
**233 HIGH STREET,
UXBRIDGE,
LONDON BOROUGH OF
HILLINGDON**

**PROPOSED CHANGE OF USE
& HOTEL**

TRANSPORT STATEMENT

SEPTEMBER 2025



RKS
Associates

Project: 233 High Street, Uxbridge, London Borough of Hillingdon
Proposed Change of Use & Hotel

Client: Frough Limited

Document: Transport Statement

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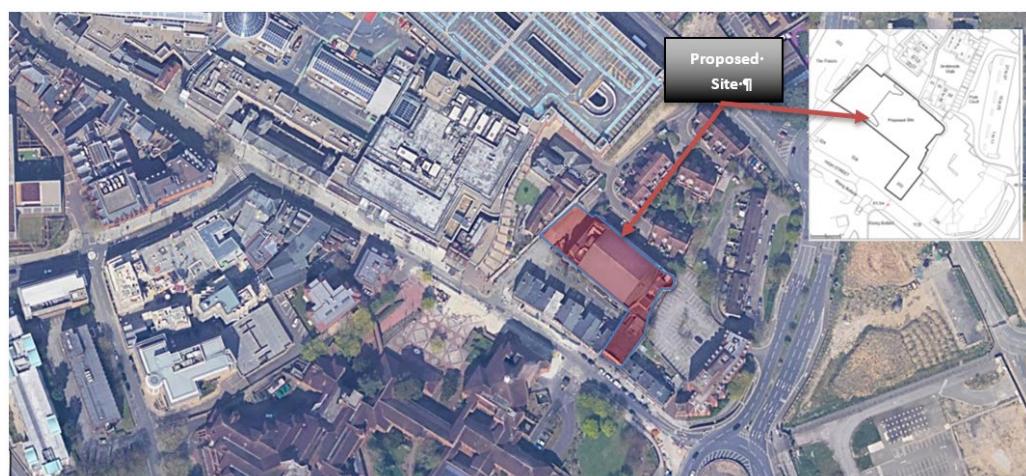
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1 INTRODUCTION

1.1 RKS Associates has been commissioned on behalf of Frough Limited to provide highways and transport advice in respect of a listed building consent and planning application for former Regal Cinema at 233 High Street, Uxbridge in London Borough of Hillingdon. The redevelopment proposals seek to change of use of an existing nightclub to a banqueting suite and a new four storey hotel providing 30 bedrooms.

1.2 This Transport Statement (TS) has been produced to advise London Borough of Hillingdon as the Local Planning and Highway Authority on the transport planning considerations associated with the development proposals. The application site is located on the northern side of the High Street in Uxbridge town centre as shown in **Figure 1.1**.

Figure 1.1: Site Location in its Local Context



Scope of this Report

1.3 This Transport Statement considers the highway and transportation issues associated with the change of use and a new hotel. It has been prepared in the context of National Planning Policy Framework (NPPF) and the Department for Transport's (DfT) 'Guidance on Transport Assessment' document.

1.4 This report provides an overview of the proposed development in transport terms in relation to accessibility, trip generation, car parking, cycle parking, deliveries and servicing. It concludes that the proposals are acceptable in highways terms as they would not impact on the local or wider highway network.

1.5 The report has been structured as follows:

- ❖ **Section 2:** Provides a description of the site and its local environment;
- ❖ **Section 3:** Provides a brief review of pertinent national and local planning policy guidance;
- ❖ **Section 4:** Provides details of the development proposals and traffic impact;
- ❖ **Section 5:** provides the conclusions of the report.

2 THE SITE AND ITS LOCAL ENVIRONMENT

2.1 The site is located on the northern side of the High Street in Uxbridge approximately 400m to the east of Uxbridge town centre in the London Borough of Hillingdon. The proposed redevelopment site is bounded by High Street to the south a service road to the west and Cumberland Way to the north. The site comprises of two interconnected buildings with the original entrance to the former Regal Cinema fronting onto the High Street. The existing cinema building is located behind the row of terraced building along the High Street and to the south of Cumbrian Way cul-de-sac.

Local Highway Network

2.2 High Street is a single two-way carriageway aligned in a northwest to southeast direction with retail shops located along its frontage. The carriageway is lit with continuous footways provided along both sides of the carriageway. Parking restrictions in the form of double yellow lines are located along its southern side and there are designated pay and display parking bays located along the northern side. The High Street continues in a south-easterly direction where it connects with the A4020 Hillingdon Road and the B483 Park Road at a four-arm roundabout.

2.3 The High Street continues in a north-westerly direction towards Uxbridge High Street via a three arm mini-roundabout, the north westerly arm (ahead lane) continues into a restricted pedestrianised one-way road, which restrict access for vehicles and motorcycles except for loading. The north-easterly arm of the mini-roundabout is a two-way service road that provides access to the rear of 224a to 233 High Street.

Public Transport Accessibility

2.4 The site benefits from bus stops that are located within a short walk from the site, the nearest bus stops are located on Uxbridge High Street less than 100m to the northwest and on Park Road approximately 150m to the east of the site. Both bus stops are readily accessible to the site with a walk time of less than 2 minutes. The bus routes and timetables serving the site are summarised in **Table 2.1**.

Table 2.1 Accessible Bus Services

Bus Route Nº	Route	Daytime Frequency		
		Mon – Fri	Saturday	Sunday
Uxbridge High Street				
427	York Road - Bridge Road	9-12 mins	8-12 mins	11-12 mins
U1	Ruislip Station - West Drayton Station	13-14 mins	15 mins	30 mins
U3	Uxbridge Station - Heathrow Central Bus Station	15 mins	15 mins	30 mins
U4	Prologis Park - Belmont Road	9-11 mins	9-12 mins	11-12 mins
U7	Uxbridge Station - Lombardy Retail Park	30 mins	30 mins	30 mins
N207	Uxbridge Station - Bloomsbury Square	Night Bus every 30 mins		
Park Road				
A10	Uxbridge Station to Heathrow Central Bus Station	20 mins	20 mins	30 mins
SL8	Uxbridge Station to White City Bus Station	8-12 mins	8-13 mins	10-12 mins

2.5 Uxbridge Underground station is approximately 400m walking distance from the site, the station forms part of the Transport for London (TfL) underground network and is located within zone 6. Uxbridge underground station is served by the Metropolitan and Piccadilly underground lines.

2.6 Local and national government guidance in respect of proposed developments is to ensure that sites are accessible by public transport. In terms of accessibility the site is well placed in terms of access to local facilities and has excellent links to the public transport network.

Pedestrian Access & Cycle Access

2.7 Relevant guidance provided in Manual for Streets (MfS) states that walking is the most important mode of travel at the local level it offers the greatest potential to replace short car trips, particularly those under 2km. The distance that people are prepared to walk depends on the journey purpose. The Institute of Highways and Transportation (IHT) produced 'Guidelines for Journeys on Foot' in 2000 which provides 'suggested acceptable walking distances'. The walking thresholds are summarised in **Table 2.3**.

