CANEPARO ASSOCIATES
Transport Planning & Highway Design

Quad Architects

Kirk House, 97-109 High Street, West Drayton

Transport Statement

February 2023

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Contents

Appendices

1 INTRODUCTION

1.1 Caneparo Associates has been appointed by Quad Architects ('the Applicant') to provide traffic and transportation advice in relation to the proposed development of Kirk House, No. 97-109 High Street ('the site'), which is located in the London Borough of Hillingdon (LBH).

1.2 The site currently comprises a three-storey residential block comprising 36 units with 44 parking spaces accessible via an existing crossover on St Stephens Road.

1.3 This Transport Statement relates to a planning application for a roof conversion to the existing site to provide an additional 8 residential units (1 x 1-bed (1 people) and 3 x 1-Bed (2 people) and 4 x 2-bed (3 people)). The car park remains as per the existing situation, providing 44 car parking spaces, and as per the London Plan parking standards the parking provision proposal for for 8 x 1-2 beds flats is 8 x 075 = 6 spaces, leaving 2 parking spaces for visitors use. The Architect's proposed layout plans are included at **Appendix A.**

1.4 This Transport Statement examines the effects of the proposals on the local highway network. It considers the parking demand associated with the development, accessibility, servicing matters and trip generation.

1.5 The remainder of this report is set out as follows:

- Section 2 - summarises the existing situation and the site's accessibility
- Section 3 - summarises the development proposal
- Section 4 - summarises the relevant transport policy
- Section 5 - considers the potential impacts of the proposal
- Section 6 - provides a summary and conclusion.

2 EXISTING SITUATION

The Site

2.1 The site currently comprises a three-storey residential block comprising 36 units that is located at the junction of St Stephen's Road and High Street in West Drayton. The location of the site is shown at **Figure 2.1**, below.

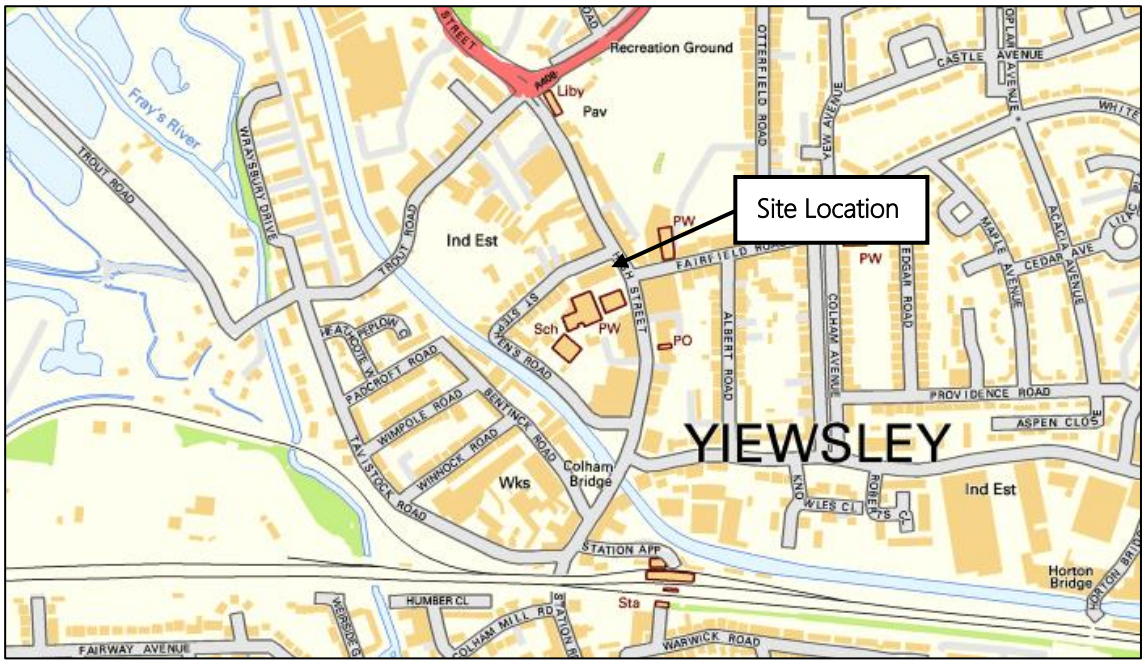


Figure 2.1: Site Location

2.2 The surrounding area comprises a mix of residential and commercial land uses. The local area offers a wide range of facilities and amenities within a short walking distance including a number of local businesses and retailers along the High Street. As such the proposed development is considered to be located within an established area that benefits from many services that will cater for future residents.

Local Highway Network

2.3 The site is located to the west of High Street which is a two-way single lane carriageway that connects to Station Road to the south and High Road to the north. Adjacent to the site, High Street is subject to a 20mph speed limit and benefits from wide, well-lit footways.

2.4 St Stephen's Road is narrow two-way loop road that connects to High Street to the north and south. Adjacent to the site, St Stephen's Road contains good quality footways.

