communication through the associated website to state that car parking is very limited on-site to align with the sustainable values of the development, and, as such, guests who need to drive or park their car will be obligated to use alternative accommodation that meets their needs.

9.8 Given the clear communication that guests cannot park at the Site without pre-booking a space, guests who wish to drive and park or businesses that need car parking spaces will be directed to alternative provider for which there are plentiful locations across Hillingdon and West London where people who need a car can use.

Light Industrial Parking Allocation

9.9 Car parking for businesses that occupy the light industrial uses will be allocated on a first come-first served basis. Disabled car parking spaces will be restricted to blue badge holders only.

9.10 The single bay that provides a dedicated 'Zipvan' vehicle will be restricted for the use of the shared vehicle only. The shared vehicle will be reserved to serve the proposed development only and specifically for businesses that are located within the proposed development who will be eligible to use and book the space through the associated 'App' and subject to the terms and conditions.

9.11 The fact that the light industrial space will have a limited car parking offering will be clearly communicated to all prospective tenants / occupiers at the point of enquiry and as part of the marketing information. To ensure that this occurs, it will be clearly set out and committed to within the Travel Plan which can be obligated to the development and any future occupiers to give confidence to the Council that the approach will be communicated to all occupiers prior to leasing.

9.12 Parking on site forms part of the Terms and Conditions of the commercial lease agreement where on-street parking is found to occur can be used to terminate the associated contract.

Management Measures

9.13 Should there be no demand or limited demand for parking spaces across the light industrial and hotel uses, the Developer may block access to the respective spaces to ensure that they are not misused and are retained solely for the purpose of providing car parking as outlined above.

9.14 Upon issue of a parking permit for a specific space, site management will inform the occupier the parking arrangements and Terms and Conditions which will include any on-street parking not being tolerated.

9.15 Spaces will only be leased to hotel guests or commercial occupiers who qualify for, and obtain, a valid permit in accordance with the measures outlined above.

10 SUMMARY AND CONCLUSION

10.1 Caneparo Associates is appointed by Infinite Partners ('the Applicant') to provide traffic and transport advice in relation to the proposed planning application at Hyatt Place, West London, located at No. 27 Uxbridge Road, UB4 0JN, situated in the London Borough of Hillingdon ('LBH').

10.2 The planning application seeks to create an extension to the existing hotel offering an additional 265 rooms, in addition to the provision of an employment incubator space of light industrial businesses (1,318sqm GIA) which will be comprised of 100% independent business, of which 75% are from the local area.

10.3 A wide range of local bus services are available within walking distance of the Site. As set out in Section 5, the Site currently has a PTAL of 2-3. The Site benefits from being within cycling distance to Southall and Hayes & Harlington Stations which benefit from the Elizabeth line service. Furthermore, the Site also benefits from regular bus services which operates along the Uxbridge Road.

10.4 Walking and cycling links in the vicinity of the Site are good, with cycle lanes/routes available, wide and well-lit footways and pedestrian crossings present within the vicinity of the Site. The Site seeks to improve the public realm across the site's northern and western frontages, which will open up the development to the surrounding highway networks and offer and extension to the existing footways along Uxbridge Road and Springfield Road. This improvement will support the increased pedestrian footfall forecast to be generated by the proposed development.

10.5 The Applicant is committed to providing a significant package of transport measures to make sustainable transport as amenable and attractive as possible, which includes the following key points:

- The provision of a limited quantum of car parking to balance the need for limited car travel with alternative realistic options;
- The delivery of a dedicated minibus service operated to shuttle guests between the Site and public transport services to overcome any need to travel by car;
- The provision of a notable overprovision of cycle parking above the minimum London Plan standards for the hotel use, incorporating a dedicated private cycle hire scheme for hotel guests;

- Dedicated servicing and delivery space for the hotel and light industrial elements which is appropriately sized and will ensure the successful operational management of the Site;
- A financial contribution towards Active Travel improvements locally to further improve the attraction of walking and cycling;
- A financial contribution towards a future Controlled Parking Zone review for the local area; and.
- The delivery of a robust Travel Plan including each of the above measures and committing to clear and definitive messaging to state that no car parking is permitted without prior consent and no parking on local roads is permitted and would amount to a breach of contract which is also underpinned by a Car Park Management Plan.

10.6 The multi-modal trip generation has determined that the scheme will result in a negligible change in vehicle trips compared to the existing hotel with minor increases in journeys by all other modes. The assessment demonstrates that the impact upon any one mode of transport or service would be acceptable.

10.7 Servicing and delivery movements associated with each element at the Site will be accommodate within the development, utilising the two respective loading areas which serve the light industrial space and the hotel. A Draft Delivery and Servicing Plan (DSP) has been provided with this application and a full DSP will be agreed with the authorities and secured by planning condition. The DSP will set out the number, type and timing of all delivery vehicles attending the Site on a daily basis.

Conclusion

10.8 In light of the above, it is concluded that the planning application proposal is acceptable in traffic and transport terms. Taking into consideration the benefits of the development and mitigation measures proposed, it is consistent with relevant transport policy guidance and is considered to meet the key test of the revised NPPF and Paragraph 111, which states that:

"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."

APPENDIX A

74-77 White Lion Street London N1 9PF

+44 (0) 207 099 2933 studio@hapticarchitects.com

www.hapticarchitects.com

General Notes:

- Do not scale off this drawing.
- Use figured dimensions only.
- All dimensions to be verified prior to the commencement of any work or the production of any shop drawing.
- All omissions and discrepancies to be reported to the Architect immediately.
- This drawing is to be read in conjunction with all related Architect's and Engineer's drawings and any other relevant information.
- All proposed landscaping is indicative
- All internal floorplate drawings are indicative only
- **EXISTING BUILDING DISCLAIMER:** This is a project with an existing building, hence all Designs are based on available surveys. All proposals to be reviewed on site prior to construction to ensure suitability of design in relation to existing conditions.

Key:

- Incubator
- Amenity
- Circulation
- External Amenity
- Walkway
- Services/Plant
- Room - Accessible
- Room - Medium
- Room - Standard
- Room - Small
- Room - Existing Medium
- Room - Existing Large
- Room - Central Small
- Public Realm Extent
- Existing accommodation to be refurbished

revision	date	by	appr	description

Key Plan

1:200 graphical scale 0.00m 1.00m 2.00m 4.00m 6.00m 8.00m

NORTH

Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Ground Floor Plan

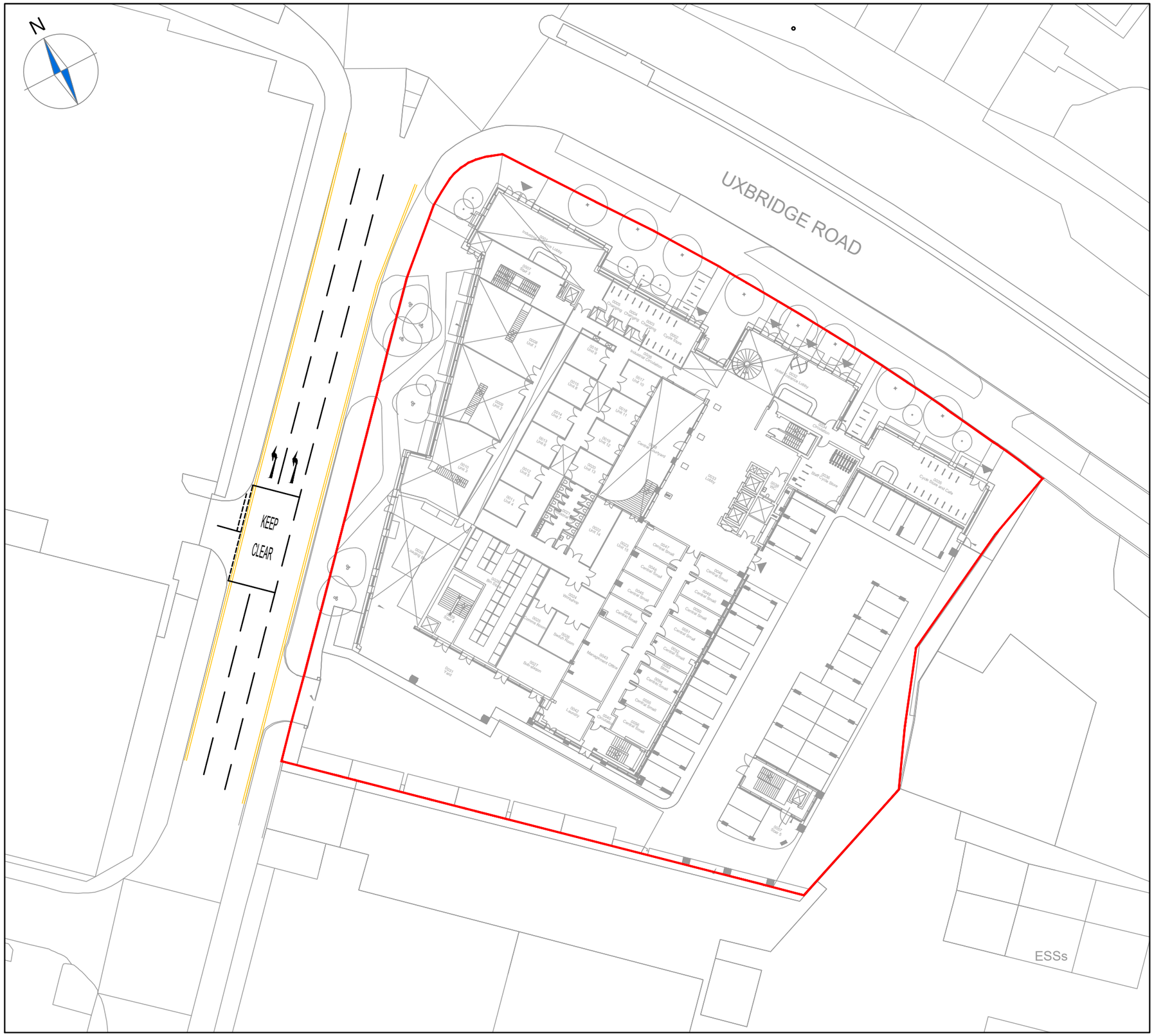
Scale	Sheet Size	Date
1 : 200	A1	13/09/22
1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision | Suitability Code

Drawing No. INF - HAP - ZZZ - L00 - DR - A - 10002

APPENDIX B



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C	Updated Layout.	KB	CC	14.09.2022
B	Updated Layout.	COS	CC	15.08.2022
A	Updated Layout.	COS	SW	16.06.2022

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Infinite Partners

Project:

Hyatt
Uxbridge Road

Drawing Title:

Architects Indicative Layout
General Layout

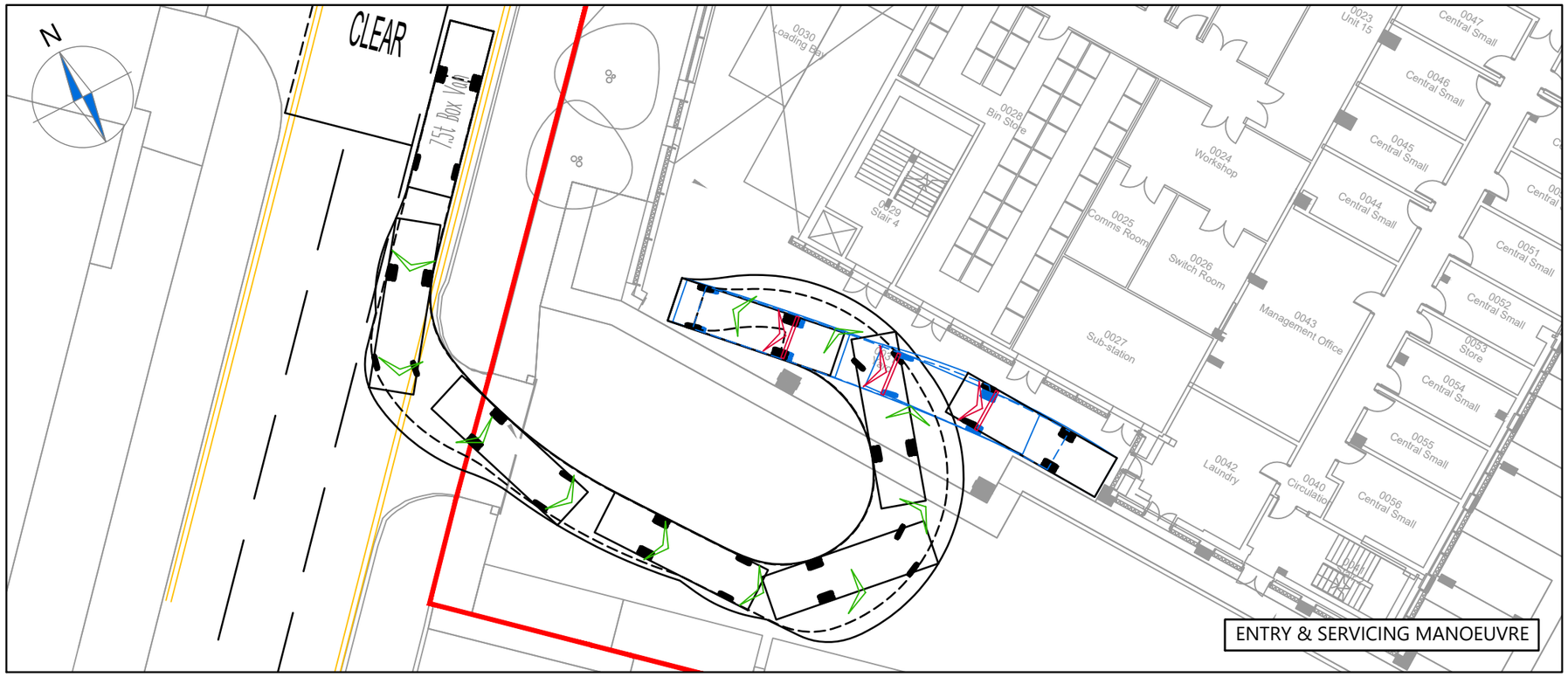
Scale:	Size:
1:500	A3

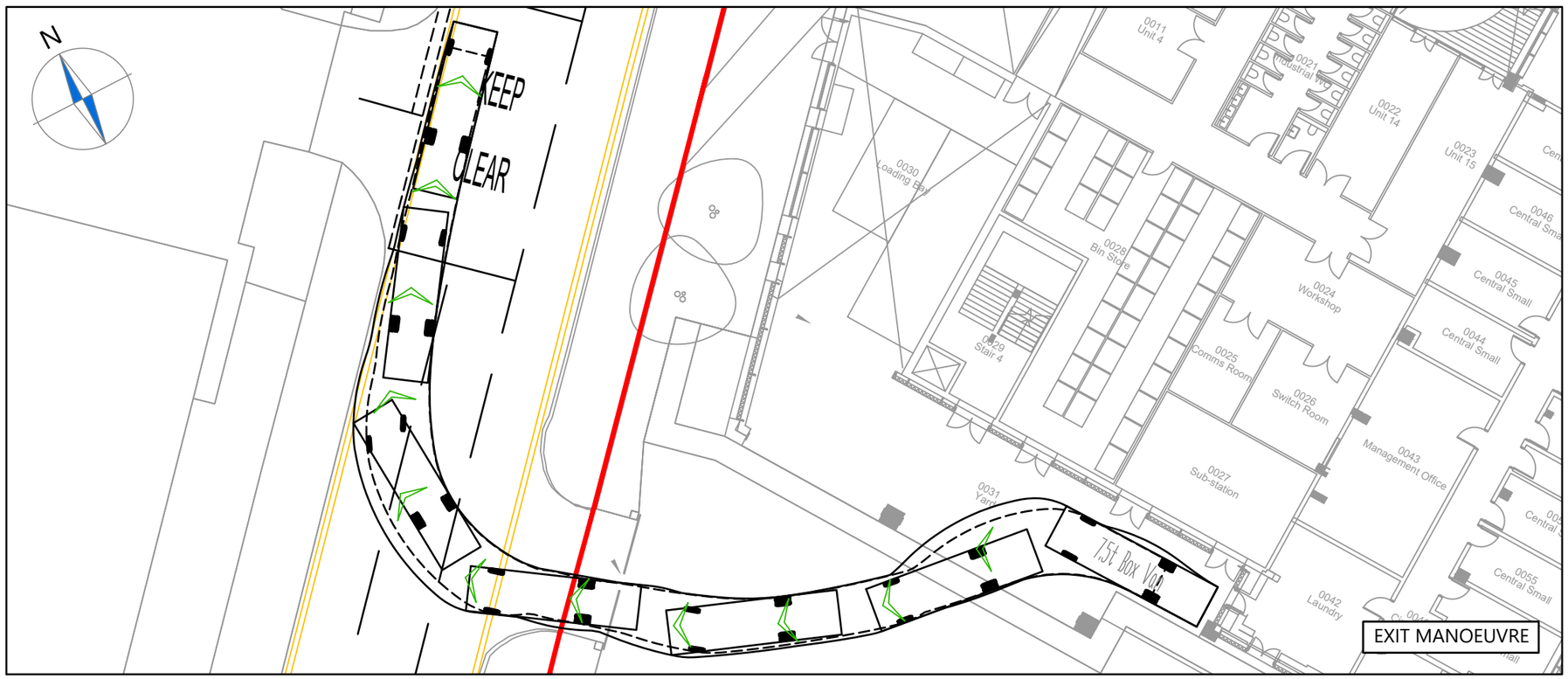
Drawn by:	Checked by:	Date:
HE	CC	03.02.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR001	1 of 8	C

CA4801_TR001_C - SWEPT PATH ANALYSIS.DWG





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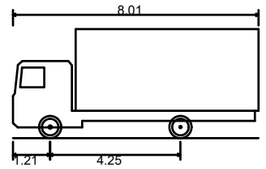

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Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
C	Layout & tracking updated.	KB	CC	14.09.2022
B	Updated Layout.	COS	CC	15.08.2022
A	Updated Layout.	COS	SW	16.06.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Infinite Partners