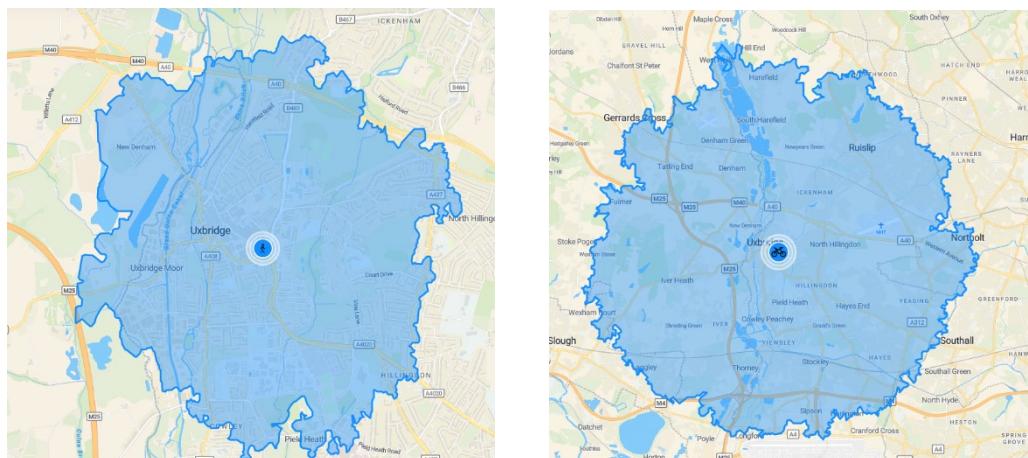
Table 2.3 Suggested Acceptable Walking Distances

Preference	Commuting, School & Sightseeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1,000	800
Preferred Maximum	2,000	1,200

2.8 With regards to cycling, it is generally accepted that it has the potential to substitute for short car trips, particularly those less than 5km, and to form part of a longer journey on public transport. At an average cycle speed of 16 km/hr, this relates to a journey time of circa 25 minutes.

2.9 **Figure 2.1** highlights the accessible walking area within a 2km catchment and a cycling area within 25 minutes of the site.

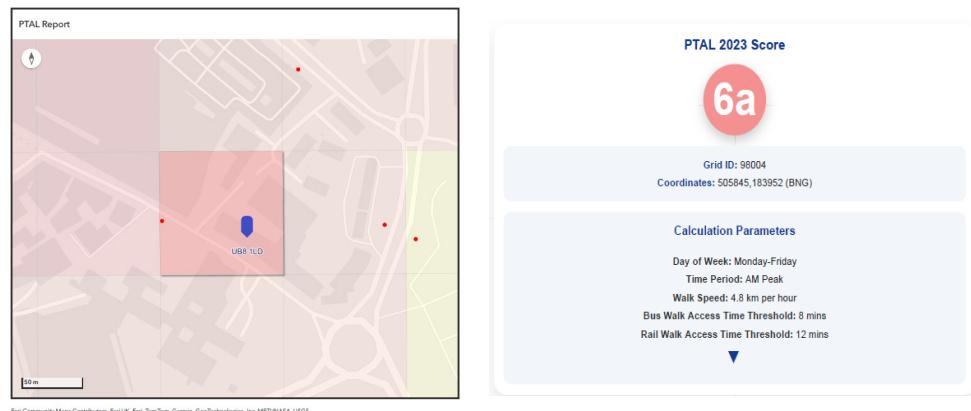
Figure 2.1: Pedestrian & Cycle Accessibility Site



Public Transport Accessibility (PTAL)

2.10 The Public Transport Accessibility Level (PTAL) of a site is used as an indicator of transport accessibility. It is represented as a rating between 1 and 6 (a rating of 6 would demonstrate that the location has excellent accessibility). The PTAL assesses the density of public transport provision for a given site. Transport for London's WebCat database indicates that the site benefits from a PTAL Rating of 6a. The mapping output from the TfL website is shown **Figure 2.3**.

Figure 2.2: PTAL rating for the Site



Existing Accident Record

2.11 In order to examine the existing accident record, publicly available on TfL London Collision Map has been obtained as shown in **Figure 2.4**. The PIC data for the local highway network identifies that a total of seven collisions have occurred on the wider highway network during the 3-year period up to 31st December 2024. However, a closer examination of the collision data indicates that only one collision has occurred on the High Street at the mini-roundabout to the west of the site. The collision occurred in May 2021, it involved a single vehicle resulting in a slight injury.

Figure 2.3: Extract from TfL London Collision Map



2.12 Based on the review of PIC data, there are not any existing highway safety issues in the immediate vicinity of the site that would be exacerbated by the proposed development.

3 RELEVANT TRANSPORT POLICY

3.1 Transport policies at a national level are set out in National Planning Policy Framework (NPPF) which was updated in December 2024, the London Plan sets out the policies at a regional level with the London Borough of Hillingdon Local Plan at a local level.

National Policy - National Planning Policy Framework (NPPF)

3.2 The National Planning Policy Framework (NPPF) published by the Department for Communities and Local Government (DCLG) details the government's planning policies for England and how these are expected to be applied. The NPPF provides a framework to allow local authorities to produce individual local plans reflecting the specific needs in their community. The aim of the NPPF is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

3.3 The NPPF seeks to promote sustainable development through a set of 12 core planning principles that underpin both plan-making and decision-taking. The principles include:

“...actively manage the patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable...”

3.4 More specifically under Paragraph 114 the NPPF states “in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensure 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 46; 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.”*

3.5 Accordingly under paragraph 115 the NPPF 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.”

Regional Policy - The London Plan

3.6 At a regional level The London Plan is part of the statutory development plan for London, with the policies in the Plan used to inform decisions on planning applications across the capital. The following transport policies are relevant to the application site:

Policy T4 – Assessing and Mitigating Transport Impacts

States that transport assessments 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.

Policy T5 – Cycling

Requires that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This is achieved through supporting the delivery of a London-wide network of cycle routes, and appropriate cycle parking that is designed and laid out in accordance with the guidance contained in the London Cycling Design Standards (LCDS).

Policy T6 – Car Parking

States where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes and adequate provision should be made for efficient deliveries and servicing and emergency access.

Policy T7 – Deliveries, Servicing and Construction

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

Local Policy – London Borough of Hillingdon Local Plan

- 3.7 The London Borough of Hillingdon Local Plan is set out in two parts, 'Local Plan: Part 1- Strategic Policies' document was adopted in November 2012 and the 'Local Plan Part 2 - Development Management Policies' (DMP) document was adopted in January 2020.
- 3.8 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 the council has an overall aim of improving quality of life and reducing private car dependency.
- 3.9 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 include the following:

Policy DMT 1: Managing Transport Impacts

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

- Be accessible by public transport, walking and cycling either from the catchment area that is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- Maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- Provide equal access for all people, including inclusive access for disabled people;
- 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, particularly on the strategic road network.