Controlled Parking Zone

2.5 The site is located within Controlled Parking Zone Y1 which is operational Monday to Saturday between 09:00 and 18:00.

Accessibility

Pedestrians

2.6 As detailed above the area is well suited to pedestrians with a good level of pedestrian infrastructure present on the network surrounding the site, for instance a puffin crossing is located adjacent to the site on High Street. This is an intelligent crossing that can detect if pedestrians are waiting to cross the carriageway.

2.7 Generally, a person's willingness to walk is dependent on many factors including; access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips as 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.

2.8 **Table 2.1** sets out details of approximate distances between the proposed development site and local amenities, where an average walk speed of 80 metres/minute is assumed.

Table 2.1: Approximate Walk Distances to Surrounding Local Amenities

Amenity	Location	Distance	Approximate Walking Time
Primary School	High Street	60m	1 minute
Bus Stop A (northbound)	High Street	60m	1 minute
Post Office	High Street	120m	2 minutes
Supermarket	High Street	130m	2 minutes
Pharmacy	High Street	170m	2 minutes
Library	High Street	190m	2 minutes
Bus Stop W (southbound)	High Street	190m	2 minutes
Bank	High Street	350m	4 minutes
West Drayton Station	Station Approach	450m	6 minutes

2.9 As the table shows, the site has good levels of pedestrian accessibility to services such as shopping, the local community centre, primary education and also other modes of sustainable travel.

Cycling

2.10 Accepted guidance suggests that for journeys up to 5 kilometres, cycling represents an important mode of transport. Figure 2.2 shows the destinations located within a 20-minute cycle, which includes Uxbridge, Hayes, Harlington, and Harmondsworth.

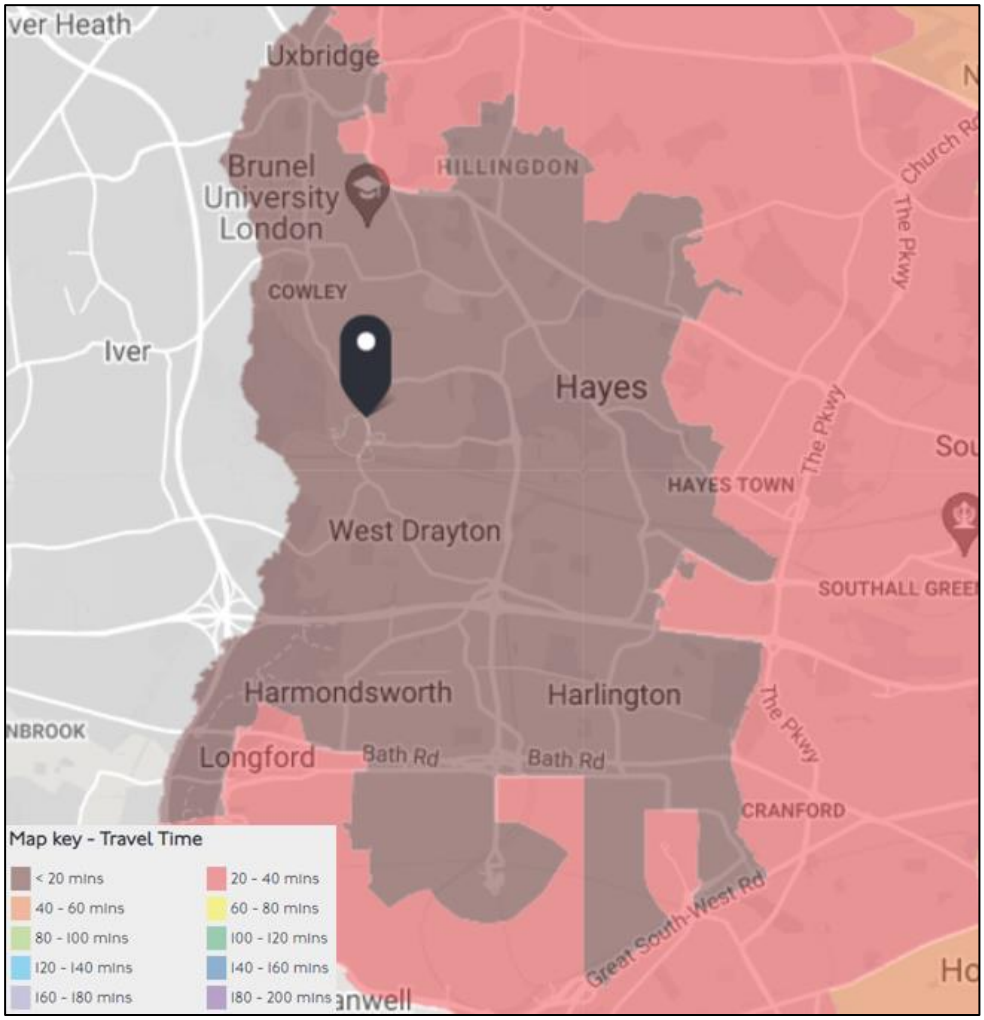


Figure 2.2: Cycling Isochrone *Source: www.tfl.gov.uk*

Public Transport

Public Transport Accessibility Level

2.11 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.