Project: Hyatt Uxbridge Road

Drawing Title: Swept Path Analysis using an 8m 7.5t Box Van

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	CC	03.02.2022

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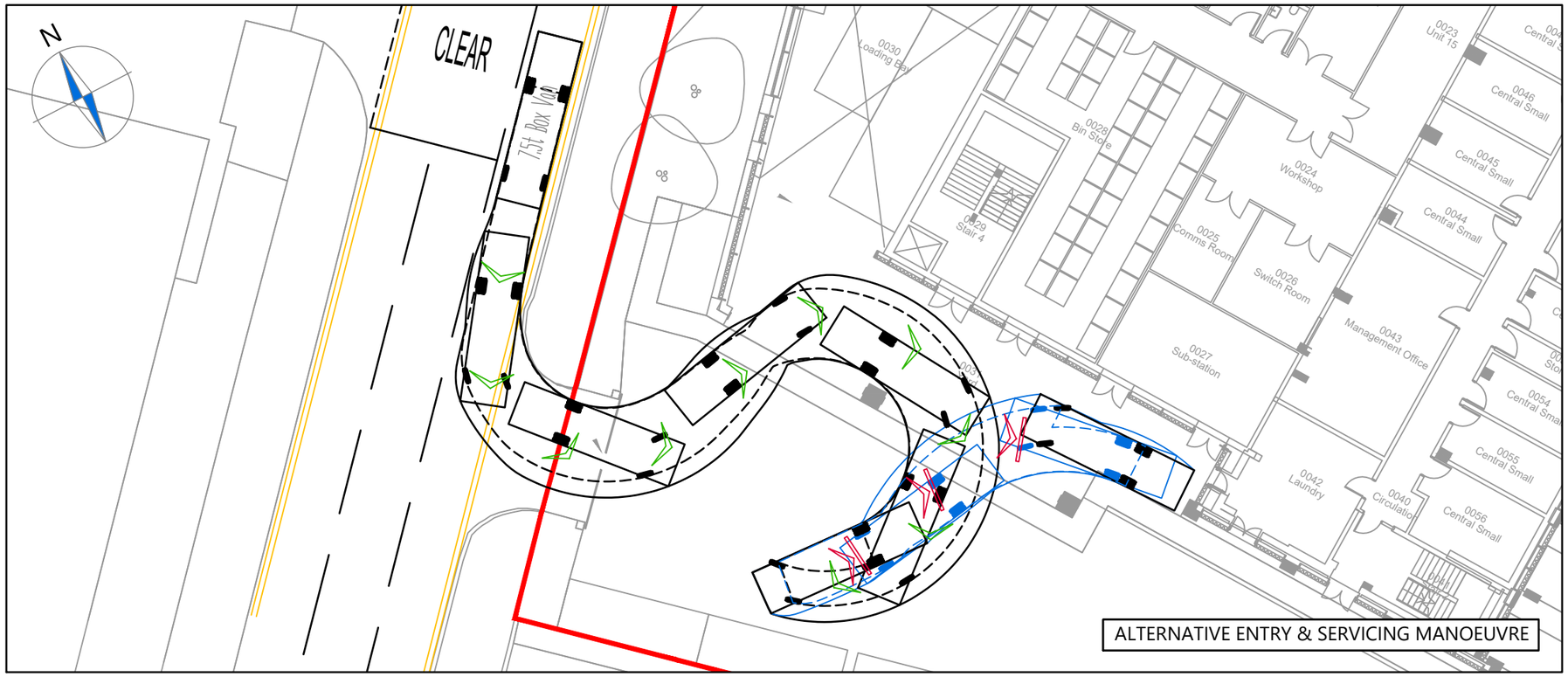

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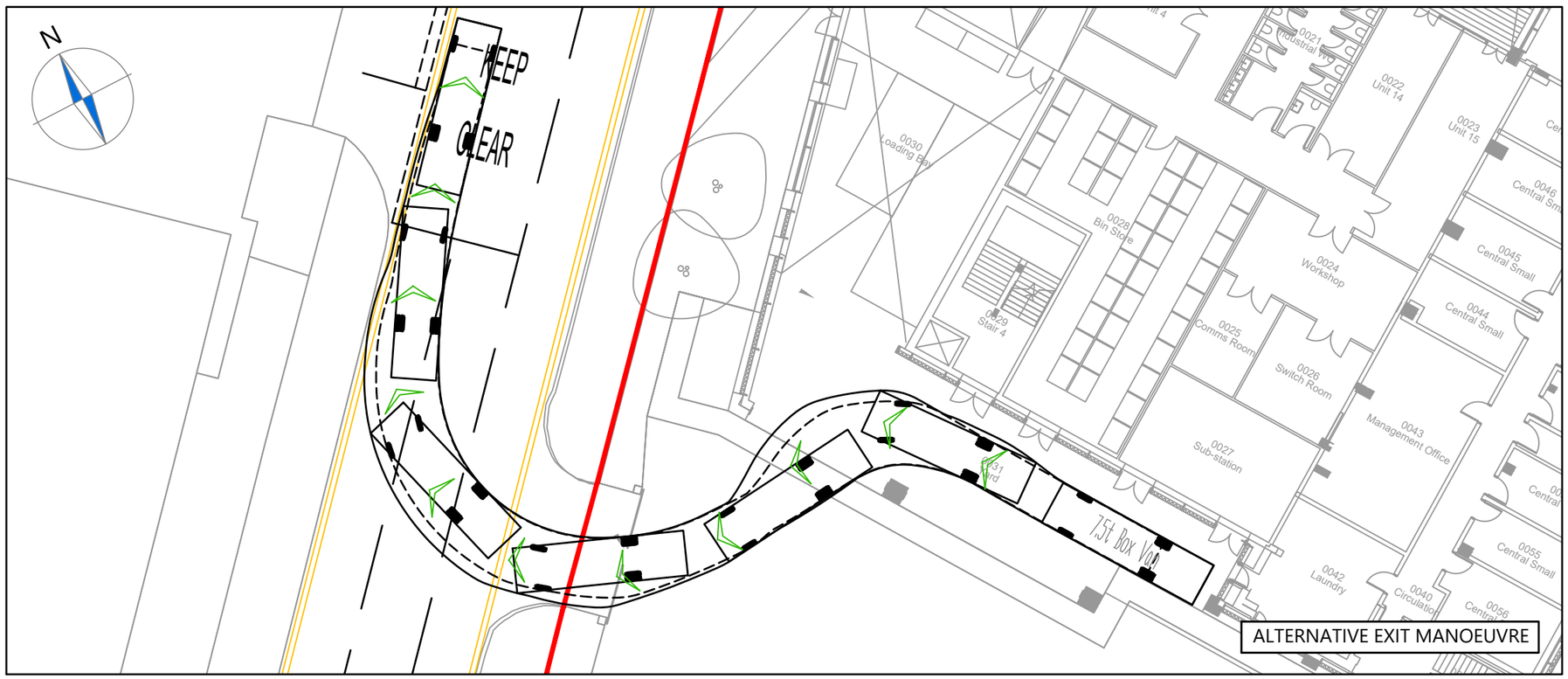

ALTERNATIVE EXIT MANOEUVRE

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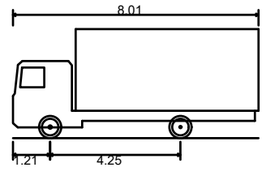

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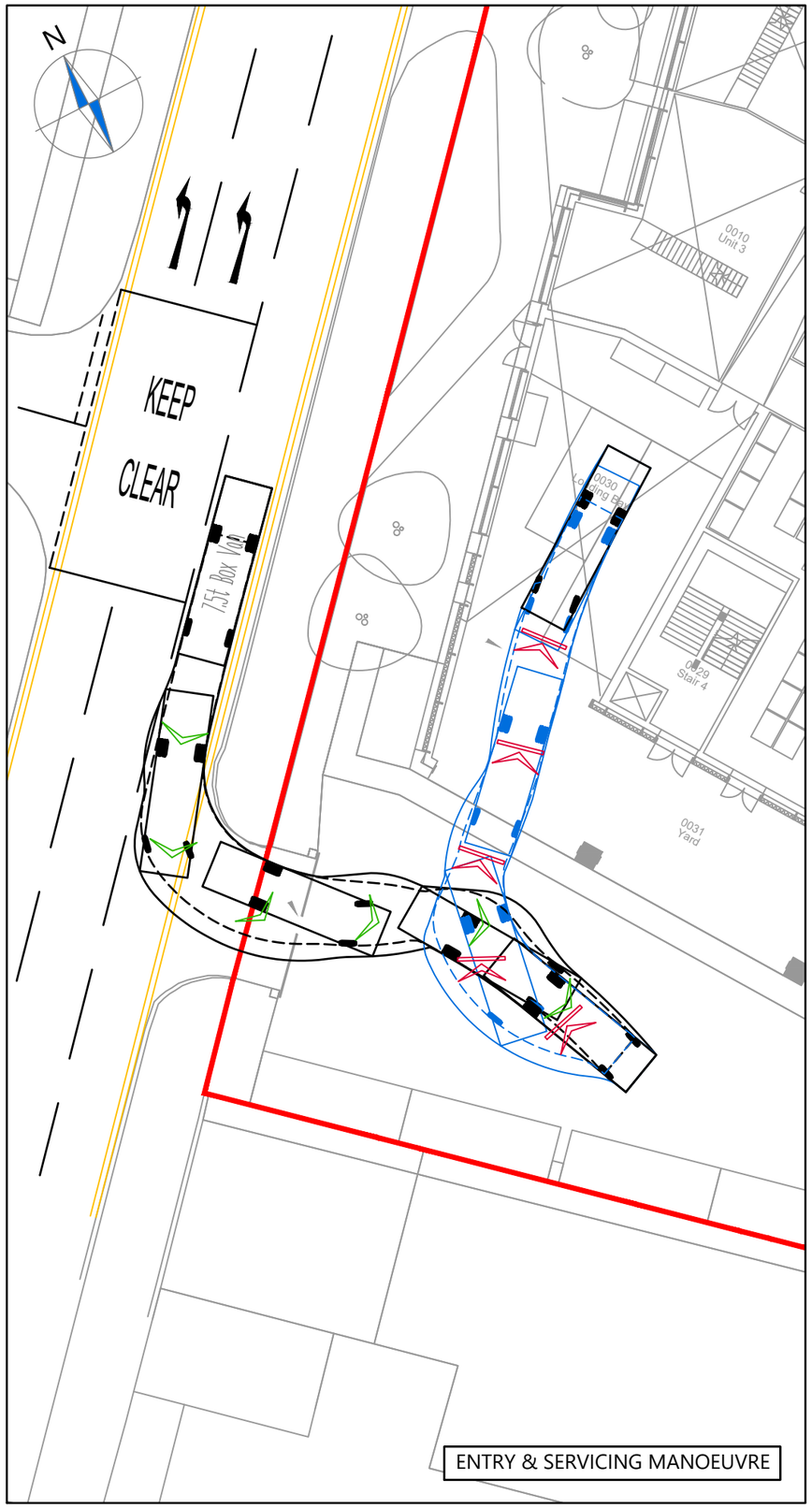

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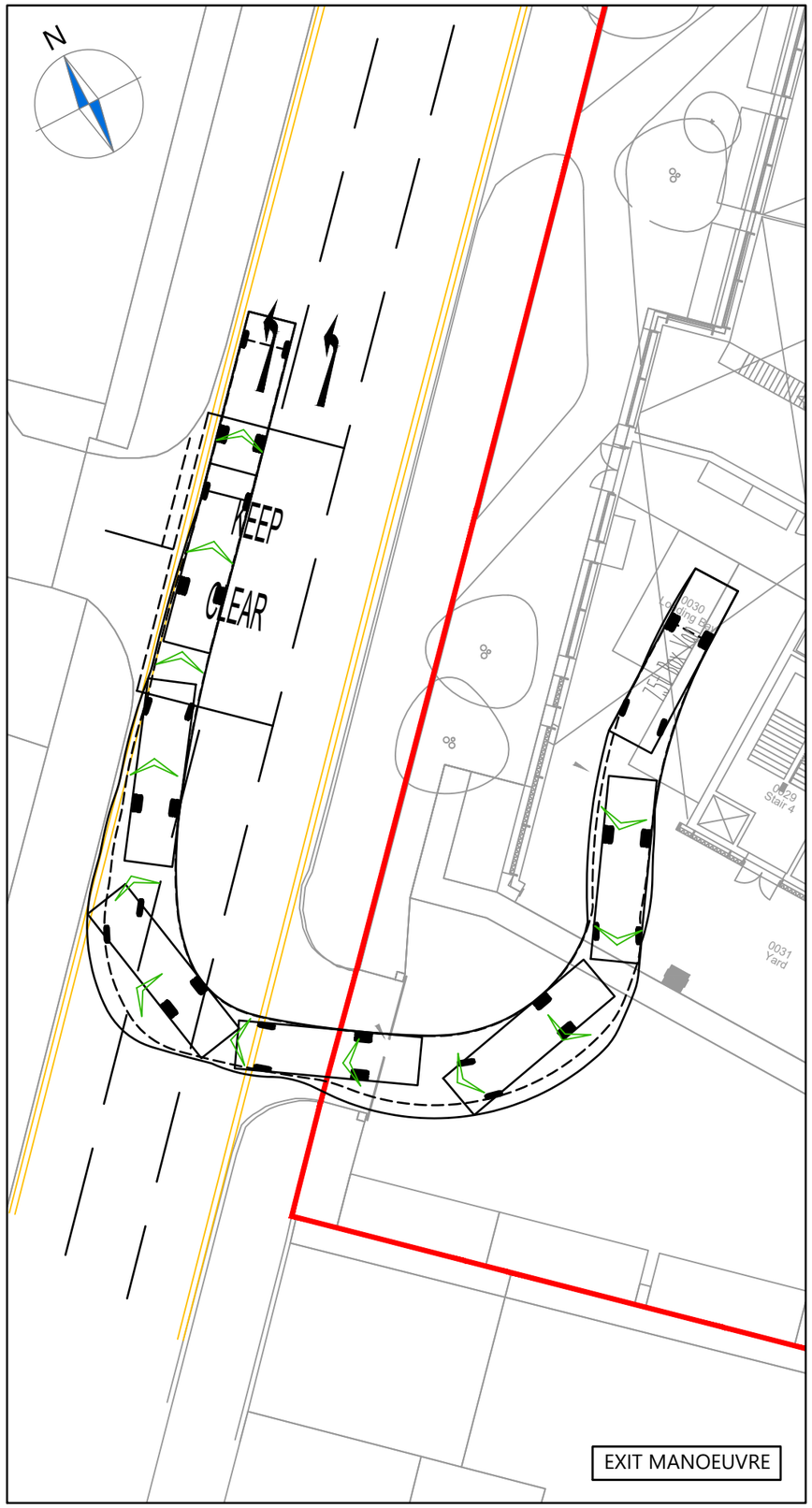

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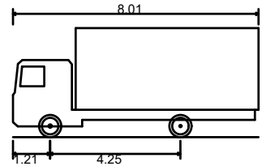

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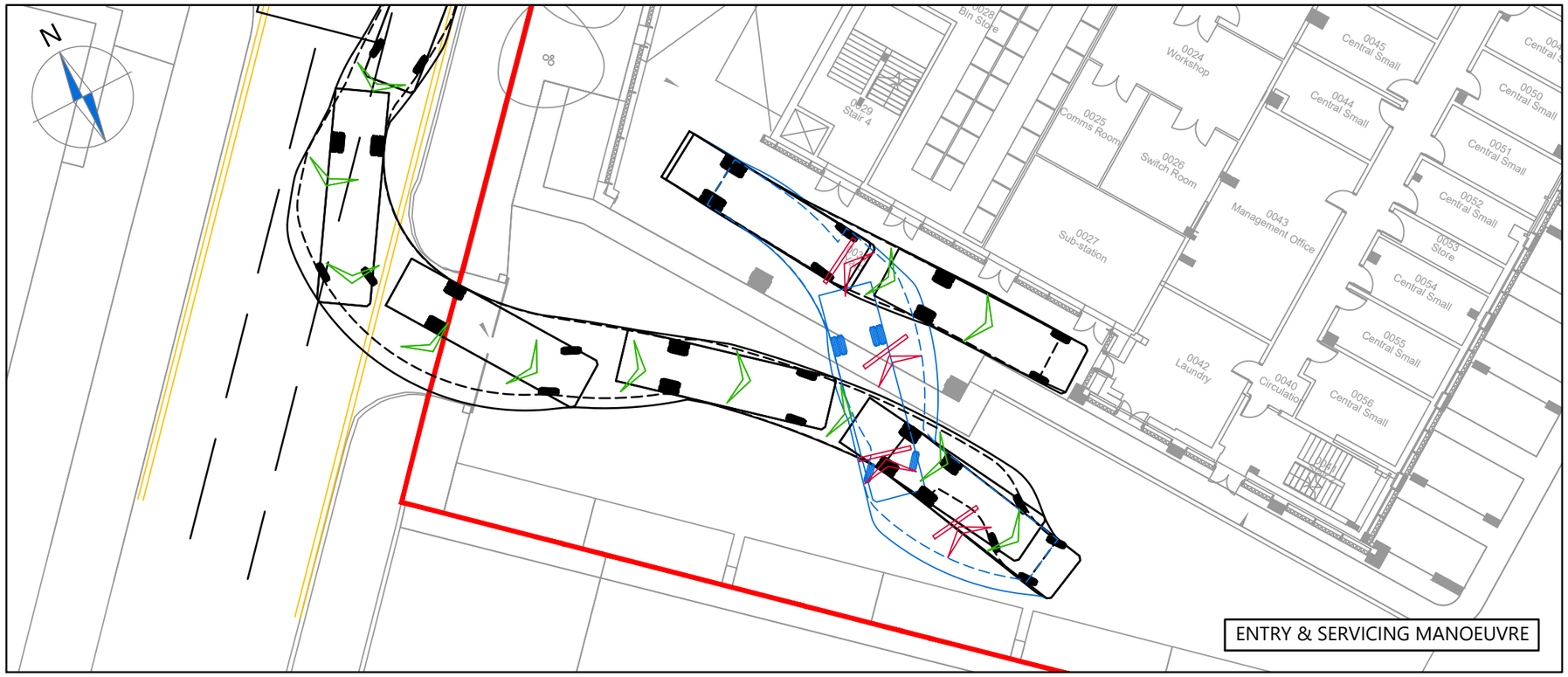