Policy DMT 2: Highways Impacts

Development proposals must ensure that:

- Safe and efficient vehicular access to the highway network is provided to the Council's standards;
- They do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- Safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- 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.

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.

3.10 Based on the relevant policies it is concluded that the proposed scheme is considered to conform to planning policy standards at a national, regional and local level. Accordingly, it is considered that the proposals are acceptable in planning terms.

4 DEVELOPMENT PROPOSALS & TRAFFIC IMPACT

4.1 The development proposals are for a change of use planning application for the former Regal Cinema at 233 High Street, Uxbridge in London Borough of Hillingdon. The proposals seek a change of use of an existing nightclub located within the building fronting onto the High Street to a banqueting suite.

4.2 The proposals also seek to convert the existing gym building located to the rear of the High Street and rear of the cinema building alongside an extension to the existing building to a four-storey hotel accommodating 30 bedrooms. The proposals also include a new access ramp to the underground car parking taken from the existing service road serving the parking area behind 224a to 233 High Street.

4.3 As demonstrated the proposed site is located within an area that is readily accessible by sustainable modes of travel and as a result the proposals seek to provide 9 car parking spaces including one disabled parking space within the lower ground of the hotel. Access to the underground car parking is via a 5.5m wide ramp facilitating two – way traffic movements, the vehicle track plots contained in **Appendix B** confirm that vehicles can access the car parking spaces, turn around within the car park, and exit in a forward gear.

Parking Provision

4.4 The London Borough of Hillingdon Local Plan Part 2 (DMP) sets out the Council's maximum car and cycle parking standards for developments in the Borough. The applicable car parking standards are provided in **Table 4.1** below:

Table 4.1: Hillingdon Local Plan: Part 2 – Car Parking Standards Hotel & Banquet Suite

HOTELS AND GUESTHOUSES	
On an individual basis and in addition to car parking requirements:	1 per 10 staff
(a) Provision for taxi pick up and set down to be provided.	
(b) One coach parking space is required per 50 rooms.	
(c) Within existing and proposed hotel developments, the use any of the hotel car parking for car rental operations or short/long stay airport or other public car parking will require planning permission.	
(d) Hotels which include function/banquet and dining rooms (which may include: ballrooms, conference and meeting rooms, exhibition space, restaurants, cafés/ bar areas, nightclubs and any other rooms capable of use for hosting functions, business meetings or for eating/drinking) will require a transport appraisal to assess the level of car parking	
THEATRES AND CINEMAS, NIGHTCLUBS, BANQUETS AND FUNCTION ROOMS	
On an individual basis using a transport assessment and travel plan, and in addition provision for taxi set down and pick up where relevant	(a) 1 per 20 staff + 1 per 50 seats (b) all others - level subject to appraisal

4.5 The proposals seek to provide a 30-bedroom hotel and it is anticipated that there will be a maximum of 15 staff working various shifts. In accordance with the car parking standards of 1 space for 10 employees 2 car parking spaces will be allocated to staff and a further 2 car parking spaces allocated to hotel guests. The proposals also include a banqueting suite with a capacity of 250 guests, in accordance with the car parking standards of 1 space for 50 guests a further 5 car parking spaces is proposed. In total the proposals include a total of 9 car parking including 1 space for mobility Blue Badge holder that accord with the council standards.

4.6 London Cycling Design Standards provides details relating to cycle parking standards ensuring that cycle parking needs to be accessible, safe and secure and ease of use. Based on the standards one space per 50 bedrooms for short-stay visitors and customers, with additional provision for staff and longer-stay guests will be required, on this basis it is proposed that 10 cycle parking spaces will be appropriate.

Servicing & Refuse Collection

4.7 In terms of servicing and refuse collection, the site is accessible via the High Street and Cumbrian Way. However, it is anticipated that refuse collection and servicing can be carried out via existing refuse collection used for retail properties along the High Street. It is therefore proposed to carry out refuse collection and servicing via the service road to the west and rear of the 233 High Street. Furthermore, the site also benefits from an access via Cumbrian Way and as a result, any smaller deliveries using a box van can be undertaken using Cambrian Way. The vehicle swept path assessments showing refuse vehicles and small box van entering and exiting in a forward gear are provided in **Appendix B**.

Trip Generation – Proposed 30-Bedroom Hotel

4.8 The TRICS database has been used to estimate of the likely levels of trip generation resulting from the proposed hotel, albeit it is acknowledged that good public transport links to and from the proposed hotel will result in the majority of the hotel guests using public transport. Nevertheless, an assessment of the TRICS database based similar hotels in a central location has been undertaken.

4.9 A summary of the weekday peak-hour trip rates and anticipated vehicle movements for the proposed hotel in a town centre location where the PTAL rating is high is summarised in **Table 4.2**, the TRICS output report provided at **Appendix C**.

Table 4.2: Hotel Trip Rates/Generation - Weekday

TRICS Trip Rates (per bedroom)	Weekday AM Peak Hour (08:00– 09:00)		Weekday PM Peak Hour (15:00– 16:00)	
	Arrivals	Departures	Arrival	Departures
Total Vehicles	0.017	0.033	0.040	0.026
Trip Generation	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrival	Departures
Total Vehicles	1	1	2	1

4.10 The results show that during the busiest hour the proposed redevelopment of the site would result in approximately 2 two-way vehicular movements during the highway peak periods, which will have negligible impact on the local highway network.

Trip Generation – Proposed Banqueting Suite

4.11 The TRICS database has also been used to derive the estimated numbers of trips for the proposed banqueting suite, however due to the limitations of the survey data within TRICS database there are no available trip rates.

4.12 In order to estimate the number of trips associated with the proposed banqueting suite an assessment based on first principles has been undertaken. It is anticipated that the proposed floor area of the banqueting suite will be able to accommodate a maximum number of guests of 250 people.

4.13 Using a car occupancy level of 4 people per car then this would equate to a total of 63 two-way vehicle trips. However, it is more than likely that the majority of guests would use local taxis, sustainable modes or be dropped off due to the location of the site. Consequently using the assumption that 50% of the trips would be undertaken by taxis, drop offs or sustainable modes it is anticipated that the proposed banqueting suite is likely to generate a maximum of 32 two-way vehicle trips.

4.14 It is also recognised that these vehicle trip are likely to occur outside the highway peak hours given the nature of the banqueting suite and as a result, the overall traffic impact associated with the banqueting suite will be very low.

4.15 Based on the above the proposed development is expected to generate only a small number of new trips on the local highway network. On this basis, it is reasonably concluded that the proposed development will have an immaterial impact upon the operation of the local highway network.

