Tavistock Works, West Drayton

Transport Statement

Client: Linea UB7 Ltd

i-Transport Ref: NM/JN/ITL16533-010a R

Date: 03 June 2024

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Quality Management

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SECTION 1 INTRODUCTION

1.1 Context

1.1.1 Linea UB7 Ltd (the 'Applicant') has appointed i-Transport LLP to provide transport and highways advice in relation to a Section 73 application relating to a consented residential redevelopment at Tavistock Works, West Drayton, within the London Borough of Hillingdon (LBH).

1.1.2 In September 2022, planning permission was granted at the site at appeal (appeal ref: 3288333) for a residential development of 32 units, with access to nine car parking spaces (to be delivered by way of car stackers and one at grade blue badge parking space). The scheme was supported by a Transport Assessment (TA) and a Car Park Management Plan (CPMP). There were no highways reasons for refusal at appeal and there was no objection raised by the LBH Highways officer at the planning application stage.

1.1.3 Conditions relating to a parking allocation plan (and maintenance plan for the car stackers) along with the general car park layout were included within the Planning Inspectorate's decision, whilst the signed Section 106 legal agreement also includes a: restriction to prevent future residents obtaining parking permits for local roads (in perpetuity); the delivery of a car club space on Tavistock Road; and provision of two years of car club membership for residents of the development. In addition, 'highway works' relating to the creation of a crossover for vehicular access and footway reinstatement was also included.

1.1.4 Since that time, a Section 73 application for the formation of a second stair core and pedestrian access to Tavistock Road as well as the construction of one additional dwelling (to a total of 33 dwellings) has also been approved (planning ref: 35810/APP/2024/243). Consequently, this results in the removal of eight on-site car parking spaces at the site, i.e. all spaces to previously be delivered by way of car stackers, leaving a single at grade blue badge space. An increased level of cycle parking is also available (63 spaces in total).

1.1.5 Car club provision/car club membership continues to be proposed. The 'highways works' agreed under the appeal scheme continue to be proposed, albeit the extent of vehicle crossover width is reduced given this serves a single blue badge space.

1.2 Proposed Development

1.2.1 This Section 73 application relates to the infill of upper floors, to facilitate the creation of an additional five residential units, to a total of 38 dwellings proposed (the proposal is based on the scheme approved under the last Section 73 (planning ref: 35810/APP/2024/243)). The five additional residential units are all one-bedroom, two person units, with no additional M4(3) units proposed (as the approved scheme already results in four M4(3) units being provided, i.e. 10% of total dwellings).

1.2.2 Additional cycle parking is made available as a result of the additional dwellings. No changes to pedestrian or vehicular access are proposed nor any additional car parking. The previously proposed refuse storage is also retained and remains appropriate despite the increase in dwellings. The previously agreed 'highways works' are also unchanged by this proposal.

1.3 Scope and Structure of Report

1.3.1 This Transport Statement (TS) has been prepared by i-Transport LLP to assess the transport impact of the development proposal with respect to relevant national, regional, and local policy and guidance, and to identify any appropriate mitigation measures should they be required.

1.3.2 The small change in residential units at the site is low (+5 units), noting the approved position is for almost all dwellings to live car-free. Notwithstanding, a trip assessment for the total number of units at the site is provided.

1.3.3 Accordingly, this TS has been prepared to identify the change in travel demand and associated degree of impact as a result of the proposed development. The remainder of the TS is set out as follows:

- Section 2 summarises the national, regional, and local policies and guidance relevant to the application;
- Section 3 summarises the local services and facilities, and establishes the public transport infrastructure surrounding the site;
- Section 4 sets out the development proposal in detail, including the access arrangements for all travel modes;
- Section 5 reviews the accessibility of the site for onwards travel by sustainable modes;
- Section 6 provides an assessment of the anticipated total and net change in multi-modal movements resulting from the development (compared with the consented 32 units at the site); and

- Section 7 provides a summary of the TS and its conclusions.

SECTION 2 POLICY CONTEXT

2.1 Overview

2.1.1 This section sets out the national, regional, and local transport policies to be considered against the proposed development.

2.2 National Transport Policy

National Planning Policy Framework (December 2023)

2.2.1 The National Planning Policy (NPPF), most recently revised in December 2023, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plan for developments can be produced.

2.2.2 Section 9 of the NPPF outlines the policies to promote sustainable transport, which sets out the importance of focusing developments on locations which are or can be sustainable. This is achieved through limiting the need to travel and offering a genuine choice of transport modes.

2.2.3 For developments that are going to generate a significant amount of movement are required to produce a travel plan and be supported by either a Transport Statement or Transport Assessment. Paragraph 110 sets out the key transport requirements:

> ***"In assessing 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." (ref: NPPF, Paragraph 110)***

2.2.4 Paragraph 111 outlines that the 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" (ref: NPPF Paragraph 111)***.

2.3 Regional Transport Policies

Mayor of London Transport Strategy 2018

2.3.1 In March 2018, the Mayor published his Transport Strategy, which sets out the future of transport in London. The strategy includes a target for 80% of all trips in London to be made by sustainable modes of transportation by 2041. To achieve a mode share of 80% of trips by sustainable modes, new developments, especially those in Opportunity Areas and high-PTAL areas, are expected to aim for sustainable transport mode shares of 95%-99% of trips.

2.3.2 It is understood this site is located within the Heathrow Opportunity Area, albeit it is understood the exact boundary is yet to be defined (within the London Borough of Hillingdon).

The London Plan (March 2021)

2.3.3 The London Plan 2021 is the spatial development strategy for Greater London. From a transport perspective and in general, the Mayor intends that London will be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.

2.3.4 The following policies are of particular pertinence to this proposal;

- Policy T2 D – Development should reduce the dominance of vehicles on London's streets and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport;
- Policy T5 A – Cycle parking should be provided at the levels set out in the London Plan;
- Policy T5 B – Cycle parking should be designed and laid out in accordance with the London Cycling Design Standards guidance;
- Policy T5 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.;
- Policy T6 A - Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity; and
- Policy T6 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').

2.3.5 The car and cycle parking standards in the London Plan for this site (with regard to its PTAL/Opportunity area status) are summarised in Tables 2.1 and 2.2 below.

Table 2.1: London Plan (2021) Car Parking Standards

Land Use	Vehicle Parking Standards (Maximum)
Residential (Land Use C3)	Outer London Opportunity Area: up to 0.5 spaces per dwelling PTAL 3 – up to 0.75 spaces per unit

Source: London Plan 2021

Table 2.2: London Plan (2021) Cycle Parking Standards

Land Use	Minimum Cycle Parking	
	Long Stay	Short Stay
Residential (Land Use C3)	Studio/1 bed 1 person: 1 space 1 bed 2 person: 1.5 spaces 2 beds +: 2 spaces	5 to 40 dwellings: 2 spaces

Source: London Plan 2021

2.4 Local Transport Policies

London Borough of Hillingdon Local Plan: Part 1 – Strategic Policies (November 2012)

2.4.1 The Hillingdon Local Plan - Part 1 - Strategic Policies is the key strategic planning document for Hillingdon and will support delivery of the spatial elements of the Sustainable Community Strategy. It sets out a long-term vision and objectives for the Borough. The primary matter relating to transport notes LBH has an overall aim of improving quality of life and reducing private car dependency.

London Borough of Hillingdon Local Plan: Part 2 – Development Management Policies (January 2020)

2.4.2 The Local Plan Part 2, adopted in January 2020, provides revised development management policies and replaces the Unitary Development Plan (1998) saved policies. The relevant policies are as follows:

- ***Policy DMT 1 – Managing Transport Impacts – Development will be required to be accessible by sustainable modes of travel, adequately address delivery, servicing and drop-off requirements and have no significant adverse transport or associated air quality and noise impacts on the local and wider environment. Developments of more than 80 units will be required to prepare a Transport Assessment and Travel Plan.***
- ***Policy DMT 2 – Highways Impacts – Development must provide safe and suitable access for all users;***
- ***Policy DMT 4 – Public Transport - The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services;***

- ***Policy DMT 5 – Pedestrians and Cyclists - 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.***
- ***Policy DMT 6 – Vehicle Parking – Development must comply with the standards outlined at Appendix C in order to facilitate sustainable development. The Council may agree to vary these requirements when:***
    - ***the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or***
    - ***a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.***
    - ***All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.***

2.4.3 The relevant car and cycle parking standards for the land uses proposed are set out in Tables 2.3 and 2.4, respectively.

Table 2.3: LBH Local Plan 2 Car Parking Standards

Land Use	Vehicle Parking Standards (Maximum)
Residential (Land Use C3)	Studio: 0.5 spaces per unit 1-2 bed: 1 – 1.5 spaces per unit 3 beds and above: 2 spaces per unit Notes: Blue badge parking should comprise 10% of the total parking provision Proposals must also accommodate visitor's car parking on-site additional to the above Car parks must be allocated to dwellings

Source: London Borough of Hillingdon Local Plan Part 2 2020

Table 2.4: LBH Local Plan 2 Cycle Parking Standards

Land Use	Maximum Cycle Standards
Residential (Land Use C3)	Studio/1 bed/2 beds: 1 space 3 beds +: 2 spaces

Source: London Borough of Hillingdon Local Plan Part 2 2020

Note: Visitor parking forms part of the standard unless otherwise stated

London Borough of Hillingdon Third Local Implementation Plan (LIP3) (March 2019)

2.4.4 Local Implementation Plans are a statutory document, required by the Greater London Authority Act 1999 and set out how the London boroughs intend to implement the Mayor of London's Transport Strategy within their respective boroughs. Boroughs define their strategy and secure funding for its delivery.

2.4.5 Page 101 of LIP3 states that the overarching aim of the borough's policies i.e. those within their Local Plan Part Two (January 2020);

> ***'is to ensure development in Hillingdon is adequately managed and integrated with its transport networks, including public transport, pedestrian and cycle networks, to enable it to accommodate growth in a sustainable manner'.***

2.4.6 It goes on to state that Policies which will contribute towards sustainable travel in new development include:

- ***'locating new development where access by public transport, walking and cycling is possible to serve the developments anticipated needs;***
- ***Requirement of developers to mitigate transport impacts, such as improving public transport facilities;***
- ***High quality pedestrian and cycle facilities;***
- ***A restrained and balanced approach to car parking, based on the London Plan standards with some variance to reflect local circumstances;***
- ***Travel Plans, where required, following TfL good practice guidelines; and***
- ***Delivery and Service Plans and Construction and Logistic Plans to aim the efficient and consolidated movement of goods with minimum disruption to local amenity'.***

2.4.7 The local implementation plan continues;

> ***'Hillingdon will support car-free and car-lite development in areas within the borough that are well connected to sustainable travel options, i.e. Uxbridge station, Hayes and Heathrow. Car-free development facilitates behaviour change for residents from the onset of occupying a dwelling or working in an area that has limited or no parking provision. As such, car free and car-lite development will enable more 'social streets' in new development areas, supporting Hillingdon's objectives and the Mayor's Vision to make London streets more active. Supporting such developments, will not only address issues of congestion and pollution, but help reduce noise pollution and long-term maintenance of highways'.***

Accessible Hillingdon SPD (September 2017)

2.4.8 The Accessible Hillingdon SPD echoes various Codes of Practice pertinent to the design of inclusive environments, and in some instances goes beyond minimum requirements. It offers practical and technical best practice guidance to enable planning applicants, developers, architects, urban designers, and other professionals to adopt a realistic approach to Inclusive Design. The document and its contents are a material consideration in determining the outcome of planning applications.

2.5 Summary

2.5.1 National policy establishes that development should only be prevented where the impact of the development on transport networks is considered 'severe'. In addition, developments should provide safe and convenient access arrangements and be located in areas with opportunities for sustainable travel.