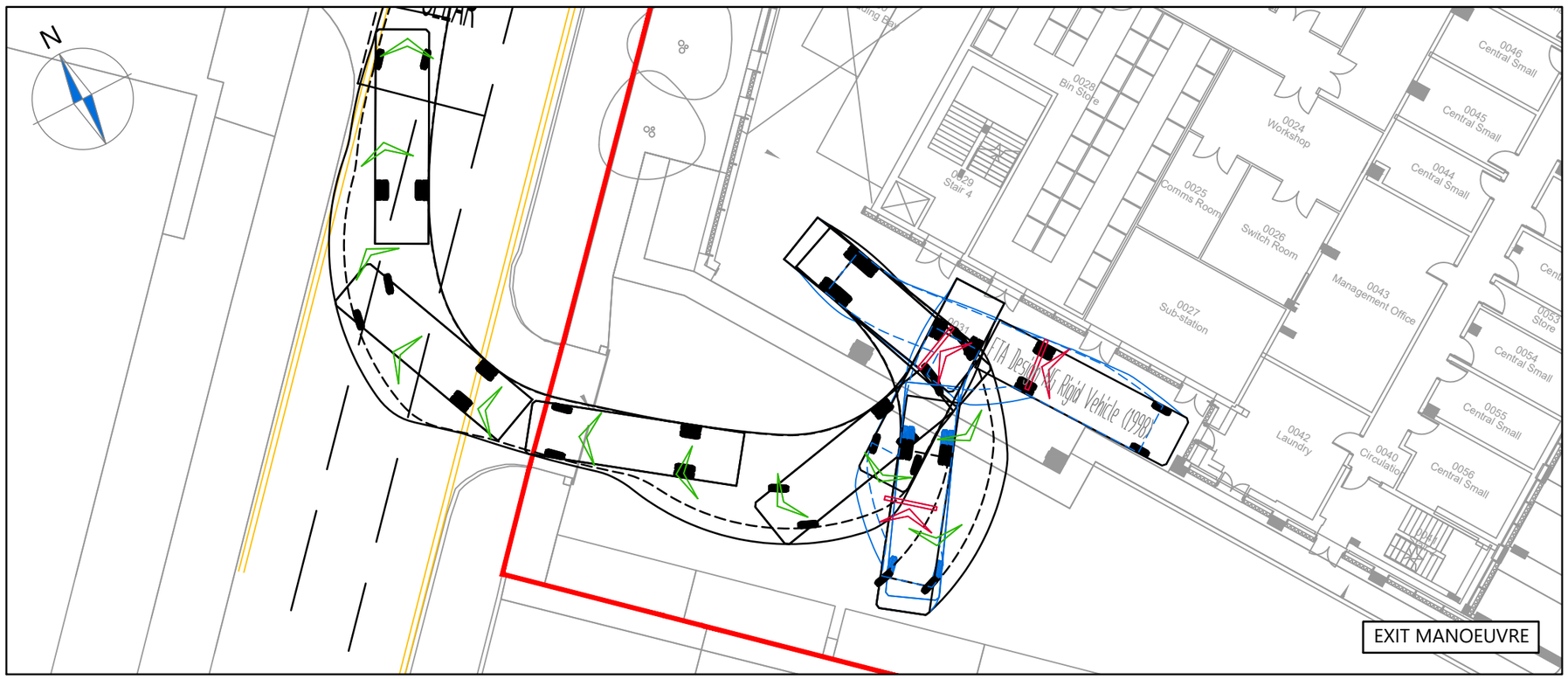

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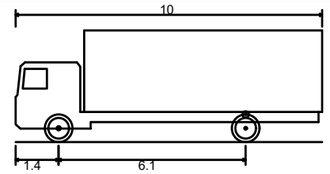
FTA DESIGN HG RIGID VEHICLE (1998)



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
C	Layout & tracking udpated.	KB	CC	14.09.2022
B	Updated Layout.	COS	CC	15.08.2022
A	Updated Layout.	COS	SW	16.06.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Infinite Partners

Project: Hyatt Uxbridge Road

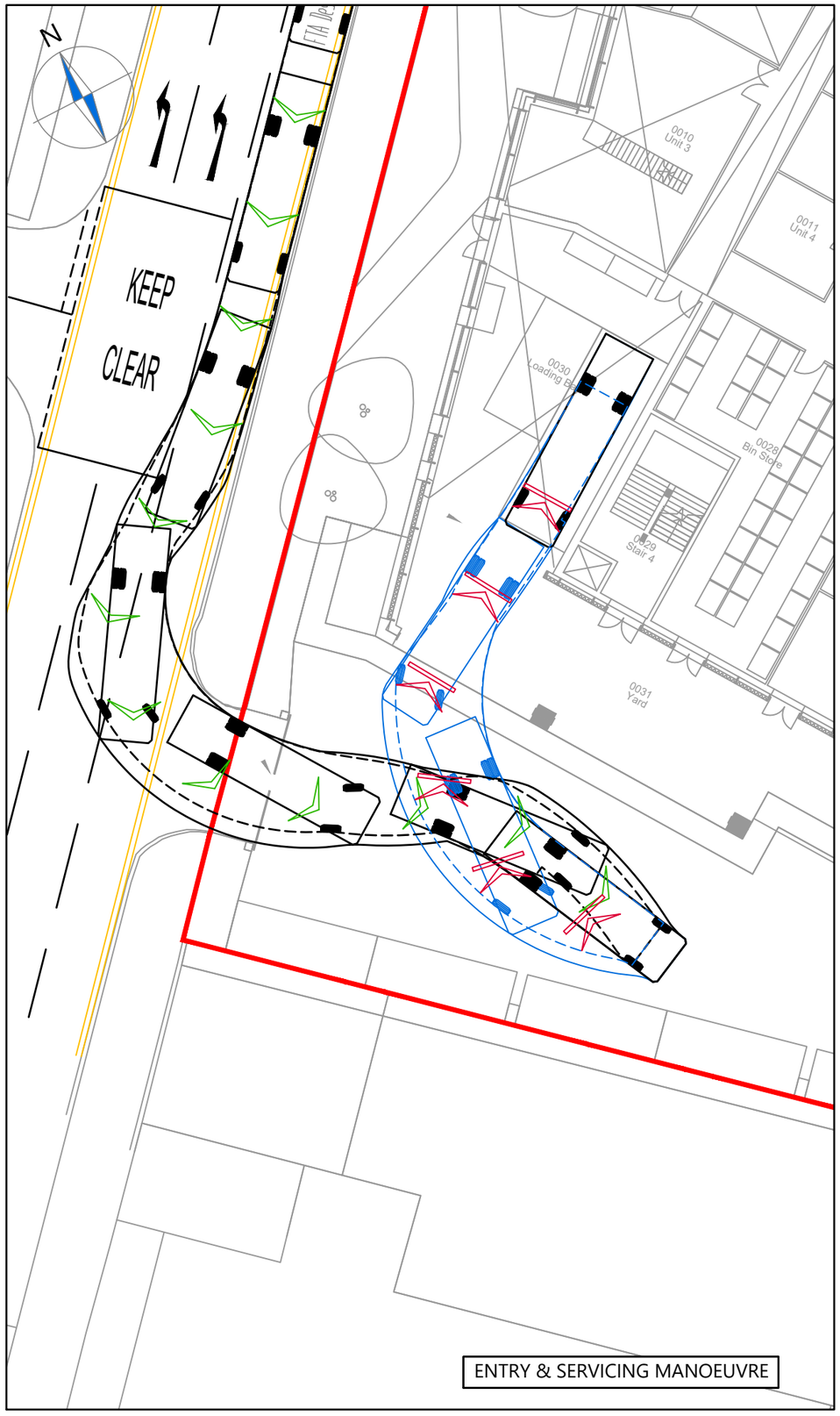
Drawing Title: Swept Path Analysis using a 10m FTA Design Rigid Vehicle

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	CC	03.02.2022

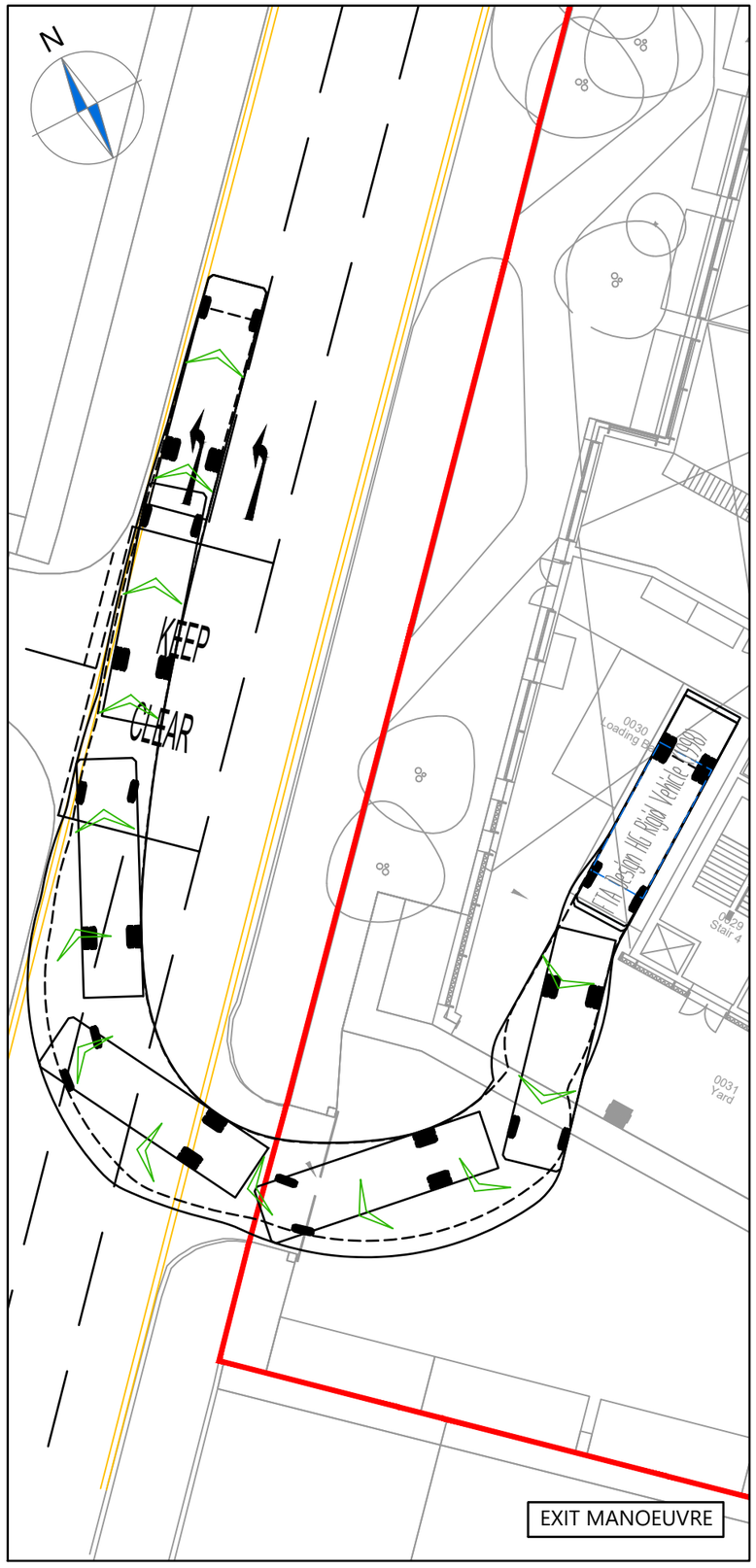
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR001	5 of 8	C

CA4801_TR001_C - SWEPT PATH ANALYSIS.DWG



ENTRY & SERVICING MANOEUVRE



EXIT MANOEUVRE

NOTES

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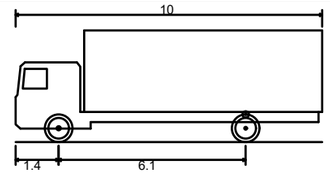
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

FTA DESIGN HG RIGID VEHICLE (1998)



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
C	Layout & tracking udpated.	KB	CC	14.09.2022
B	Updated Layout.	COS	CC	15.08.2022
A	Updated Layout.	COS	SW	16.06.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Infinite Partners

Project: Hyatt Uxbridge Road

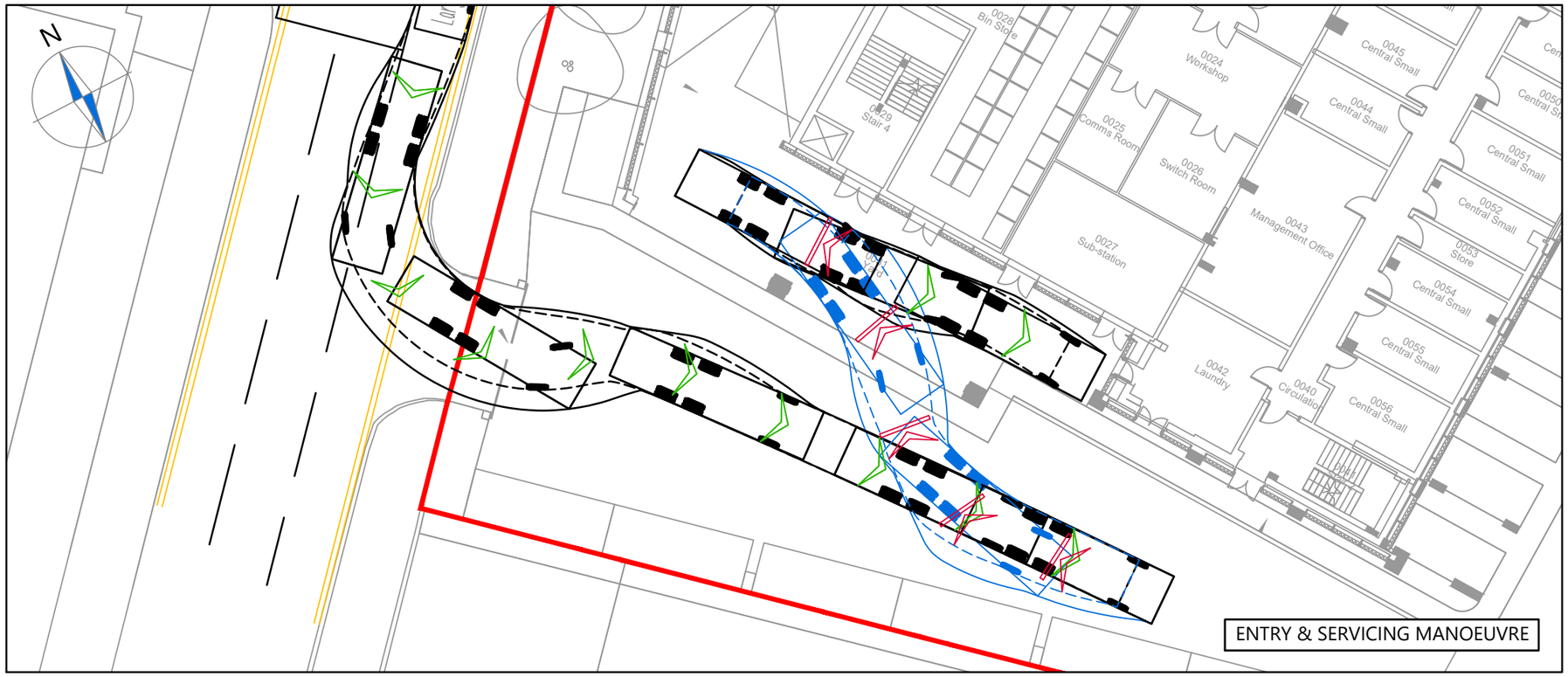
Drawing Title: Swept Path Analysis using a 10m FTA Design Rigid Vehicle

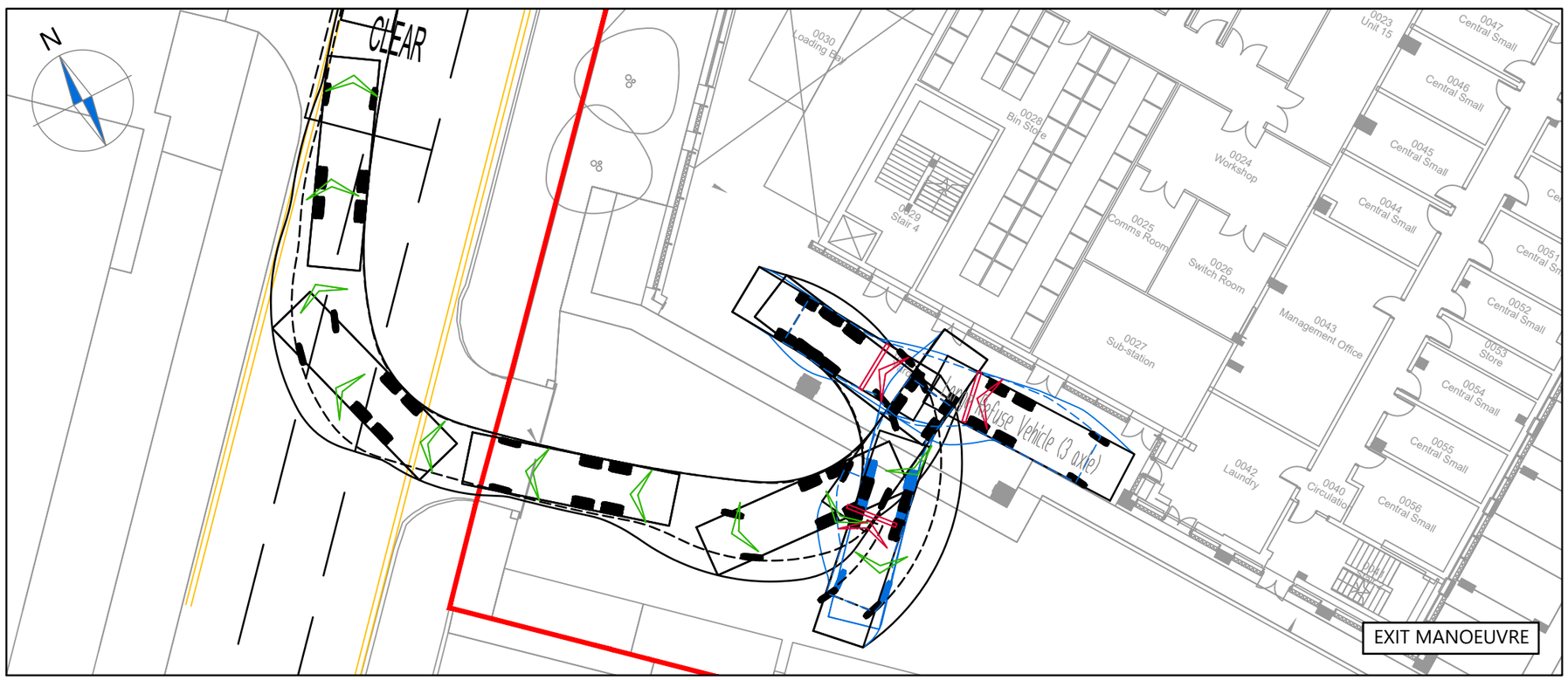
Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	CC	03.02.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR001	6 of 8	C

