



**PAUL MEW ASSOCIATES**  
TRAFFIC CONSULTANTS      020 8780 0426

**BBC PENSION TRUST LIMITED**

STOCKLEY PARK TRAVELODGE,  
THE ARENA, STOCKLEY PARK, LONDON, UB1 1

**PARKING TECHNICAL NOTE**

June 2025

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Ref: File path P:\P2876 Stockley Park Travelodge Parking Technical Note June 2025

## 1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by BBC Pension Trust Limited in relation to a proposed extension to the existing Stockley Park Travelodge, The Arena, Stockley Park, Hayes, London, UB11.
- 1.2 The local planning and highway authority is the London Borough of Hillingdon (LBH).

### Site Conditions

- 1.3 To recap, 'The Arena' comprises a late 1980's purpose built, leisure, retail, and office development within a 1.31-hectare landscaped site.
- 1.4 Current occupiers include Nuffield Gym, Costa Coffee, Greggs, Subway, a vacant Wetherspoons Pub and Vacant office space above, plus an 81-room Travelodge Hotel as per LBH planning application 37800/APP/2016/1430.
- 1.5 Adjacent to 'The Arena' is Stockley Park Golf Club which shares the same vehicle access route via Bennetsfield Road providing access to two parking areas dedicated to the golf club.
- 1.6 'The Arena' car park currently comprises a total of 185 car parking spaces for users of the Travelodge hotel, the Nuffield Health Club, as well as the retail, restaurant/bar, and office space. The car park consists of 168 parking spaces, 12 disabled parking spaces, and five electric vehicle (EV) parking spaces.
- 1.7 The car park is privately operated and for authorised users of 'The Arena' site only, with a maximum duration of stay of three-hours. Automatic number plate recognition (ANPR) cameras are in place to detect number plates and issue fines where breaches of the time restrictions or non-authorised use occurs.
- 1.8 Exemptions to the time restrictions are permitted by the businesses where required, such as in the case for hotel guests, gym users, or site staff under the

discretion of the businesses. If a user intends to stay for more than three-hours, they are required to enter number plate details via tablet computers within the facilities provided. Penalty charge notices (PCN's) are issued by the site's parking enforcement contractor if any visit is more than the three-hour maximum duration of stay limit, unless the user's number plate details have been logged within the facilities provided.

1.9 The Nuffield Health Club in addition to shared use of 'The Arena' car park has an overflow car park to the northwest of 'The Arena' comprising 74 additional parking spaces and two disabled parking spaces. The golf club also has its own additional car parks to the north of 'The Arena' which are operated by barrier controls.

### **The Proposed Development**

1.10 A planning application was submitted on 28<sup>th</sup> January 2025 under planning reference 37800/APP/2025/212 comprising the provision of 58 additional bedrooms at the Stockley Park Travelodge, to be delivered as follows:

- 13 additional rooms on the ground floor within the vacant Wetherspoons demise with a new ancillary café/bar restaurant.
- 38 additional rooms on the first floor of the serviced office suites.
- 7 additional rooms within the existing hotel at second floor level (where the existing café is located).

1.11 In addition to this, the development is also expected to see an uplift of 11 staff members to cover the proposed additional bedrooms.

1.12 A new pedestrian footway and a loading bay is also proposed to be provided adjacent to the new hotel reception. The loading bay is proposed to be provided at this location for ease of access to the new kitchen/bar store and linen intake adjacent to the new reception.

1.13 It should also be remembered that this planning application also seeks regularisation of additional parking spaces in the Arena car park. A total of 25 car

parking spaces have been constructed immediately north of the vacant Wetherspoons. These spaces are included in the total of 185 car parking spaces referenced in paragraph 1.6 of this chapter and as referenced throughout this report.

1.14 Of this total, 20 car parking spaces are proposed to be retained/regularised in planning terms and five are proposed to be removed to facilitate the new pedestrian footway and loading bay adjacent to the new hotel reception. These parking spaces are illustrated on the proposed ground floor plan submitted with the planning application, with further clarity provided in the image below:



I.15 As is shown, of the 20 car parking spaces proposed to be retained/regularised in planning terms four bays are proposed to be provided with an Active electric vehicle (EV) charge point and a further six bays are proposed to be provided with Passive infrastructure for ease of future charge point installation.

I.16 Comments from LB Hillingdon Highways have been received on 3<sup>rd</sup> June 2025, which are copied herein for ease of reference:

"To summarise there are 2no. car parks relevant to this application, the Arena 168no. spaces, to become 163no. with the development, and the Gym car park 74no. spaces.