2.12 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility.

2.13 The assessment methodology reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

2.14 The PTAL rating of the centre of the site is 3, meaning the site has a 'moderate' level of accessibility to public transport. A copy of the PTAL report is included at **Appendix B.**

Bus Services

2.15 The nearest bus stop is located approximately 60m south of the site on High Street (Bus Stop 'Yiewsley High Street Stop A'), which comprise sheltered seating and timetable information. **Table 2.2** presents a summary of the bus services available within walking distance of the site, with the relevant TfL bus spider map included at **Appendix C.**

Table 2.2: Summary of Bus Service Frequency

No.	Route	Location	Frequency (Every 'X' Minutes)		
			Mon – Fri	Saturday	Sunday
U1	Ruislip Station – West Drayton Station	High Street	15	15	30
U3	Uxbridge Station – Heathrow Central Bus Station	High Street	10-13	9-12	20
U5	Uxbridge Station – Hayes and Harlington Station	High Street	10-13	11-12	20
222	Uxbridge Station – to Hounslow Bus Station	High Street	9-12	9-13	10-13
350	Hayes and Harlington Station – Heathrow Terminal 5	Horton Road	20	20	20

Rail Services

2.16 The site is located approximately 450m north of West Drayton railway station (6 minutes' walk). West Drayton station is served by trains operated by Great Western Railway and TfL Rail. The services operate between Paddington and Reading 4 times an hour, with 2 trains per hour to Didcot Parkway. Typical journey times are approximately 20 minutes to Paddington and 40 minutes to Reading. West Drayton railway station will also be on the Elizabethan Line once fully operational which will include an additional 6 services an hour providing access to much of central London.

3 DEVELOPMENT PROPOSAL

Overview

3.1 The Applicant is seeking a roof conversion to the existing site to provide an additional 8 residential units (1 x 1-bed (1 people) and 3 x 1-Bed (2 people) and 4 x 2-bed (3 people)). A copy of the proposed layout is included at **Appendix A**

3.2 Access

3.3 Access into the car park will be retained from St Stephen's Road, via a security barrier.

Access to the residential units will be via a DDA compliant lift accessed at ground floor level which will provide step-free access to the top floor.

Parking

3.4 Car Parking

The site contains 44 car parking spaces, and these are to be retained for this development. Each proposed residential unit will meet London Plan standards and therefore the maximum parking provision for the 8 x 1-2 bed flats is 8 x 0.75 = 6 spaces for the proposed residential units (London Plan Policy T6: Table 10.3).

Cycle Parking

3.5 The cycle parking standard in the Hillingdon Local Plan: Part 2 DMT6 is 1 space per studio or 1 person 1-bedroom dwelling, 1.5 spaces per 2-person 1-bedroom dwelling and 2 spaces per all other dwellings. Therefore we are providing an extra 14 cycle spaces in sheltered and secure storage in the form of Josta two-tier racks within the parking area.

Servicing and Refuse Collection

3.6 The servicing, refuse and recycling collection regime for the residential units would be undertaken off-street from the rear parking / servicing area, as per the existing situation. Servicing and refuse collection is considered further in Section 5.

4 POLICY CONTEXT

4.1 This section summarises the relevant transport policies at national, regional and local level.

National Transport Policy

National Planning Policy Framework (NPPF July 2021)

4.2 The latest version of the National Planning Policy Framework (NPPF) was published in 2019 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.

4.4 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 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 new 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."

4.5 The chapter continues at paragraph 105 by stating:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help

to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

4.6 When considering development proposals, paragraph 110 states that:

"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."

4.7 With regards to assessing the impact of development, paragraph 111 and 112 state:

"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."

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 service vehicles; and*

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

4.8 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)

4.9 The Mayor formally adopted the new London Plan in March 2021. The policies set out in the London Plan which are pertinent to the proposed development are set out below.

"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

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 addresses cycling, stating:

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."

4.12 Policy T6 addresses car parking, stating:

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 ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D 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.

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

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."

4.13 In regard to cycle parking, **Table 4.1** sets out the minimum cycle parking standards.

Table 4.1: Minimum Residential Cycle Parking Standards		
Use Class	**Long-stay**	**Short-stay**
C3 Residential	Long stay: 1 space per studio or 1 person 1-bedroom dwelling 1.5 spaces per 2-person 1-bedroom dwelling 2 spaces per all other dwellings	Short stay: 5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

4.14 Policy T7 relates to freight and servicing, where part G is pertinent to the development proposals as follows:

"G. Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. 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".

4.15 The development proposals have been developed to accord with the London Plan standards, in particular reference to the provision of cycle parking facilities in accordance with Policy T5.

4.16 Policy T6: Car parking London Plan *"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*

Where car parking is provided in new development, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.