SECTION 3 EXISTING CONDITIONS

3.1 Overview

3.1.1 This section sets out the existing transport conditions in the vicinity of the site, including a review of personal injury accident data.

3.2 Site Location and Existing Site Use

3.2.1 The site is located on the corner of Garnet Place and Tavistock Road circa 150m west of West Drayton rail station in Yiewsley, within LBH. The site is bound by Garnet Place and Tavistock Road to the east and south (respectively), residential apartments to the north and currently an industrial site to the west (which benefits from planning permission – detailed further below).

3.2.2 The site currently comprises an office building with associated parking (15 spaces), accessed via an existing vehicular crossover from Tavistock Road. It has a total floor area of circa 435sqm. Access is also obtained from a shared crossover 15m west of the dedicated vehicle access. A pedestrian access from Tavistock Road is also available.

3.3 Local Highway Network

3.3.1 Tavistock Road is a two-way single carriageway road, circa 5m wide along the southern site frontage, with footways on both sides of the road and street lighting. Five Pay and Display parking bays are currently provided along the southern site frontage, available for parking Monday to Saturday between 9am and 6pm with a maximum stay of two hours. Single yellow lines are in place along the northern side of the carriageway, west of the pay and display parking bays up to the boundary of the 'Y1' Controlled Parking Zone (CPZ). The single yellow lines indicate no parking Monday to Friday from midday to 1pm. On the southern side of carriageway double yellow lines (indicating that parking is prohibited at all times) are in place on the southern side, up to the boundary of the 'Y1' CPZ. The Y1 CPZ is enforced west along Tavistock Road from its junction with Winnock Road and restricts parking to permit holders only on Monday to Saturday from 9am-6pm.

3.3.2 To the east of the site, Tavistock Road is connected to High Street via a priority junction. High Street is a two-way single carriageway road, circa 9m in width, with footways on both sides of the road and street lighting. It is subject to a 30mph speed limit, except for a circa 250m stretch between the two accesses of St Stephen's Road, which is a 20mph zone. This covers the access to St Matthew's C of E Primary School to the west of High Street. Parking and loading restrictions are in place for the full length of High Street which prevents any stopping/parking Monday to Saturday between 8.00am and 6.30pm and any loading Monday to Friday between 8.00-9.30am and 4.40-6.30pm.

3.4 Walking and Cycling

3.4.1 Good quality footways are provided along both sides of Tavistock Road. A zebra crossing is provided near the junction with High Street which has dropped kerbs and tactile paving to facilitate crossing for all users.

3.4.2 Wide, good quality footways are also provided on both sides of High Street with dropped kerbs and tactile paving provided where necessary at side roads. To the south of Tavistock Road, the footways are raised from the road under the railway, with railings, which separates pedestrians from the vehicular traffic. Circa 40m north of Tavistock Road, a signalised pedestrian crossing is provided with dropped kerbs and tactile paving to allow all users to cross the road safely. In addition, wayfinding signs are regularly provided along High Street, directing pedestrians to key destinations within Yiewsley.

3.4.3 Furthermore, a footway/cycleway is provided along the Grand Union Canal which is accessible to pedestrians via St Stephen's Road or to both pedestrians and cyclists via Trout Road.

3.4.4 With regards to cycle facilities, cycle lanes are provided on both sides of High Street since it forms local cycle route 89, which routes north to Uxbridge and south to Heathrow. Publicly available Sheffield Stands are provided on High Street just to the south of Tavistock Road and outside West Drayton rail station.

3.4.5 In addition, LBH benefits from a dedicated cycle hire scheme (sponsored by Santander bank, but separate to the main Santander Cycles scheme that is predominantly focused on Central London) focused on Brunel University. Known as the Brunel Santander Cycle scheme, small docking stations are currently located at Brunel University, Uxbridge Station/Town Centre, Hillingdon Hospital and also within West Drayton. Of note, a docking station is available circa 200m from the development site at the junction of High Street/Station Approach/Tavistock Road. This provides an opportunity for low-cost sustainable travel without the need for cycle ownership (£1 per 20 minutes of cycling).

3.5 Local Facilities

3.5.1 A key aim of regional and local policy is the delivery of sustainable development. This in part, is achieved by the accessibility of sites to a good range of everyday services and facilities.

3.5.2 National Travel survey information recognises that respondents who identify as having an impairment, do travel less frequently and overall less distance, compared to respondents who have not declared an impairment. However, those with a mobility impairment still average circa 9mi per day, compared to 14mi for those who do not.

3.5.3 A summary of the local facilities and services within the vicinity of the site and their respective walking and cycling distances is provided in Table 3.1. The colour coding highlights the locations within 800m, 1,600m and 3,200m walking distance.

Table 3.1: Distances and Travel Time to Key Destinations

Destination		Approx. Distance from Site (metres)	Walking journey time (mins)	Cycling journey time (mins)
Public Transport	Bus stops (Station Approach)	**150**	<2	<1
	West Drayton station	**150**	<2	<1
Retail	Boots	**230**	3	1
	West Drayton Post Office	**350**	4	1
	Morrisons	**350**	4	1
	Yiewsley High Street (inclusive of numerous comparison retail, etc),	**400 - 500**	5	2
	Iceland Foods	**450**	5	2
	Aldi	**650**	8	3
	Tesco Superstore	**750**	9	3
Education	St Matthew's C of E Primary School	**450**	5	2

Destination		Approx. Distance from Site (metres)	Walking journey time (mins)	Cycling journey time (mins)
	St Catherine Catholic Primary School & Nursery	1,000	12	4
	West Drayton Academy	1,100	13	4
	Park Academy West London	1,700	20	7
	Brunel University	2,600	30	11
Leisure	Grand Union Canal pedestrian and cycle route	560	7	2
	Yiewsley Library	700	8	3
	Yiewsley Recreation Ground	800	10	3
	Uxbridge Football Club	1,600	19	7
	Panthers Gym	1,600	19	7
Health	Yiewsley Family Practice	270	3	1
	Yiewsley Chemist	300	4	1
	West Drayton & Yiewsley Dental	600	7	2

Source: i-Transport. Note: All distances taken from footway on Tavistock Road, at approximate pedestrian entrance to the site. Journey times are assumed to be 1.4m/s for walking and 4.1m/s for cycling.

Key:

Within a 'Walkable Neighbourhood' (800m)
Within a distance where most people (circa 80%) will walk (1,600m)
Within a distance where walking is a realistic alternative to car use and where some people (circa 31%) are still prepared to walk (3,200m)

3.5.4 It is clear from Table 3.1 that a good range of everyday services and facilities and transport connections will be accessible on foot or by bicycle to future residents of the site, with the majority well within a distance where walking would be expected to form the dominant mode of travel.

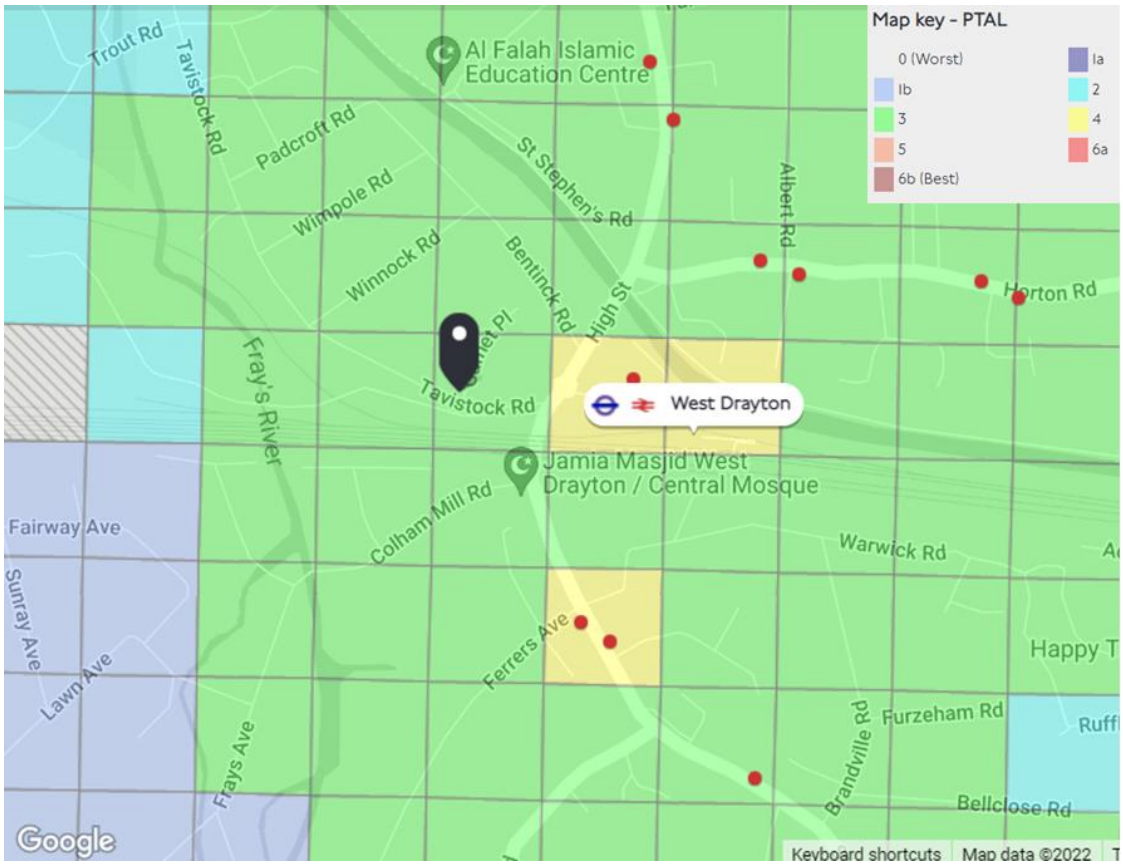
3.6 Public Transport

Public Transport Accessibility Level (PTAL)

3.6.1 The accessibility of the site has been assessed using the TfL Public Transport Accessibility Level (PTAL) methodology. PTALs use scores of 0-6b, with 0 being the worst and 6b the best, to rate the accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency.

3.6.2 The site has a PTAL rating of 3, indicating a moderate level of public transport accessibility. Image 3.1 shows an extract of the PTAL map in the vicinity of the site and the full report is included as Appendix A. The site's official PTAL rating of 3 belies its frequent and fast public transport services, all available within two minutes walk of the site. This is considered in further detail within Section 5 of this report.