*The Gym car park is for members only. According to the applicants own surveys the Gym car park is not greatly used, it is in less preferential location which the HA accepts, so gym users park in the Arena car park instead. The applicant contends that any increase in parking demand in the Arena because of the uplift in hotel bedrooms would incentive gym users to stop parking in the Arena and shift to the Gym car park. However, the applicant has not demonstrated that gym users are in fact using the Arena car park, if they are not then there is no scope for spaces to be made available.*

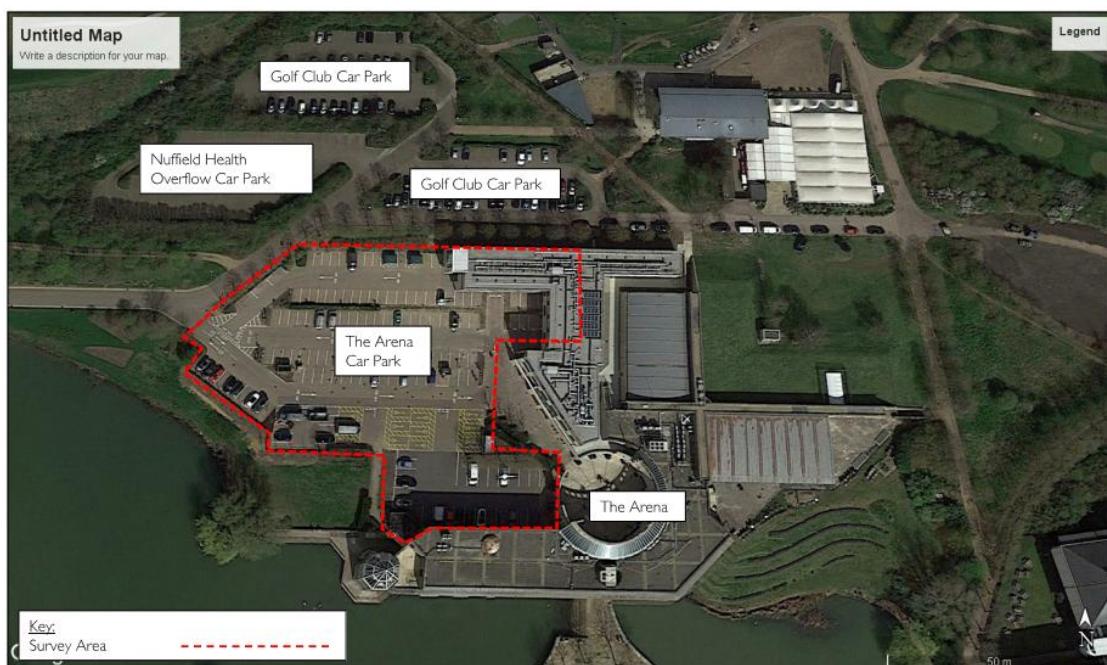
*Furthermore, as the car park operates on a first come first served basis, hotel guests and staff may arrive only to find gym users already occupying spaces in the Arena car park potentially leaving them with nowhere to park.*

*I would like the developer to undertake surveys – ask people parking in the Arena where is their destination, COSTA, hotel, gym, Greggs etc. By my calculations c.15no. drivers would need to be gym users able to shift to the Gym car park for the Arena car park 'with' the development to have capacity. The applicant would then need to put arrangements in place that prohibits gym users from parking in the Arena"*

1.17 The applicant has commissioned the preparation of this Parking Technical Note to outline the results of the surveys undertaken, as per the request of the Highways Authority. The following chapter sets out the results of the surveys.

## 2.0 SURVEY RESULTS

- 2.1 This section sets out the results of the questionnaire surveys undertaken as per the request of the Highways Officer.
- 2.2 The survey included the Arena Car Park only, the extent of which can be seen in Appendix A, copied herein for ease:



Appendix A: Parking Survey Extent

### Methodology

- 2.3 All car occupiers (both drivers and passengers) entering the Arena car park were asked which primary land use they were visiting. Users include Costa, Greggs, Subway, the Nuffield Gym and Travelodge. Other users included drop-offs, EV charging, lost users requiring the Golf Course car park (which is located to the north of the site), pick-up, recreation and security and management centre. For visitors engaging in more than one on-site activity, their primary purpose for the visit was documented. For instance, a visitor stopping at Costa for coffee before attending the gym would have their main reason for visit recorded as the gym.

2.4 Survey days were chosen to coincide with the busiest periods for the car park. ANPR data was provided for the car park, which illustrated that the peak days on a weekday and weekend day was on a Tuesday and Saturday respectively. Surveys on both a Saturday and Tuesday were therefore included in the survey. Peak times on a Tuesday and Saturday were also confirmed in order to capture this demand within the surveys. Demand peaked at 18:00 on the Tuesday and 10:45 on the Saturday.

2.5 The surveys took place on Saturday 21<sup>st</sup> and Tuesday 24<sup>th</sup> June 2025. The weather was bright and dry on both days.