New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

A summary of the car parking standards as extracted from the London Plan are included in **Table 10.3** below.

Table 10.3: London Local Plan - Car Parking Maximum Standards		
Location	Number of beds	Maximum parking provision
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas o PTAL 5 - 6 Inner London PTAL 4	All	Car free
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 - 1	All	Up to 0.75 spaces per dwelling

The proposals are therefore in accordance with the parking standards as outlined above.

Hillingdon Development Plan

Local Plan: Part 2 – Development Management Policies (January 2020)

4.16 The Local Plan: Part 2 was adopted in January 2020, with the Development Management Policies that are relevant to the proposals set out below.

4.17 Policy DMT 1: Managing Transport Impacts states:

A) *"Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*

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;*

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 significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*

B) *Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented."*

4.18 Policy DMT 2: Highways Impacts reads "Development proposals must ensure that:

A. *"safe and efficient vehicular access to the highway network is provided to the Council's standards;*

B. *they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;*

C. *safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;*

D. *impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and*

E. *there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."*

4.19 Policy DMT 5: Pedestrians and Cyclists states:

A. *"Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:*

i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;

ii) 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;

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

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

B. *Development proposals located next to or along the Blue Ribbon network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network."*

5 EFFECTS OF THE PROPOSAL

5.1 This Section considers the potential effects of the proposal in terms of trip generation, parking and servicing.

Trip Generation

5.2 The potential number of person trips generated by the proposed residential use has been estimated using trip rate information extracted from the previous prior approval application that approved a change of use from office to residential (Planning Reference: 32928/APP/2017/2396).

5.3 The total person trip rates and resultant flows have been summarised in **Table 5.1** below.

Table 5.1 Summary of Trip Rate Data and Trips (Person Trips)

Time Period	Trip Rates (Per Unit			Flows (Based on 4 Units)		
	In	Out	2-way	In	Out	2-way
AM Peak (08:00 – 09:00)	0.079	0.281	0.360	0	1	1
PM Peak (17:00 – 18:00)	0.333	0.200	0.533	1	1	2
Daily (07:00 – 19:00)	1.373	1.460	2.833	5	6	11

5.4 The table above demonstrates that there will be approximately one additional person trip in the AM peak and two additional person trips in the PM peak period, with a reduced demand at all other times. Based on this, no further assessment has been undertaken as the impact of 4 additional residential units will be negligible on the local highway network and will fall within daily fluctuations.

Car Parking

5.5 The Mayor of London Adopted a new and revised London Plan in March 2021, consequently the car parking standards set out in the London Plan 2021 which are restricted in line with the levels of existing and future public transport accessibility and connectivity, take precedence over those of the Local Development Plans of Local Authorities except where Local Development Plans specify lower local maximum standards.

5.6 The maximum residential car parking standards set out in the London Plan Policy T6: Table 10.3 are predominately lower than the maximum parking standards set out in the Hillingdon Local Plan: Part 2 Development Management Policies (2020) and so the London Plan parking standards take precedent. The maximum parking standard outlined in the London Plan Table 10.3: Outer London PTAL 2-3, 1-2 beds it is up to 0.75 space per dwelling.

5.7 Therefore future site as a whole will retain 44 spaces, each proposed residential unit will meet London Plan standards and therefore the maximum parking provision for the 8 x 1-2 bed flats is 8 x 0.75 = 6 spaces for the proposed residential units (London Plan Policy T6: Table 10.3) and 2 extra parking space will be for visitors.

5.8 All 6 car parking spaces will be appropriately marked out for the use of the new flats and they will also have EV charge points and at least 2 being active and the remainder passive.

Servicing and Refuse Collection

5.9 The servicing, refuse and recycling collection regime for the residential units would be undertaken off-street (i.e. within the curtilage of the site), as per the existing situation.

Based on TRICS data, residential units typically generate in the region of 8-9 deliveries per 100 units, which equates to less than one delivery a day associated with the proposed 8 residential units. This will have a negligible impact on the local highway network and will likely form part of an existing trip already travelling on the local highway network.

6 SUMMARY AND CONCLUSION

6.1 Caneparo Associates has been appointed by Quad Architects ('the Applicant') to provide traffic and transportation advice in relation to the proposed development at Kirk House, No. 97-109 High Street ('the site'), which is located in the London Borough of Hillingdon (LBH).

6.2 The site currently comprises a three-storey residential block comprising 36 units with 44 parking spaces accessible via an existing crossover on St Stephens Road.

6.3 This Transport Statement relates to a planning application for a roof conversion to the existing site to provide an additional 8 residential units (1x 1-bed (1 people), 3 x 1-bed (2 people) and 4 x 2-Bed (3 people)). The car park remains as per the existing situation, providing 44 car parking spaces, each proposed residential unit will meet London Plan standards and therefore the maximum parking provision for the 8 x 1-2 bed flats is 8 x 0.75 = 6 spaces for the proposed residential units (London Plan Policy T6: Table 10.3) and 2 extra parking space will be for visitors.

