



Proposed Children's Home  
Charville Lane, Uxbridge

**Transport Statement**

For

London Borough of Hillingdon

## Document Control Sheet

Proposed Children's Home  
Charville Lane, Uxbridge  
London Borough of Hillingdon

This document has been issued and amended as follows:

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28 <sup>th</sup> July 2023	1 <sup>st</sup> Draft	GL	DM



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## 1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of London Borough of Hillingdon in relation to a planning application for the creation of a children's home for young people under the age of 18 yrs. The site is located along Charville Lane, Hayes within the administrative boundary of the London Borough of Hillingdon (LBH).
- 1.2 The site is located along Charville Lane, approximately 2.2km east of Hillingdon town centre. Bus stops can be accessed close to the site connecting with nearby settlements of Hillingdon, Uxbridge, and Brentford.
- 1.3 The proposals specifically seek the demolition of an existing 13 bed children's home which provided predominantly for unaccompanied asylum-seeking young people. The new scheme will provide a similar arrangement for both unaccompanied asylum seeking children and local children under the age of 16, supporting up to 12 children. The scheme layout also incorporates communal areas and an education room.
- 1.4 This report demonstrates that:
  - ▶ The site accords with national and local policies relevant to transport;
  - ▶ The site is accessible by public transport, walking and cycling;
  - ▶ The highway network is not subject to any defects that lead to an abnormally high accident rate;
  - ▶ Suitable and appropriate access to the site can be achieved from Charville Lane; and,
  - ▶ The levels of traffic associated with the proposal will not lead to demonstrable harm being caused to the existing operation and free-flow of traffic on the adjoining highway network.
- 1.5 Following this introduction, the Transport Statement is split into six sections as follows:
  - ▶ Section 2 outlines the transport planning policies that are considered to be pertinent to this application.
  - ▶ Section 3 considers the existing use of the site, review the accessibility of the site by all modes of transport and assesses local road safety records.
  - ▶ Section 4 provides an overview of the proposed development together with the details related to access, parking and servicing strategies that will be adopted.
  - ▶ Section 5 assesses the trip generating potential of the proposals by all travel modes and the likely traffic impact associated with the proposals upon the local highway network.
  - ▶ Section 6 summarises the key findings and conclusions of the report.

## 2.0 Policy Context

### Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – July 2021;
- ▶ National Planning Practice Guidance – March 2012;
- ▶ The London Plan – March 2021;
- ▶ Hillingdon Local Plan: Part 1 – November 2012;

### National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says 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."*

2.4 Section 9 of the NPPF addresses 'Promoting Sustainable Transport'. Paragraph 105 states that:

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

2.5 Off-street parking provision is referred to by Paragraph 107, which says that:

*"In setting local parking standards for development, local planning authorities should take into account:*

*a) The accessibility of the development;*

*b) the type, mix and use of the 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.*"

2.6 Paragraph 106 states:

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

2.7 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

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

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

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

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

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

A footnote to sub paragraph c states:

*"Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."*

2.8 Paragraph 111 says 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."*

2.9 Paragraph 112 states:

*"Within this context, applications for development should:*

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

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

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

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

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

## 2.10 Paragraph 113 states

*"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."*

**National Planning Practice Guidance (NPPG)**

2.11 The National Planning Practice Guidance (NPPG) supplements the NPPF and provides detailed advice with regards to transport assessments and statements, as well as travel planning. The guidance states that these documents *"are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement."*

2.12 Transport Statements *"primarily focus on evaluating the potential transport impacts of a development proposal"* and *"can be used to establish whether the residential transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework"*.