2.6 The Saturday survey was carried out between 08:00 and 16:00. The Tuesday survey was conducted from 10:00 to 20:00. Survey beats were split into 15-minute increments. These times were chosen as they were the peak times for the site, as outlined both within the ANPR data and within the Transport Assessment. This is due to the demand for people accessing the gym overlapping with demand for the additional hotel rooms.

#### Results – Saturday 21<sup>st</sup> June

2.7 The full results for both days of surveys can be found within Appendix B.

2.8 A total of 574 visitors were counted on Saturday 21<sup>st</sup> June, from 08:00 to 16:00.

2.9 The peak 15-minute beats were 09:15 – 09:30 and 10:30 – 10:45, which saw 27 visitors accessing the car park.

2.10 The table on the following page outlines the results, split into hourly beats for ease of illustration:

Table 1. Saturday 21<sup>st</sup> June Survey Results

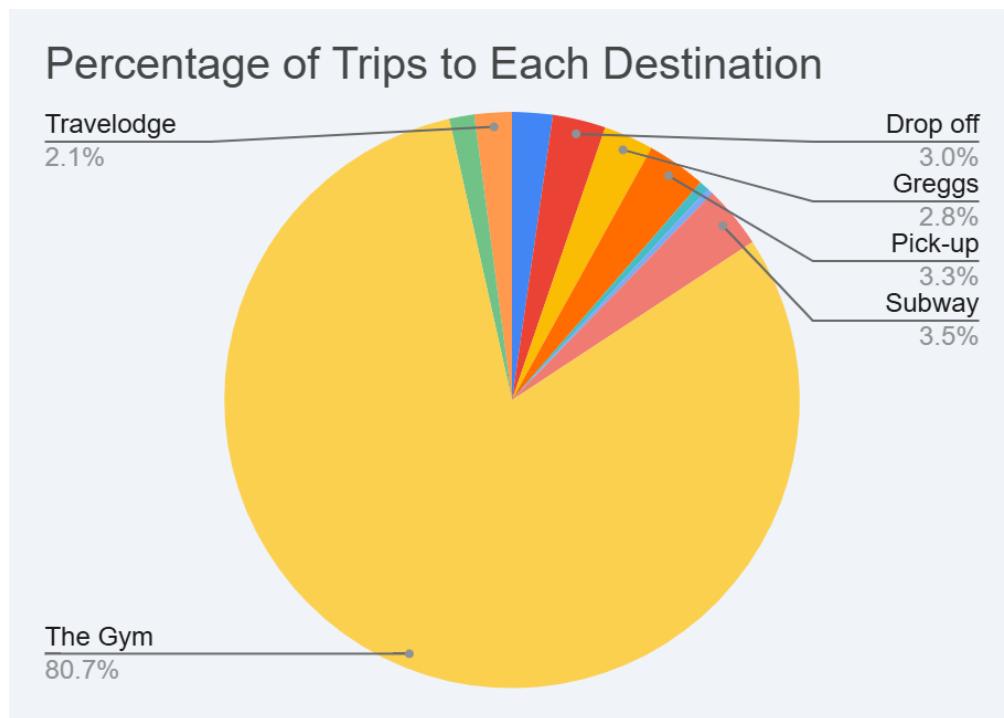
Destination	Costa	Drop off	Greggs	Pick-up	Recreation	Security & Management	Subway	The Gym	The Gym Staff	Travelodge	Grand Total
08:00-09:00	1	0	0	0	0	0	0	78	2	1	82
09:00-10:00	2	3	3	2	1	0	1	71	1	3	87
10:00-11:00	2	3	5	1	0	0	1	73	0	2	87
11:00-12:00	2	2	0	1	0	1	1	63	2	2	74
12:00-13:00	1	2	7	4	1	1	4	42	1	0	63
13:00-14:00	0	1	0	4	1	0	5	56	1	2	70
14:00-15:00	1	2	1	2	0	0	6	37	0	2	51
15:00-16:00	4	4	0	5	0	0	2	41	1	0	57
<b>Grand Total</b>	<b>13</b>	<b>17</b>	<b>16</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>20</b>	<b>461</b>	<b>8</b>	<b>12</b>	<b>571</b>

Source: PMA Survey

2.11 Breaking the results down into destination, most users were accessing the site for the gym. A total of 461 of the total 571 visitors stated that the gym was the reason for the trip and a further eight stated that they were gym staff. It should be noted that the reasons for pick-up and drop off cars ranged from Uber Eats picking up Greggs deliveries, picking up passengers from Travelodge or people picking up family from working at the Gym, Greggs, Costa, etc. There were also a number of vehicles which entered the car park looking for the golf course car park to the north. These have been removed from analysis, however they can be found within the raw data in Appendix B.