Image 3.1: PTAL Map

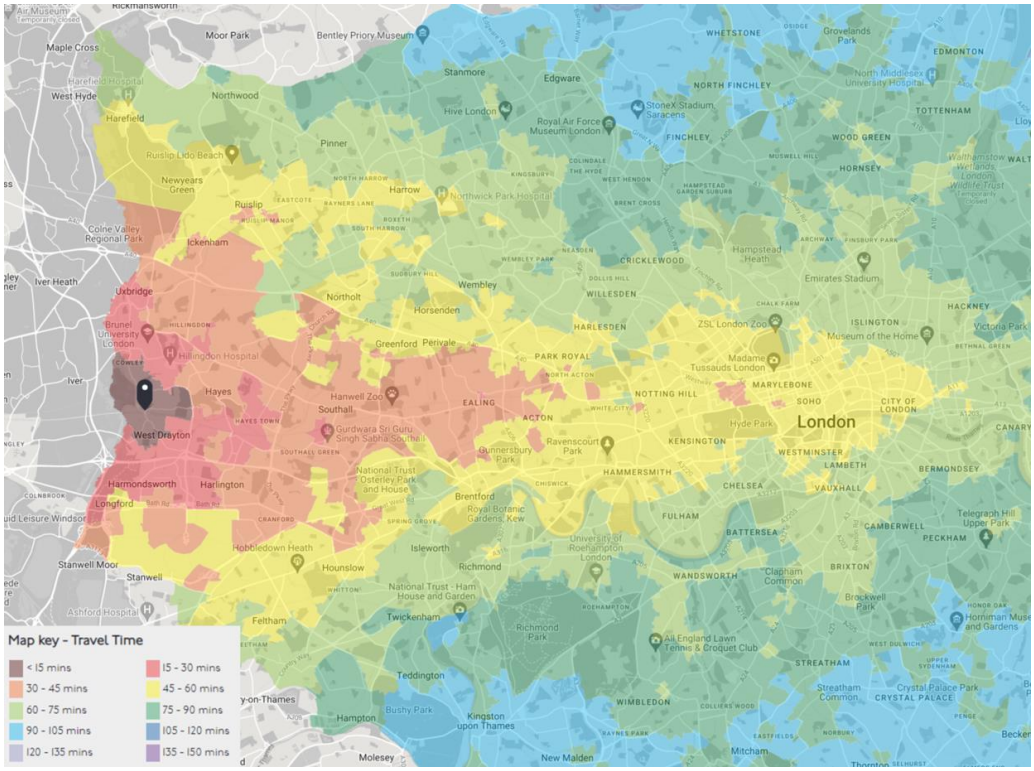


Source: TfL (Accessed in May 2024)

TIM Mapping (TIM)

3.6.3 TfL's WebCAT resource also provides travel time mapping (TIM) which reflects the travel time from the site to other areas in London by public transport during a morning peak hour. Considering this, the site is accessible to west London areas and Central London (including Ealing and Paddington) within a 30-45-minute journey and areas of East London within a 60-75-minute journey. An extract of the TIM map is presented as Image 3.2 overleaf. Importantly, the database only includes Greater London and therefore sites such as this on the boundary only demonstrate their access in one direction. In reality, and as detailed further in later parts of this section, the site is also accessible to a range of localities to the west, including Slough, Maidenhead, and Reading.

Image 3.2: TIM Map



Source: TfL (Checked May 2024)

Bus

3.6.4 The nearest bus stops are located circa 150m east of the site on Station Approach (around two minutes walk time) in front of West Drayton station. These stops provide access to five different bus routes to destinations such as Uxbridge, Hounslow, Ruislip, and Hayes, as shown at the bus spider map at Appendix B. Table 3.2 below summarises the frequency of these services.

Table 3.2: Local Bus Services

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon – Fri	Sat	Sun
222	Hounslow – Heathrow Airport North – Yiewsley – Uxbridge	Every 10 minutes	Every 10 minutes	Every 12 minutes
350	Heathrow – West Drayton – Hayes	Every 20 minutes	Every 20 minutes	Every 20 minutes
U1	West Drayton – Uxbridge – Ickenham – Ruislip	Every 15 minutes	Every 15-20 minutes	Every 30 minutes
U3	Heathrow – West Drayton – Hillingdon Hospital – Uxbridge	Every 12 minutes	Every 12 minutes	Every 20 minutes
U5	Hayes – West Drayton – Hillingdon Hospital – Uxbridge	Every 12 minutes	Every 12 minutes	Every 20 minutes

Source: TfL (May 2024). Note: Typical Daytime Frequencies

3.6.5 All buses in London are low-floor and provide wheelchair boarding ramps, such that those with mobility impairments can make use of this form of transport.

Proposed Bus Service Changes

3.6.6 TfL have recently consulted on alterations to bus services within the immediate vicinity of the site. This would see routes U1 and U3 merged, to provide a single route (U3) between Ruislip and Heathrow (at present U1 connects Ruislip with West Drayton and U3 connects Heathrow and Uxbridge). The route would therefore maintain existing journey opportunities on this corridor. To compensate for reduced service frequency between West Drayton and Uxbridge, route U2 would be extended from Brunel University to West Drayton. Route U2 runs at a slightly greater frequency than the current route U1 which would be removed (typically every 10 minutes in the weekday, every 10 minutes on a Saturday and every 20 minutes on a Sunday (versus every 15 mins Monday – Saturday and every 30mins on a Sunday)). As a result of these changes and if implemented, a slight increase in the PTAL accessibility index would be anticipated.

Rail

3.6.7 West Drayton rail station is circa 150m (around two minutes walk) east of the site, providing access to the Elizabeth Line as well as services operated by Great Western Rail to key destinations such as Reading, Abbey Wood, Maidenhead and London Paddington. Table 3.3 overleaf summarises the frequency of services at peak and off-peak times to key destinations accessible directly from the site.

Table 3.3: Local Rail Services

Route	Typical Journey Time	Typical Frequency	
		Peak	Off-Peak
London Paddington	24 minutes	6 per hour	4 per hour
Reading	25 minutes	4 per hour	2 per hour
Abbey Wood	54 minutes	6 per hour	4 per hour
Canary Wharf	42 minutes	6 per hour	4 per hour
Liverpool Street	36 minutes	6 per hour	4 per hour
Stratford	47 minutes	6 per hour	4 per hour
Maidenhead	19 minutes	4 per hour	4 per hour

Source: National Rail (Accessed May 2024)

3.7 Road Safety

3.7.1 Within the original TA, Personal Injury Accident (PIA) data was obtained from TfL for the highway network in the vicinity of the site for the most recent five-year period (July 2015 – July 2020) (at the time of writing). The area for which the PIA data was obtained included Tavistock Road (up to Winnock Road), High Street/ Station Road between the railway bridge and St Stephen's Road, and Station Approach. During the five-year assessment period, a total of 18 PIAs were recorded within the study area, comprising 15 slight and three serious injury accidents. No fatal PIAs were recorded.

3.7.2 Currently, data is also available for the period to December 2022. Therefore, to understand if any additional PIAs have been recorded within the vicinity of the site between August 2020 and December 2022, the Crashmap website has been reviewed. This has identified no PIAs recorded on Tavistock Road or Station Approach during the intervening period. On this basis, there has not been a significant change in incident during the period since the original detailed assessment.

3.8 Local Development

Morrisons, High Street

3.8.1 Planning permission for a site in the immediate local area (Morrisons, 43-67 High Street, Yiewsley, West Drayton UB7 7QQ) circa 250m north of this site, was granted at Appeal (Appeal Ref: 3250434, 8th October 2020) with a low level of car parking (0.16 spaces per unit).

3.8.2 The appeal was allowed and in reaching their decision, the Inspector noted the following (our emphasis added), which is also pertinent to this proposal;

> ***"The more detailed breakdowns within the appellant's evidence show that when only households residing in flats, maisonettes, apartments or caravans are considered, around 41% of households within the Yiewsley ward had no access to a vehicle in 2011. Although the Census data is now some years old, it seems clear that whether or not they have access to parking, a significant proportion of households in this area do not have access to a vehicle, particularly those in flats or other smaller dwellings which are of particular relevance given the nature of the development. I have not been provided with any clear evidence that these households are unable to access either local services or destinations to which they need to travel. As a result, I have significant doubts that ownership of a vehicle, and thus provision for parking, would necessarily be an overriding requirement in this area." (Paragraphs 14 & 15)***

I find the case that reducing levels of parking encourages reduced vehicle trips and a mode shift to walking, cycling and public transport to be compelling. With regard to the submitted evidence, I have no doubt that current levels of vehicle ownership and use in the area around the site are, at least in part, a factor of the historic availability of parking. It seems to me that providing similar levels of parking in future would perpetuate the ownership and use of private vehicles contrary to wider policy objectives noted above. (Paragraph 19)

The site currently has a PTAL of 3 which is categorised as 'moderate'. It is very close to West Drayton station which provides links to destinations including central London, Heathrow and west towards Reading, as well as bus stops served by a number of different local routes. These routes include a frequent 24-hour service, and relatively frequent services on most other routes which enable direct access to a range of service, employment or education centres. (Paragraph 22)

While there will be some delay to its opening fully, the Elizabeth Line (Crossrail) will further improve connections from West Drayton in future, including into central London destinations and interchanges as well as to areas west of London. The line may reflect existing routes, but the increased frequency of services and reduced need to change trains to access some destinations will nevertheless enhance convenience, the practicality of various route options and the attractiveness of journeys for future occupiers. (Paragraph 23)

In addition, facilities within walking or cycling distance of the site within the town include a GP surgery, library, primary school, shops and services. Given the range of employment, facilities and locations which are accessible by non-car modes of travel, I am not persuaded that occupiers would need to rely on ownership or use of a private vehicle to be able to access necessary services. (Paragraph 24)

Given the limited provision for parking on the site and minimal realistic options for parking in the surrounding area at all times, it is reasonable to assume that the vast majority of dwellings would attract occupiers who do not own or use, nor intend to own or use a car and I have already found that the accessibility of the site would offer suitable alternative modes of travel to support this as a realistic option. I recognise that this would not suit all potential future residents, but occupiers would make decisions whether or not the development would be suitable for their requirements and lifestyle according to their circumstances, and those who did require a vehicle would instead look to alternative developments nearby with greater parking provision." (Paragraph 31).

Comag Site (Adjacent; on western boundary)

3.8.3 There is currently (at the time of writing) a live planning application (planning ref: 24843/APP/2022/2403) for a development of 105 units immediately west of this site, on what is known as the 'Comag' site. Its relevance to this proposal is the intended change to on-street parking restrictions, to the north of the northern site boundary, as a result of the creation of a vehicular access (and associated closure of others). Under these proposals, some of the single yellow line along the site frontage is proposed to be changed to double yellow line indicting that on-street parking would be prohibited at all times.

3.9 Summary

3.9.1 The site is located in a highly sustainable area with good quality pedestrian infrastructure leading to a range of everyday services and facilities within a 10-minute walk including primary education, retail, leisure, health, and transport connections. The site's official PTAL rating of 3 belies its frequent and fast public transport services, all available in a two-minute walk. At West Drayton station, at least 23 buses per hour call during the day, serving destinations including Heathrow Airport, Hounslow, Uxbridge, and Ruislip (i.e. all major destinations north and south of the site), whilst rail services provide frequent east-west links between central London and Reading (which has been enhanced by the opening of the Elizabeth Line). All local buses services are suitable for boarding and alighting by the mobility impaired, whilst West Drayton station has undergone extensive refurbishment to deliver step free access from street to platform.

3.9.2 It is therefore considered that the site is in a highly sustainable location, suitable for a permit-free and a car-lite development that would fully promote travel by sustainable modes, as required by national and local policy, including the NPPF, the London Plan, and the LBH Local Plan.

SECTION 4 DEVELOPMENT PROPOSAL

4.1 Overview

4.1.1 This section of the TS sets out the development proposal, including access arrangements, servicing, and car/cycle parking.

4.1.2 The development comprises:

- 1-bed – 20 units;
- 2-bed – 14 units; and
- 3-bed – 4 units.

4.1.3 A total of 38 dwellings are proposed, a net increase of five dwellings compared to the extant scheme (noting these are all additional one-bedroom two-person units).

4.2 Access

4.2.1 As per the consented scheme, all pedestrian and vehicular access to the site is taken from Tavistock Road and is unchanged by this proposal.

4.2.2 Cycle parking is accessed via its own dedicated entrance, at ground level, from Tavistock Road, also as per the approved scheme.

4.3 Parking

Car Parking

4.3.1 The development provides a single blue badge space, as was previously agreed under the Appeal and subsequent Section 73 application. None of the additional dwellings are proposed as Part M4(3) and therefore there is no noticeable increase in likely blue badge demand forecast. Notwithstanding, the single space remains compliant with planning policy (i.e. provision for 3% of dwellings from the outset).

Local Car Ownership

4.3.2 To understand the propensity for car-lite/car-free lifestyles in the local area, a review of Census data for the Lower Super Output Area within which the site is located (Hillingdon 022F) has been undertaken. This identifies that of the flats/maisonettes in this area, almost half (42%) of properties have no access to private vehicles and therefore adopt car-free lifestyles. On this basis, it can be concluded the locality does not preclude car-free lifestyles, which can be accommodated in this area of LBH.