CA4801_TR001_C - SWEPT PATH ANALYSIS.DWG





NOTES

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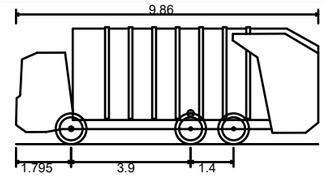
LARGE REFUSE VEHICLE (3 AXLE)



Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
C	Layout & tracking updated.	KB	CC	14.09.2022
B	Updated Layout.	COS	CC	15.08.2022
A	Updated Layout.	COS	SW	16.06.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Infinite Partners

Project: Hyatt Uxbridge Road

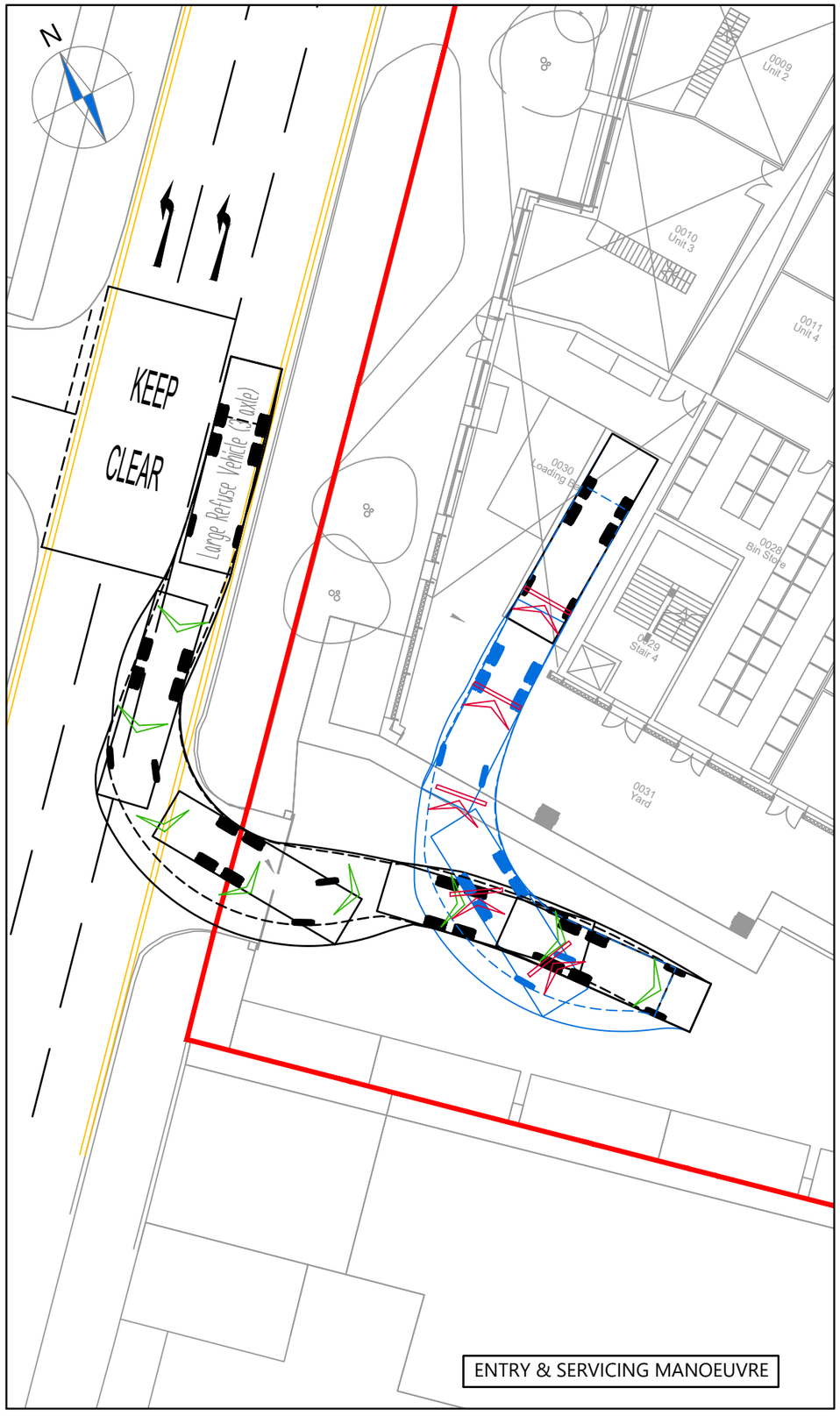
Drawing Title: Swept Path Analysis using a 9.86m Large 3 Axle Refuse Vehicle

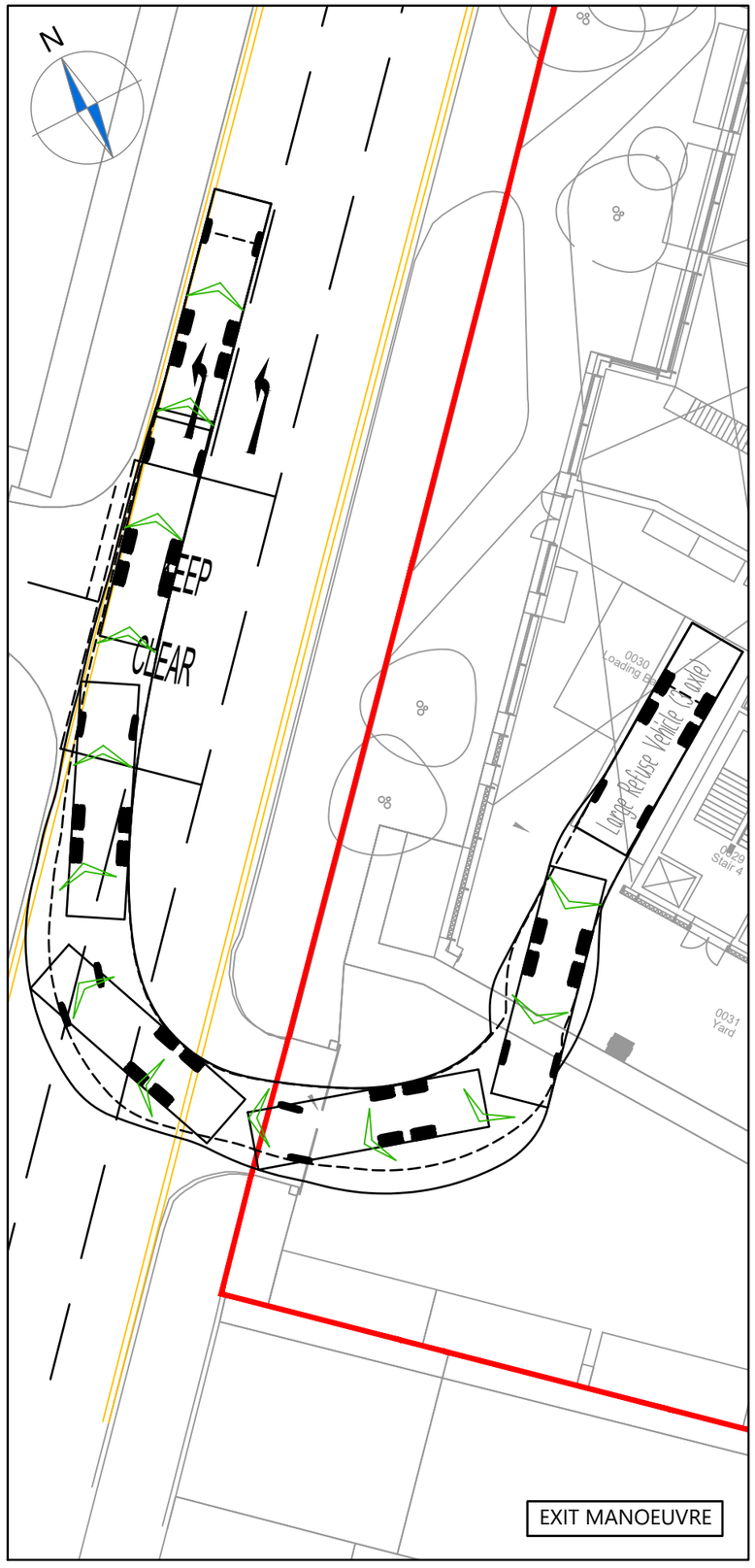
Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	CC	03.02.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR001	7 of 8	C

CA4801_TR001_C - SWEPT PATH ANALYSIS.DWG





NOTES

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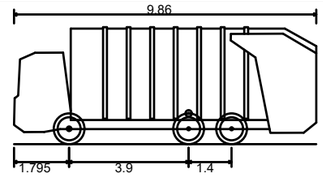
LARGE REFUSE VEHICLE (3 AXLE)



Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
C	Layout & tracking updated.	KB	CC	14.09.2022
B	Updated Layout.	COS	CC	15.08.2022
A	Updated Layout.	COS	SW	16.06.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Infinite Partners

Project:

Hyatt
Uxbridge Road

Drawing Title:

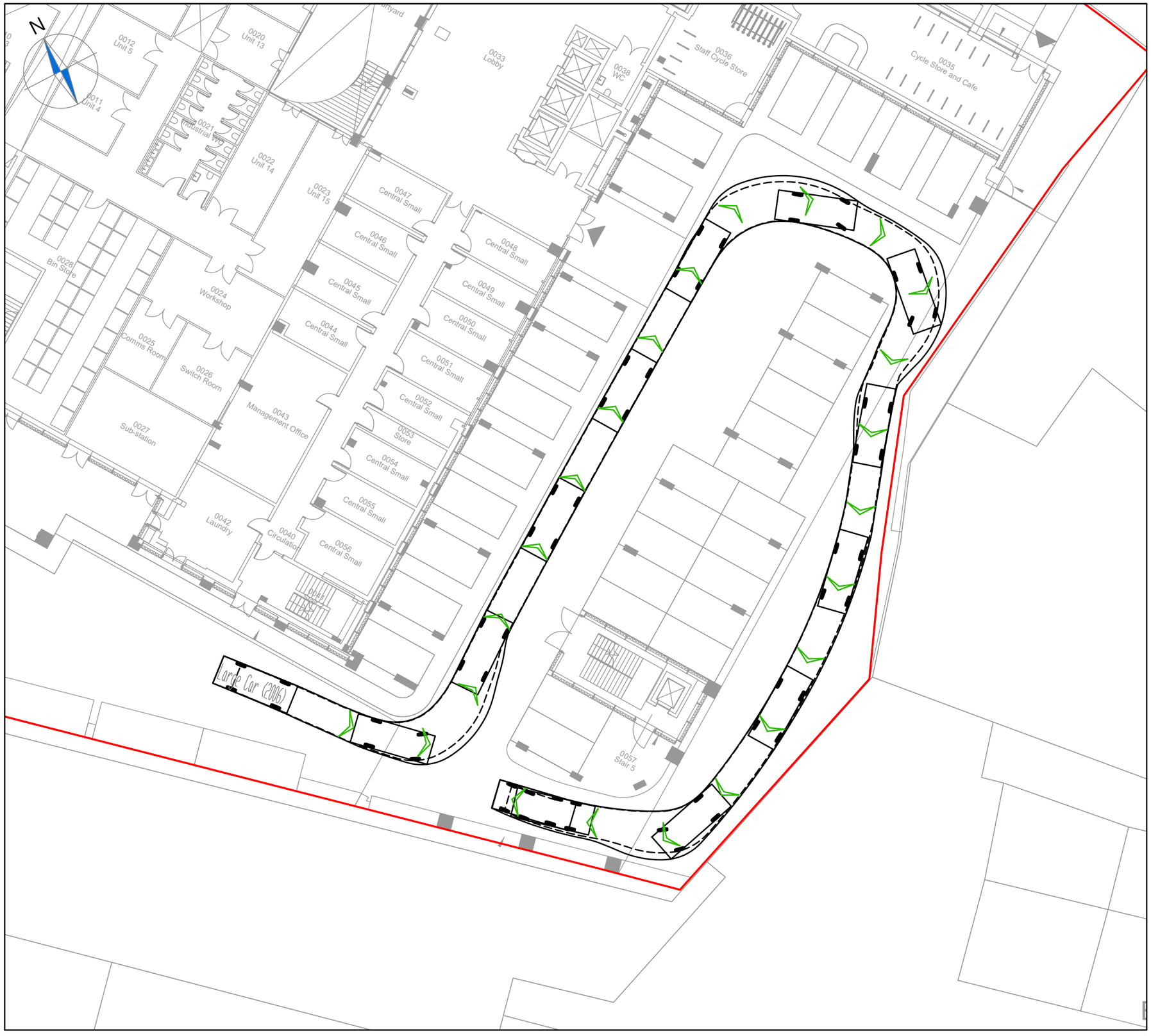
Swept Path Analysis using a 9.86m Large 3 Axle Refuse Vehicle

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	CC	03.02.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR001	8 of 8	C

CA4801_TR001_C - SWEPT PATH ANALYSIS.DWG



NOTES

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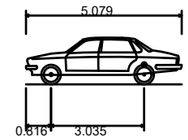
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
B	Updated layout & tracking.	KB	CC	14.09.2022
A	Updated layout.	COS	CC	15.08.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Infinite Partners

Project:

Hyatt
Uxbridge Road

Drawing Title:

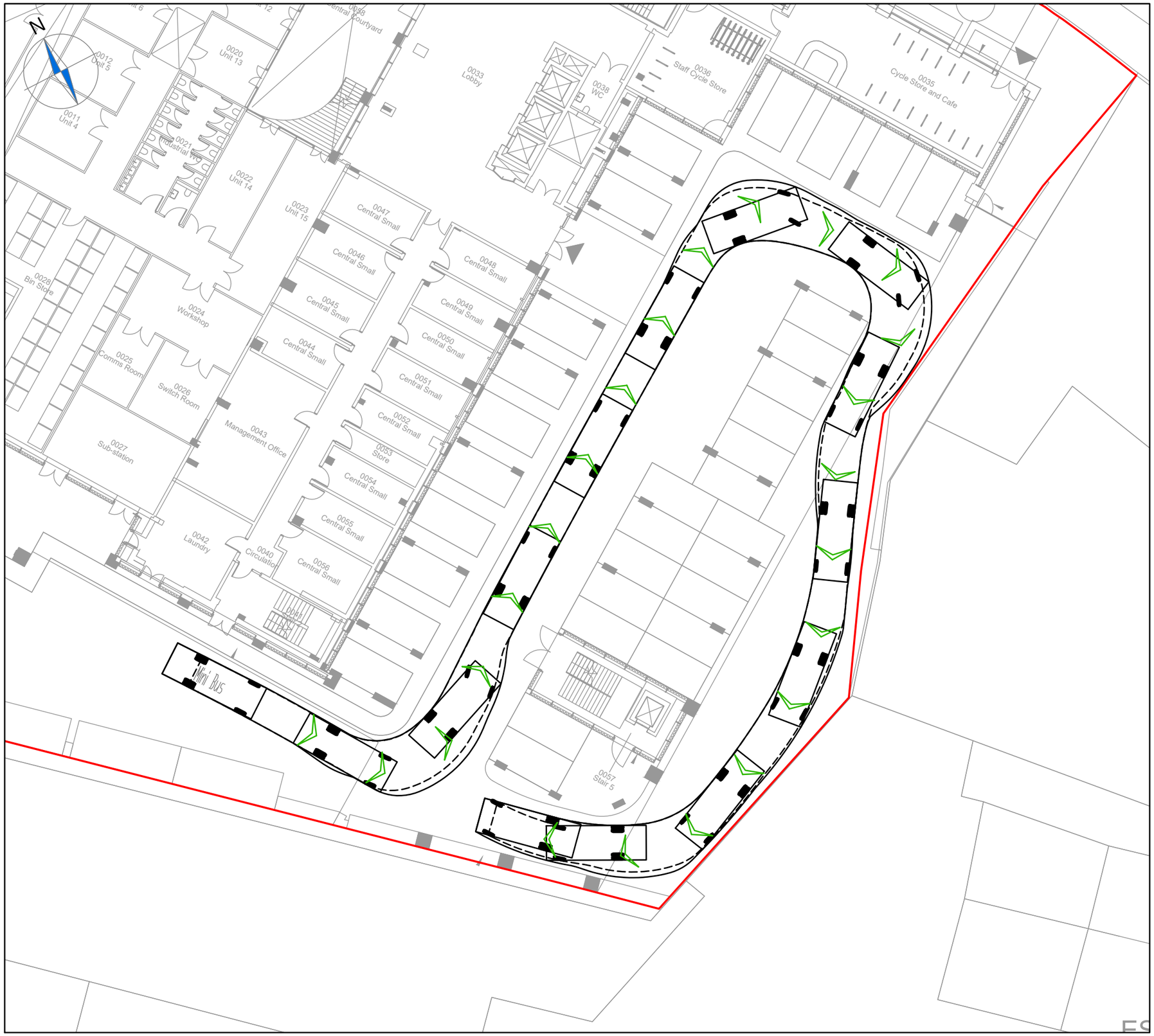
Vehicle Swept Path Analysis for a Large Car

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	COS	SW	16.06.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR003	1 of 6	B

CA4801_TR003_B - SWEPT PATH ANALYSIS (CAR PARK REVIEW).DWG



NOTES

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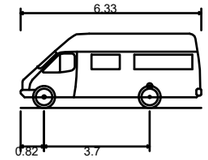
MINI BUS



Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Max Track Width	2.192m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.450m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
B	Updated layout & tracking.	KB	CC	14.09.2022
A	Updated layout.	COS	CC	15.08.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Infinite Partners