2.12 The following pie chart breaks down the reason for the trip by percentage over the course of the Saturday survey:

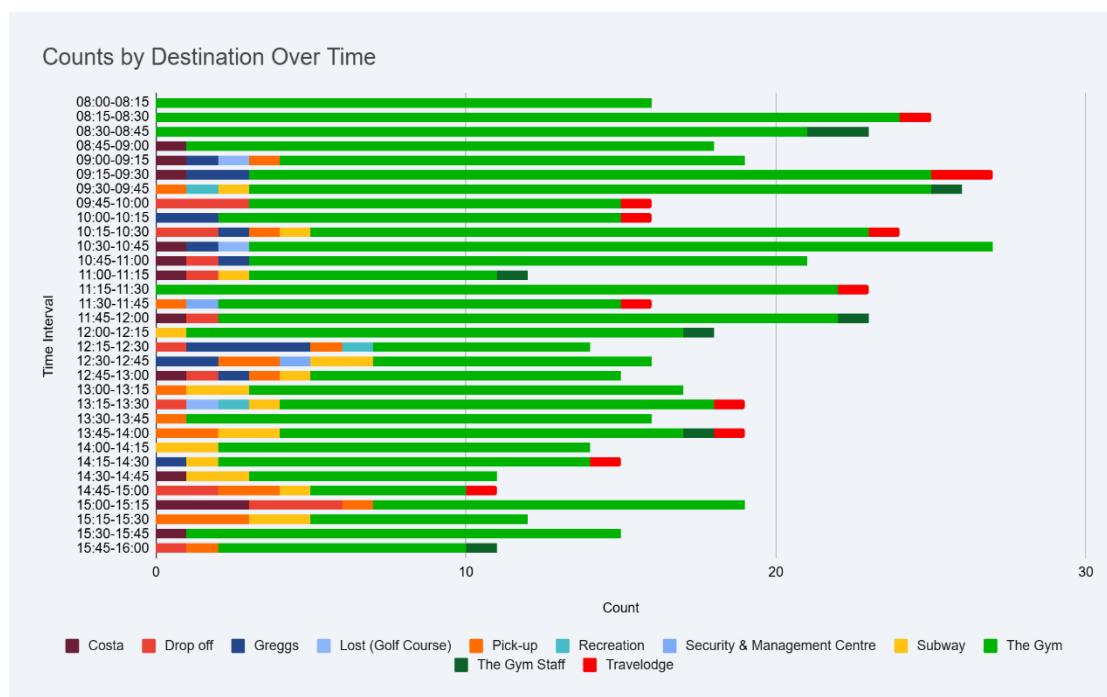
Chart 1. Percentage of Trips to Each Destination - Saturday



2.13 As can be seen, 80.7% of trips accessed the site for the gym and a further 1.4% of visitors were gym staff. The next highest reason for visit includes Subway (3.5%), picking someone up (3.3%), dropping someone off (2.9%), Greggs (2.8%), Costa Coffee (2.7%) and Travelodge (2.1%). Other reasons included recreation (0.5%) and Security and management (0.4%).

2.14 The graph on the following page breaks down all the counts of different destinations over the course of the Saturday:

Graph 1. Counts by Destination Over Time - Saturday



2.15 As can be seen from the above chart, the morning peak from 08:00 – 08:45 consists of almost exclusively gym or gym staff visitors (shown in green and dark green respectively), apart from a small number of Travelodge visitors (shown in red). Elsewhere the results are more varied, however most trips are made for the gym.

#### Results – Tuesday 24<sup>th</sup> June

2.16 A total of 807 visitors were counted on Tuesday 24<sup>th</sup> June, from 10:00 to 20:00.

2.17 The peak 15 minute beats were 17:30 – 17:45 and 17:45 – 18:00, both of which had 35 visitors in each beat respectively. Other busy periods include 12:00-12:15 (34 trips), 18:30-18:45 (33 trips), and 17:00-17:15 (32 trips). This trend suggests that people are likely visiting destinations after work hours or during lunch breaks.