5 ACTIVE TRAVEL ZONE ASSESSMENT

5.1 A qualitative analysis of the active travel network surrounding the proposed redevelopment has been undertaken with the Active Travel Zone (ATZ) undertaken in accordance with Transport for London (TfL) Healthy Streets guidance. TfL's Healthy Streets approach is one of the core themes of the London Plan (March 2021) and the Mayor's Transport Strategy. Policy T2-D Healthy Streets of the London Plan outlines that Development proposals should:

- *Demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with TfL guidance;*
- Reduce the dominance of vehicles on London's streets whether stationary or moving; and
- *Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.'*

5.2 The Healthy Street guidance set out by TfL seeks to be used by a variety of stakeholders to develop a more people focused approach to assessment and to ensure that important issues that affect the experience of using and spending time on a street and consider what changes could be made to improve the experience of being on a street. Specifically it is not design guidance or a tool for objectively measuring the performance of a street against the Healthy Streets Indicators. Instead it uses a series of questions to highlight the many factors that influence how well a street is performing.

5.3 Healthy Streets is about people's experience of the street. Whether you are a resident, a visitor, a business owner or someone walking or cycling through, there is almost always something that can be done to improve your experience. While it is not possible to generalise completely about what can be done where, the guide should be used to help identify issues that could be addressed and what possible improvements might can be made.

5.4 TfL's latest online guidance for planning applicants includes step by step instructions for carrying out an ATZ Assessment as part of a Healthy Streets. The guidance sets out that ATZ assessments are helping planners and transport planners in London to genuinely prioritise the human experience of moving around actively to access specific local destinations.

5.5 The ATZ is an area broadly corresponding to a 20-minute cycling distance and is used by TfL as the study area for considering active travel associated with a development proposal. However, it should be noted that the proposed redevelopment comprises of a banqueting suite and hotel and as a result apart from staff the predominantly journey is likely to be made by public transport or taxis.

5.6 The purpose of the ATZ assessment is to provide a qualitative assessment of key routes that users of a development would typically utilise to/from key facilities and amenities off-site such as public transport nodes, shops, parks etc. As such the key destination prioritisation have been used to identify the high priority routes for the assessment.

5.7 For the purpose of the proposed development it is anticipated that the key ATZ Destination Prioritisation will focus on Strategic cycle network, Public transport (bus stops, rail/underground stations and public car parks). Initial review of the area surrounding the site identified the following key destinations

- Uxbridge Metropolitan & Piccadilly Station;
- Bus stops on Park Road, High Street, Vine Street & Uxbridge Station; and
- The Chimes Car Park.

5.8 Based on the prioritisation exercise and initial key destinations identified, the following routes have been assessed:

- Route 1 – Uxbridge Metropolitan & Piccadilly Station – Bakers Yard – High Street
- Route 2 – Vine Street – High Street;
- Route 3 – Park Road – High Street
- Route 4 – The Piazza – High Street

5.9 For the purpose of the ATZ assessment the Healthy Streets approach framework for embedding public health into transport, public realm and planning has been used. The Healthy Streets framework consists of ten indicators with their explanation is shown in **Figure 5.1**.

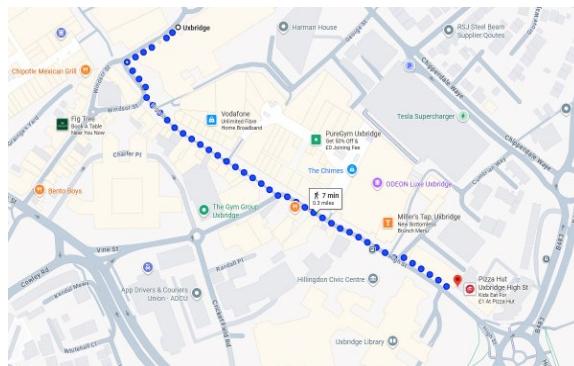
Figure 5.1 Healthy Streets Indicator



5.10 The ATZ assessment is a qualitative analysis of the cycle and walking network surrounding the Proposed Development. The methodology has been developed by TfL to support the Healthy Streets Approach and Vision Zero. The ATZ assessment is carried out to assist the understanding of the redevelopment proposals potential to contribute and promote active and sustainable travel. Its main aim is to determine how people of all abilities can access the site through car-free transport modes.

5.11 To undertake the ATZ Assessment site visits were undertaken during both daylight and the hours of darkness. On each route the criteria above were reviewed and noted down within a proforma. With photographs were taken every 150m along the route to document the issues identified. The results from the site visits were then summarised and benchmarked against the Healthy Streets indicators in accordance with TfL's methodology.

Route 1 – Uxbridge Station – Bakers Yard – High Street

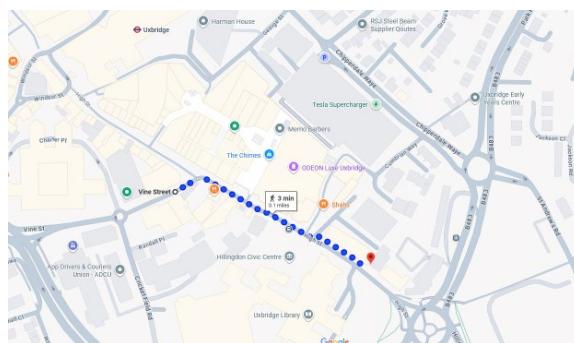


Uxbridge Station/bus station access via Bakers Yard onto High Street.

Key findings:

- Bakers Yard is wide access step free slight gradient, potential reductions in width associated with bin storage
- High Street is pedestrianised with wide good quality pedestrian infrastructure & street lighting.

Route 2 – Vine Street – High Street

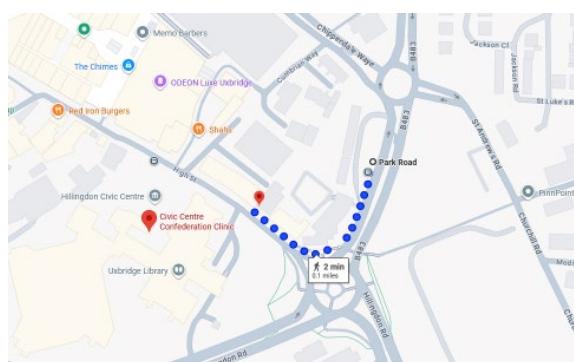


Vine Street bus stop access onto High Street.

Key findings:

- Vine Street benefits from wide pedestrian footways along both sides of the carriageway
- Good quality pedestrian infrastructure & street lighting.
- Zebra crossing across Vine Street albeit direct access to High Street via pedestrianised area.