Project: Hyatt Uxbridge Road

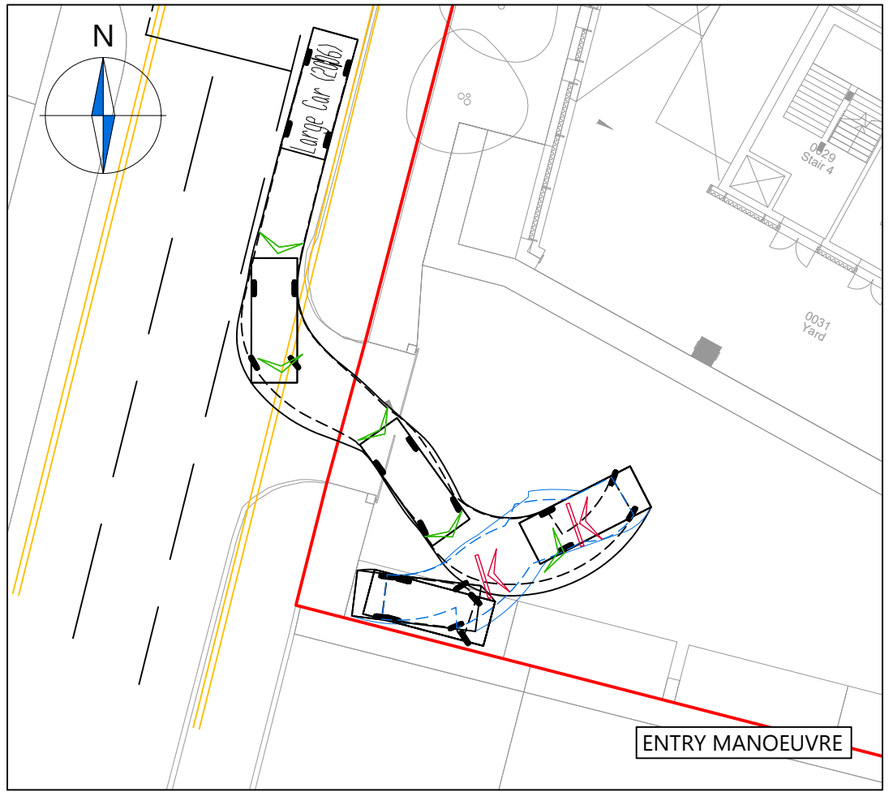
Drawing Title: Vehicle Swept Path Analysis for a Minibus

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	COS	SW	16.06.2022

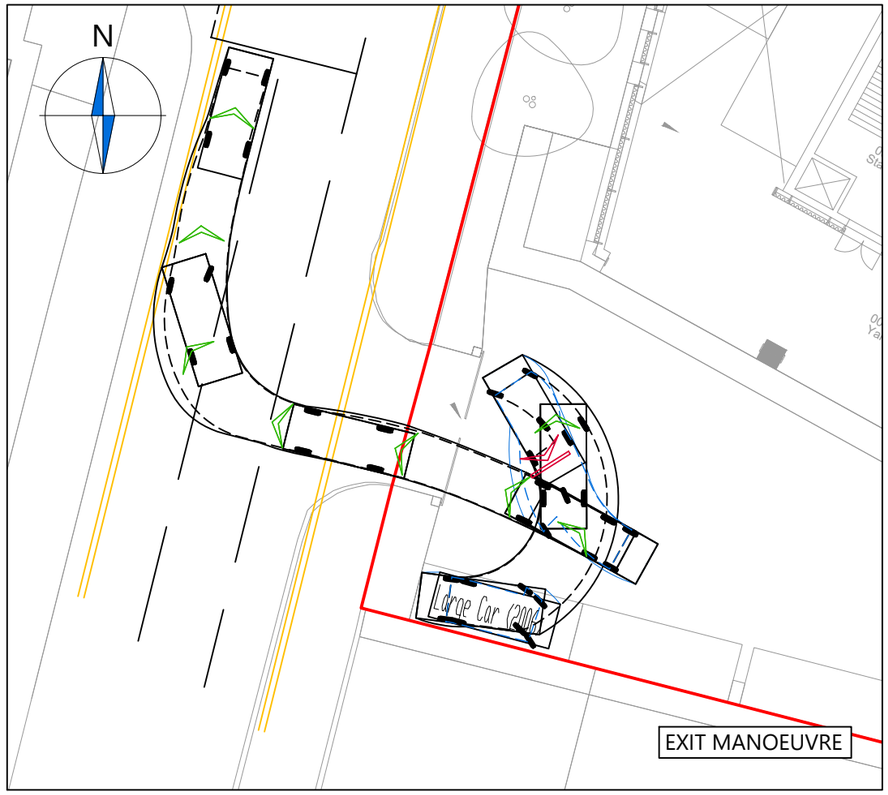
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR003	2 of 6	B

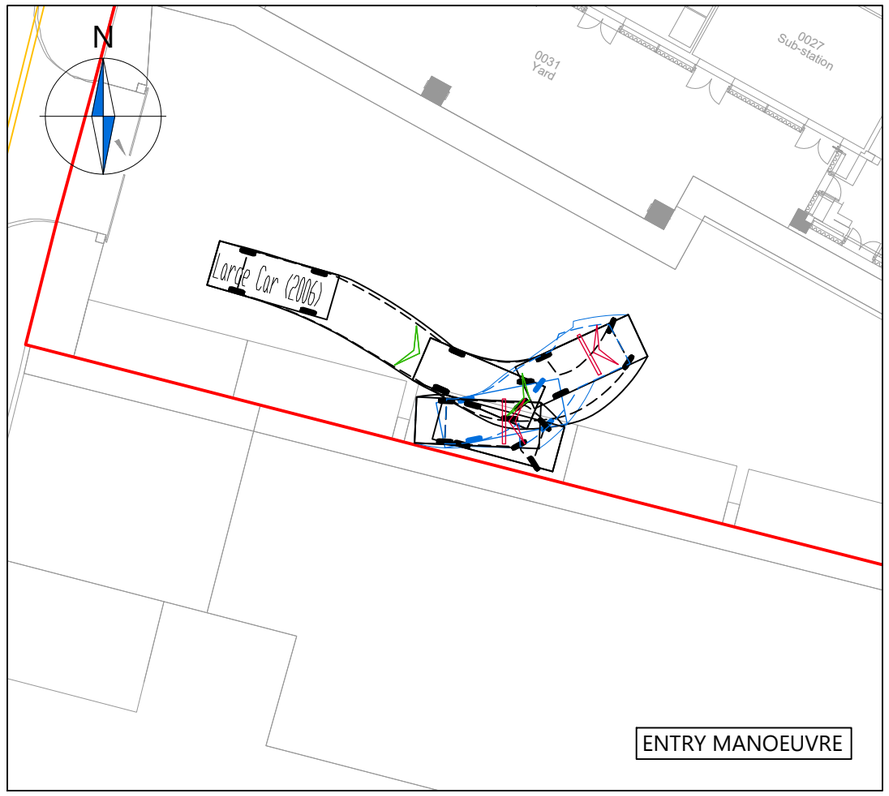
CA4801_TR003_B - SWEPT PATH ANALYSIS (CAR PARK REVIEW).DWG



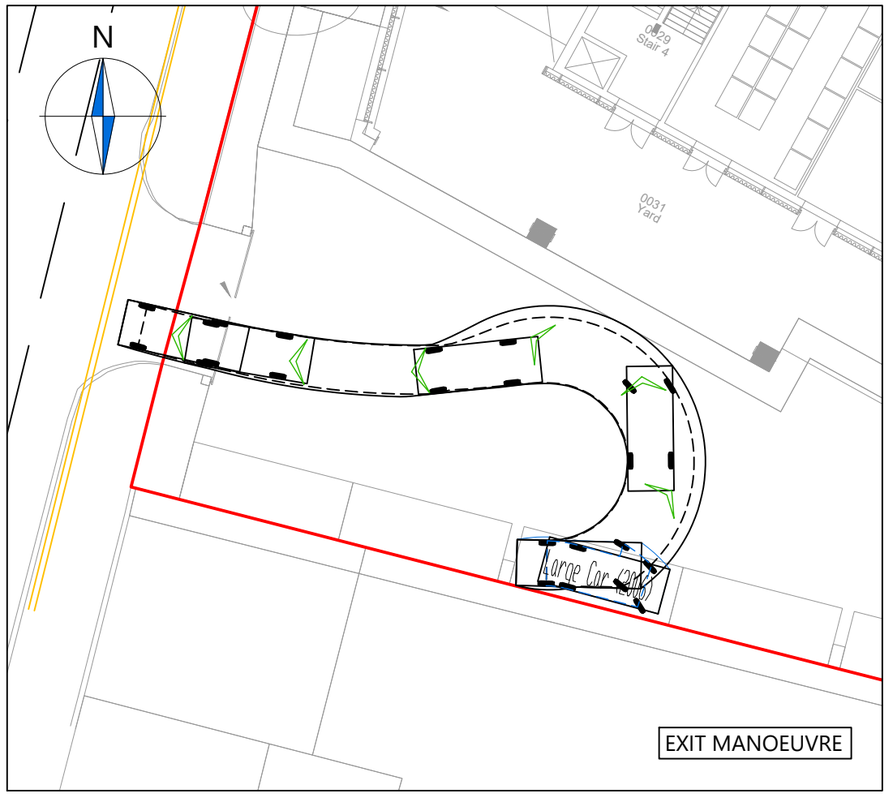
ENTRY MANOEUVRE



EXIT MANOEUVRE



ENTRY MANOEUVRE



EXIT MANOEUVRE

NOTES

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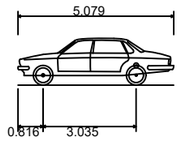
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
B	Updated layout & tracking.	KB	CC	14.09.2022
A	Updated layout.	COS	CC	15.08.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Infinite Partners

Project:

Hyatt
Uxbridge Road

Drawing Title:

Vehicle Swept Path Analysis for a Large Car

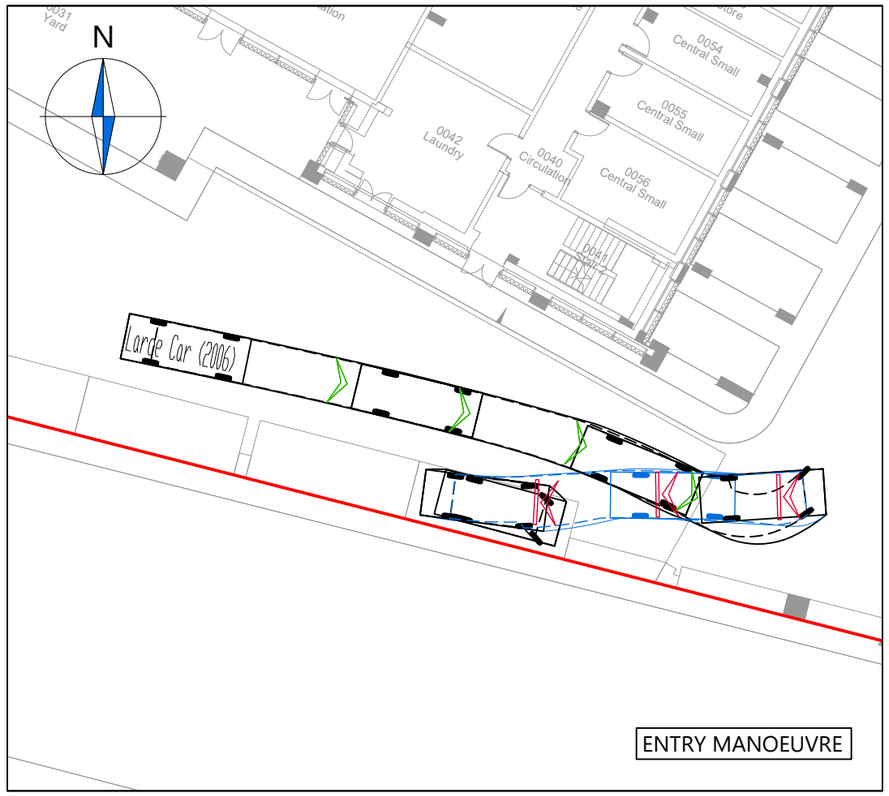
Scale:	Size:
1:250	A3

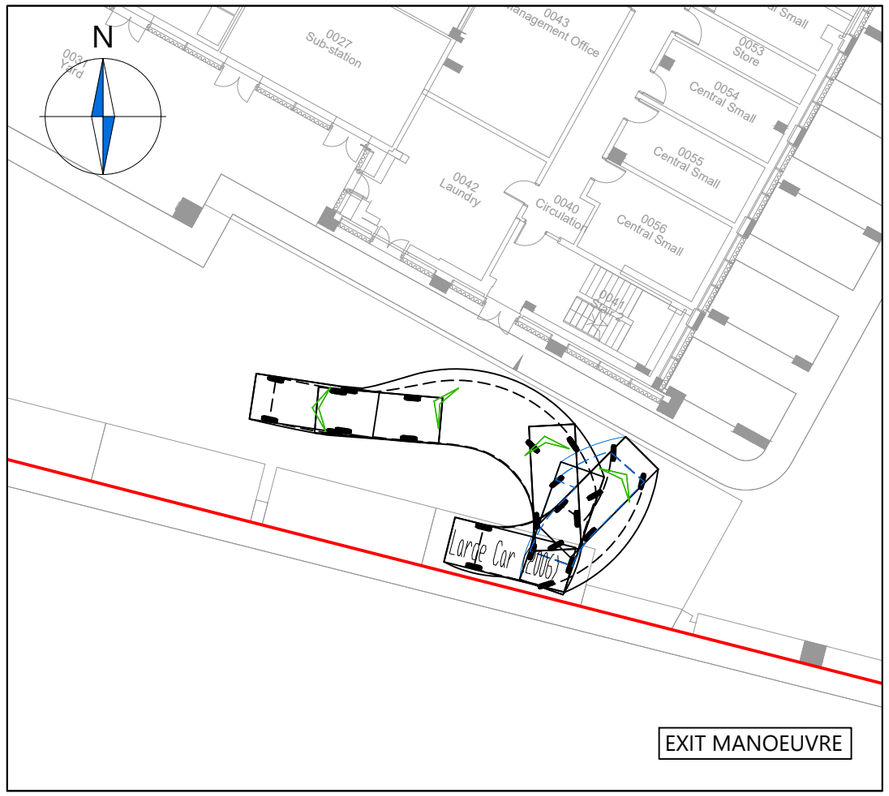
Drawn by:	Checked by:	Date:
COS	SW	16.06.2022

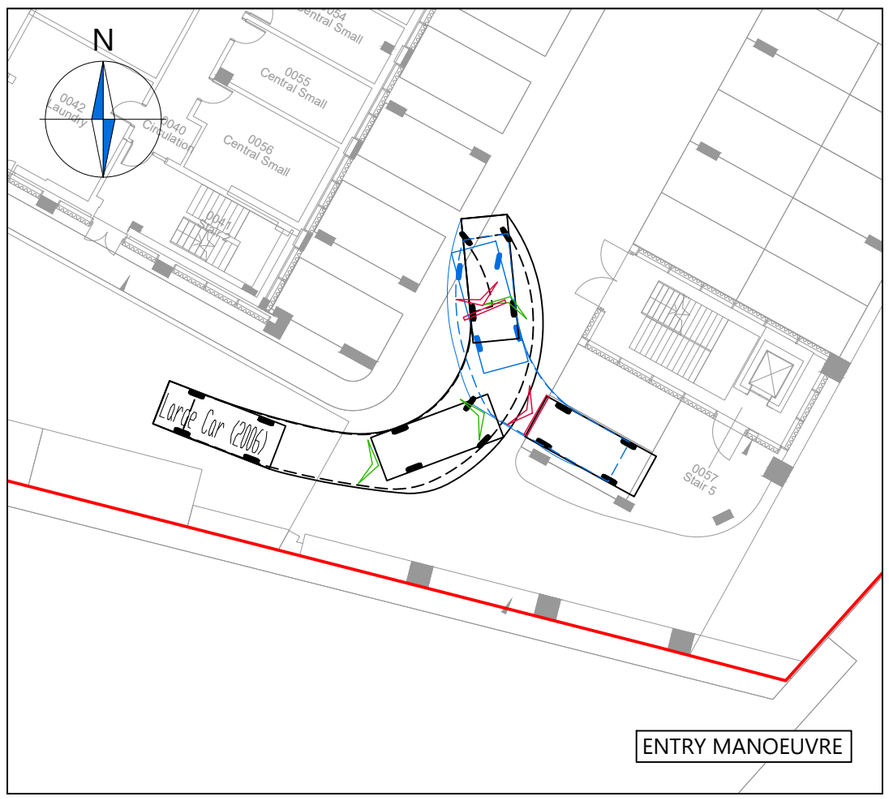
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

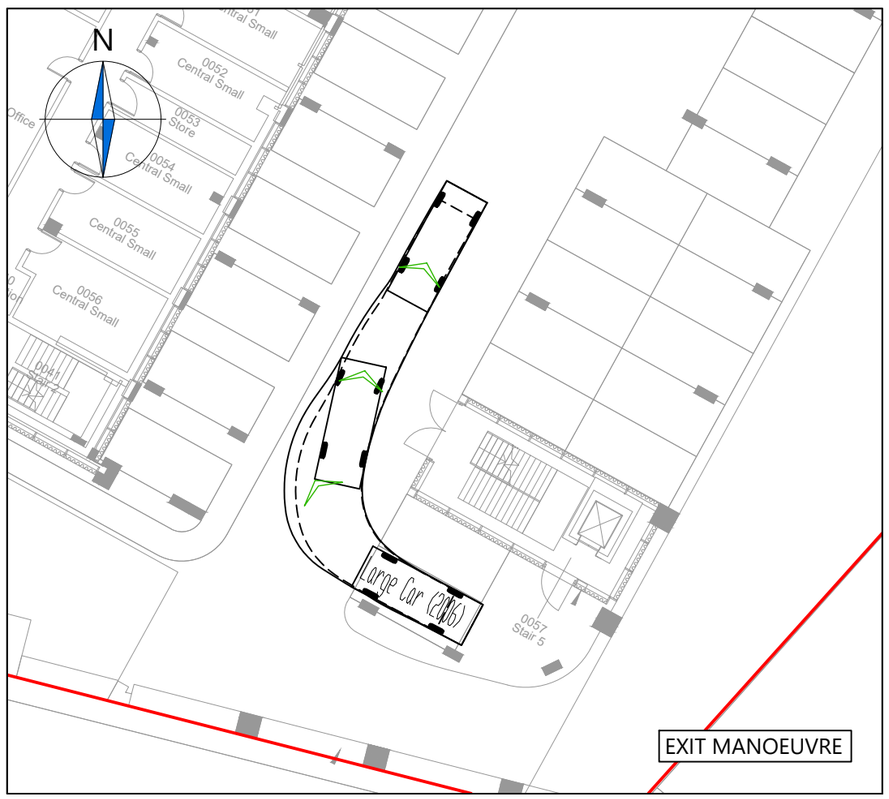
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR003	3 of 6	B