2.18 The table on the following page outlines the results, split into hourly beats for ease of illustration:

Table 2. Tuesday 24<sup>th</sup> June Survey Results

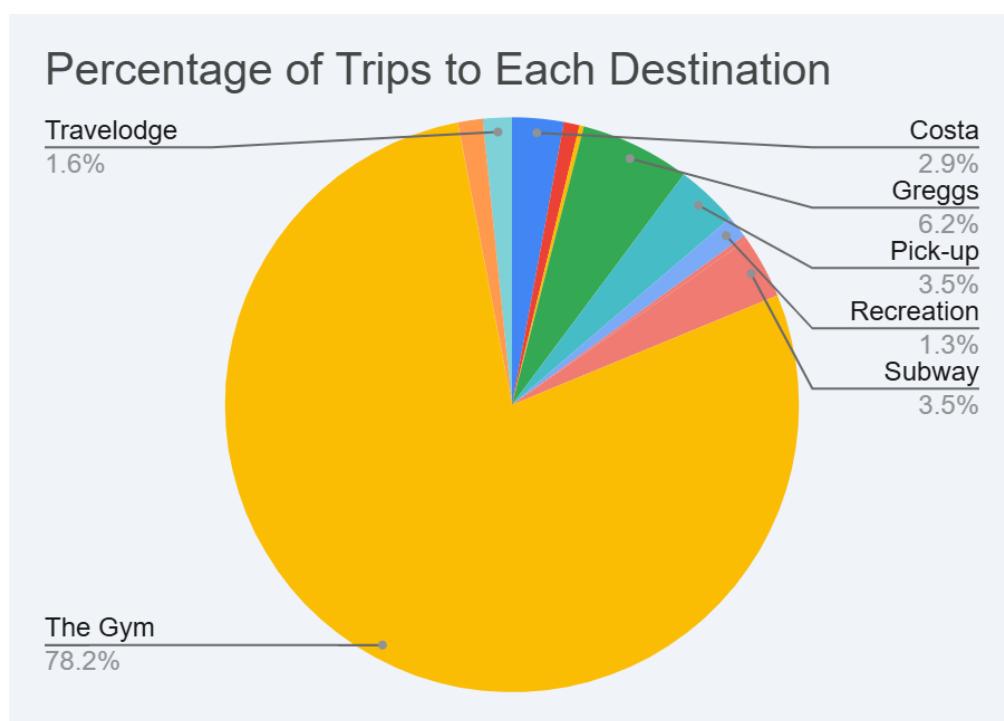
Destination	Costa	Drop off	EV Charge	Greggs	Pick-up	Recreation	Security & Management	Subway	The Gym	The Gym Staff	Travelodge	Grand Total
10:00-11:00	3	0	0	3	1	2	1	3	56	2	0	71
11:00-12:00	5	0	1	9	2	1	0	3	48	2	0	71
12:00-13:00	3	1	0	15	4	0	0	9	51	1	0	84
13:00-14:00	3	0	0	9	3	1	1	4	41	2	2	66
14:00-15:00	4	0	1	3	2	0	0	0	38	0	0	48
15:00-16:00	2	0	0	5	0	0	0	2	40	0	1	50
16:00-17:00	2	1	0	1	3	2	0	1	82	4	1	97
17:00-18:00	1	2	0	3	4	2	0	2	105	0	4	123
18:00-19:00	0	2	0	1	4	1	0	1	90	0	2	101
19:00-20:00	0	1	0	0	5	1	0	3	69	0	3	82
Grand Total	23	7	2	49	28	10	2	28	620	11	13	793

Source: PMA Survey

2.19 Breaking the results down into destination, most users were, again, accessing the site for the gym. A total of 620 visitors of the total 793 stated that the gym was the reason for the trip and a further 11 stated that they were gym staff. The next most popular destination was Greggs, with 49 trips in total.