4.3.3 This position was agreed by the Planning Inspectorate for the Morrisons site, with the Inspector expressing ***"significant doubts that ownership of a vehicle, and thus provision for parking, would necessarily be an overriding requirement in this area."***

Permit Free

4.3.4 In addition to the above, the development will also be 'permit-free' i.e. the occupiers will not be allowed to apply for permits to park within the surrounding CPZ, unless eligible for a badge used under section 21 of the Chronically Sick and Disabled Persons Act 1970. This restriction will be secured through a Section 106 legal agreement, which will also be made under Section 16 of the Greater London Council (General Powers) Act 1974, in line with case law, between LBH and the Applicant. By securing permit-free obligations in this way, should the Applicant or an occupier breach any terms, then LBH would be entitled to take legal action. The agreement will apply in perpetuity, i.e. all future residents (not just the first occupants) will be obliged to live permit-free throughout the lifetime of the development.

4.3.5 The permit-free arrangement will be made clear to all new residents prior to their occupation and will be set out clearly in all sales particulars/leases. All future occupiers will have sight of this restriction and will be of the understanding and awareness of this restriction prior to moving in, i.e. they will choose to live at this development fully aware of the need for car-free lifestyles.

4.3.6 This permit-free approach is a well-established way of providing for residential development in sustainable locations, in compliance with the London Plan and local policy, without resulting in on-street parking issues. This was also previously agreed as part of the consented scheme.

Car Club

4.3.7 Car clubs provide the opportunity for residents to have access to a car without owning a private vehicle. As this transport option has become established in London, surveys have consistently demonstrated the positive benefits of car clubs – including the fact that car club members drive significantly fewer miles than other London drivers and have lower car ownership than Londoners in general.

4.3.8 Car club membership encourages reduced car ownership and as such, the local car club operator, Enterprise Car Club, has been approached to determine the level of demand/support for a car club in connection with the development. They have confirmed support for the delivery of an on-street car club vehicle and one year free car club membership as well as driving credit with the membership proposal included at Appendix C, for reference. Again, this is as per the previously consented scheme.

4.3.9 On this basis, Enterprise Car Club can be secured as the car club membership provider for the proposed development and car club obligations shall form part of a Section 106 agreement for the development.

Summary

4.3.10 The lack of on-site car parking provision accords with the London Plan standards, which apply a maximum of 0.5 car parking spaces per unit in an Outer London Opportunity Area. It also accords with the LBH car parking standards in that the maximum provision is not exceeded. In accordance with the Accessible Hillingdon SPD and consented scheme, one on-site blue badge space is proposed. This should also be seen in the context of the available public transport infrastructure which is available for mobility impaired persons.

4.3.11 Local parking controls are also in place on surrounding roads which provides an effective measure against any potential overspill car parking. These operate Monday to Saturday between 8am and 6.30pm. Pay and display parking has a financial cost but is also only permitted for a maximum stay of two hours in this location. The development will also be 'permit-free' i.e. the occupiers will not be allowed to apply for permits to park within the surrounding CPZ, unless eligible for a badge used under section 21 of the Chronically Sick and Disabled Persons Act 1970. This permit-free approach is a well-established way of providing for residential development in sustainable locations, in compliance with the London Plan and local policy, without resulting in on-street parking issues.

Cycle Parking

4.3.12 Cycle parking for the development will be provided in the form of two-tier cycle racks as well as sufficiently spaced Sheffield Stands for the securing of larger/adapted cycles. In total, these will be capable of accommodating 67 bicycles. Four visitor parking spaces are also provided to the front of the site. This meets the number required of the London Plan and exceeds the cycle parking requirement set in the LBH Local Plan.

4.4 Delivery and Servicing

4.4.1 Given the narrow depth of the site, it is not possible to accommodate on-site servicing. Notwithstanding, the level of demand for a development of this size will be low and can be accommodated on-street. This includes short-stay parking on the single yellow line in place on the northern side of Tavistock Road or within resident parking/pay and display parking as required. Further information as to the level of vehicle demand is provided in Section 6.

4.4.2 The refuse store is accessed directly from Tavistock Road and therefore refuse vehicles will be able to stop directly outside the site and collect receptacles for the shortest possible period of time. All of the above mirrors the agreed strategy for the appeal/Section 73 scheme.

SECTION 5 ACCESSIBILITY

5.1 Overview

5.1.1 The site is to be permit-free and car-lite (one blue badge space only). Therefore, future residents will not be able to own a car and park it either on site or on the surrounding streets. However, such a preclusion to car ownership will not prejudice future occupiers' ability to access everyday services and facilities, as per the Planning Inspectorate position when reaching a decision for the Morrisons site and the extant scheme at this site (given that scheme provided one blue badge space only).

5.1.2 The site's PTAL of 3 (indicating moderate accessibility to public transport) reflects its outer London location. However, whilst it may not have the highest available PTAL, the services available to future residents are highly accessible, and to the locations they actually wish to travel to.

5.1.3 This section provides an analysis, supplementary to that presented in Section 3, to demonstrate the range of travel opportunities available in the vicinity of the site. This includes an assessment of the site's accessibility to a range of everyday services and facilities, a review of the walking and cycling route from the site to public transport nodes, and the likely destination for most trips.

5.1.4 It is prudent to note that the accessibility position has not adversely altered since being found acceptable by the Planning Inspectorate (appeal ref: 3288333) and subsequently LBH under the most recent Section 73 consent (planning ref: 35810/APP/2024/243).

5.2 Route to West Drayton Station and Bus Stops

5.2.1 West Drayton rail station, along with the nearest bus stops, is located circa 150m walking distance from the site. This is equivalent to around a two minute walk or less than a minute cycle.

5.2.2 Good quality, wide, lit footways are provided along both sides of Tavistock Road as shown in Image 5.1. A zebra crossing (as shown in Image 5.2) is provided near the junction with High Street which has dropped kerbs and tactile paving to facilitate crossing for all users heading south to local facilities, such as Boots or Lloyds Bank, along High Street from the site.

Image 5.1: Tavistock Road Footways

Source: Photos from Site Visit (November 2022)

Image 5.2 High Street Zebra Crossing

Source: Photos from Google Streetview (March 2022 Imagery)

5.2.3 Wide, good quality footways are also provided on both sides of High Street. Circa 40m north of the junction with Tavistock Road, a signal control pedestrian crossing is provided with dropped kerbs and tactile paving to allow all users to cross the road safely (Image 5.3). Furthermore, cycle lanes are provided on both sides of High Street, with a section just north of Tavistock Road separated from the carriageway, until just before the signal controlled crossing.

Image 5.3: Signal Controlled Crossing on High Street

Source: Google Street View (March 2022 Imagery)

5.2.4 Station Approach is accessible from High Street via good quality footways on both sides of the road, circa 1.5m in width, widening to 2.0m by the bus stops. Sheffield Stands are provided outside the station for parking of 18 cycles and a new bus shelter has been provided as part of the station improvements with Crossrail (Elizabeth Line). As mentioned in Section 3, further improvements to West Drayton station include the following:

- a new glass and steel extension of the station building;
- a covered walkway between the existing building and a new footbridge;
- three new lifts to provide step-free access to every platform; and
- Enhanced lighting, customer information screens, station signage, help points and CCTV.

5.3 Commuter Journeys

Employment Destinations

5.3.1 Based on Census 2011 Method of Journey to work data, just over half of residents in the MSOA Hillingdon 022, within which the site is located, work within the borough of Hillingdon (54%). The greatest percentage (18%) are in Uxbridge, with 6% at Heathrow.

Table 5.1: Popular Commuter Destinations – MSOA Hillingdon 022

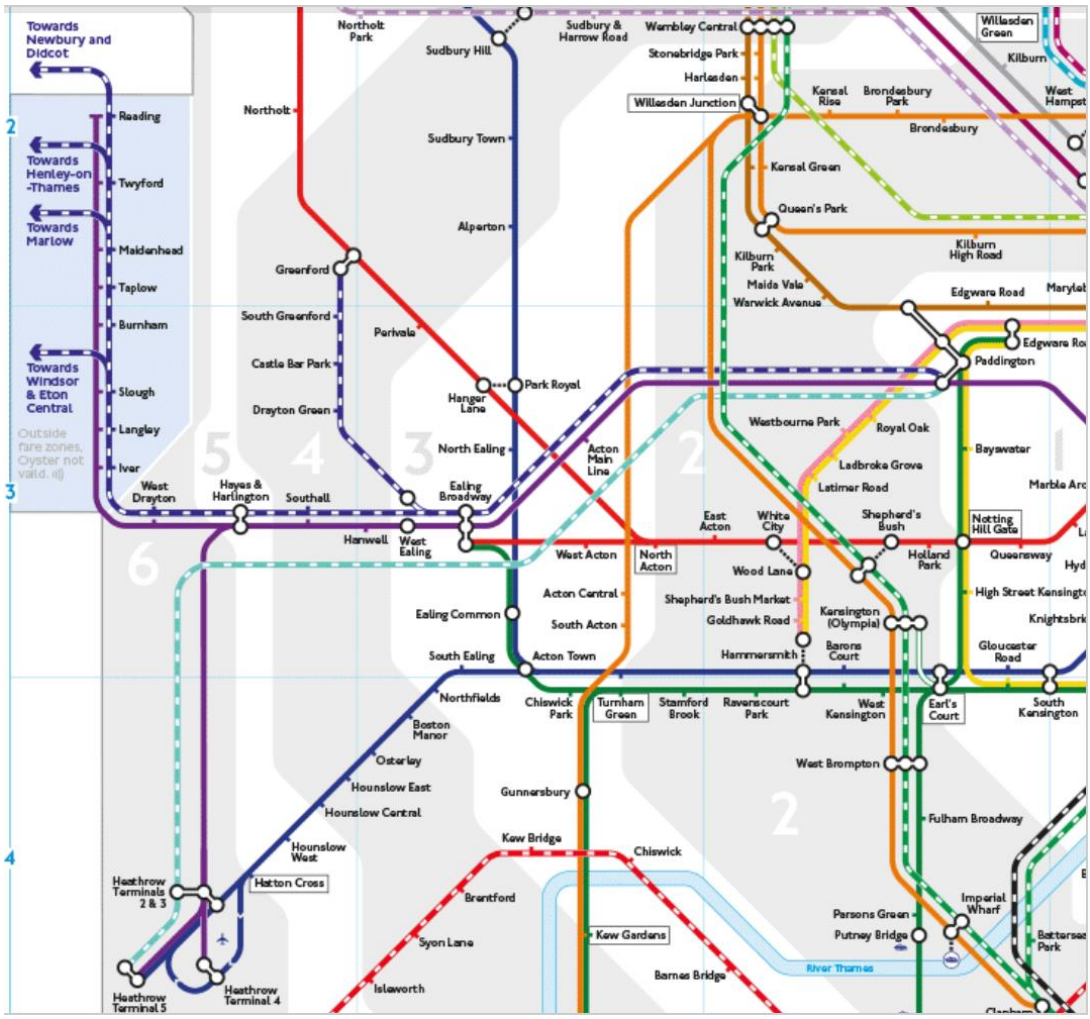
Destination	Percentage Split
Hillingdon	54%
Uxbridge	*18%*
Yiewsley / West Drayton	*7%*
Heathrow	*6%*
Hillingdon (Town)	*5%*
Hayes	*5%*
Other (less than 5%)	13%
Outer London Boroughs	16%
Inner London Boroughs	12%
Slough / South Bucks	7%

5.3.2 TfL's bus spider map for routes from West Drayton is provided at Appendix B. This demonstrates that all of the locations with 5% or more of employment destinations (Uxbridge, Yiewsley, Heathrow, Hillingdon, and Hayes) are accessible via direct bus service from Station Approach. It is also likely that a number of employment destinations are also out of the borough in Hounslow, which is also accessible via a direct bus. In addition, bus route 222 that serves both Uxbridge and Hounslow operates 24 hours per day. Furthermore, the first and last services to Heathrow are at 0344 and 0015 on route 350 and 0437 and 0012 on route U3, providing almost a 24-hour service.