CA4801_TR003_B - SWEPT PATH ANALYSIS (CAR PARK REVIEW).DWG









NOTES

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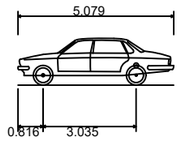
LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
B	Updated layout & tracking.	KB	CC	14.09.2022
A	Updated layout.	COS	CC	15.08.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Infinite Partners

Project:

Hyatt
Uxbridge Road

Drawing Title:

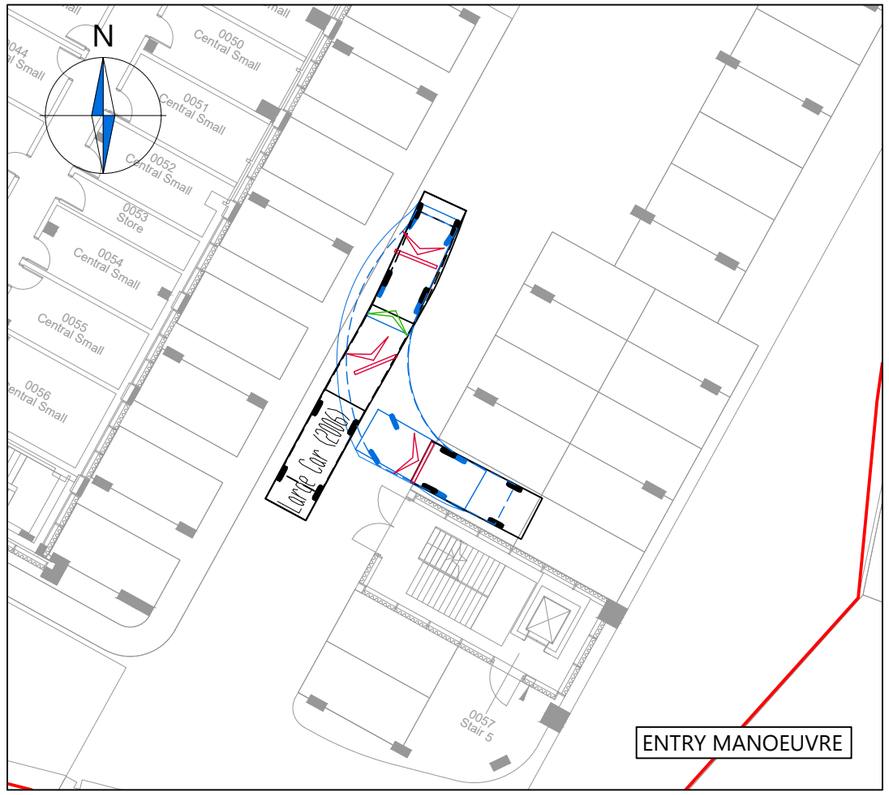
Vehicle Swept Path Analysis for a Large Car

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	COS	SW	16.06.2022

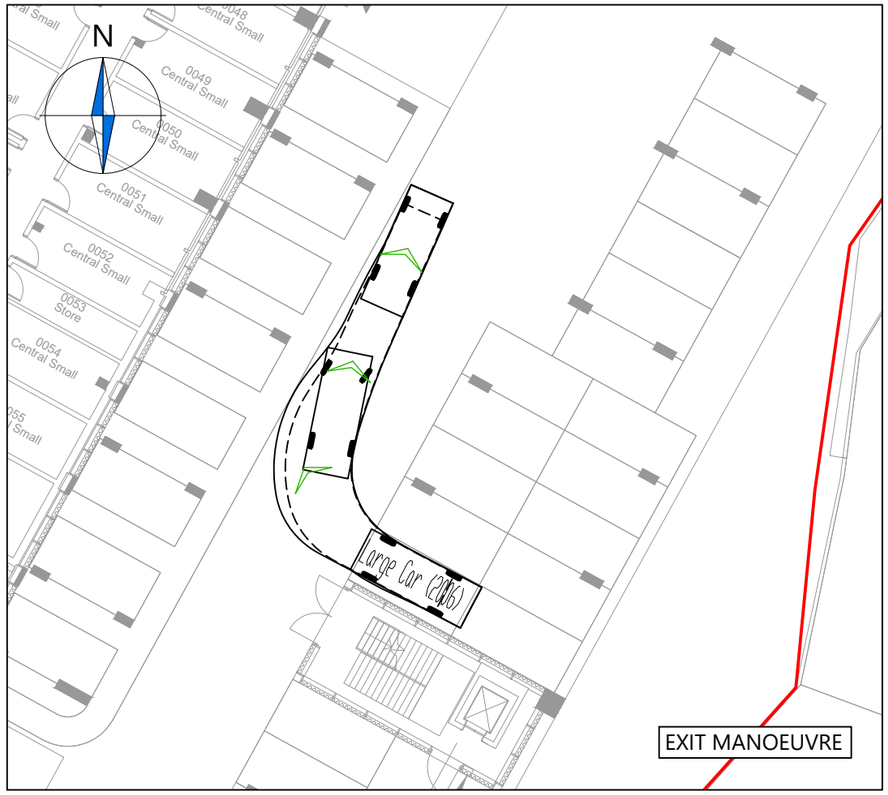
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR003	4 of 6	B

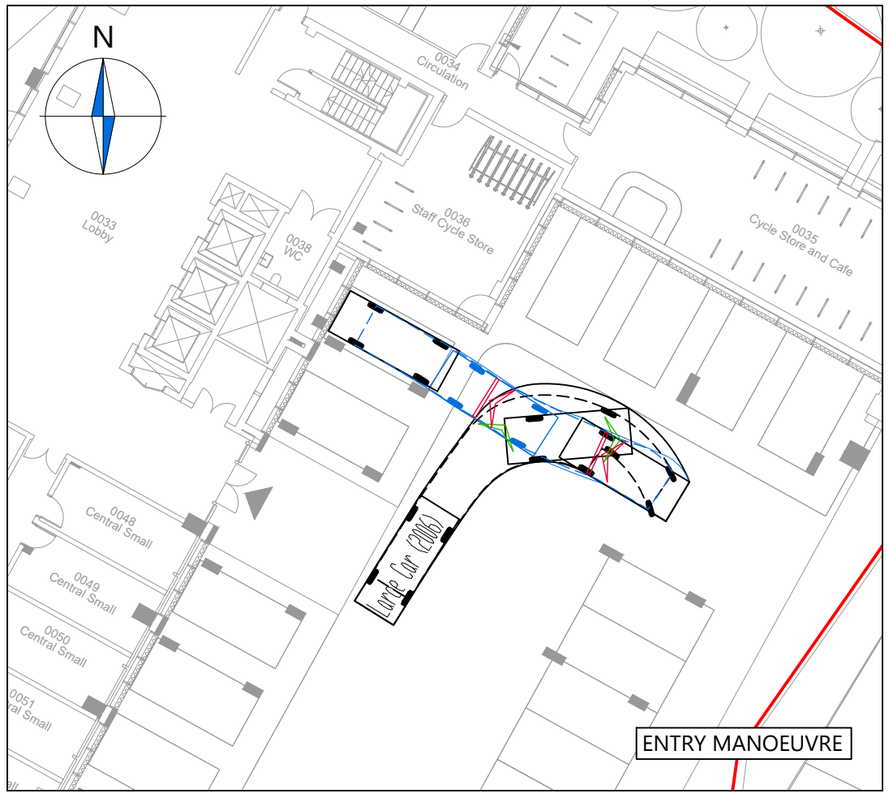
CA4801_TR003_B - SWEPT PATH ANALYSIS (CAR PARK REVIEW).DWG



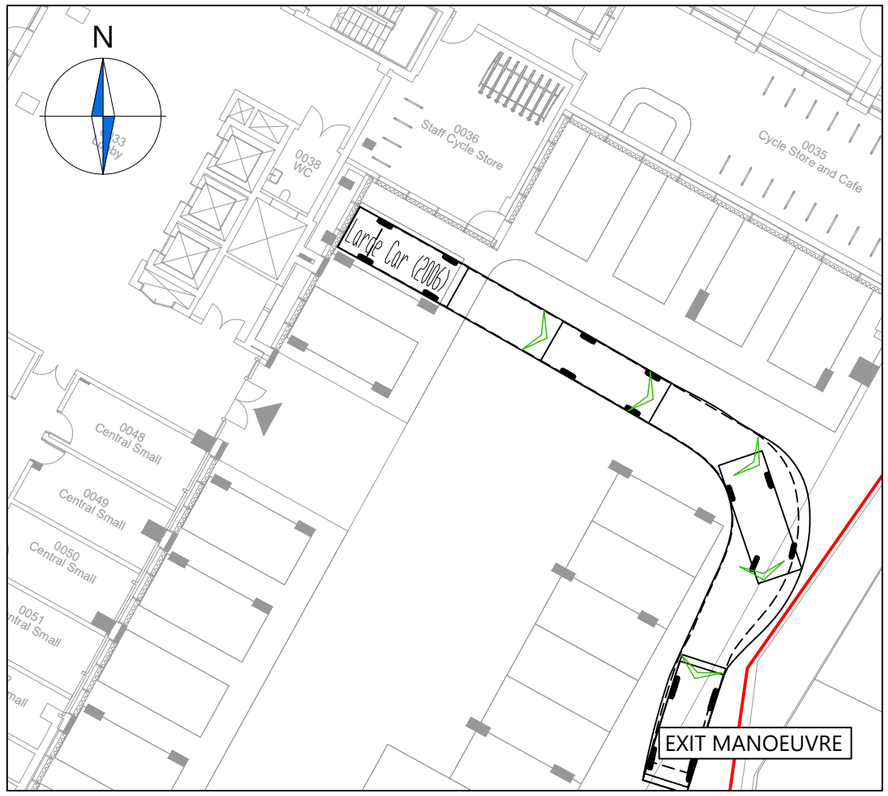
ENTRY MANOEUVRE



EXIT MANOEUVRE



ENTRY MANOEUVRE



EXIT MANOEUVRE

NOTES

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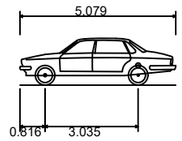
LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
B	Updated layout & tracking.	KB	CC	14.09.2022
A	Updated layout.	COS	CC	15.08.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Infinite Partners

Project:

Hyatt
Uxbridge Road

Drawing Title:

Vehicle Swept Path Analysis for a Large Car

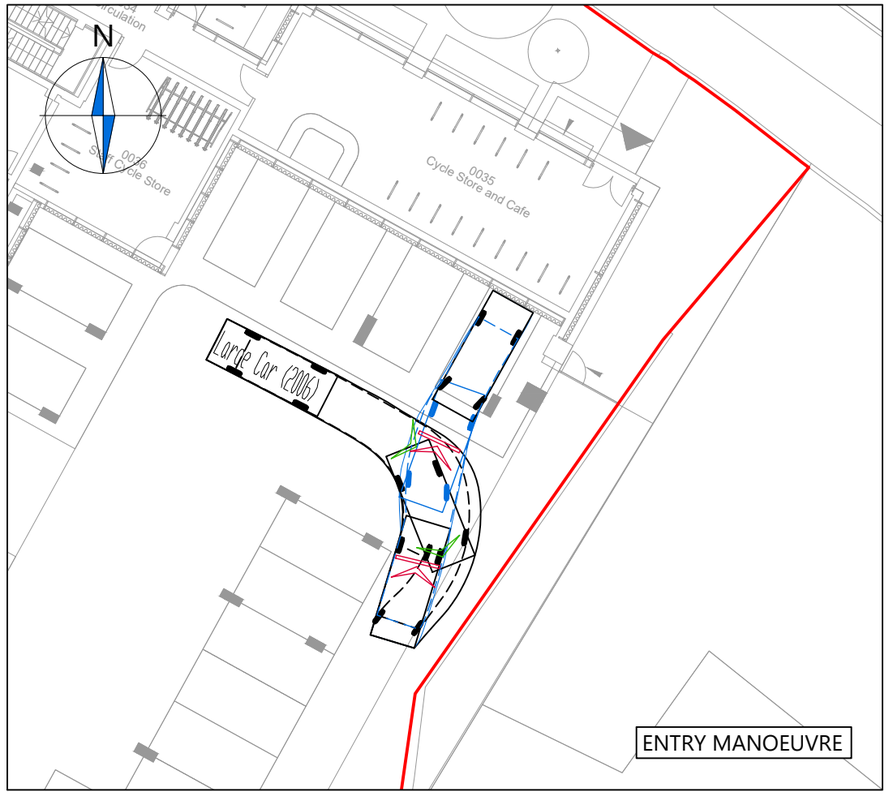
Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
COS	SW	16.06.2022

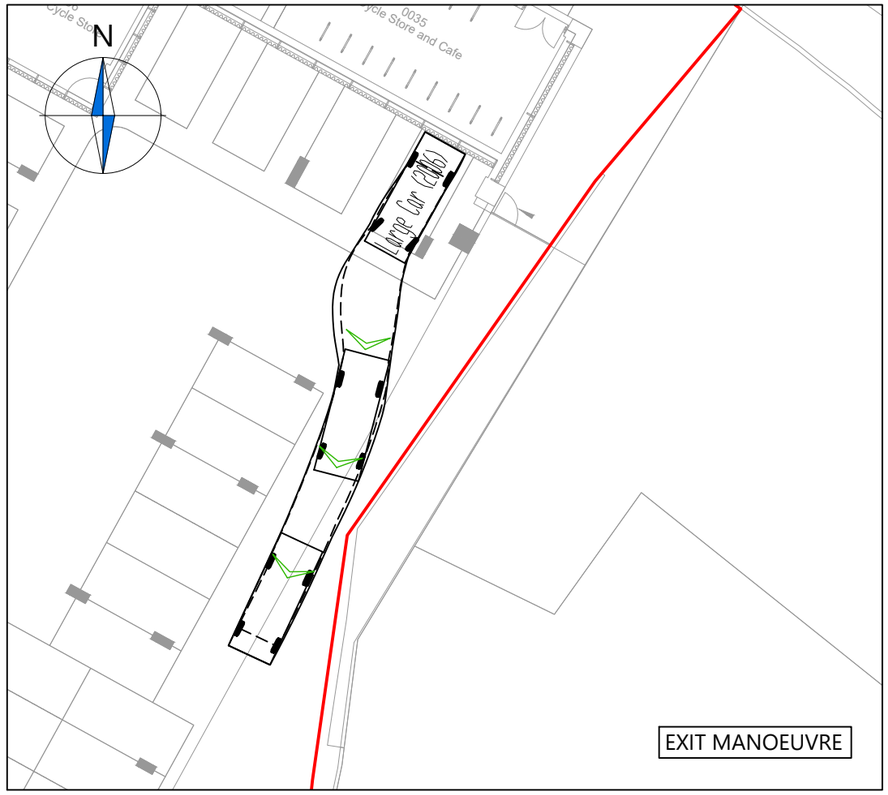
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR003	5 of 6	B

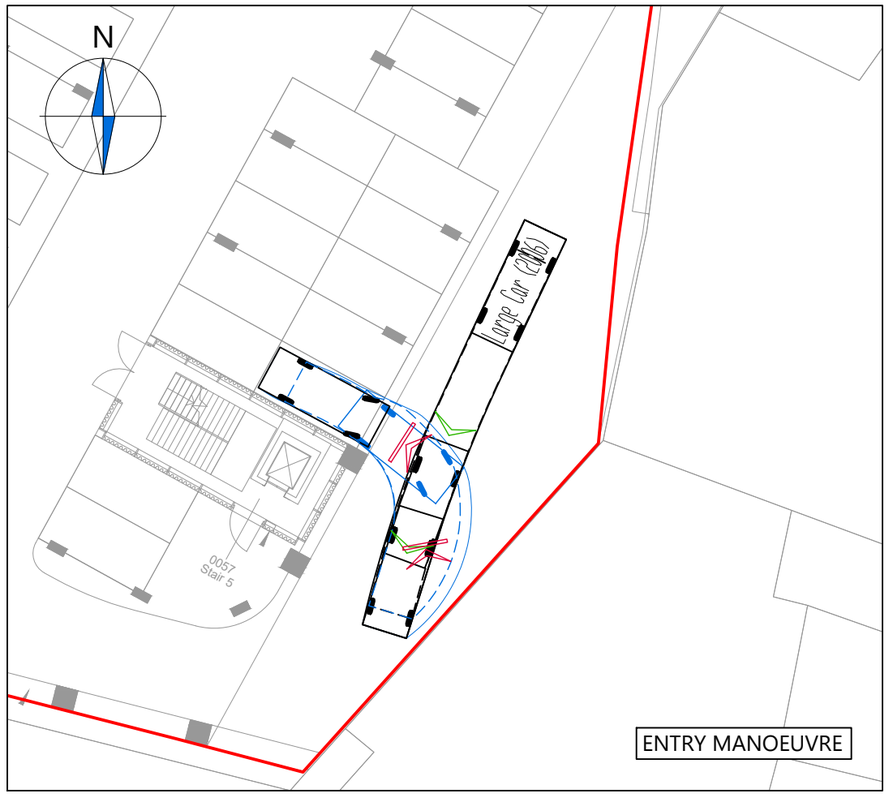
CA4801_TR003_B - SWEPT PATH ANALYSIS (CAR PARK REVIEW).DWG