2.20 The chart on the following page breaks down the reason for the trip by percentage over the course of the Tuesday:

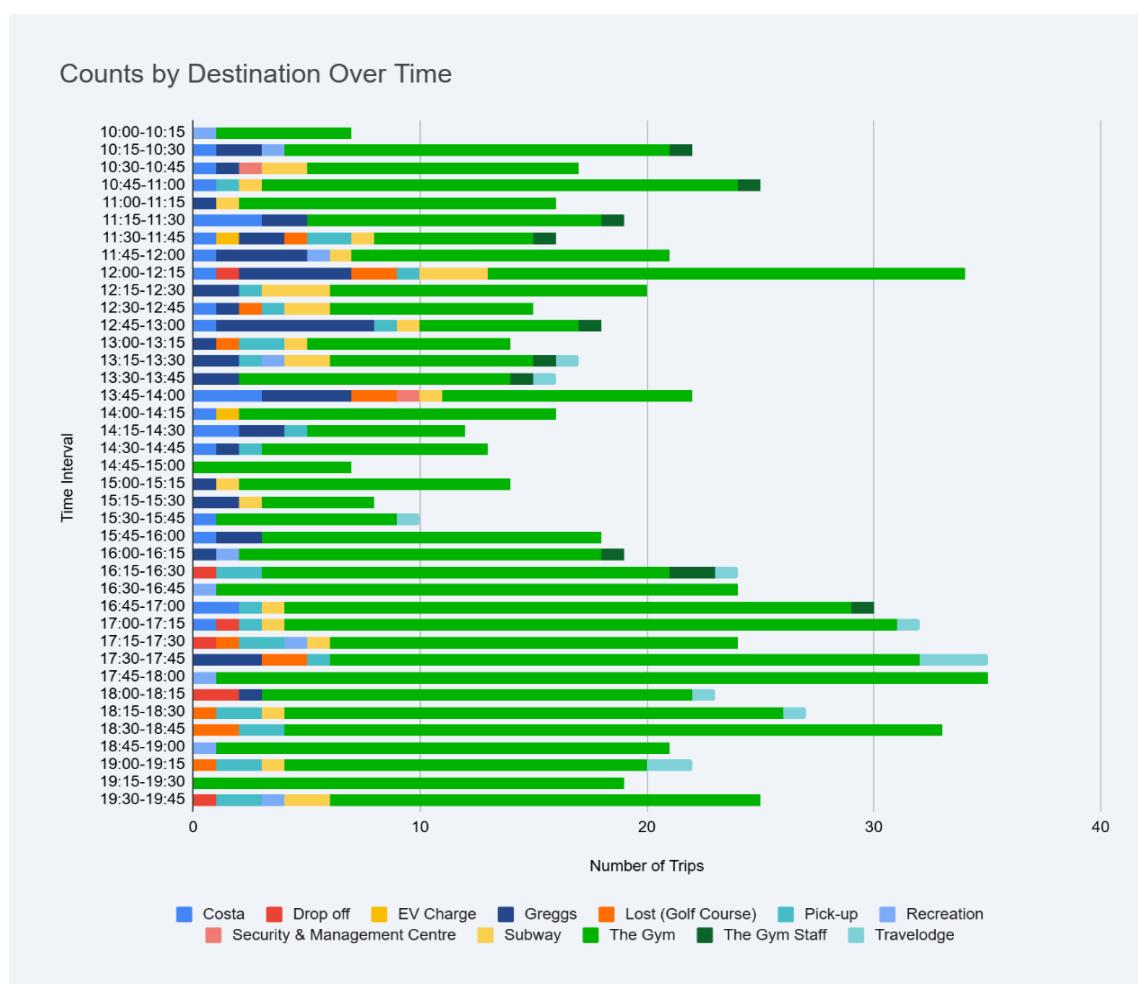
Chart 2. Percentage of Trips to Each Destination - Tuesday



2.21 The gym accounts for a significant majority of the trips, representing 78.2% of the total. This indicates that the gym is by far the most popular destination. The remaining destinations constitute much smaller proportions of the total trips. Greggs is the second most popular destination, accounting for 6.2% of trips.

2.22 The graph on the following page breaks down all the counts of different destinations over the course of the Tuesday:

Graph 2. Counts by Destination Over Time - Tuesday



2.23 Consistent with the pie chart assessment, the gym remains the most prominent destination throughout most time intervals. The large green segments in the stacked bars clearly show its significant contribution to the total counts in almost every time slot. The graph reveals a clear pattern of fluctuating activity throughout the day. The total counts across all destinations for a given time interval, varies considerably.

2.24 There is, however, a clear peak at lunchtime for the gym, around midday and afterwork, during the evening (after work).

2.25 In summary, the surveys indicate that the gym is by far the most popular destination for people parking within the Arena car park.

## The Results in Context

2.26 The Highways Officer has stated that *“By my calculations c.15no. drivers would need to be gym users able to shift to the Gym car park for the Arena car park with the development to have capacity”*. As can be seen from the data outlined herein, most visitors are accessing the car park for the gym. The overflow gym car park is therefore an option for most visitors, should the Arena car park be busy or full.

2.27 As outlined within the Transport Statement, during the Saturday parking survey, an average of 58 cars per hour accessed the car park with the gym as the primary purpose (refer to Table 1 of this report). Hourly counts ranged from 37 at 14:00 – 15:00 to 78 at 08:00 – 09:00 for the gym as the primary purpose.

2.28 During the Tuesday survey, an average of 62 cars per hour access the car park with the gym as the primary purpose (refer to Table 2 of this report). Hourly counts ranged from 38 at 14:00 – 15:00 to 105 at 17:00 – 18:00 for the gym as the primary purpose.

2.29 As also outlined within the submitted Transport Statement, the busiest weekday hourly beat of the Arena car park was 87% during the hours of 18:00 – 19:00. Of the 168 total parking spaces, 146 cars were parked within, leaving 75 spaces free. The busiest weekday hourly beat of the gym overspill car park was 12% during the hours of 19:00 – 20:00. Of the 74 total parking spaces, only nine cars were parked within, leaving 65 spaces free. The combined peak parking stress (including both car parks) was 62%, with 149 cars parking within 242 total spaces.

2.30 The busiest Saturday beat of the Area car park was 94% during the hours of 10:00 – 11:00. Of the 168 total parking spaces 158 were parked within, leaving ten spaces available. The busiest Saturday beat of the overspill car park was recorded at 35% also during the hours of 10:00 – 11:00. Of the 74 total spaces 26 were parked in, leaving 48 spaces free. The combined peak parking stress (including both car parks) was 76%, with 184 cars parking within 242 total spaces.