5.3.3 Whilst a full breakdown is not undertaken, it is clear that many of the key Outer and Inner London Borough destinations, as well as towards Slough and South Bucks, are served by the direct rail services provided at West Drayton, or by way of a single interchange with the London Underground network. An extract of the relevant section of TfL's rail connections plan is

provided at Image 5.4, further demonstrating the number of locations served by the services from the station.

Image 5.4: Extract of TfL Rail Connections Plan



5.4 Summary

5.4.1 The site has a PTAL of 3 indicating moderate accessibility to public transport services. However, this should be reviewed in the context of its outer London location, and the actual route and destinations available.

5.4.2 It has been demonstrated that five bus routes and a railway station with six services per hour to central London, and up to six services per hour away from London (towards Reading) is only a two minute walk from the site. Since the opening of the Elizabeth Line, rail service frequency has increased. The way to the railway station and bus stops is level, street lit, and has controlled crossing provision across all main routes from the site.

5.4.3 This is also the main route available to the local centre, with its range of everyday retail facilities as well as the local primary school.

5.4.4 The bus and rail services provided from the local stops/station are to the likely main destinations of employment of future residents, whilst the local bus stops also provide direct routes to the local secondary education site.

5.4.5 It is therefore clear that future residents will not require ownership of a car in order to access the majority of destinations for retail, employment, and education that they may need. For those limited occasional periods necessitating access to a car, the proposal will also deliver a new car club adjacent to the site.

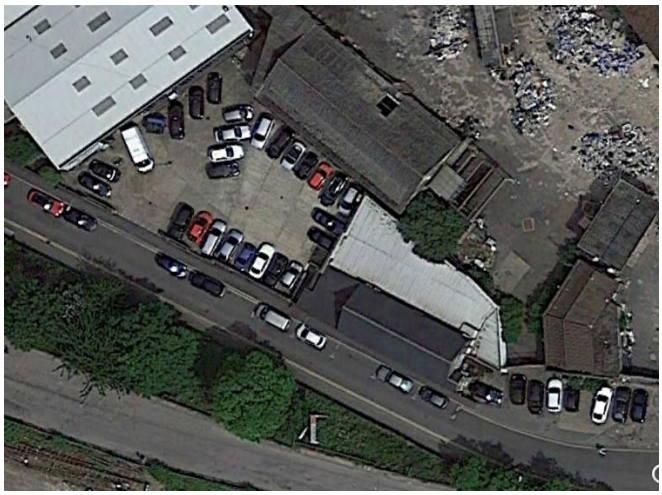
SECTION 6 TRIP GENERATION AND TRAFFIC IMPACT

6.1 Overview

6.1.1 This section sets out the trip generation of the proposed development in order to determine the traffic impact of the scheme on the local highway. The methodology presented follows the same methodology utilised and agreed with LBH for the consented application. For consistency (and comparison with the baseline position) the same trip rates used in the previous TA are carried forward in this report.

6.1.2 It should be noted that the site has been vacant for a number of years and/or used as a construction compound associated with the adjacent site. Therefore, a new trip attraction assessment has not been undertaken. Nonetheless, it is clear that the site has historically generated vehicular movements, with aerial footage from 2015 (as shown in Figure 6.1) demonstrating that the site, alongside the adjacent building, accommodated in the region of 15 cars. Under this proposal, all vehicular access and parking is to be removed and therefore a net benefit will arise.

Figure 6.1: Historic Aerial of Site



Source: Google Earth

6.2 Proposed Trip Generation

6.2.1 The TRICS database has been used to extract residential trip rates for privately owned flats. The sites have been filtered based on the parameter detailed below, based on past experience of supporting residential schemes in Hillingdon:

- Residential/Sub Group C – Flats Privately Owned;
- Sites in Greater London only;

- Sites with a range of 9 to 120 units (actual range 20 – 97 units, average of 65 units);
- Weekday surveys only (Monday-Friday);
- Edge of Town Centre locations only; and
- Outer London survey sites only (Inner and Central London excluded).

6.2.2 The full residential TRICS outputs are provided at Appendix D.

Active Travel Trips

6.2.3 Notwithstanding the single blue badge space, to robustly assess the potential demand for travel on local sustainable travel modes, all trips from the development are assessed as being undertaken by active modes and therefore, reference is made to the person trip rate obtained from TRICS, as set out in Table 6.1 below.

Table 6.1: Residential Active Travel Trip Generation – 38 Units

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)			12-Hour (0700 – 2100)		
	In	Out	Two Way	In	Out	Two Way	In	Out	Two Way
Person Trip Rate (per unit)	0.107	0.622	0.729	0.464	0.327	0.791	3.724	3.730	7.454
Person Trips (38 units)	4	24	28	18	12	30	142	142	283

Source: TRICS 7.10.3. Note: Numbers may not sum due to rounding.

6.2.4 To understand by what modes these active trips are made in the peak hours, 2011 Census Method of Travel to Work data has been obtained for the resident population of Hillingdon 030 Middle Super Output Area (MSOA). As there are no forecast vehicle trips in this assessment (noting there would potentially be generation from a single blue badge space only), car or van drivers (and occupants/passengers), have been removed from the dataset and the percentage modal split of the remaining modes has been recalculated on a proportional basis to other modes.

6.2.5 As such, the person trips shown in Table 6.1 have been applied to the modal split data with the resultant flows summarised in Table 6.2 overleaf.

Table 6.2: Residential Trip Generation – Active Travel

Mode and Modal Split		Trip Generated					
		AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		In	Out	Two-Way	In	Out	Two-Way
Bus, minibus or coach	35%	1	8	10	6	4	11
Train, underground, metro, light rail or tram	40%	2	10	11	7	5	12
On foot	19%	1	5	5	3	2	6
Bicycle	4%	0	1	1	1	0	1
Motorcycle, scooter or moped	2%	0	0	1	0	0	1
Other	1%	0	0	0	0	0	0
Taxi	0%	0	0	0	0	0	0
Total	100%	**4**	**24**	**28**	**18**	**12**	**30**

Source: NOMIS, Method of Travel to Work, 2011 (QS701EW) – Output Area: Hillingdon 022F LSOA (E01002554). Note: Numbers may not sum due to rounding.

6.2.6 Table 6.4 shows an anticipated circa 12 two-way trips on the local rail network during each the AM and PM peak hours as well as 10 and 11 two-way trips on the local bus networks during the AM and PM peak hours, respectively. Additional trips are accommodated on foot and bicycle.

Delivery and Servicing

6.2.7 Additional vehicular trips will be made to/from the development for the purpose of deliveries and servicing. These include ad-hoc deliveries such as post, home shopping, etc. for the residential units.

6.2.8 The requirement for delivery and servicing vehicles for the residential units has been estimated using the TRICS database (and the same reference sites used in the person trip assessment above, with the full output including servicing trip rate included at Appendix D) and is summarised in Table 6.3 below.

Table 6.3: Anticipated Number of Daily Servicing / Delivery Vehicles

Proposed Land Use	Factor	Anticipated Number of Delivery and Servicing Trips 12-Hours
Residential (38 Units)	0.125 per unit	5, predominantly LGV or Motorcycle/Scooter

Source: TRICS 7.10.3

6.3 Summary

6.3.1 Based on the evidence set out above, the impact of the proposed development will be more than sufficiently accommodated on the surrounding road and public transport network. Take up of public transport will be high yet take up of its capacity will be negligible as a result of the proposal, particularly when compared to the numerous bus services and high-capacity rail services provided by the Elizabeth Line during the peak hours. The change in demand is also negligible when compared to the consented scheme.

SECTION 7 SUMMARY AND CONCLUSIONS

7.1 Summary

7.1.1 Linea UB7 Ltd (the 'Applicant') has appointed i-Transport LLP to provide transport and highways advice in relation to a Section 73 application relating to a consented residential redevelopment at Tavistock Works, West Drayton, within the London Borough of Hillingdon (LBH).

7.1.2 In September 2022, planning permission was granted at the site at appeal (appeal ref: 3288333) for a residential development of 32 units, with access to nine car parking spaces (to be delivered by way of car stackers and an at grade blue badge parking space). The scheme was supported by a Transport Assessment (TA) and a Car Park Management Plan (CPMP). There were no highways reasons for refusal at appeal and there was no objection raised by the LBH Highways officer at planning application stage.

7.1.3 Since that time, a Section 73 application for the formation of a second stair core and pedestrian access to Tavistock Road as well as the construction of one additional dwelling (to a total of 33 dwellings) has also been approved (planning ref: 35810/APP/2024/243). Consequently, this results in the removal of eight on-site car parking spaces at the site, i.e. all spaces to previously be delivered by way of car stackers, leaving a single at grade blue badge space. An increased level of cycle parking is also available (63 spaces in total).

7.1.4 This Section 73 application relates to the infill of upper floors, to facilitate the creation of an additional five residential units, to a total of 38 dwellings proposed. The five additional residential units are all one-bedroom, two person units, with no additional M4(3) units proposed (as the approved scheme already results in four M4(3) units being provided, i.e. 10% of total dwellings). Additional cycle parking is made available as a result of the additional dwellings. No changes to pedestrian or vehicular access are proposed nor any additional car parking (compared to the most recent Section 73 approval (planning ref: 35810/APP/2024/243)).

7.1.5 The site is located in a sustainable area with access to good quality pedestrian and cycling infrastructure and within a comfortable walking distance of a range of transport connections, everyday services and local facilities. The site's PTAL rating of 3 (indicating a moderate level of accessibility to public transport) belies the fact that the closest bus stops and rail station are only 150m east of the site (less than two minutes walk) and are fully step-free. They also serve a wide range of local and regional destinations of employment, education, and leisure, with frequent and fast services including the Elizabeth Line service from West Drayton station.

7.1.6 In accordance with the Accessible Hillingdon SPD and consented scheme, one on-site blue badge space is proposed. This should also be seen in the context of the available public transport infrastructure which is available for mobility impaired persons.

7.1.7 Local parking controls are also in place on surrounding roads which provides an effective measure against any potential overspill car parking. These operate Monday to Saturday between 8am and 6.30pm. Pay and display parking has a financial cost but is also only permitted for a maximum stay of two hours in this location. The development will also be 'permit-free' i.e. the occupiers will not be allowed to apply for permits to park within the surrounding CPZ, unless eligible for a badge used under section 21 of the Chronically Sick and Disabled Persons Act 1970. This permit-free approach is a well-established way of providing for residential development in sustainable locations, in compliance with the London Plan and local policy, without resulting in on-street parking issues.

7.1.8 The proposed development will result in additional walking and cycling trips to and from the site, and an increased demand for public transport services. However, the existing infrastructure for walking, cycling and public transport trips is suitable to accommodate this increase.