6.4 The local area is well suited to walking and cycling with a wide range of local amenities available in the vicinity of the site. In addition, the site is located within walking distance of five bus routes and West Drayton railway station.

6.5 Using the TRICS database, it has been demonstrated that there would be one additional person trip in the AM peak and two additional person trips in the PM peak period, with a reduced demand at all other times. This level of impact will be negligible on the local highway network and will fall within daily fluctuations.

6.6 A total of 6 spaces will be provided for the additional residential units. This is in accordance with London Plan parking standards and will ensure that there is no parking overspill onto local roads. Furthermore, the Applicant is willing to enter into a permit free agreement and therefore future residents will not be able to park on-street, as such, there will be no impact on the availability of parking for existing local residents. There will still be 2 spaces extra parking spaces on site for visitors.

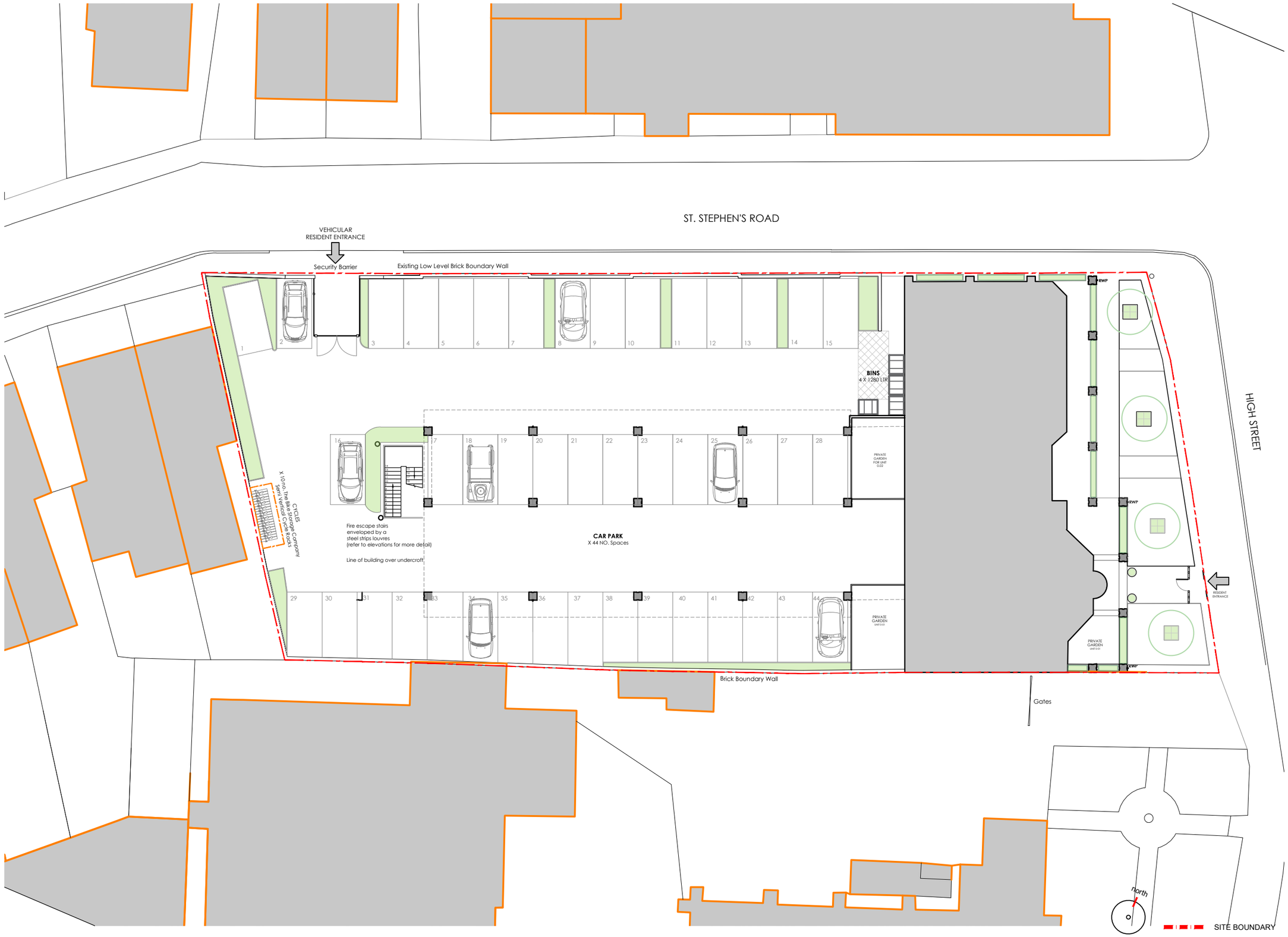
6.7 The proposal includes secure cycle parking within the curtilage of the site, in accordance with London Plan (2021) standards.