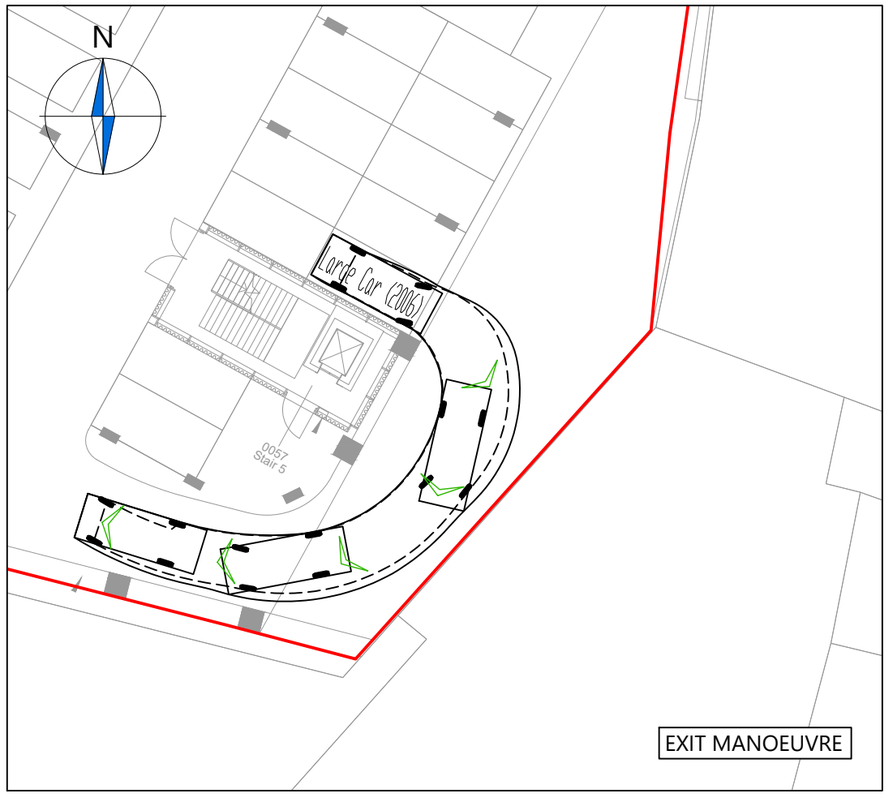
ENTRY MANOEUVRE



EXIT MANOEUVRE



ENTRY MANOEUVRE

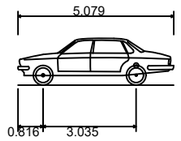


EXIT MANOEUVRE

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
B	Updated layout & tracking.	KB	CC	14.09.2022
A	Updated layout.	COS	CC	15.08.2022

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Infinite Partners

Project:

Hyatt
Uxbridge Road

Drawing Title:

Vehicle Swept Path Analysis for a Large Car

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
COS	SW	16.06.2022

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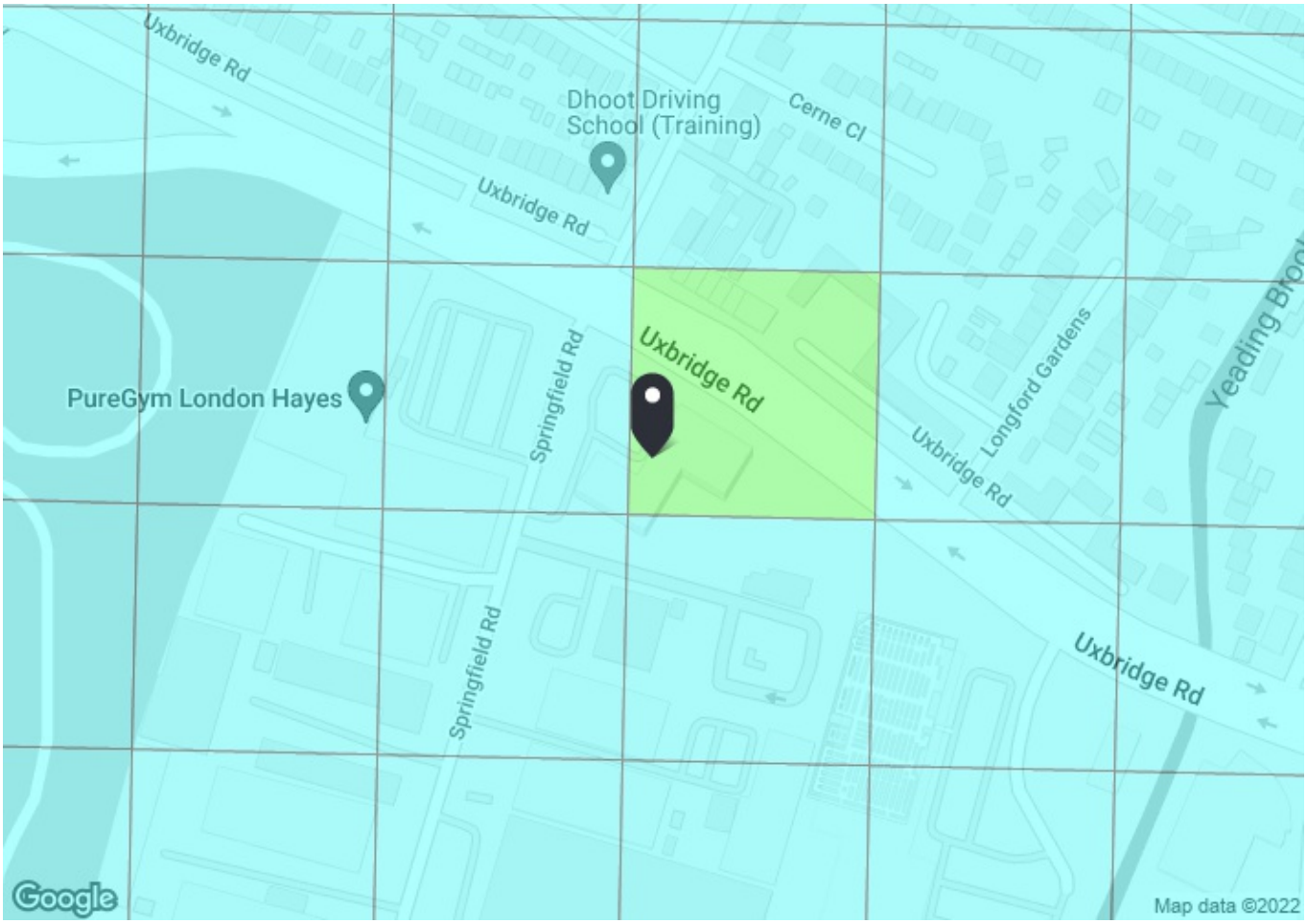
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4801	TR003	6 of 6	B

CA4801_TR003_B - SWEPT PATH ANALYSIS (CAR PARK REVIEW).DWG

APPENDIX C

TRANSPORT FOR LONDON



PTAL output for Base Year
3

27 Uxbridge Rd, Hayes UB4 0UG, UK
Easting: 511406, Northing: 180717

Grid Cell: 81625

Report generated: 05/06/2022

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

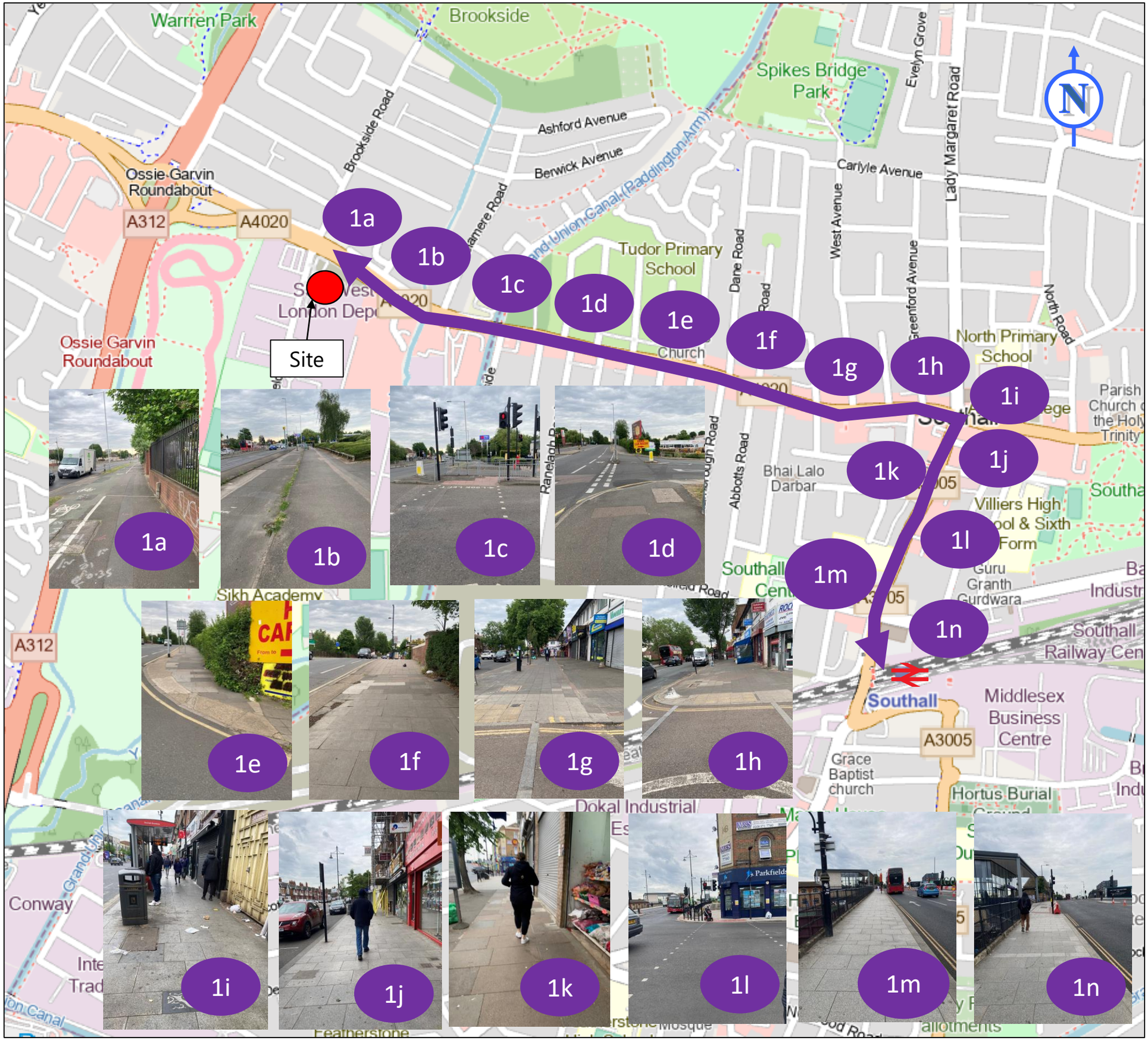
Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE RD BROOKSIDE RD	427	40.19	7.5	0.5	6	6.5	4.61	0.5	2.31
Bus	UXBRIDGE RD BROOKSIDE RD	207	40.19	12	0.5	4.5	5	6	1	6
Bus	UXBRIDGE RD BROOKSIDE RD	607	40.19	6	0.5	7	7.5	4	0.5	2
									Total Grid Cell AI:	**10.3**

APPENDIX D



NOTES

1. Do not scale from this drawing.
2. This drawing is to be read & printed in colour.
3. This drawing is for illustrative purpose only.

KEY:

Site Location

Route 1 to / from Southall Rail Station

Rev	Details	Drawn	Check	Date
A	Route 1	S.B	S.W	13.06.22

REVISION HISTORY

Client:

Pelicans Manufacturing Co Ltd

Project:

Hyatt Hotel, Uxbridge Road

Drawing Title:

Route 1

Scale:	Size:
NTS	A3

Drawn by:	Checked by:	Date:
S.B	S.W	22.06.22

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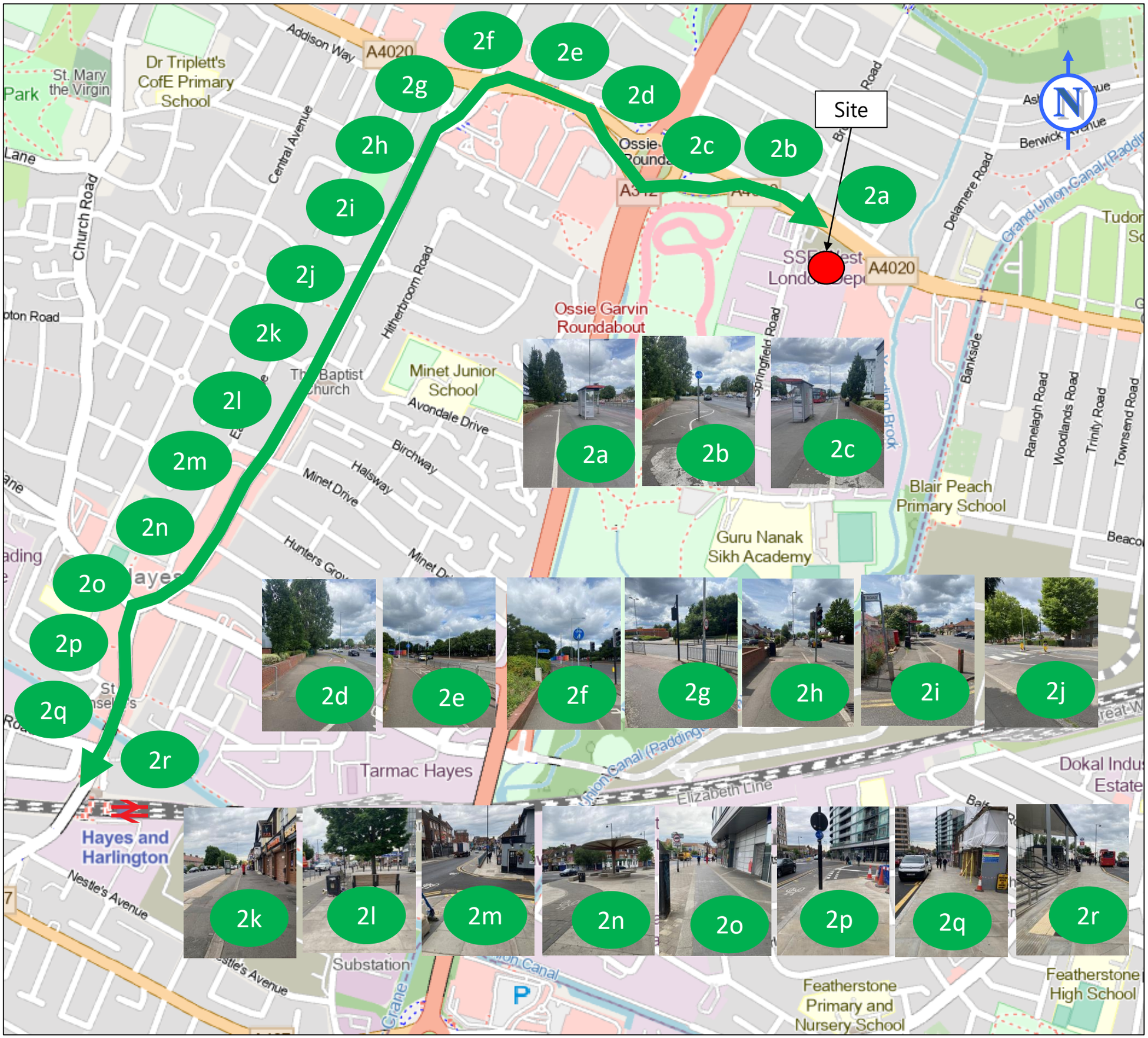
Scheme Ref:	Drawing No:	Sheet:	Rev:
CA4801	1	1	.



NOTES

1. Do not scale from this drawing.
2. This drawing is to be read & printed in colour.
3. This drawing is for illustrative purpose only.

KEY:

Site Location

Route 2a to / from Hayes & Harlington Rail Station

Rev	Details	Drawn	Check	Date
A	Route 1	S.B	S.W	13.06.22

REVISION HISTORY

Client:

Pelicans Manufacturing Co Ltd

Project:

Hyatt Hotel, Uxbridge Road

Drawing Title:

Route 2a

Scale:	Size:
NTS	A3

Drawn by:	Checked by:	Date:
S.B	S.W	22.06.22

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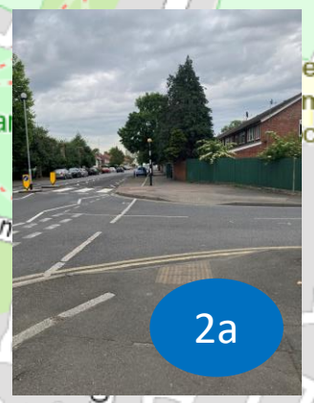
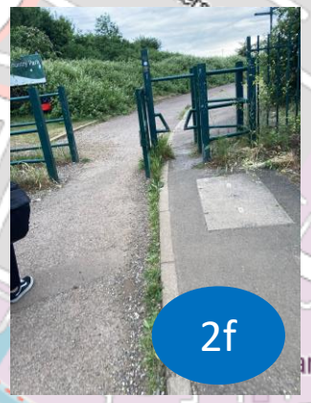
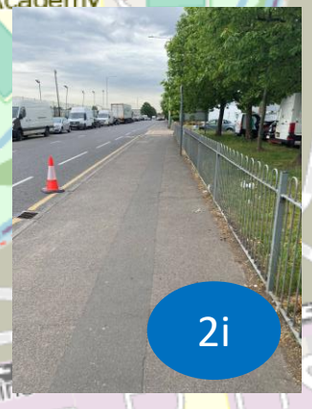
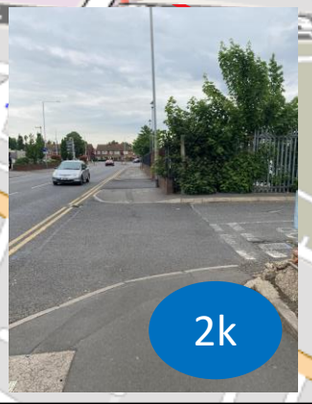
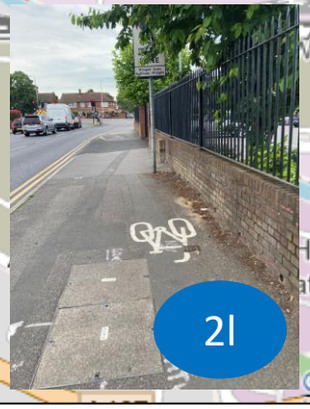
Scheme Ref:	Drawing No:	Sheet:	Rev:
CA4801	1	1	.











NOTES

1. Do not scale from this drawing.
2. This drawing is to be read & printed in colour.
3. This drawing is for illustrative purpose only.

KEY:

- Site Location
- Route 2b to / from Minet Country Park

Rev	Details	Drawn	Check	Date
A	Route 1	S.B	S.W	13.06.22

REVISION HISTORY

Client:

Pelicans Manufacturing Co Ltd

Project:

Hyatt Hotel, Uxbridge Road

Drawing Title:

Route 2b

Scale:	Size:	Drawn by:	Checked by:	Date:
NTS	A3	S.B	S.W	22.06.22

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Scheme Ref:	Drawing No:	Sheet:	Rev:
CA4801	1	1	.