7.2 Conclusion

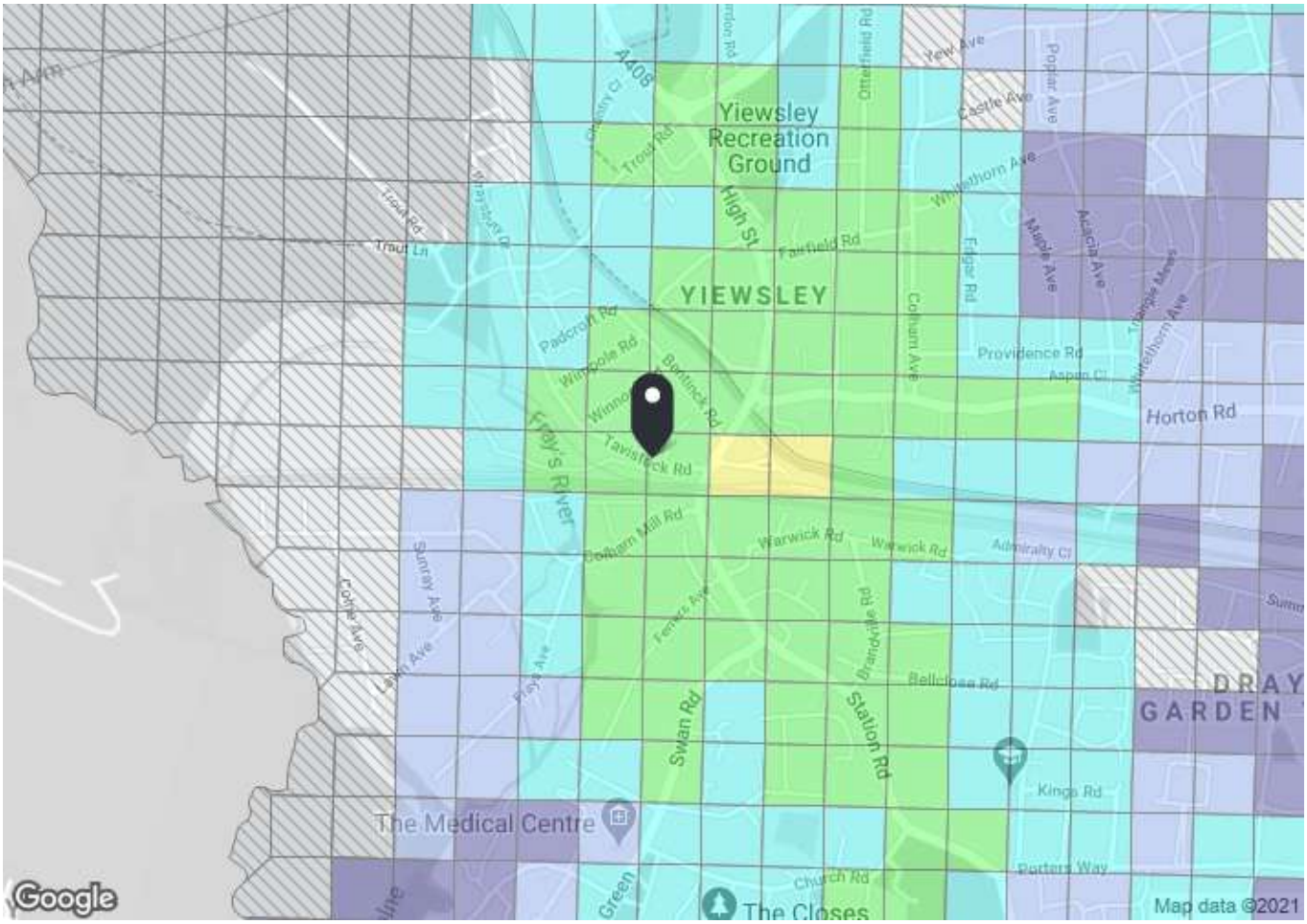
7.2.1 By virtue of the site's location and proximity to West Drayton station and Yiewsley High Street, opportunities to promote sustainable transport have been fully exercised. In addition, safe and suitable access can be accommodated for all users. A robust trip assessment has also identified that the impact of the proposed development will be more than sufficiently accommodated by the surrounding road and public transport network. While take up of public transport will increase, any additional use will be readily absorbed by the network's existing capacity (noting the recent introduction of the Elizabeth Line). Accordingly, any impact on the public transport network arising from the development will be negligible.

7.2.2 As such, the proposal accords with NPPF Policy 110 and 111, in that the development does not give rise to unacceptable impacts, as well as the policies contained within the LBH Local Plan Part 2.

7.2.3 In conclusion, the proposed development complies with the relevant national and local policies and is considered acceptable in transport terms.

APPENDIX A. PTAL Output

TRANSPORT FOR LONDON



PTAL output for 2021 (Forecast)
3

1 Garnet Pl, Yiewsley West Drayton UB7 7GA, UK
Easting: 505907, Northing: 180145

Grid Cell: 78575

Report generated: 24/02/2021

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

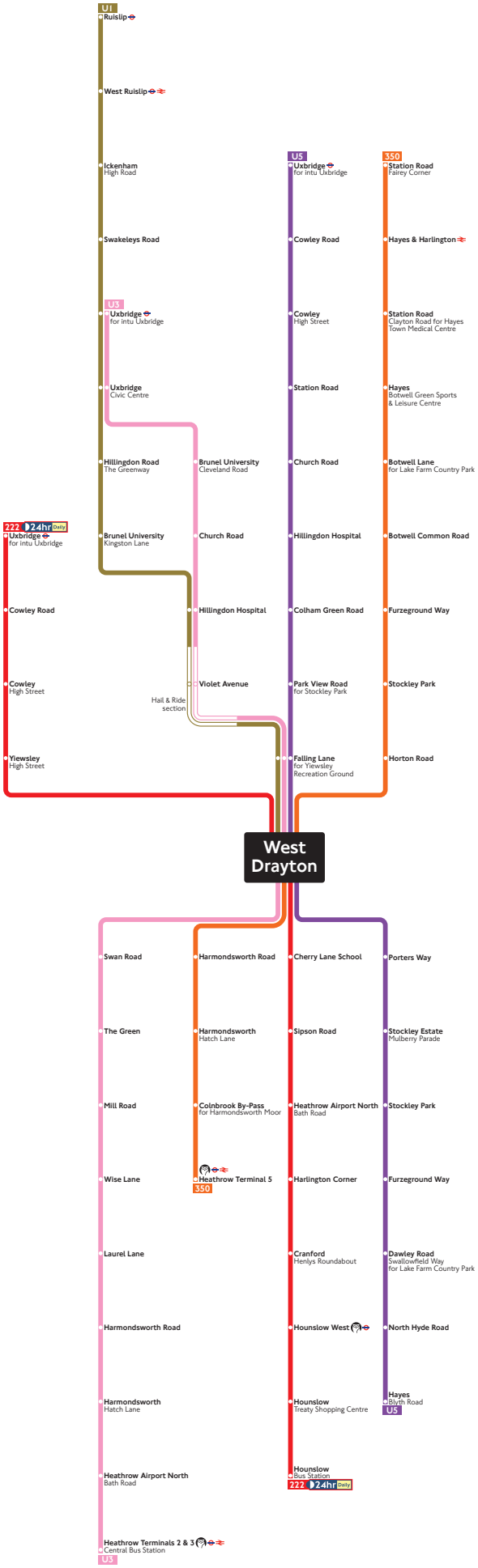
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WEST DRAYTON STATION	U5	171.02	5.18	2.14	7.8	9.93	3.02	0.5	1.51
Bus	WEST DRAYTON STATION	350	171.02	5.18	2.14	7.8	9.93	3.02	0.5	1.51
Bus	WEST DRAYTON STATION	222	171.02	7.76	2.14	5.86	8	3.75	1	3.75
Bus	WEST DRAYTON STATION	U3	171.02	5.18	2.14	7.8	9.93	3.02	0.5	1.51
Bus	WEST DRAYTON STATION	U1	171.02	4.14	2.14	9.25	11.38	2.64	0.5	1.32
Rail	West Drayton	'SHENFLD-RDNGSTN '	228.72	2	2.86	15.75	18.61	1.61	1	1.61
Rail	West Drayton	'MDNHEAD-SHENFLD '	228.72	1.33	2.86	23.31	26.17	1.15	0.5	0.57
Rail	West Drayton	'ABBEYW-MDNHEAD '	228.72	0.67	2.86	45.53	48.39	0.62	0.5	0.31
Rail	West Drayton	'WDRAYTN-ABBEYW'	228.72	1.33	2.86	23.31	26.17	1.15	0.5	0.57
Rail	West Drayton	'WDRAYTN-SHENFLD '	228.72	0.67	2.86	45.53	48.39	0.62	0.5	0.31
Rail	West Drayton	'RDNGSTN-ABBEYW'	228.72	0.33	2.86	91.66	94.52	0.32	0.5	0.16
									Total Grid Cell AI:	**13.13**

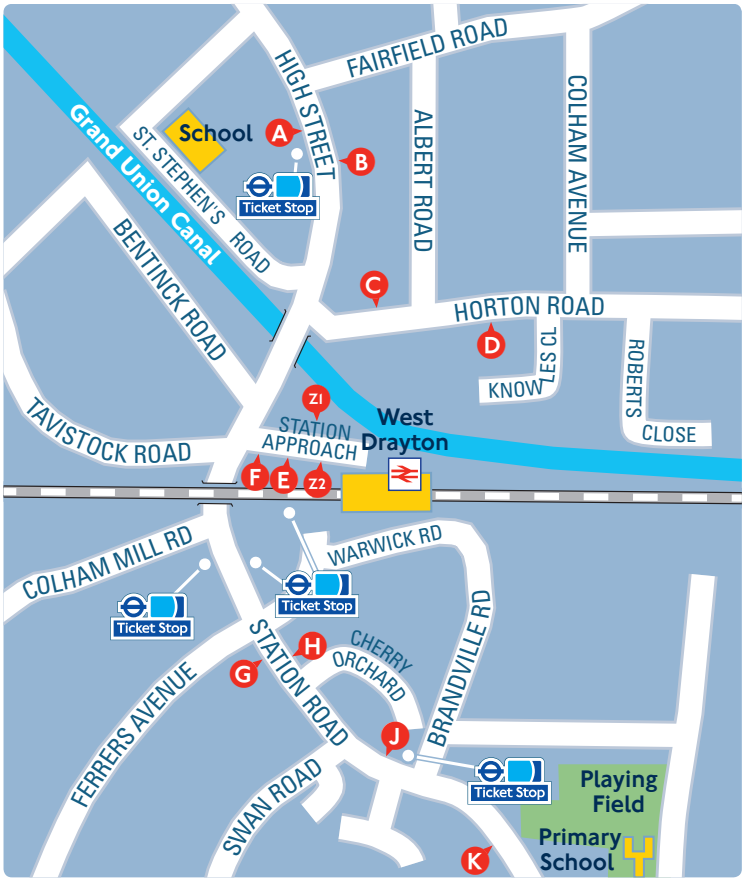
APPENDIX B. Local Bus Spider Map

Buses from West Drayton



Information correct from August 2017

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

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

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

APPENDIX C. Car Club Proposal

Car Club proposal for Tavistock Works, Yiewsley, UB7 7QX

January 2021

Tavistock Works Car Club - Introduction

Enterprise Car Club is an hourly, self-service car rental company, available to members 24/7/365. Vehicles can be picked up in and around a city or region and booked in advance or at the last minute. Located in over 180 UK cities and communities our 100,000+ members have access to over 2,500 cars and vans.

Enterprise Holdings is the parent company of Enterprise Car Club. A car club is a natural extension of the local car-rental service that Enterprise Rent-A-Car has pioneered in the UK over the last 20 years.

Enterprise Car Club will be able to provide new communities with a wider variety of vehicles backed by the Enterprise Rent-A-Car neighbourhood network and award-winning customer service.

Enterprise Car Club already hosts over 150 vehicles at developments across the UK. These range from City Centre residential developments in London and major regional cities (e.g. Manchester, Leeds, Bristol, Edinburgh, Glasgow and Newcastle), to mixed use developments, business parks and non-city centre locations on the fringes of cities or outside major conurbations.

The mobility decisions and behaviour of residents of new developments/communities (business or private) are influenced by their mobility needs in and around their new location, but also across the region and country. A good range of mobility solutions in one and not the other risks travel behaviours remaining focussed on vehicle ownership and far lower adoption of more sustainable and multi-modal options.