Conclusion

6.8 In light of the above, it is concluded that there would not be any unacceptable impact on the highways and transportation network arising from the development and therefore, the proposal is in accordance with the requirements of the NPPF paragraph 111 which states:

"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



NOTES

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WHERE AN ITEM IS COVERED BY DRAWINGS TO DIFFERENT SCALES, THE LARGER SCALE DRAWING IS TO BE WORKED TO

DO NOT SCALE FROM DRAWING. FIGURED DIMENSIONS TO BE WORKED TO AT ALL TIMES

ALL WORK AND MATERIALS TO BE IN ACCORDANCE WITH THE BUILDING REGULATIONS AND TO COMPLY WITH THE RELEVANT CODES OF PRACTICE AND BRITISH STANDARDS

DETAILS	DATE	REVISION
Issue for planning	00.04.21	/

PLANNING

EXISTING
SITE PLAN WITH LANDSCAPE

Revision:	/	**712-P-101**	
1:250@A3		April 2021	
Drawn by:	LB	Checked by:	NL

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QUAD

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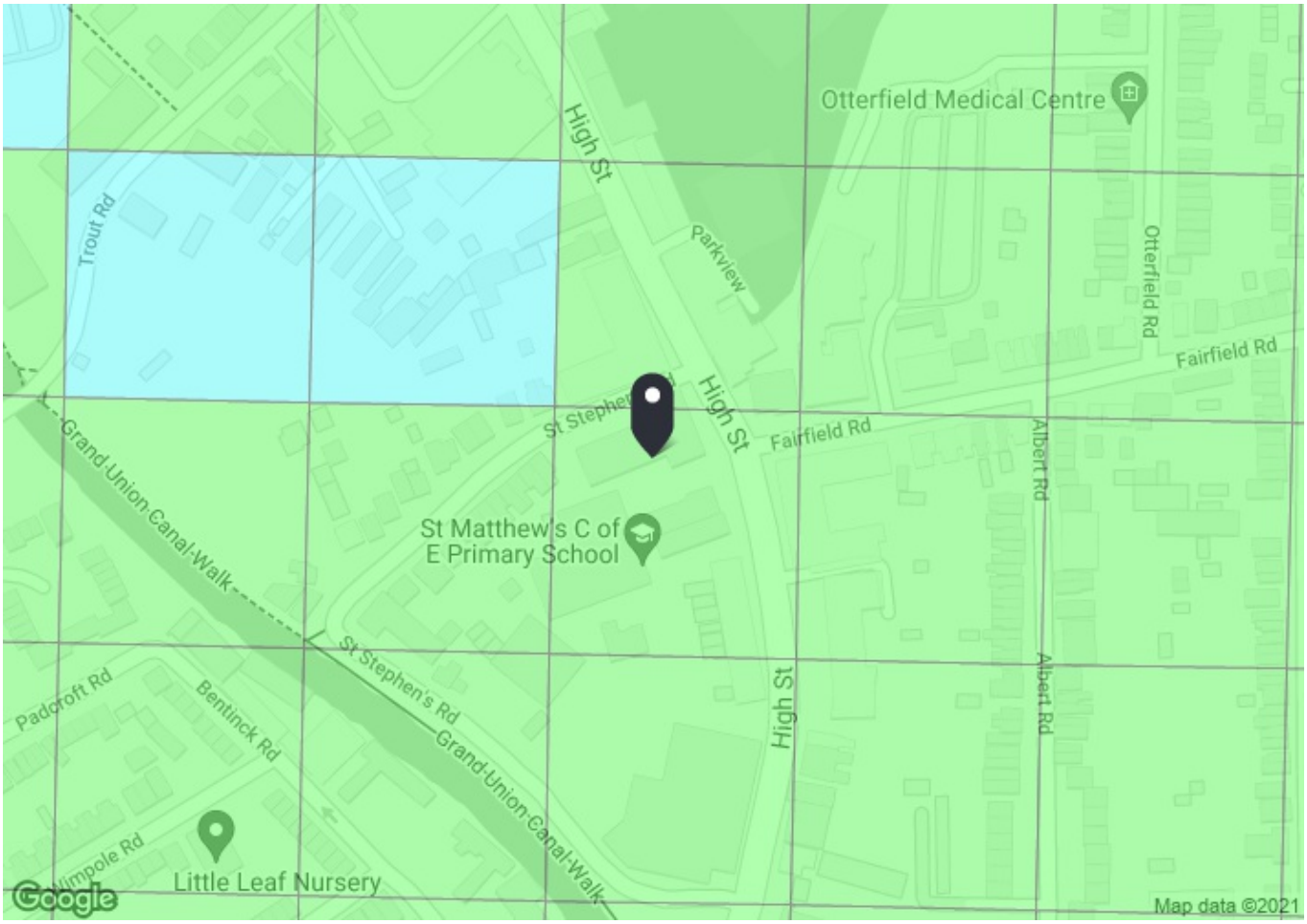
Appendix B