APPENDIX E

Calculation Reference: AUDIT-358901-220105-0146

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	GR	GREENWICH	1 days
	LB	LAMBETH	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 107 to 297 (units:)
Range Selected by User: 82 to 297 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/11/18

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

Selected survey days:

Friday	3 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

3 Moderate	1 days
4 Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 BE-06-A-02 HOLIDAY INN BEXLEY
SOUTHWOLD ROAD
BEXLEY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 107
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 GR-06-A-03 NOVOTEL GREENWICH
GREENWICH HIGH ROAD
GREENWICH

Edge of Town Centre
No Sub Category
Total Number of bedrooms: 151
Survey date: FRIDAY *22/11/13* *Survey Type: MANUAL*

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

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.57

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	202	0.020	2	202	0.059	2	202	0.079
07:00 - 08:00	3	185	0.034	3	185	0.072	3	185	0.106
08:00 - 09:00	3	185	0.040	3	185	0.065	3	185	0.105
09:00 - 10:00	3	185	0.050	3	185	0.036	3	185	0.086
10:00 - 11:00	3	185	0.034	3	185	0.038	3	185	0.072
11:00 - 12:00	3	185	0.050	3	185	0.043	3	185	0.093
12:00 - 13:00	3	185	0.036	3	185	0.036	3	185	0.072
13:00 - 14:00	3	185	0.029	3	185	0.043	3	185	0.072
14:00 - 15:00	3	185	0.031	3	185	0.063	3	185	0.094
15:00 - 16:00	3	185	0.068	3	185	0.049	3	185	0.117
16:00 - 17:00	3	185	0.041	3	185	0.036	3	185	0.077
17:00 - 18:00	3	185	0.038	3	185	0.036	3	185	0.074
18:00 - 19:00	3	185	0.061	3	185	0.045	3	185	0.106
19:00 - 20:00	3	185	0.097	3	185	0.040	3	185	0.137
20:00 - 21:00	3	185	0.047	3	185	0.027	3	185	0.074
21:00 - 22:00	3	185	0.083	3	185	0.049	3	185	0.132
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.759			0.737			1.496

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

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

Parameter summary

Trip rate parameter range selected:	107 - 297 (units:)
Survey date date range:	01/01/13 - 23/11/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	202	0.007	2	202	0.007	2	202	0.014
07:00 - 08:00	3	185	0.013	3	185	0.013	3	185	0.026
08:00 - 09:00	3	185	0.004	3	185	0.004	3	185	0.008
09:00 - 10:00	3	185	0.009	3	185	0.009	3	185	0.018
10:00 - 11:00	3	185	0.014	3	185	0.014	3	185	0.028
11:00 - 12:00	3	185	0.011	3	185	0.011	3	185	0.022
12:00 - 13:00	3	185	0.009	3	185	0.009	3	185	0.018
13:00 - 14:00	3	185	0.013	3	185	0.013	3	185	0.026
14:00 - 15:00	3	185	0.013	3	185	0.013	3	185	0.026
15:00 - 16:00	3	185	0.014	3	185	0.014	3	185	0.028
16:00 - 17:00	3	185	0.013	3	185	0.013	3	185	0.026
17:00 - 18:00	3	185	0.014	3	185	0.014	3	185	0.028
18:00 - 19:00	3	185	0.016	3	185	0.016	3	185	0.032
19:00 - 20:00	3	185	0.022	3	185	0.022	3	185	0.044
20:00 - 21:00	3	185	0.014	3	185	0.014	3	185	0.028
21:00 - 22:00	3	185	0.027	3	185	0.027	3	185	0.054
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.213			0.213			0.426

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	202	0.002	2	202	0.002	2	202	0.004
07:00 - 08:00	3	185	0.002	3	185	0.002	3	185	0.004
08:00 - 09:00	3	185	0.000	3	185	0.000	3	185	0.000
09:00 - 10:00	3	185	0.004	3	185	0.004	3	185	0.008
10:00 - 11:00	3	185	0.000	3	185	0.000	3	185	0.000
11:00 - 12:00	3	185	0.002	3	185	0.000	3	185	0.002
12:00 - 13:00	3	185	0.004	3	185	0.005	3	185	0.009
13:00 - 14:00	3	185	0.000	3	185	0.000	3	185	0.000
14:00 - 15:00	3	185	0.000	3	185	0.000	3	185	0.000
15:00 - 16:00	3	185	0.000	3	185	0.000	3	185	0.000
16:00 - 17:00	3	185	0.000	3	185	0.000	3	185	0.000
17:00 - 18:00	3	185	0.000	3	185	0.000	3	185	0.000
18:00 - 19:00	3	185	0.000	3	185	0.000	3	185	0.000
19:00 - 20:00	3	185	0.000	3	185	0.000	3	185	0.000
20:00 - 21:00	3	185	0.000	3	185	0.000	3	185	0.000
21:00 - 22:00	3	185	0.000	3	185	0.000	3	185	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.013			0.027

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	202	0.000	2	202	0.000	2	202	0.000
07:00 - 08:00	3	185	0.005	3	185	0.000	3	185	0.005
08:00 - 09:00	3	185	0.000	3	185	0.000	3	185	0.000
09:00 - 10:00	3	185	0.002	3	185	0.002	3	185	0.004
10:00 - 11:00	3	185	0.000	3	185	0.002	3	185	0.002
11:00 - 12:00	3	185	0.000	3	185	0.002	3	185	0.002
12:00 - 13:00	3	185	0.000	3	185	0.000	3	185	0.000
13:00 - 14:00	3	185	0.000	3	185	0.000	3	185	0.000
14:00 - 15:00	3	185	0.000	3	185	0.000	3	185	0.000
15:00 - 16:00	3	185	0.000	3	185	0.002	3	185	0.002
16:00 - 17:00	3	185	0.000	3	185	0.000	3	185	0.000
17:00 - 18:00	3	185	0.002	3	185	0.002	3	185	0.004
18:00 - 19:00	3	185	0.000	3	185	0.000	3	185	0.000
19:00 - 20:00	3	185	0.000	3	185	0.000	3	185	0.000
20:00 - 21:00	3	185	0.000	3	185	0.000	3	185	0.000
21:00 - 22:00	3	185	0.000	3	185	0.000	3	185	0.000
22:00 - 23:00	1	107	0.000	1	107	0.000	1	107	0.000
23:00 - 24:00	1	107	0.000	1	107	0.000	1	107	0.000
Total Rates:			0.009			0.010			0.019

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	202	0.000	2	202	0.007	2	202	0.007
07:00 - 08:00	3	185	0.020	3	185	0.068	3	185	0.088
08:00 - 09:00	3	185	0.018	3	185	0.065	3	185	0.083
09:00 - 10:00	3	185	0.018	3	185	0.110	3	185	0.128
10:00 - 11:00	3	185	0.045	3	185	0.132	3	185	0.177
11:00 - 12:00	3	185	0.034	3	185	0.095	3	185	0.129
12:00 - 13:00	3	185	0.027	3	185	0.065	3	185	0.092
13:00 - 14:00	3	185	0.027	3	185	0.081	3	185	0.108
14:00 - 15:00	3	185	0.043	3	185	0.050	3	185	0.093
15:00 - 16:00	3	185	0.047	3	185	0.085	3	185	0.132
16:00 - 17:00	3	185	0.094	3	185	0.059	3	185	0.153
17:00 - 18:00	3	185	0.105	3	185	0.112	3	185	0.217
18:00 - 19:00	3	185	0.061	3	185	0.101	3	185	0.162
19:00 - 20:00	3	185	0.135	3	185	0.094	3	185	0.229
20:00 - 21:00	3	185	0.126	3	185	0.095	3	185	0.221
21:00 - 22:00	3	185	0.146	3	185	0.061	3	185	0.207
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.946			1.280			2.226

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	202	0.005	2	202	0.002	2	202	0.007
07:00 - 08:00	3	185	0.005	3	185	0.002	3	185	0.007
08:00 - 09:00	3	185	0.007	3	185	0.005	3	185	0.012
09:00 - 10:00	3	185	0.004	3	185	0.007	3	185	0.011
10:00 - 11:00	3	185	0.002	3	185	0.007	3	185	0.009
11:00 - 12:00	3	185	0.014	3	185	0.020	3	185	0.034
12:00 - 13:00	3	185	0.004	3	185	0.005	3	185	0.009
13:00 - 14:00	3	185	0.004	3	185	0.009	3	185	0.013
14:00 - 15:00	3	185	0.014	3	185	0.002	3	185	0.016
15:00 - 16:00	3	185	0.013	3	185	0.014	3	185	0.027
16:00 - 17:00	3	185	0.018	3	185	0.018	3	185	0.036
17:00 - 18:00	3	185	0.005	3	185	0.023	3	185	0.028
18:00 - 19:00	3	185	0.027	3	185	0.007	3	185	0.034
19:00 - 20:00	3	185	0.018	3	185	0.009	3	185	0.027
20:00 - 21:00	3	185	0.014	3	185	0.009	3	185	0.023
21:00 - 22:00	3	185	0.005	3	185	0.004	3	185	0.009
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.159			0.143			0.302

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	202	0.017	2	202	0.025	2	202	0.042
07:00 - 08:00	3	185	0.031	3	185	0.050	3	185	0.081
08:00 - 09:00	3	185	0.034	3	185	0.052	3	185	0.086
09:00 - 10:00	3	185	0.013	3	185	0.157	3	185	0.170
10:00 - 11:00	3	185	0.032	3	185	0.178	3	185	0.210
11:00 - 12:00	3	185	0.083	3	185	0.085	3	185	0.168
12:00 - 13:00	3	185	0.038	3	185	0.050	3	185	0.088
13:00 - 14:00	3	185	0.095	3	185	0.023	3	185	0.118
14:00 - 15:00	3	185	0.086	3	185	0.031	3	185	0.117
15:00 - 16:00	3	185	0.067	3	185	0.083	3	185	0.150
16:00 - 17:00	3	185	0.095	3	185	0.045	3	185	0.140
17:00 - 18:00	3	185	0.072	3	185	0.072	3	185	0.144
18:00 - 19:00	3	185	0.110	3	185	0.090	3	185	0.200
19:00 - 20:00	3	185	0.148	3	185	0.061	3	185	0.209
20:00 - 21:00	3	185	0.099	3	185	0.029	3	185	0.128
21:00 - 22:00	3	185	0.068	3	185	0.013	3	185	0.081
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.088			1.044			2.132

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	202	0.022	2	202	0.027	2	202	0.049
07:00 - 08:00	3	185	0.036	3	185	0.052	3	185	0.088
08:00 - 09:00	3	185	0.041	3	185	0.058	3	185	0.099
09:00 - 10:00	3	185	0.016	3	185	0.164	3	185	0.180
10:00 - 11:00	3	185	0.034	3	185	0.186	3	185	0.220
11:00 - 12:00	3	185	0.097	3	185	0.105	3	185	0.202
12:00 - 13:00	3	185	0.041	3	185	0.056	3	185	0.097
13:00 - 14:00	3	185	0.099	3	185	0.032	3	185	0.131
14:00 - 15:00	3	185	0.101	3	185	0.032	3	185	0.133
15:00 - 16:00	3	185	0.079	3	185	0.097	3	185	0.176
16:00 - 17:00	3	185	0.114	3	185	0.063	3	185	0.177
17:00 - 18:00	3	185	0.077	3	185	0.095	3	185	0.172
18:00 - 19:00	3	185	0.137	3	185	0.097	3	185	0.234
19:00 - 20:00	3	185	0.166	3	185	0.070	3	185	0.236
20:00 - 21:00	3	185	0.114	3	185	0.038	3	185	0.152
21:00 - 22:00	3	185	0.074	3	185	0.016	3	185	0.090
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.248			1.188			2.436

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.57

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	202	0.035	2	202	0.114	2	202	0.149
07:00 - 08:00	3	185	0.088	3	185	0.220	3	185	0.308
08:00 - 09:00	3	185	0.105	3	185	0.213	3	185	0.318
09:00 - 10:00	3	185	0.088	3	185	0.330	3	185	0.418
10:00 - 11:00	3	185	0.121	3	185	0.362	3	185	0.483
11:00 - 12:00	3	185	0.187	3	185	0.258	3	185	0.445
12:00 - 13:00	3	185	0.126	3	185	0.175	3	185	0.301
13:00 - 14:00	3	185	0.171	3	185	0.160	3	185	0.331
14:00 - 15:00	3	185	0.198	3	185	0.169	3	185	0.367
15:00 - 16:00	3	185	0.232	3	185	0.245	3	185	0.477
16:00 - 17:00	3	185	0.281	3	185	0.160	3	185	0.441
17:00 - 18:00	3	185	0.223	3	185	0.245	3	185	0.468
18:00 - 19:00	3	185	0.288	3	185	0.285	3	185	0.573
19:00 - 20:00	3	185	0.458	3	185	0.214	3	185	0.672
20:00 - 21:00	3	185	0.330	3	185	0.159	3	185	0.489
21:00 - 22:00	3	185	0.396	3	185	0.142	3	185	0.538
22:00 - 23:00	1	107	0.000	1	107	0.000	1	107	0.000
23:00 - 24:00	1	107	0.000	1	107	0.000	1	107	0.000
Total Rates:			3.327			3.451			6.778

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	202	0.002	2	202	0.002	2	202	0.004
07:00 - 08:00	3	185	0.002	3	185	0.002	3	185	0.004
08:00 - 09:00	3	185	0.011	3	185	0.014	3	185	0.025
09:00 - 10:00	3	185	0.004	3	185	0.002	3	185	0.006
10:00 - 11:00	3	185	0.009	3	185	0.007	3	185	0.016
11:00 - 12:00	3	185	0.009	3	185	0.007	3	185	0.016
12:00 - 13:00	3	185	0.004	3	185	0.007	3	185	0.011
13:00 - 14:00	3	185	0.000	3	185	0.002	3	185	0.002
14:00 - 15:00	3	185	0.002	3	185	0.004	3	185	0.006
15:00 - 16:00	3	185	0.005	3	185	0.005	3	185	0.010
16:00 - 17:00	3	185	0.004	3	185	0.004	3	185	0.008
17:00 - 18:00	3	185	0.000	3	185	0.000	3	185	0.000
18:00 - 19:00	3	185	0.005	3	185	0.002	3	185	0.007
19:00 - 20:00	3	185	0.002	3	185	0.005	3	185	0.007
20:00 - 21:00	3	185	0.000	3	185	0.000	3	185	0.000
21:00 - 22:00	3	185	0.004	3	185	0.002	3	185	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.065			0.128

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

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

APPENDIX F

Calculation Reference: AUDIT-358901-220620-0640

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BT	BRENT	1 days
	HD	HILLINGDON	1 days
	HO	HOUNSLOW	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3300 to 8310 (units: sqm)
Range Selected by User: 3300 to 13850 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 10/06/19

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	3
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

1b Very poor	2 days
2 Poor	1 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1 BE-02-D-01 INDUSTRIAL ESTATE BEXLEY
CRABTREE MANORWAY N.
ERITH

Edge of Town
Industrial Zone
Total Gross floor area: 3300 sqm
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BT-02-D-01 INDUSTRIAL ESTATE BRENT
NORTH CIRCULAR ROAD
NEASDEN
BRENT PARK
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 5565 sqm
Survey date: WEDNESDAY *14/11/18* *Survey Type: MANUAL*

3 HD-02-D-03 INDUSTRIAL ESTATE HILLINGDON
BRADFIELD ROAD
RUISLIP
SOUTH RUISLIP
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 8310 sqm
Survey date: MONDAY *10/06/19* *Survey Type: MANUAL*

4 HO-02-D-01 INDUSTRIAL ESTATE HOUNSLOW
HAMPTON ROAD WEST
FELTHAM
HANWORTH
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7400 sqm
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HD-02-D-02	too large

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.43

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	7855	0.045	2	7855	0.000	2	7855	0.045
05:30 - 06:00	2	7855	0.146	2	7855	0.013	2	7855	0.159
06:00 - 06:30	2	7855	0.312	2	7855	0.051	2	7855	0.363
06:30 - 07:00	2	7855	0.439	2	7855	0.121	2	7855	0.560
07:00 - 07:30	4	6144	0.468	4	6144	0.191	4	6144	0.659
07:30 - 08:00	4	6144	0.439	4	6144	0.269	4	6144	0.708
08:00 - 08:30	4	6144	0.472	4	6144	0.326	4	6144	0.798
08:30 - 09:00	4	6144	0.484	4	6144	0.293	4	6144	0.777
09:00 - 09:30	4	6144	0.484	4	6144	0.273	4	6144	0.757
09:30 - 10:00	4	6144	0.541	4	6144	0.326	4	6144	0.867
10:00 - 10:30	4	6144	0.444	4	6144	0.460	4	6144	0.904
10:30 - 11:00	4	6144	0.505	4	6144	0.419	4	6144	0.924
11:00 - 11:30	4	6144	0.460	4	6144	0.423	4	6144	0.883
11:30 - 12:00	4	6144	0.391	4	6144	0.415	4	6144	0.806
12:00 - 12:30	4	6144	0.383	4	6144	0.448	4	6144	0.831
12:30 - 13:00	4	6144	0.407	4	6144	0.468	4	6144	0.875
13:00 - 13:30	4	6144	0.419	4	6144	0.439	4	6144	0.858
13:30 - 14:00	4	6144	0.374	4	6144	0.277	4	6144	0.651
14:00 - 14:30	4	6144	0.321	4	6144	0.338	4	6144	0.659
14:30 - 15:00	4	6144	0.293	4	6144	0.415	4	6144	0.708
15:00 - 15:30	4	6144	0.260	4	6144	0.488	4	6144	0.748
15:30 - 16:00	4	6144	0.273	4	6144	0.330	4	6144	0.603
16:00 - 16:30	4	6144	0.273	4	6144	0.338	4	6144	0.611
16:30 - 17:00	4	6144	0.167	4	6144	0.374	4	6144	0.541
17:00 - 17:30	4	6144	0.167	4	6144	0.309	4	6144	0.476
17:30 - 18:00	4	6144	0.094	4	6144	0.354	4	6144	0.448
18:00 - 18:30	4	6144	0.138	4	6144	0.252	4	6144	0.390
18:30 - 19:00	4	6144	0.114	4	6144	0.220	4	6144	0.334
19:00 - 19:30	3	6337	0.132	3	6337	0.247	3	6337	0.379
19:30 - 20:00	3	6337	0.053	3	6337	0.258	3	6337	0.311
20:00 - 20:30	2	5805	0.009	2	5805	0.121	2	5805	0.130
20:30 - 21:00	2	5805	0.000	2	5805	0.103	2	5805	0.103
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.507			9.359			18.866

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

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