2.31 Also outlined within the Transport Statement - the predicted number of peak guest drivers derived from the proposals is expected on a weekday, which totalled 36 vehicle drivers, as seen within Table 7 of the report.

2.32 Our questionnaire survey revealed that 76.8% of all car visits to the site are attributed to gym visitors. When we apply this finding to the previous parking stress surveys, it indicates that 112 of the 146 cars parked in the car parks were there to visit the gym (staff vehicles are not included in this figure). 146 cars is the peak total number of cars recorded as parked within the Arena Car Park within the parking surveys previously undertaken, between the hours of during the hours of 18:00 – 19:00. 112 is 76.8% of 146.

2.33 As outlined within paragraph 5.16 of the submitted Transport Statement, the development is expected to increase the parking stress within the Arena car park and overspill car park on a weekday by 18%, from 62% to 80%. This is an isolated worst-case peak period, at all times before and after 18:00-19:00 the parking demand in the car parks is significantly less.

2.34 As outlined within paragraph 5.18 of the Transport Statement, the busiest weekend hourly beat of the combined Arena and gym overspill car parks is 76%, observed during the hour starting at 10:00. However as stated previously the hotel has little impact on this period as guests would typically be checking out in the morning and checking in at 15:00 at the earliest due to the minimum check in time based on the hotel's standard requirement. The combined parking stress at 15:00 is observed to be 52%. Of the 242 total available general needs parking spaces, 126 cars were parked, leaving 116 spaces free.

2.35 Assuming the worst-case scenario where all of the proposed 58 rooms are occupied and all 11 additional staff are present at the site at the same time, during the check-in time, the addition of 25 cars parked within the Arena car park and the removal of five spaces as part of the proposal would result in an increase to the combined parking stress by 12%, from 52% to 64%.

2.36 The data presented herein suggests that the existing parking areas possess adequate capacity. This conclusion is supported by the understanding that the majority of parking demand originates from the gym, which has access to the overflow car park.

2.37 The worst-case scenarios for both the weekday and weekend conditions of the combined car park capacity shows that the uplift in demand can be accommodated within the existing parking provision. It is likely that the increased level of parking stress would naturally encourage more gym users to use the overspill car park where they can guarantee finding a parking space without having to search for a space in the Arena car park.

2.38 It should be reiterated that any increase in parking demand generated by the proposed hotel extension is expected to result in a 'smoothing out' of parking demand across the Arena car park and the gym overflow car park. This is because gym users will seek parking availability in the designated gym overflow car park to avoid competing for a parking space within the Arena car park due to increased demand.

2.39 The parking data outlined within the Transport Statement provides historic parking data which shows that the gym overflow data was previously used more heavily by gym users. It is expected that this will return when stress increases within the main Arena car park. The historic data confirms that this can happen.

### 3.0 SUMMARY

3.1 Paul Mew Associates is instructed by BBC Pension Trust Limited in relation to a proposed extension to the existing Stockley Park Travelodge, The Arena, Stockley Park, Hayes, London, UB11.

3.2 A planning application was submitted on 28<sup>th</sup> January 2025 under planning reference 37800/APP/2025/212 in relation to the provision of 58 additional bedrooms at the Stockley Park Travelodge, to be delivered as follows:

- 13 additional rooms on the ground floor within the vacant Wetherspoons demise with a new ancillary café/bar restaurant.
- 38 additional rooms on the first floor of the serviced office suites.
- 7 additional rooms within the existing hotel at second floor level (where the existing café is located).

3.3 Additional surveys have been requested in order to find out what the visitors destination is.

3.4 Questionnaire surveys have been undertaken on Saturday 21st and Tuesday 24th June 2025. The weather was bright and dry on both days.

3.5 The data indicates that 80.3% of visitors on a Saturday and 76.8% of visitors on a Tuesday visit the site for the gym. The conclusion of the survey was therefore that the majority of users accessing the site have the ability to park within the overflow car park, if required.

3.6 As outlined within the submitted Transport Statement, a parking demand assessment found that despite the increase in parking arising from the planned hotel extension during the weekday evening peak and weekend morning peak, the parking stress across the Arena car park and the gym overflow car park remains below the 'high-stress' threshold of 85%.

3.7 The proposals will therefore not give rise to conditions prejudicial to highway capacity or road safety. The proposals will not result in any overspill parking demand or impact on free-flowing traffic on the adjoining public highway.

**APPENDIX A**  
Survey Area

# Untitled Map

Write a description for your map.