TRANSPORT FOR LONDON



PTAL output for Base Year
3

97 High St, West Drayton UB7 7GJ, UK
Easting: 506037, Northing: 180474

Grid Cell: 80074

Report generated: 04/11/2021

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

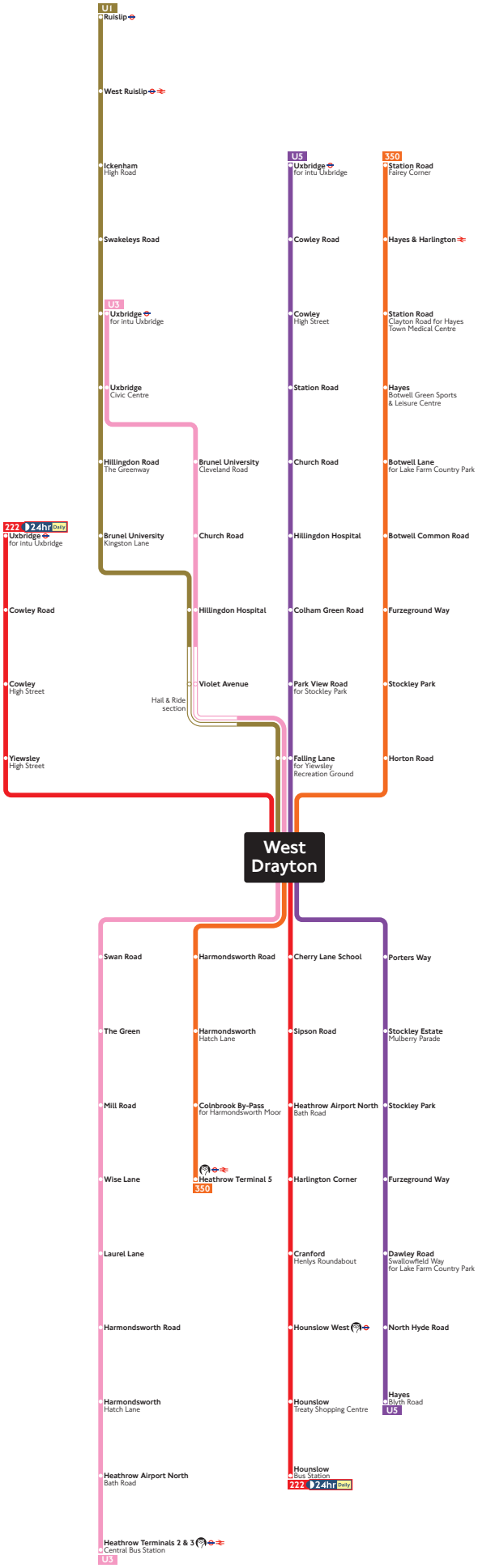
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

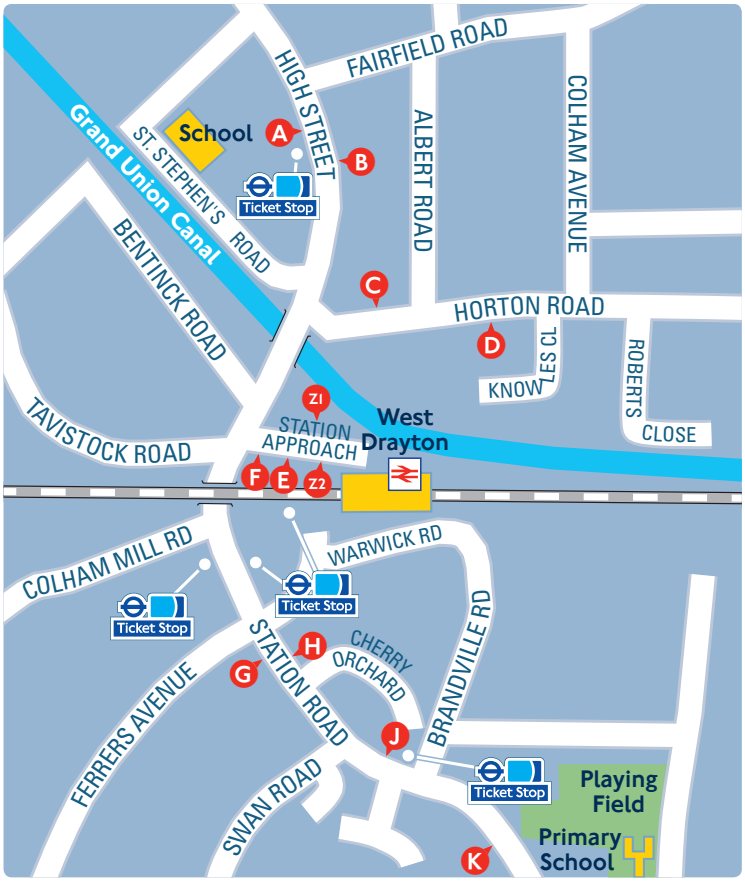
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH STREET YIEWSLEY	U5	99.69	5	1.25	8	9.25	3.24	0.5	1.62
Bus	HIGH STREET YIEWSLEY	222	99.69	7.5	1.25	6	7.25	4.14	1	4.14
Bus	HIGH STREET YIEWSLEY	U3	99.69	5	1.25	8	9.25	3.24	0.5	1.62
Bus	HIGH STREET YIEWSLEY	U1	99.69	4	1.25	9.5	10.75	2.79	0.5	1.4
Bus	HORTON ROAD ALBERT ROAD	350	374.28	5	4.68	8	12.68	2.37	0.5	1.18
Rail	West Drayton	'PADTON-OXFD 2N14'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N16'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N18'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N22'	512.86	0.67	6.41	45.53	51.94	0.58	0.5	0.29
Rail	West Drayton	'PADTON-OXFD 2N24'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P09'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'OXFD-PADTON 2P11'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P12'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P14'	512.86	1.33	6.41	23.31	29.72	1.01	0.5	0.5
Rail	West Drayton	'RDNGSTN-PADTON 2P17'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'OXFD-PADTON 2P18'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'BNBR-PADTON 2P20'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'SLOUGH-PADTON 2P25'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'SLOUGH-PADTON 2P32'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
Rail	West Drayton	'PADTON-RDNGSTN 2R13'	512.86	1.67	6.41	18.71	25.12	1.19	1	1.19
Rail	West Drayton	'PADTON-TWYFORD 2R21'	512.86	0.33	6.41	91.66	98.07	0.31	0.5	0.15
									Total Grid Cell AI:	**13.89**