Route 3 – Park Road – High Street

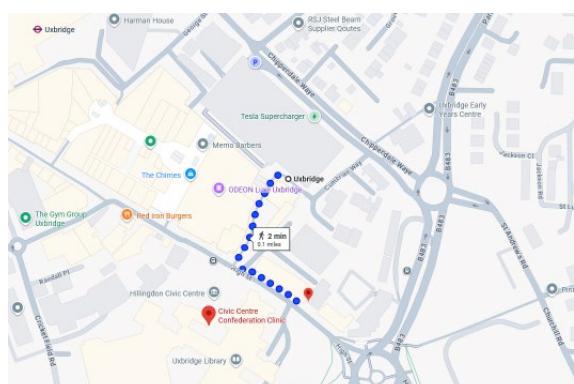


Park Road bus stop access to Site High Street.

Key findings:

- Park Road benefits from pedestrian footway segregated cycle lane along its western side
- Good quality pedestrian infrastructure & street lighting.
- Pedestrian footway on High Street up to the site is obstructed by street furniture and active street frontages.

Route 4 – The Piazza – High Street



The Chimes Car Park access to Site High Street.

Key findings:

- Dedicated narrow pedestrian footway provided segregated, lit and good quality.
- Alternative wide step free access adjacent via the Piazza, very good quality with street lighting.
- Pedestrian footway on High Street up to the site damaged tactile paving across service road access.

5.12 It is recognised that the development proposals are located in a central town centre area which benefits from very good quality pedestrian and cycle facilities. The footways are wide and provide a step free environment with dropped kerb uncontrolled crossing facilities. Cycle lanes are present along Park Road however given the local characteristics of the local highway network cycling along the carriageway was observed during the site inspection which complemented the cycle infrastructure that is present.

Night-time Active Travel Zone assessment

5.13 A site inspection of the active travel zones conducted during the day time was revisited during the hours of darkness to assess the night time conditions. The routes/zones identified have been assessed and it was evident that night time activity along the routes is considerably less than the daytime conditions, the level of street lighting is excellent and the quieter active frontages along the high street afford an improvement to those conditions experienced during the daytime.

5.14 Based on the Active Travel Zone Assessment it is considered that no further improvements are required. It is acknowledged that the local authority are in the process of making further improvements along the High Street which will complement the existing good quality infrastructure and subsequently improve the active travel zone for the wider network.

6 SUMMARY AND CONCLUSION

6.1 RKS Associates has been commissioned on behalf of Frough Limited to provide highways and transport advice in respect of a listed building consent and planning application for former Regal Cinema at 233 High Street, Uxbridge in London Borough of Hillingdon.

6.2 The redevelopment proposals seek to change of use of an existing nightclub to a banqueting suite and convert the existing gym building located to the rear of the cinema and High Street alongside an extension to the building to provide a four-storey hotel accommodating 30 bedrooms. The proposals also include a new access ramp to the underground car parking taken from the existing service road serving the parking area behind 224a to 233 High Street.

6.3 A review of the sites accessibility has identified that the site is located in a highly accessible location with a PTAL rating of 6a, which would work to encourage access by sustainable modes, for both staff and guests. The proposals are therefore considered to conform to planning policy standards at a national and local level. Accordingly, it is considered that the proposals are acceptable in planning terms.

6.4 A review of the highway accident data for the site indicates no specific accident patterns across the highway network in vicinity of the site. Based on the review of PIC data, there are not any existing highway safety issues in the vicinity of the site which would be exacerbated by the proposed development.

6.5 The proposals provide a total of 9 car parking including 1 space for mobility Blue Badge holder that accords with the London Borough of Hillingdon parking standards. In addition the cycle parking standards contained in London Cycling Design Standards reflects that 10 cycle parking spaces is appropriate for the proposed development.

6.6 The trip generation assessment undertaken demonstrates that the proposals would result in minimal traffic impact with approximately 2 two-way vehicular movements during the highway peak periods for the hotel, which will have negligible impact on the local highway network.

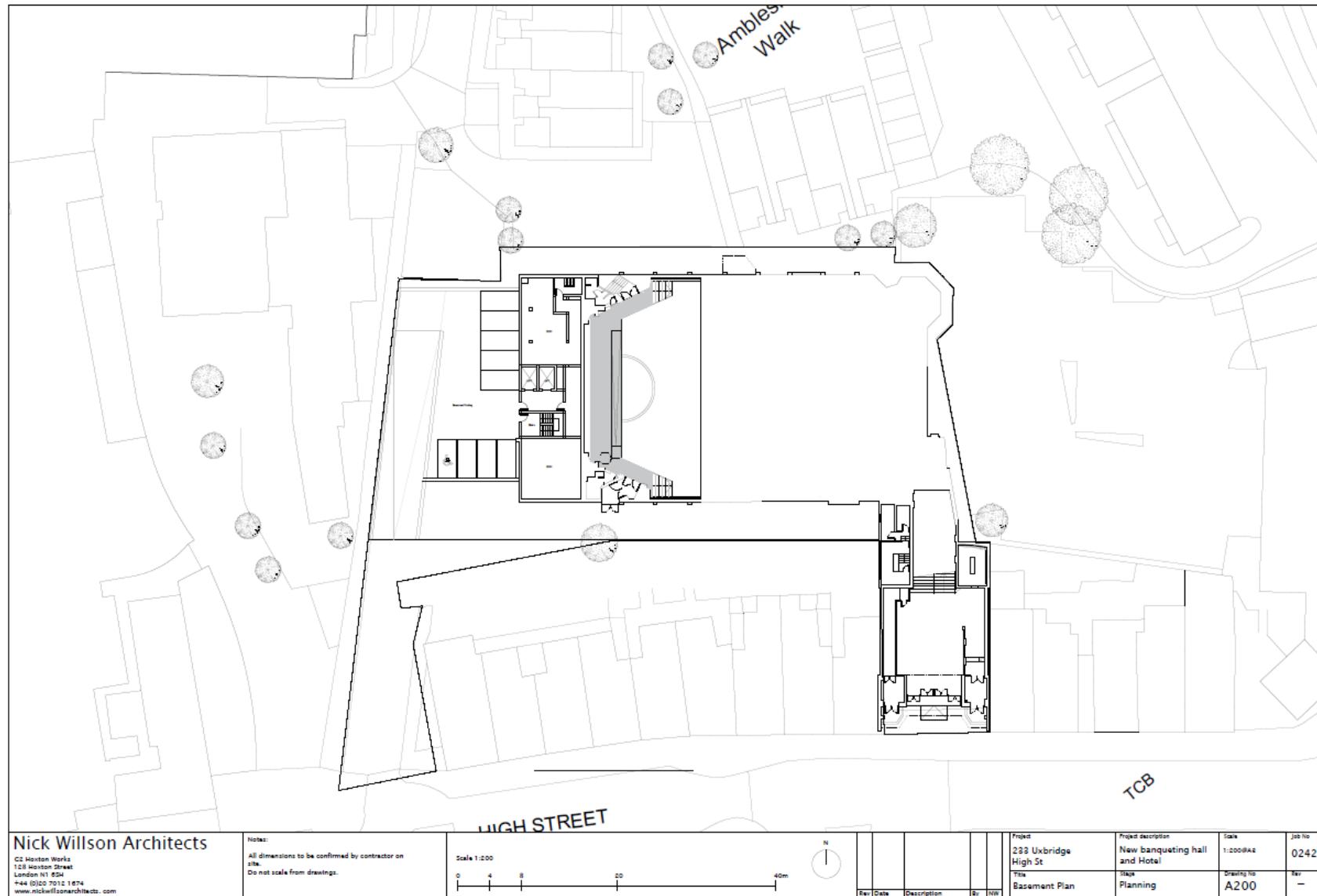
6.7 The Active Travel Zone assessment has identified that the site is located in an area that benefit from good quality footways and cycle infrastructure which is further improved during the night time. It is therefore considered that no further improvements are required albeit the local authority are in the process of making further improvements along the High Street that which will complement the existing active travel zone for the wider network