Legend

Nuffield Health  
Overflow Car Park

Golf Club Car Park

Golf Club Car Park

The Arena  
Car Park

The Arena

Key:  
Survey Area



Date: 27/06/2025  
Scale: NTS  
Source: Google Earth  
Drawing No: P2879/PTN/A

P2876: STOCKLEY PARK TRAVELODGE, HAYES, UB11 1FL  
Appendix A  
Site Context and Survey Area



PAUL MEW ASSOCIATES  
TRAFFIC CONSULTANTS  
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ  
T: 0208 780 0426 W: [www.pma-traffic.co.uk](http://www.pma-traffic.co.uk)

50 m

**APPENDIX B**  
Survey Results

P2876 Stockley Park Questionnaire Survey Results

21/06/2025

Destination	08:00-08:15	08:15-08:30	08:30-08:45	08:45-09:00	09:00-09:15	09:15-09:30	09:30-09:45	09:45-10:00	10:00-10:15	10:15-10:30	10:30-10:45	10:45-11:00	11:00-11:15	11:15-11:30	11:30-11:45	11:45-12:00	12:00-12:15	12:15-12:30	12:30-12:45	12:45-13:00	13:00-13:15	13:15-13:30	13:30-13:45	13:45-14:00	14:00-14:15	14:15-14:30	14:30-14:45	14:45-15:00	15:00-15:15	15:15-15:30	15:30-15:45	15:45-16:00	Grand Total
Costa			1	1	1					1	1	1													3		1	13					
Drop off						3		2		1	1														2	3		1	17				
Greggs			1	2		2	1	1	1							4	2	1										16					
Lost (Golf Course)		1								1																			3				
Pick-up			1		1				1					1			1	2	1	1	1	2			2	1	3	1	19				
Recreation					1												1					1							3				
Security & Management Centre													1																2				
Subway						1		1			1					1		2	1	2	1	2	2	1	2	1	2		20				
The Gym	16	24	21	17	15	22	22	12	13	18	24	18	8	22	13	20	16	7	9	10	14	14	15	13	12	12	8	5	12	7	14	8	461
The Gym Staff			2			1							1			1	1													1	8		
Travelodge		1			2		1	1	1				1	1						1	1	1	1	1						12			
Grand Total	16	25	23	18	19	27	26	16	16	24	27	21	12	23	16	23	18	14	16	15	17	19	16	19	14	15	11	11	19	12	15	11	574

**P2876 Stockley Park Questionnaire Survey Results**

24/06/2025

Destination	10:00-10:15	10:15-10:30	10:30-10:45	10:45-11:00	11:00-11:15	11:15-11:30	11:30-11:45	11:45-12:00	12:00-12:15	12:15-12:30	12:30-12:45	12:45-13:00	13:00-13:15	13:15-13:30	13:30-13:45	13:45-14:00	14:00-14:15	14:15-14:30	14:30-14:45	14:45-15:00	15:00-15:15	15:15-15:30	15:30-15:45	15:45-16:00	16:00-16:15	16:15-16:30	16:30-16:45	16:45-17:00	17:00-17:15	17:15-17:30	17:30-17:45	17:45-18:00	18:00-18:15	18:15-18:30	18:30-18:45	18:45-19:00	19:00-19:15	19:15-19:30	19:30-19:45	19:45-20:00	Grand Total
Costa	1	1	1		3	1	1	1	1						3	1	2	1															23								
Drop off								1																								1	7								
EV Charge					1																												2								
Greggs	2	1	1	2	2	4	5	2	1	7	1	2	2	4		2	1	1	2												49										
Lost (Golf Course)						1	2		1	1		2																			14										
Pick-up			1		2		1	1	1	1	2	1				1	1					2	1	1	2	1	2	1	2	1	28										
Recreation	1	1				1					1										1	1	1	1	1	1	1	1	1	10											
Security & Management Centre		1										1																				2									
Subway		2	1	1	1	1	3	3	2	1	1	2	1				1	1	1					1	1	2	1	2	1	2	1	28									
The Gym	6	17	12	21	14	13	7	14	21	14	9	7	9	9	12	11	14	7	10	7	12	5	8	15	16	18	23	25	27	18	26	34	19	22	29	20	16	19	19	15	620
The Gym Staff	1	1	1	1	1	1				1	1	1									1	2	1													11					
Travelodge																							1	1	3	1	1	1	2	1	1	13									
<b>Grand Total</b>	<b>7</b>	<b>22</b>	<b>17</b>	<b>25</b>	<b>16</b>	<b>19</b>	<b>16</b>	<b>21</b>	<b>34</b>	<b>20</b>	<b>15</b>	<b>18</b>	<b>14</b>	<b>17</b>	<b>16</b>	<b>22</b>	<b>16</b>	<b>12</b>	<b>13</b>	<b>7</b>	<b>14</b>	<b>8</b>	<b>10</b>	<b>18</b>	<b>19</b>	<b>24</b>	<b>24</b>	<b>30</b>	<b>32</b>	<b>24</b>	<b>35</b>	<b>35</b>	<b>23</b>	<b>27</b>	<b>33</b>	<b>21</b>	<b>22</b>	<b>19</b>	<b>25</b>	<b>17</b>	<b>807</b>