Appendix C

Buses from West Drayton



TFL33384.08.17 (P)



Destination finder

Destination	Bus routes	Bus stops
B		
Botwell Common Road	350	C E G K
Botwell Lane for Lake Farm Country Park	350	C E G K
Brunel University Cleveland Road	U3	A E G
Brunel University Kingston Lane	U1	A E
C		
Cherry Lane School	222	B F H J
Church Road	U3	A E G
	U5	A E G K
Colham Green Road	U5	A E G K
Colnbrook By-Pass for Harmondsworth Moor	350	D F H J
Cowley High Street	222 U5	A E G K
Cowley Road	222 U5	A E G K
Cranford Henlys Roundabout	222	B F H J
D		
Dallow Road Swallowfield Way for Lake Farm Country Park	U5	B F H J
F		
Falling Lane for Yiewsley Recreation Ground	U1	A E
	U3	A E G
	U5	A E G K
Furzeground Way	350	C E G K
	U5	B F H J
H		
Harlington Corner	222	B F H J
Harmondsworth Hatch Lane	350	D F H J
	U3	B F H
Harmondsworth Road	350	D F H J
	U3	B F H
Hayes Blyth Road	U5	B F H J
Hayes Botwell Green Sports & Leisure Centre	350	C E G K
Hayes & Harlington ⇄	350	C E G K
Heathrow Airport North Bath Road	222	B F H J
	U3	B F H
Heathfield Terminals 2 & 3 ⊖ ⇄ Central Bus Station	U3	B F H
Heathrow Terminal 5 ⊖ ⇄	350	D F H J
Hillingdon Hospital	U1	A E
	U3	A E G
	U5	A E G K
Hillingdon Road The Greenway	U1	A E
Horton Road	350	C E G K

Destination	Bus routes	Bus stops
Hounslow Bus Station	222	B F H J
Hounslow Treaty Shopping Centre	222	B F H J
Hounslow West ⊖	222	B F H J
I		
Ickenham High Road	U1	A E
L		
Laurel Lane	U3	B F H
M		
Mill Road	U3	B F H
N		
North Hyde Road	U5	B F H J
P		
Park View Road for Stockley Park	U5	A E G K
Porters Way	U5	B F H J
R		
Ruislip ⊖	U1	A E
S		
Sipson Road	222	B F H J
Station Road	U5	A E G K
Station Road Clayton Road for Hayes Town Medical Centre	350	C E G K
Station Road Fairey Corner	350	C E G K
Stockley Estate Mulberry Parade	U5	B F H J
Stockley Park	350	C E G K
	U5	B F H J
Swakeleys Road	U1	A E
Swan Road	U3	B F H
T		
The Green	U3	B F H
U		
Uxbridge ⊖ for intu Uxbridge	222 U5	A E G K
	U1	A E
	U3	A E G
Uxbridge Civic Centre	U1	A E
	U3	A E G
V		
Violet Avenue	U1	A E
	U3	A E G
W		
West Ruislip ⊖ ⇄	U1	A E
Wise Lane	U3	B F H
Y		
Yiewsley High Street	222	A E G K

Ways to pay

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Sign up for an online account to top up online and see your travel history and spending.

Key

- ⊖ Connections with London Underground
- ⇄ Connections with National Rail
- Tube station with 24-hour service Friday and Saturday nights