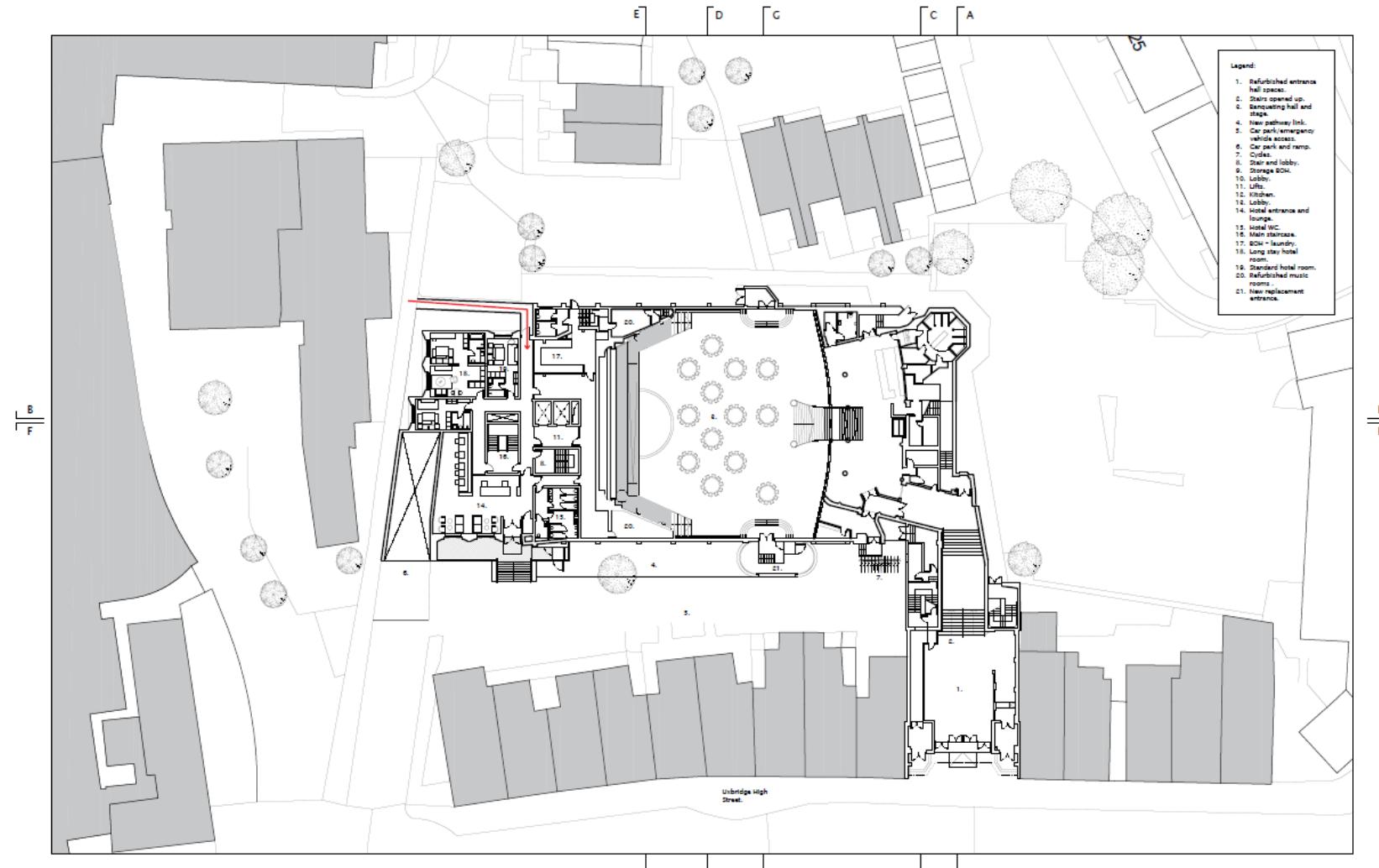
6.8 The proposed banqueting suite provides a local venue and is located in a readily accessible location, it is anticipated that the proposed banqueting suite could generate up to 32 two-way vehicle trips, however more importantly these trips are likely to occur during off peak periods due to the nature of the banqueting suite. It is therefore concluded that the overall traffic generation of the proposals would be negligible.

6.9 This report has demonstrated that the residual cumulative impact of the redevelopment proposals would not be severe, and on this basis there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

Appendix A

Site Layout





Nick Willson Architects
Second Home
68 Hanbury Street
London
E1 4LJ
www.nickwillsonarchitects.com

Notes:
All dimensions to be confirmed by contractor on site.