**Regional Policy****The London Plan**

2.13 The London Plan (March 2021) sets out the economic, environmental, transport and social framework for the development of London over the next 20-25 years. With regards transport, the policies pertinent to these proposals are as follows:

## 2.14 Policy T1 Strategic approach to transport

*"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*

*2) the proposed transport schemes set out in Table 10.1.*

*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."*

## 2.15 Policy T2 Healthy Streets

*"A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*

*B) Development Plans should:*

*1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*

*2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*

*C) In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift*

towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

*D) Development proposals should:*

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving*
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

## 2.1 Policy T4 Assessing and mitigating transport impacts

*"A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*

*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.*

*C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.*

*D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*

*E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*

*F) Development proposals should not increase road danger."*

## 2.2 Policy T5 Cycling

*"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:*

- 1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
- 2) 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 10.2, 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.*

*B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.*

*C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.*

*D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.*

*E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.*

*F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied."*

### 2.3 Policy T6 Car parking

*"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.*

*G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.*

*H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.*

*I) Adequate provision should be made for efficient deliveries and servicing and emergency access.*

*J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.*

*K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs*

wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.”

## Local Policy

### Hillingdon Local Plan

2.4 The Hillingdon Local Plan (November 2012) is the key planning document for the area and will support the deliverability of new developments; it sets out the long term vision and objectives for the Borough up to 2026. Chapter 9 of the document outlines the core policies for Transport and Infrastructure, these include:

“SO18: Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, 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.”

Policy CI1: Community Infrastructure Provision states

“The Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by:

1. Resisting of the loss of community facilities, and where the loss of these facilities is justified it will seek to ensure that resulting development compensates these uses to ensure no net loss;...

5. Promoting innovation in service provision and recognising that there are a range of modes appropriate for providing for all sections of the community;...

7. Locating libraries, health facilities, police facilities, leisure facilities and community centres in town centres or other accessible locations to maximise community access, sustainable transport and build a sense of local community identity;...

9. Providing facilities and services that are accessible and inclusive to all potential users regardless of age, ability, gender or socio-economic status...”

### 3.0 Baseline Conditions

#### Overview

- 3.1 So that the context of the site can be established, a detailed review of the local area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the site and baseline traffic conditions. It also sets out an overview of the accessibility of the site by a variety of modes of transport and includes a review of road safety records.

#### Background Conditions

- 3.2 The site is located along Charville Lane, approximately 2.2km east of Hillingdon town centre. A plan showing the location of the site in relation to the surrounding area is provided in Figure 3.1 below:

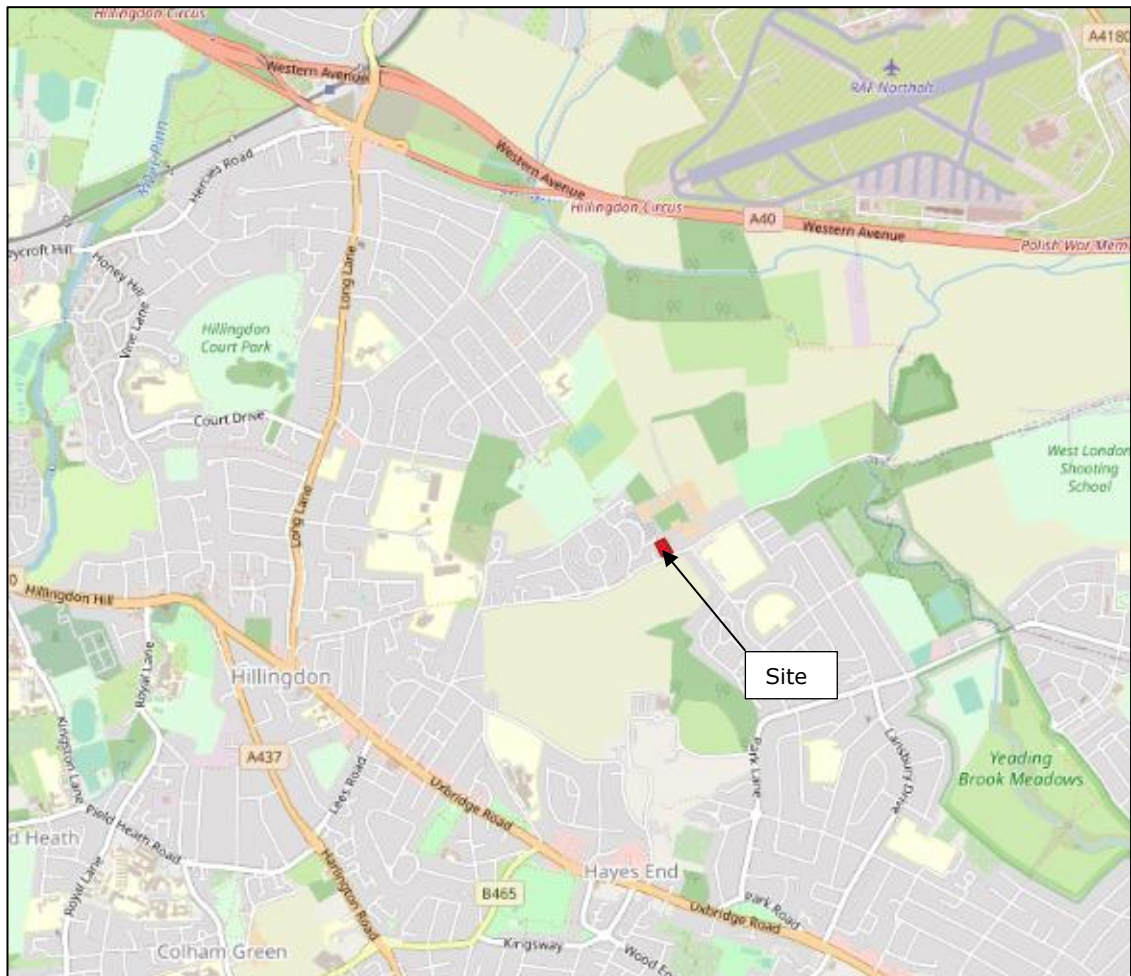


Figure 3.1 - Site Location

- 3.3 Within the vicinity of the site, Charville Lane is subject to a 30 miles per hour speed limit. A lit footway is located along the northern side of Charville Lane, with a footway also present along the southern extent. Charville Lane connects to Pole Hill Road to the west, providing access into Hillingdon. To the east the road is a cul-de-sac, although Bury Avenue leads south towards Hayes.

### Sustainable Transport Accessibility

3.4 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents, it is suggested that:

- ▶ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
- ▶ The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015).

### Walking and Cycling

3.5 As identified in paragraph 3.3, Charville Lane has a footway that runs along both sides of the road which connects to the wider pedestrian network within the area.

3.6 Within 2km of the site are located local amenities such as bus stops, schools, supermarkets, restaurants and a pharmacy. This is considered a reasonable distance to travel on foot.

3.7 There are no distinctive cycle paths close to the site, however due to the nature of the local highway network it is deemed a safe area for cyclists.

### Local Amenities

3.8 Within walking and cycling distance of the site are a number of local amenities. Table 3.1 outlines the amenity, distance and time it would take to walk or cycle to the destination.

Amenity	Distance (m)	Walking Time (Minutes)	Cycling Time (Minutes)
Bus Stop	160	2	1
Charville Library	350	5	1
Hillingdon Abbots Rugby and Football Club	650	8	2
The Cedar Brook Practice	1,500	19	6
Corner Convenient Store	1,800	22	6
M&S Simply Food	1,900	22	6

Table 3.1 – Local Amenities

### Public Transport – Buses

3.9 The closest bus stop to the site is located approximately 180metres south of the site along Bury Avenue. This bus stop serves a two routes which are summarised in Table 3.2 below:

Service	Route	Midweek Frequency	Saturday Frequency	Sunday Frequency
U7	Uxbridge Station – Brunel University Sports Park – Green Lane - Charville Academy – Lombardy Retail Park	2 per hour	2 per hour	2 per hour
195	Romney Road – Balmoral Drive – Hayes and Harlington Station – Boston Manor Station – Brentford County Court	Every 11-13 minutes	Every 11-13 minutes	Every 15-20 minutes

Table 3.2 – Local Bus Services

- 3.10 The above serves to show how it is possible to access bus services 7-days a week. It is noteworthy that the 195 service commences at 05:15 hours, and operates until midnight. The U7 service operates to a very similar timetable. This will assist with shift changeover, as noted later in this report.