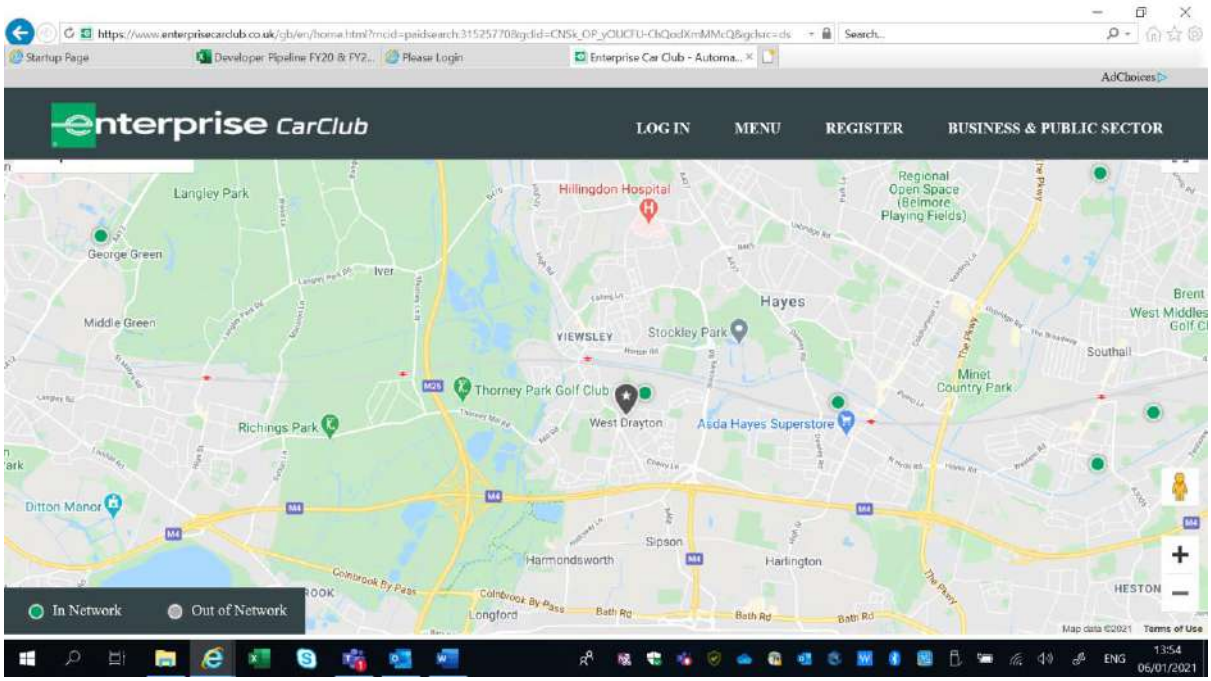
Enterprise has an already established and rapidly expanding national car club and car rental network providing shared mobility from Inverness to the Isle of Wight, Northern Ireland to East Anglia. Large urban centres are covered but towns and smaller communities are also now served by Enterprise Car Club and Enterprise Rent-A-Car. By the time this new development starts to be occupied mobility solutions from Enterprise will be available across the UK integrated physically and digitally alongside other sustainable modes such as public transport, active travel and shared mobility options. Enterprise Car Club already has vehicles within 500 metres of 181 UK train station. These stations represent 34% of UK national rail journeys.

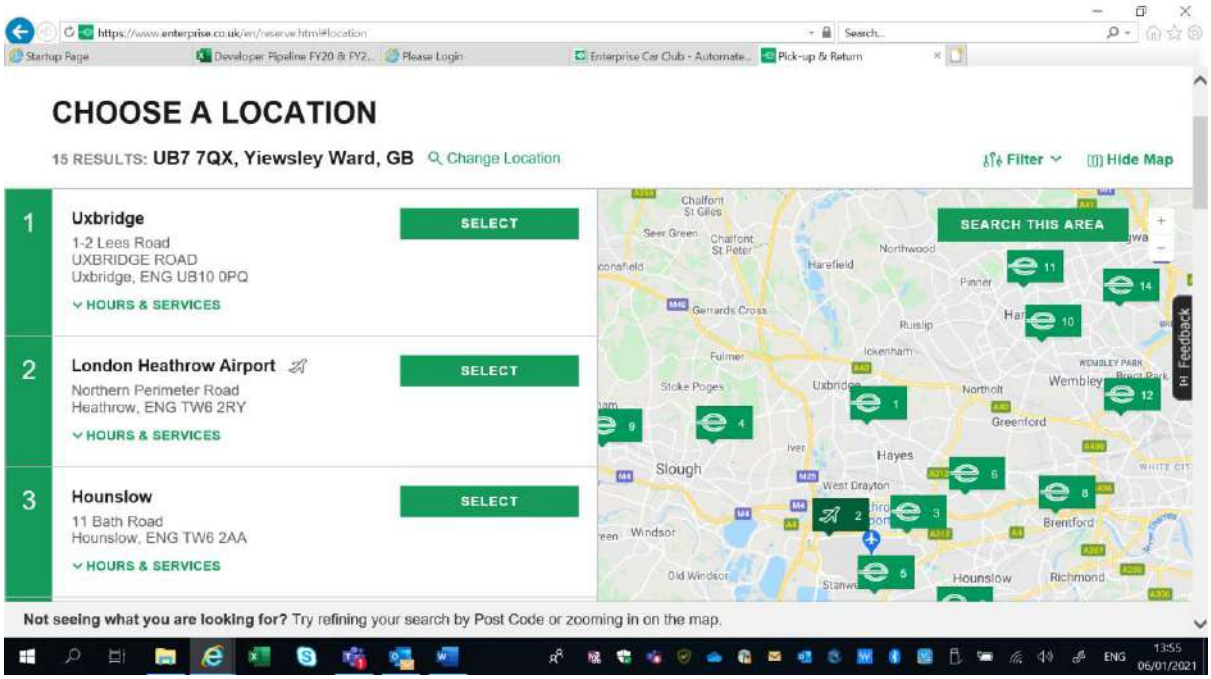
Enterprise Car Club in integrated with Enterprise Rent-A-Car as a brand, business and proposition for residents of the development. This means that personal members of Enterprise Car Club will receive a discount with Enterprise Rent-A-Car and can access all its services in the immediate area around the development and across the UK. Together this integrated approach provides the most powerful alternative to car ownership for individuals and businesses.

Enterprise in the area around Tavistock Works, Yiewsley, UB7 7QX

Currently Enterprise Car Club does have a prescence in the development area at West Drayton(see first map). Discussions are ongoing to expand this in partnerships with council's, train operators and developers. This car club presence is supported by a strong branch presence (see second map) and Enterprise also has "month or more" and commercial vehicles options in the region via Enterprise Flex-E-Rent.

Combined these options make Enterprise the best possible mobility partner for the Tavistock Works community whether residents need a car for a few hours, days or months.





The National Car Club

Tavistock Works residents will also have access via their Car Club membership to over 2,500 vehicles across the UK. The map below shows the current Enterprise Car Club network which is expanding rapidly.

Tavistock Works residents who join Enterprise Car Club can use any of these vehicles and if bookings are cancelled more than 5 hours in advance there are no charges. Enterprise locates car club vehicles with public transport in mind enabling members to travel in combination with public transport and only driving for the smallest possible portion of the journey. One example of this is Enterprise Car Club's presence along the LNER network connecting York to Darlington, Durham, Newcastle, Berwick-upon-Tweed and Edinburgh to the north and Wakefield, Doncaster, Newark, Peterborough and London Kings Cross to the south.

Car Club Proposal for Tavistock Works, Yiewsley, UB7 7QX

Given the scale of the development (32 units) we advise the following:

- Minimum car club – 1 vehicle, 1 Year Rolling Contract
- Vehicle's provided – petrol/hybrid – preference would be Hybrid – EV's can be supplied provided correct charging infrastructure with minimum 7kw charging in place.
- Total cost - £10,000 ex VAT. For EV's this would be £12,000 ex VAT for same duration
- Additional vehicles could be provided when commercially viable to do so at no additional cost. Enterprise and the client will develop a utilisation model which will trigger additional vehicles in response to demand. This model will consider utilisation levels above 25% and the distribution of demand across the week and working week. If you wish for a larger car club fleet on site when the above model does not deem it commercially viable, additional vehicles can be provided at £10,000 ex VAT or £12,000 ex VAT for EV's.
- Incentive for site only residents – 1 year's free membership of Enterprise Car Club and £50 drive time.
- The offer will be provided to multiple residents at the same address and throughout the contracted period.
- All residents joining would also be able to get a discount with Enterprise Rent-A-Car. The combination of car club and car rental is very attractive to people as an alternative to car ownership. This would be promoted via a leaflet customised to the offer (see below example), via digital/social media marketing and events
- Any Businesses located at the development site will be provided with free Enterprise Car Club membership for themselves and their employees
- Attendance at sales and promotional events
- Dedicated 24/7 Clubhouse Team and 24/7/365 online reservation system available, by phone or on our app.
- Creation of reports and statistics for the developer and council.
- Zero vehicle maintenance and cleaning responsibilities.
- Dedicated personal development account manager.
- Car Club personal members will receive discount on rentals with Enterprise-Rent-A-Car. Details of nearest branch are below which offers a free "We'll pick you up service".
- Car Club members holding both a corporate and personal membership can link their accounts, so they can have a single sign on to the car club booking system.

One Enterprise and Future Mobility

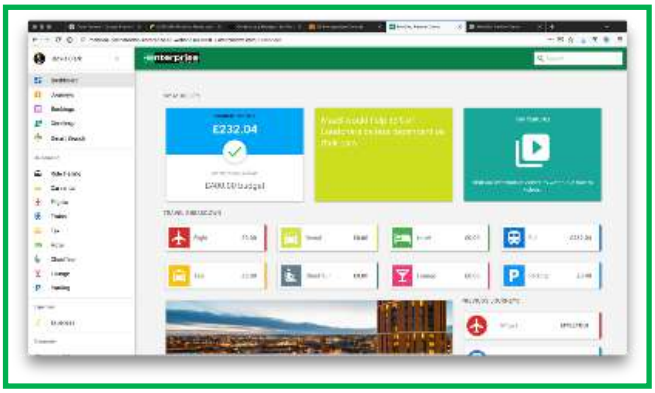
Car Club usage can be supported and supplemented day traditional car rental (typically for longer journeys) via a local branch and the free "We'll pick you up service" or a delivery service to the business park. One-way hires are available via the traditional Enterprise Rent-A-Car network.

Enterprise has developed "Enterprise Travel Direct" ETD to assist businesses wishing employees to have access to both car club and daily rental mobility options alongside the use of employee's own cars for business mobility (grey fleet). ETD allows businesses to load the parameters of their travel policy/hierarchy into the system to manage and direct their employees to the travel option most suitable to their needs in terms of cost, carbon savings etc.