Scale 1:200

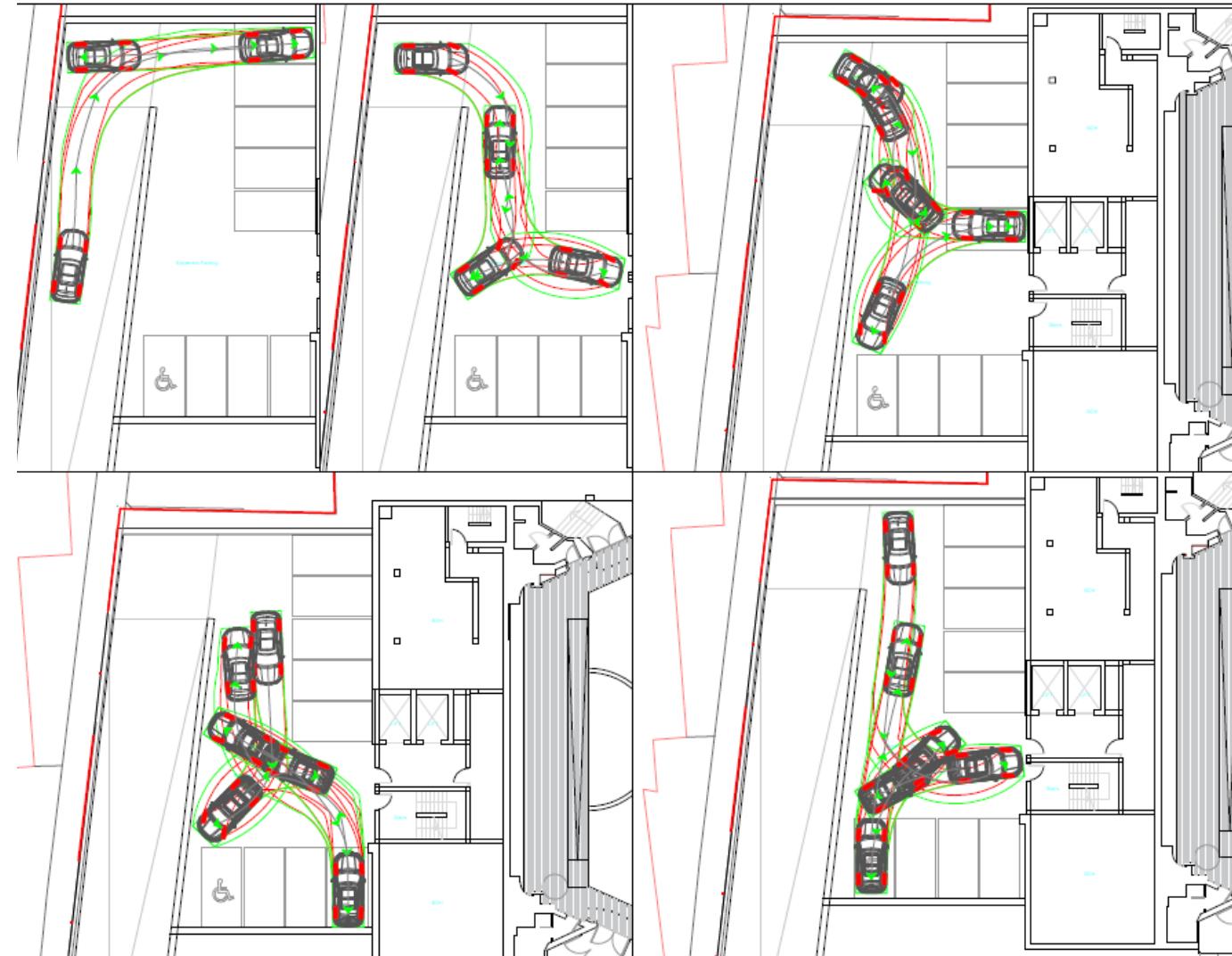
0 4 8 12 20 24 28 32 36 40m

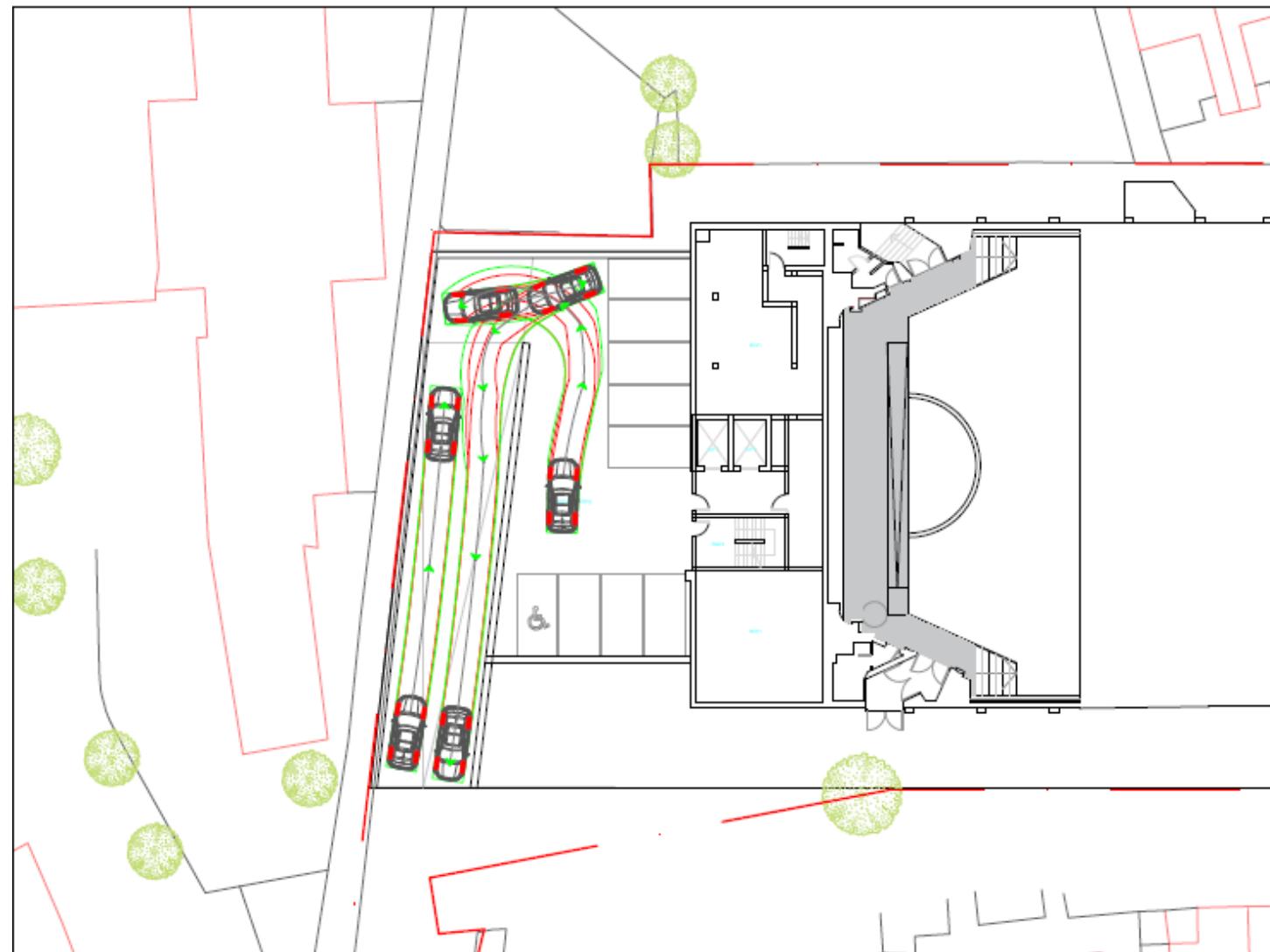
E D G C A
N
Ref Date Description By Ck

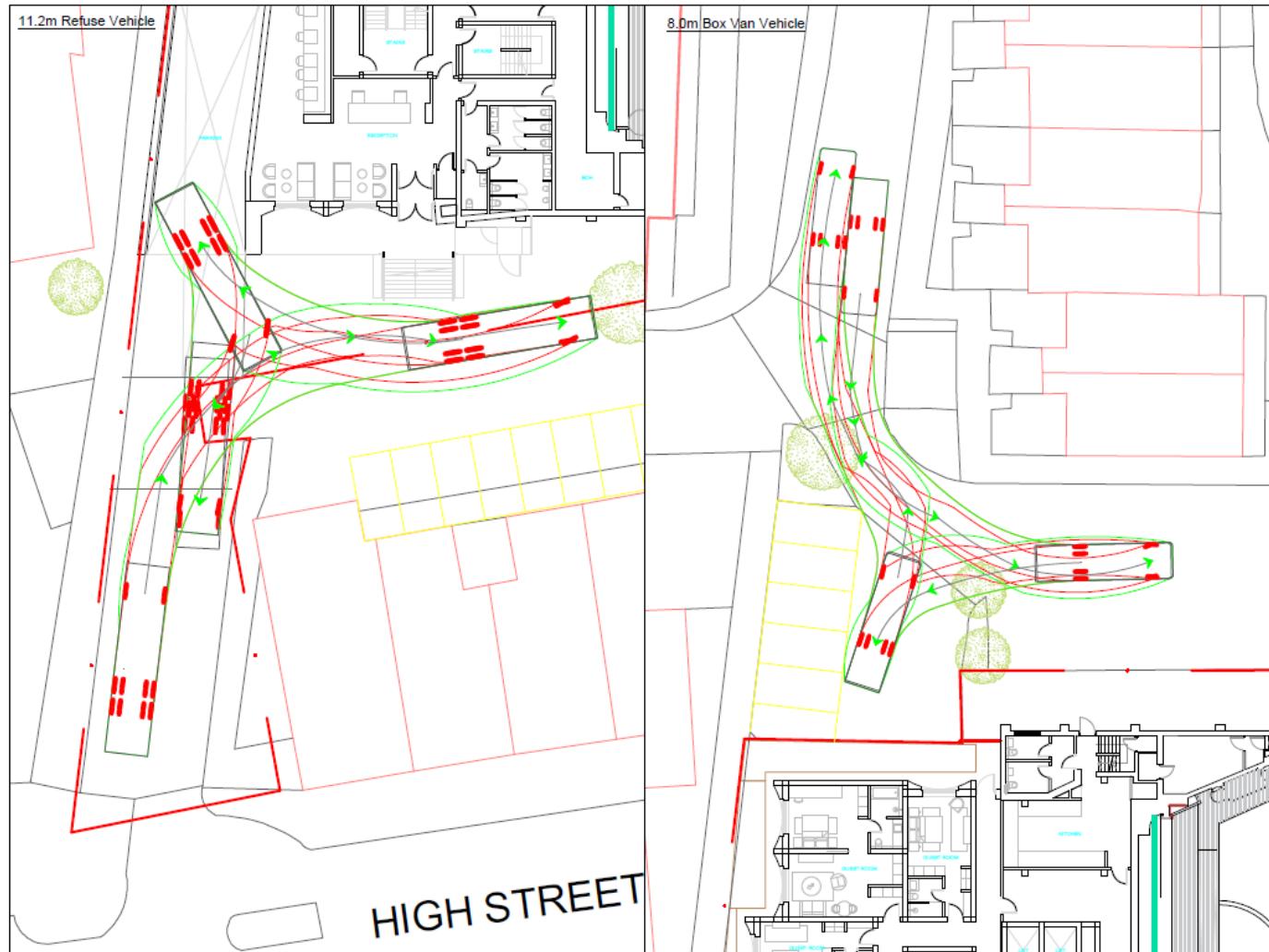
Project Name Uxbridge London E1 4LJ	Project description New hotel and banqueting hall	Date 1:200@A1	Job No 0242
Title Proposed Ground Floor Plan	Stage Planning application	Drawing No A201	Rev -



Appendix: B Vehicle Track Plots







Appendix: C

TRICS DATA



TRICS 8.25.6
Organisation: TTC

User: james@ttc-tp.com
Site: Parade, Royal Leamington Spa



Audit Code: 6278472f-f486-4415-8891-bd08124c0d5e

LIST OF SITES relevant to selection parameters:

Site 1:	LB-06-A-01	Gross floor area (sqm):	11800
Development Name:	HAMPTON BY HILTON	No of bedrooms:	297
Location:	LAMBETH	No of Employees:	72
Postcode:	SE1 8XA	Survey Date:	11/23/2018
Main Location Type:	Town Centre	Survey Day:	Friday
Sub Location Type:	Built-Up Zone		
PTAL:	6B		
Site 2:	SK-06-A-01	Gross floor area (sqm):	1950
Development Name:	TRAVELODGE	No of bedrooms:	52
Location:	PECKHAM	No of Employees:	16
Postcode:	SE15 5SF	Survey Date:	9/14/2023
Main Location Type:	Town Centre	Survey Day:	Thursday
Sub Location Type:	High Street		
PTAL:	6B		
Site 3:	TH-06-A-02	Gross floor area (sqm):	11987
Development Name:	TRAVELODGE	No of bedrooms:	349
Location:	POPLAR	No of Employees:	26
Postcode:	E14 2AE	Survey Date:	5/24/2023
Main Location Type:	Edge of Town Centre	Survey Day:	
Sub Location Type:	Development Zone		