### **Road Safety**

- 3.11 To consider the existing standard of road safety on the local highway network in the vicinity of the site, personal injury collision (PIC) information has been obtained for the most recent 5-year period up until 31<sup>st</sup> December 2022 using the website CrashMap. No incidents have occurred within the vicinity of the site during this time, suggesting there is no inherent safety concern on local roads.

### **Summary**

- 3.12 This section includes an overview of the site and surrounding area as well as a description of the local highway network in the vicinity of the site. A review of access to the site by the more sustainable forms of transport is provided opportunities exist to travel to the site on foot, by cycle and public transport. An assessment of road safety has also been completed, which indicates that the local highway network does not suffer from any safety concerns.

## 4.0 Development Proposal

- 4.1 The proposal seeks the replacement of an existing 13-bed children's home with a replacement scheme to provide a similar arrangement for both unaccompanied asylum seeking children and local children under the age of 16, supporting up to 12 children. The scheme layout also incorporates communal areas and an education room.
- 4.2 The development will consist of 6x 2-bed houses housing 2 children per house. In total, 12 children will be catered for.
- 4.3 Staff will work on shift patterns that are anticipated to be as follows:
- ▶ 07:00-15:00 hours;
  - ▶ 14:00 – 23:00 hours; and
  - ▶ 22:30-07:30 hours.
- 4.4 The above shift patterns correlate well with the timetable for the two nearby bus services, suggesting staff have access to frequent bus services at all times.

### Access Arrangements

- 4.5 Access to the site will be via a vehicular gate off Charville Lane, this access will be controlled at all times. The access road measures no less than 5metres in length which allows two cars to pass along the entire access road length. Swept Path Analysis has been undertaken showing vehicles accessing the site and parking spaces, these can be shown within **Appendix A**.
- 4.6 Footways around the site measure no less than 1.8metres at any time allowing pedestrians to easily move between buildings even when vehicles are using the internal roads.
- 4.7 In the vicinity of the proposed access, Charville Lane is subject to a 30miles per hour speed limit, which within accordance of Manual for Streets (MfS) would require 43 metres of clear visibility in each direction. Visibility Splays have been plotted and meet with this requirement, these are shown within **Appendix B**.

### Parking Arrangements

- 4.8 Parking for the site consists of 18 standard car parking spaces with a further two accessible bays also being provided. These spaces are provided around the site and are easily accessible.
- 4.9 Of the total parking provision provided on site, three people carriers will remain on site for 24 hr access. These vehicles will be used for trips away from the site.
- 4.10 As noted above, the site will operate with three staff shifts. For each shift there will be 2 staff members per house, equating to 12 staff members at any one time. During handover times this will raise to 4 staff members per house, raising the total number to 24 staff members. In addition to the staff members set out above, there is one manager and one deputy per 6 beds, which equates to 4 manager/ deputies at any one time.
- 4.11 There may also be 2 professionals visiting each house at any one time, equating to another 12 staff members. The professionals would visit within the main shift patterns, and so would not be arriving/departing at shift changeover. Therefore there would not be more than 28 staff on site at any one time.
- 4.12 The 2011 Census has been integrated to determine the average mode of method of travel to work (09: Hillingdon output area). The table below outlines the percentages of the method of travel to work for the area and how many people could be travelling to the site on a daily basis by each mode.

Method of Travel to Work	Percentage	Staff Travel
Underground, metro, light rail or tram	7%	2
Train	3%	1
Bus/ minibus	12%	3
Taxi	0%	0
Motorcycle and scooter	1%	0
Driving a car or van	65%	18
Passenger in a car or van	3%	1
Bicycle	2%	1
On foot	6%	2
Other method of Travel to work	0%	0
<b>Total</b>	<b>100%</b>	<b>28</b>

Table 4.1 – Travel Modes by Staff

- 4.13 The above suggests that 65% of people working within this part of Hillingdon commute via car. With the car park containing 20 spaces, there is scope to accommodate staff parking demand on site. This allows for some flexibility for three people carriers to be provided on site.