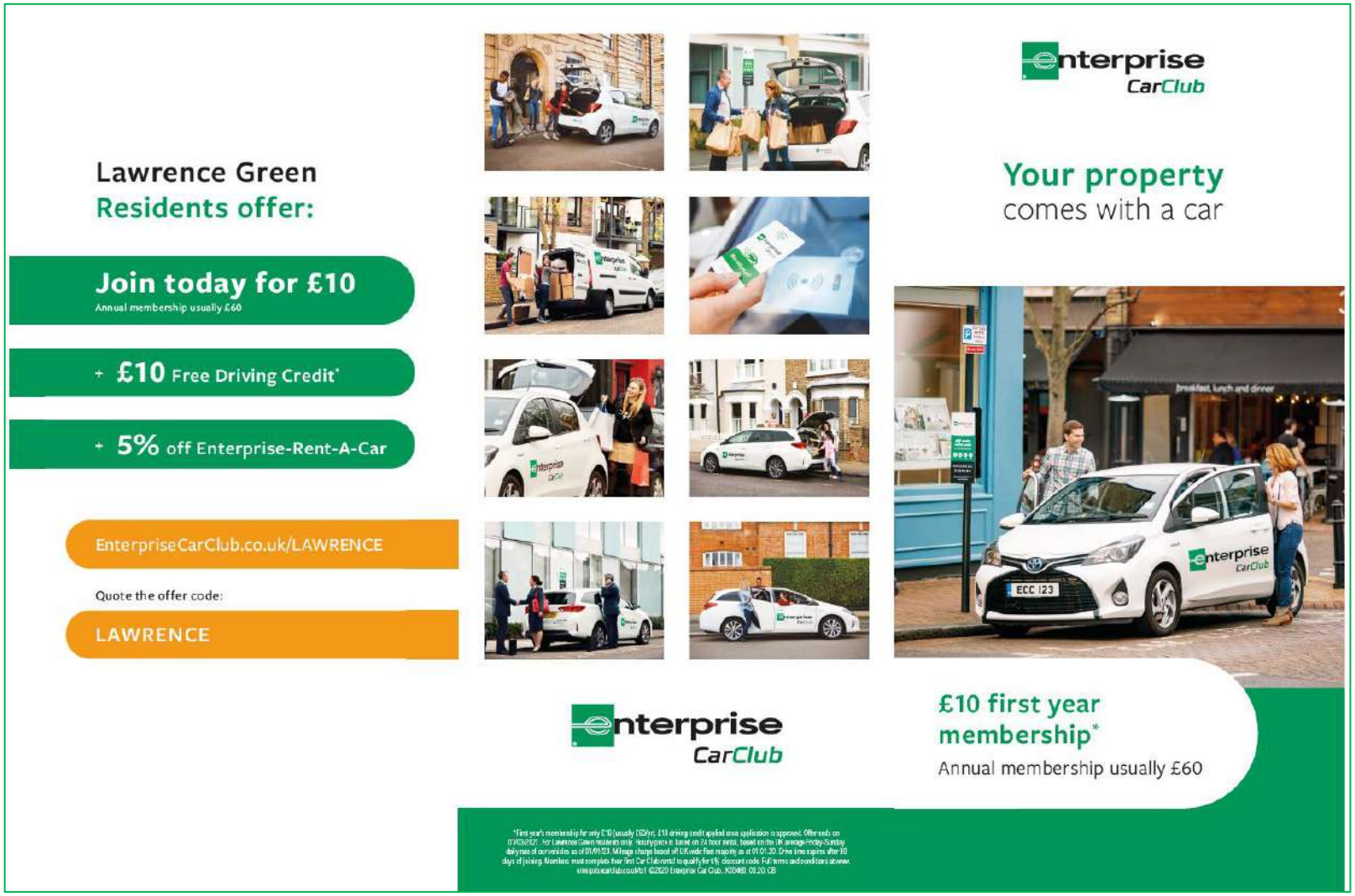
Enterprise is developing Mobility as a Service and Ridesharing services which can also assist business parks provide efficient mobility for residents.

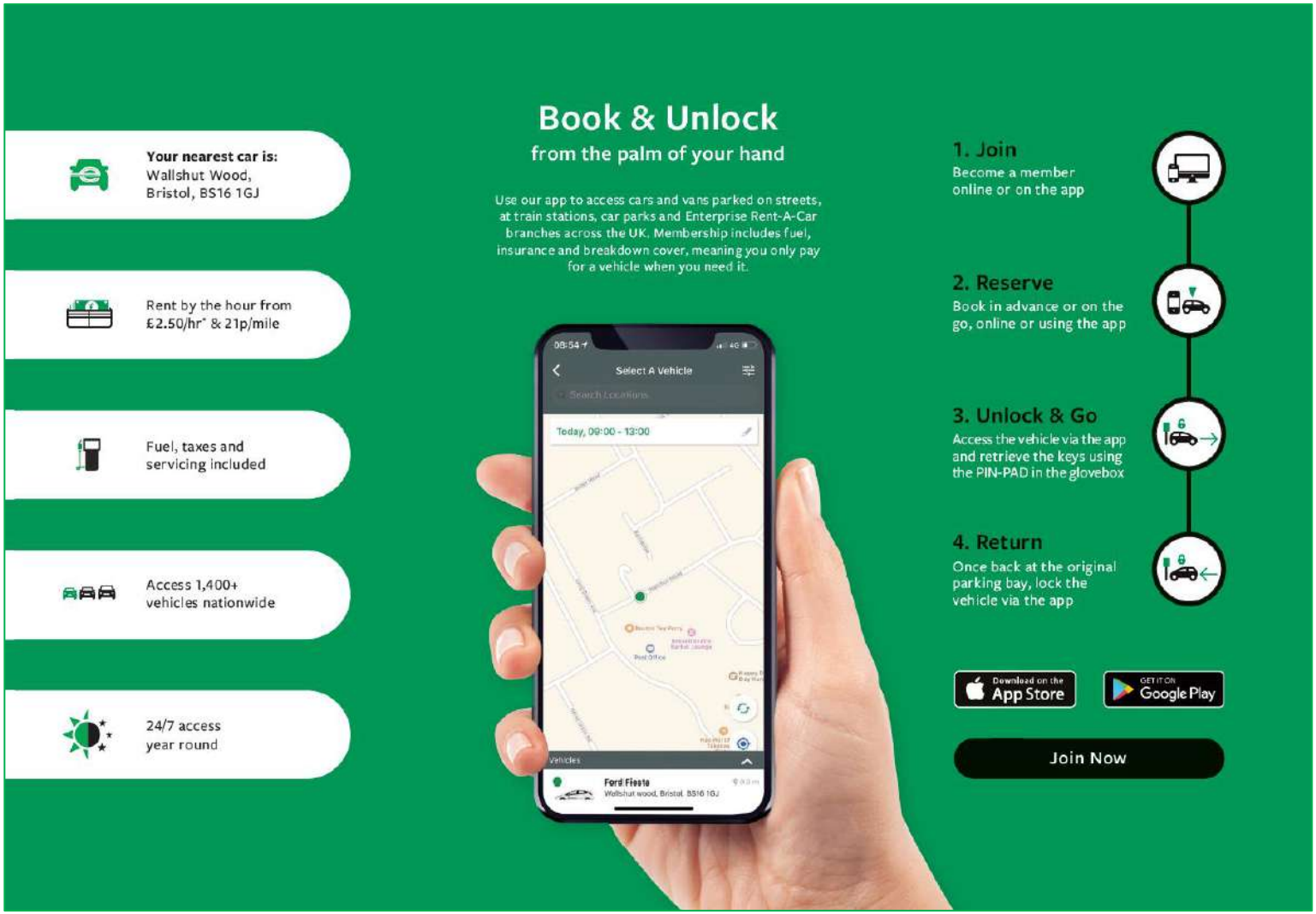
Globally, Enterprise is at the forefront of new mobility solutions and over $2 billion has been invested in a variety of businesses and technologies that will be critical in solving many of the current and future mobility challenges. Enterprise is seeking to bring innovative Mobility as a Service (MAs) platforms to cities and large sites that will provide users with transport on demand across all modes. Employees could receive "Mobility Credits" from employers and the platform could be white labelled to the location or business.

In response to the changing mobility required by employers in 2020-2021 due to the COVID19 situation Enterprise is working to evolve new solutions for employers to assist with employee mobility during the working day and for the employees commute to work. More information will be made available as requested. Enterprise also has implemented a clean car pledge because of the current COVID19 situation. See below for more details.



Example Marketing Leaflet




Your nearest car is:
Wallshut Wood,
Bristol, BS16 1GJ
Rent by the hour from
£2.50/hr* & 21p/mile
Fuel, taxes and
servicing included
Access 1,400+
vehicles nationwide
24/7 access
year round
Book & Unlock
from the palm of your hand
Use our app to access cars and vans parked on streets, at train stations, car parks and Enterprise Rent-A-Car branches across the UK. Membership includes fuel, insurance and breakdown cover, meaning you only pay for a vehicle when you need it.
Select A Vehicle
Today, 09:00 - 13:00
Vehicles
Ford Fiesta
Wallshut wood, Bristol, BS16 1GJ
1. Join
Become a member online or on the app
2. Reserve
Book in advance or on the go, online or using the app
3. Unlock & Go
Access the vehicle via the app and retrieve the keys using the PIN-PAD in the glovebox
4. Return
Once back at the original parking bay, lock the vehicle via the app
Download on the App Store
GET IT ON Google Play
Join Now

APPENDIX D. TRICS Outputs

Calculation Reference: AUDIT-236603-231127-1141

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	KI	KINGSTON	1 days
	WF	WALTHAM FOREST	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: No of Dwellings
Actual Range: 20 to 97 (units:)
Range Selected by User: 9 to 120 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 09/06/22

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
Tuesday	1 days
Wednesday	1 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:

Edge of Town Centre	3

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	3

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	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:

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	2 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:

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:

2 Poor	1 days
3 Moderate	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1 BE-03-C-01 BLOCKS OF FLATS BEXLEY
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 KI-03-C-03 BLOCK OF FLATS KINGSTON
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

3 WF-03-C-01 BLOCKS OF FLATS WALTHAM FOREST
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 97
Survey date: TUESDAY *05/11/19* *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
IS-03-C-05	Inner London
IS-03-C-06	Inner London
SK-03-C-02	Inner London
WF-03-C-02	Covid Impact
WF-03-C-04	Covid Impact

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.15

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	65	0.056	3	65	0.306	3	65	0.362
08:00 - 09:00	3	65	0.107	3	65	0.622	3	65	0.729
09:00 - 10:00	3	65	0.122	3	65	0.281	3	65	0.403
10:00 - 11:00	3	65	0.214	3	65	0.260	3	65	0.474
11:00 - 12:00	3	65	0.230	3	65	0.240	3	65	0.470
12:00 - 13:00	3	65	0.153	3	65	0.117	3	65	0.270
13:00 - 14:00	3	65	0.204	3	65	0.260	3	65	0.464
14:00 - 15:00	3	65	0.179	3	65	0.153	3	65	0.332
15:00 - 16:00	3	65	0.505	3	65	0.240	3	65	0.745
16:00 - 17:00	3	65	0.337	3	65	0.235	3	65	0.572
17:00 - 18:00	3	65	0.464	3	65	0.327	3	65	0.791
18:00 - 19:00	3	65	0.469	3	65	0.347	3	65	0.816
19:00 - 20:00	3	65	0.444	3	65	0.209	3	65	0.653
20:00 - 21:00	3	65	0.240	3	65	0.133	3	65	0.373
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.724			3.730			7.454

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	65	0.005	3	65	0.005	3	65	0.010
08:00 - 09:00	3	65	0.005	3	65	0.000	3	65	0.005
09:00 - 10:00	3	65	0.010	3	65	0.000	3	65	0.010
10:00 - 11:00	3	65	0.020	3	65	0.010	3	65	0.030
11:00 - 12:00	3	65	0.026	3	65	0.031	3	65	0.057
12:00 - 13:00	3	65	0.010	3	65	0.020	3	65	0.030
13:00 - 14:00	3	65	0.015	3	65	0.015	3	65	0.030
14:00 - 15:00	3	65	0.015	3	65	0.010	3	65	0.025
15:00 - 16:00	3	65	0.000	3	65	0.005	3	65	0.005
16:00 - 17:00	3	65	0.005	3	65	0.010	3	65	0.015
17:00 - 18:00	3	65	0.005	3	65	0.005	3	65	0.010
18:00 - 19:00	3	65	0.005	3	65	0.005	3	65	0.010
19:00 - 20:00	3	65	0.005	3	65	0.005	3	65	0.010
20:00 - 21:00	3	65	0.000	3	65	0.000	3	65	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.121			0.247

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.*

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