PTAL:	4		



TRICS 8.25.6
 Organisation: TTC

User: james@ttc-tp.com
 Site: Parade, Royal Leamington Spa



Audit Code: 6278472f-f486-4415-8891-bd08124c0d5e

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total Vehicles

Calculation factor: 1 BEDRMS

***BOLD print indicates peak (busiest) period**

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	297	0.010	0.020	0.030
07:00-08:00	3	233	0.011	0.024	0.035
08:00-09:00	3	233	0.017	0.033	0.050
09:00-10:00	3	233	0.019	0.029	0.048
10:00-11:00	3	233	0.019	0.017	0.036
11:00-12:00	3	233	0.014	0.014	0.028
12:00-13:00	3	233	0.016	0.017	0.033
13:00-14:00	3	233	0.023	0.021	0.044
14:00-15:00	3	233	0.029	0.024	0.053
15:00-16:00	3	233	0.040	0.026	0.066
16:00-17:00	3	233	0.033	0.021	0.054
17:00-18:00	3	233	0.024	0.021	0.045
18:00-19:00	3	233	0.021	0.021	0.042
19:00-20:00	3	233	0.017	0.019	0.036
20:00-21:00	3	233	0.013	0.010	0.023
21:00-22:00	3	233	0.013	0.013	0.026
22:00-23:00					
23:00-00:00					
Totals Rates:			0.319	0.330	0.649

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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TRICS 8.25.6
Organisation: TTC

User: james@ttc-tp.com
Site: Parade, Royal Leamington Spa



Audit Code: 6278472f-f486-4415-8891-bd08124c0d5e

Parameter Summary:

Trip rate parameter range selected:	4 - 483 (units: BEDRMS)
Survey date date range:	23/11/2018 - 14/09/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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