#### Promoting Sustainable Travel

- 4.14 Management will encourage the use of sustainable transport by raising awareness of the options available. The building will include a noticeboard located within the staff room setting out details of sustainable modes of travel for staff, including bus, tram, and rail services.
- 4.15 12 Cycle parking bays for staff and visitors will also be provided on site. These will be covered and in a convenient location.

#### Servicing and Emergency Arrangements

- 4.16 It is proposed that refuse collection will take place on street with a bin collection point provided at a suitable location from the edge of the carriageway within the site for refuse collection to take place.
- 4.17 Emergency vehicles will be able to access the site and easily manoeuvre when required.

## 5.0 Trip Generation

### Overview

- 5.1 This section outlines the trip generating potential of the proposed residential development during the weekday.
- 5.2 As noted previously, most staff will work on shift patterns that are anticipated to be as follows:
- ▶ 07:00-15:00 hours;
  - ▶ 14:00 – 23:00 hours; and
  - ▶ 22:30-07:30 hours.
- 5.3 The above shift patterns will avoid the established weekday peak periods.
- 5.4 There would be 2 staff members on site per house, equating to 12 staff members at any one time. During handover times this will raise to 4 staff members per house, raising the total number to 24 staff members. On top of the staff members there is one manager and one deputy per 6 beds, which equates to 4 manager/ deputies at any one time. The manager/deputy would work on a 09:00-17:00 working shift, and so would be the only staff members arriving/departing during the network peak periods (4 staff in total).
- 5.5 In addition there would be 2 professionals visiting each house at any one time, equating to another 12 staff members. Again however, they would not visit during peak periods.
- 5.6 A number of additional staff may be visiting to run out-reach programmes, individual lessons/courses within the educational/community building. It is anticipated that up to 6 professionals could be on site during the daytime.
- 5.7 Table 5.1 below summarises the total number of staff working on site over a daily profile.

Method of Travel to Work	Total Daily	Vehicular Trips
Staff within each house	36 (12 per shift x 3 shifts)	24
Managers/deputy	4	3
Visiting Professionals	12	8
Staff within the Educational Building	6	4
<b>Total</b>	<b>58</b>	<b>39</b>

Table 5.1 – Census Data

- 5.8 On the above basis, it is likely that the site could generate around 39 vehicular arrivals/departures per day. This is considered immaterial over a daily profile, and in any event does not account for the existing children's home operation, which in all likelihood would generate a similar level of traffic flow.
- 5.9 It is concluded therefore that the proposed development will not result in any adverse disruption to the free flow of traffic on the local highway network. In this regard, it is considered the proposal is consistent with national and local transportation policies with respect to traffic impact.

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## 6.0 Summary and Conclusion

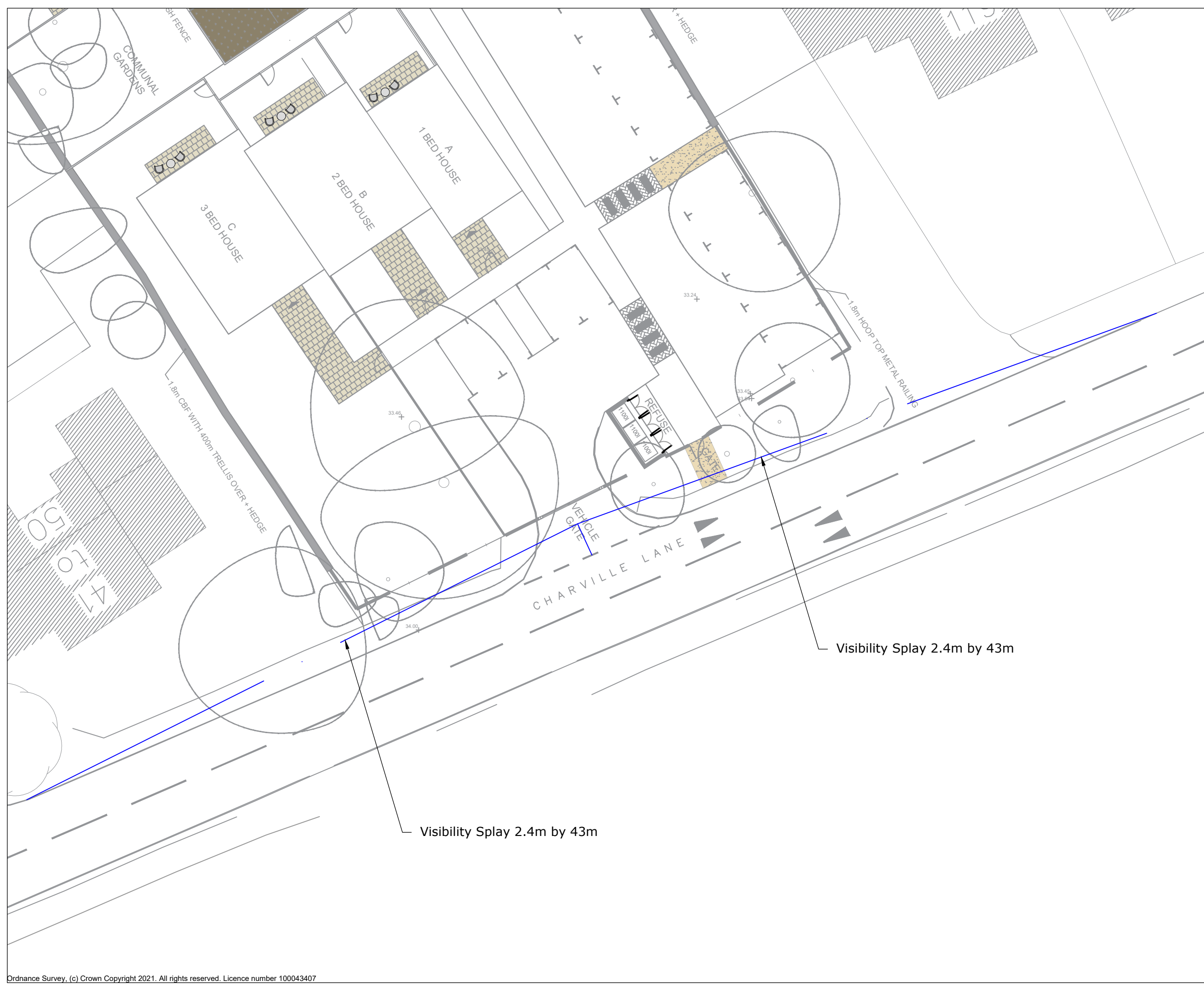
- 6.1 This Transport Statement has been prepared on behalf of London Borough of Hillingdon in relation to a planning application for the creation of a children's home for young people under the age of 18 yrs. The site is located along Charville Lane, Hayes.
- 6.2 In summary, this report demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
  - ▶ The site is accessible by public transport, walking and cycling;
  - ▶ A review of personal injury accident information has identified no significant issues associated with the local highway network that are detrimental to road safety levels;
  - ▶ Suitable and appropriate vehicular access to the site can be achieved via Hever Road in accordance with current best practice guidelines;
  - ▶ Car and cycle parking will be provided to meet demand; and
  - ▶ Appropriate provision will be made for servicing, having regard to relevant design guidance.
- 6.3 Although there are a number of trips in and out of the site on a daily basis due to the shift patterns, the timings should not interfere with the local highway network of the AM and PM peaks within the local area. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

## **Appendix A**

Swept Path Analysis



**Appendix B**  
Visibility Splays



C:\Users\glester\Motion\StaffSite - Hachar 2306070\Drawings\2306070-TK01 And 01.dwg

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Project:  
**Charville Lane, Uxbridge**

Title:  
**Visibility Splay**

Scale: 1:250 (@ A3)

Drawing:  
**2306070-01**

Revision: