Table 9.1: Estimated Construction Trip Generation

Construction stage	Period of stage	No. of trips (monthly)	Peak no. of trips (Daily)
Site setup and demolition	Q1 2024 - Q4 2024	1,040	40
Basement excavation and piling	Q2 2024 - Q2 2025	1,040	40
Sub-structure	Q4 2024 - Q4 2025	1,040	40
Super-structure	Q2 2025 - Q2 2027	1,040	40
Cladding	Q4 2026 - Q2 2027	650	25
Fit-out, testing and commissioning	Q2 2027 - Q3 2027	1,040	40
Peak period of construction	**Q4 2024 - Q4 2024**	**2,340**	**90**

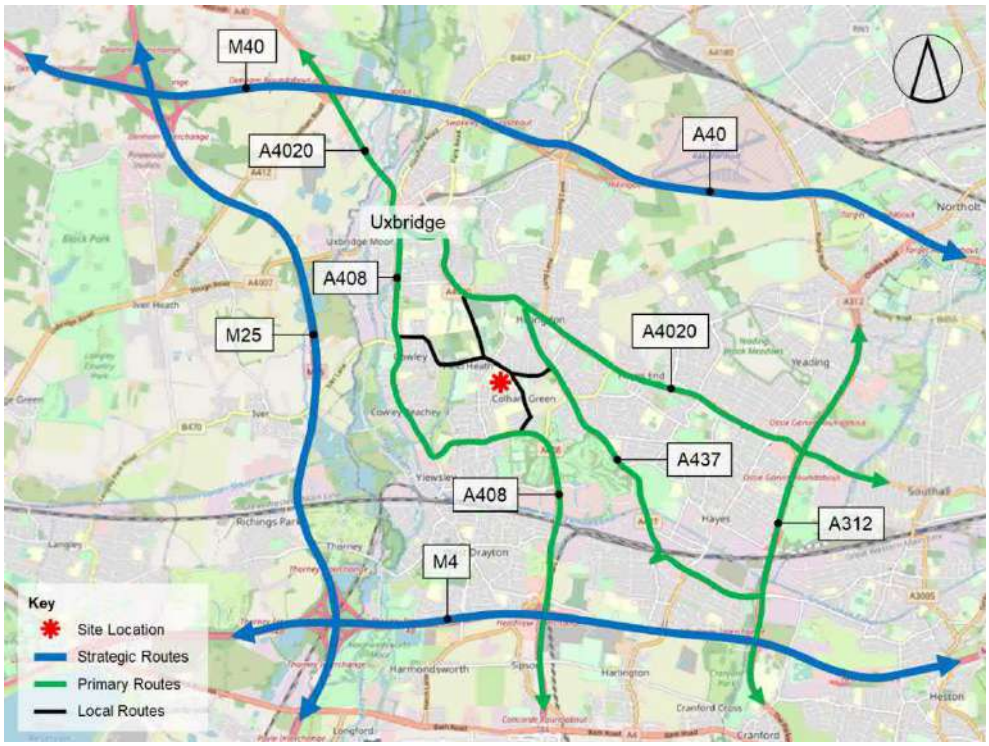
9.3.2 During the peak month of construction, the preliminary estimate is that there will be approximately 2,300 construction vehicle trips generated by the site. This equates to around 90 vehicles per day and 17 vehicles in the peak hour, assuming 20% of vehicles arrive during the peak.

9.4 Construction Traffic Routeing

9.4.1 Construction traffic is anticipated to route predominantly from the south, via Colham Green Road and Park View Road from the A408. This is a primary route connecting to the strategic network at Junction 4 of the M4 motorway. More localised construction traffic may use Pield Heath Road (east of Colham Green Road) to access the site from the A437 or Pield Heath Road (west of Royal Lane) to access the site from the A4020.

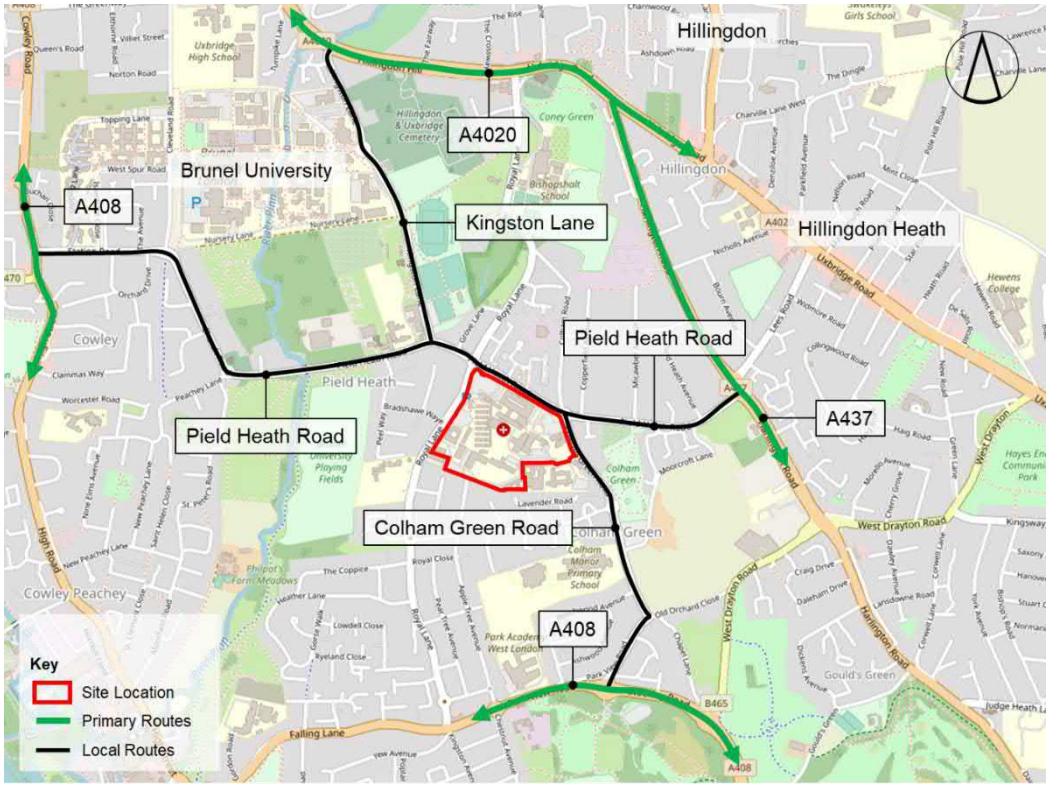
9.4.2 The construction traffic routes intended to be used are shown in Figure 9.2 and Figure 9.3.

Figure 9.2: Planned Construction Traffic Routes - Regional



Source: Open Street Map

Figure 9.3: Planned Construction Traffic Routes - Local



Source: Open Street Map

9.5 Mitigation of Construction impacts

9.5.1 A number of mitigation measures have been set out in the CLP. These measures can be used to mitigate against the impact of increased construction vehicle movements around the site and on the local highway network. Some of the key mitigation measures are described below, however, this is not an exhaustive list and full details are contained in the CLP.

9.5.2 The use of electric freight vehicles will be encouraged for deliveries to the Site. In addition, the use of a delivery management system during construction will be encouraged to control the volume of deliveries to site.

9.5.3 The use of Construction Consolidations Centres (CCCs) to reduce the impact of freight and deliveries on the transport network are anticipated to be used during the construction period. Components and materials can be delivered in bulk from suppliers to the CCC where deliveries are checked and securely stored. When deliveries are required at site, they can be delivered from the CCC in consolidated loads. This means that deliveries can arrive at site when needed, delivery vehicles can be used for reverse logistics operations by taking waste/damaged goods back to the CCC on the return journey, and the amount of delivery trips to and from the site are reduced.

9.5.4 To ensure safe operation, the use of Fleet Operator Recognition Scheme (FORS) accredited suppliers will be encouraged to ensure safety for cyclists is maintained throughout construction.

Where possible, construction deliveries will be encouraged to take place out of school opening and closing times, and the Community Engagement Officer will be encouraged to regularly contact the school to share information in order to maximise child and pedestrian safety.

10 Summary

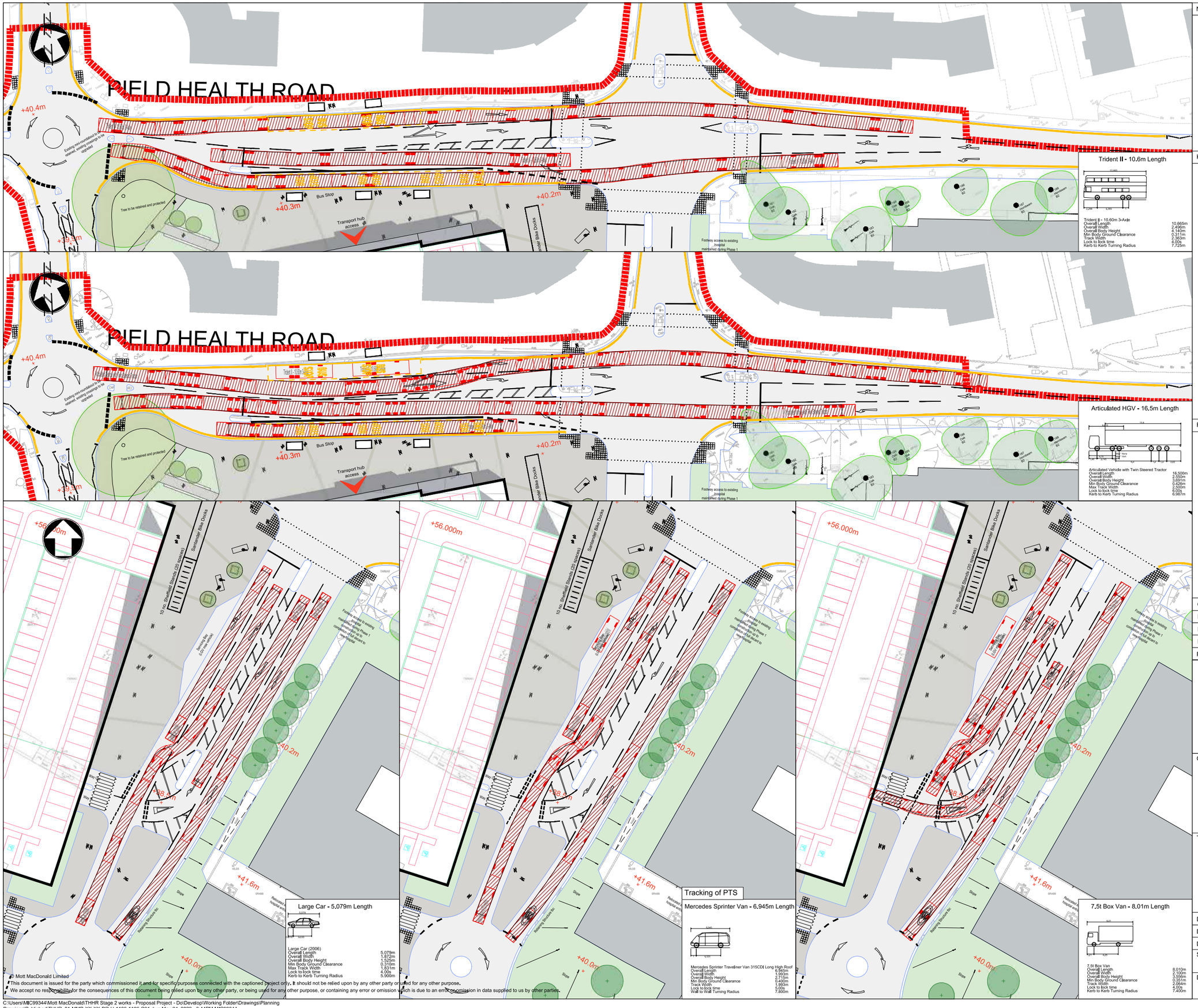
10.1.1 This section summarises the key findings of the TA, including transport issues, impacts, and opportunities related to the proposed development. The proposed mitigation for any impacts are also summarised. This is presented in the form of a summary table, Table 10.1.

Table 10.1: Summary Table

	Key transport issues, impacts, and opportunities	Solutions, mitigation, and proposed features
Policy and Guidance	Policies are set out from a number of National, Regional and Local planning policy documents	The proposals comply with all planning policies through the redevelopment design as well as a number of travel planning measures
Transport Planning for People	The new hospital is for patients seeking healthcare of a variety of forms. Due to this use the hospital also generates trips associated with visitors, staff and ancillary trips associated with deliveries to and servicing of the hospital.	The data summarised from the Travel in London report demonstrates a sustained steady shift towards more sustainable travel and continuing to push towards the Mayor's goal of 80% of trips being made by sustainable modes (on foot, by cycle, or using public transport) by 2041. The redevelopment provides an excellent opportunity to maximise the benefits of these changes in demand and mode share and support the formation of a new sustainable community, led by an exemplar hospital.
Site and Surroundings	**Walking** – substandard or absent infrastructure, various routes are severed, footways are not of sufficient width and tactile paving is missing. **Cycling**- Limited routes and connections, some areas with no formal cycle provision or protection. **Public transport** – bus stops on Pield Heath Road conflict with traffic, not all bus stops have shelter or seating. **Delivery & servicing** – no delivery and servicing access from highway network, and access is substandard. **Car –** car parking spread across site with a fragmented layout.	**Walking** – provide network of high-quality pedestrian routes and public realm areas, including new signalised crossing, zebra crossings, tactile paving, widened footways, and priority crossings. **Cycling** – high quality facilities including secure long stay cycle parking, short stay parking, 6m pedestrian and cycle route, low-speed environment within the site and cycle hire scheme. Wider enhancements to be delivered through S106 agreement. **Public transport** – corridor widening scheme to enable two-way flow of traffic between stopped buses. Buses diverted into the site with on-site bus stops in Phase 1c. **Delivery & servicing –** access via Colham Green Road upgraded, new enlarged bays, and turning area to be provided in the Service Yard.

	Key transport issues, impacts, and opportunities	Solutions, mitigation, and proposed features
		Car – road within site to be 6m wide, 781 spaces in MSCP, and 161 spaces in the surface car park, each of which will include electric vehicle charging and car club bays.
Active Travel Zone (ATZ)	There is a lack of dedicated cycle/pedestrian crossing facilities/provision, no wayfinding information, no clear lighting, vehicles parked on footway, and a lack of tactile crossings.	Recommendations are given to: Provide dropped kerbs/ramps and add additional pedestrian crossings to enable crossing at junctions, and reduce the number of obstructions on the footway. Provide cycle signage on road, provide better wayfinding information, and improve junction access to Celadine Way. Provide clear markings on road and in junctions, add lighting bollards, and restrict on-road parking along Colham Green Road.
Travel Demand	The existing hospital trips have been calculated using a CTDM which has been validated against surveys. Patients and staff number changes and mode share changes have been applied to this to calculate the forecast trip generation for the site. This trips have then been distributed to the network using existing ANPR data.	The Scenario 1 trip generation is lower than the existing trip generation at the hospital due to staff and patient number changes. The scenario 2 trip generation forecasts fewer car trips and more active travel trips due to the evidenced mode share forecast.
London-wide network	There is a forecast decrease in trips across all sustainable modes. Although there is an increase in the sustainable mode share percentage, the total amount of trips for all modes reduces, which means that there is also a reduction in sustainable trips.	Due to the reduction in the use of sustainable modes, there will be no impact on the capacity of the bus services, cycling infrastructure or footway infrastructure.
Local Network Assessment	Standalone junction modelling has been undertaken on the local highway network. A VISSIM model is currently being developed to support the results of this assessment.	Due to the reduction in car trips generated by the redevelopment compared to the existing site, the assessment shows that the operation of the local highway network will be improved with the proposed scheme when compared to the future baseline.
Construction	A construction trip generation and construction traffic route have been calculated within the TfL CLP tools. The CLP sets out the construction impacts and a number of measures to mitigate the impacts	The CLP sets out how the contractors could minimise vehicle emissions and noise levels from construction traffic; improve safety for all road users around development site and on roads used by construction traffic; minimise the amount of vehicle trips, especially during peak periods, and use efficient working practices so that fewer vehicle trips are made.

A. Design Drawings of Highway Schemes



Notes

Key to symbols

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
C01	25.05.22	AM	Published for planning submission	MF	MS
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Hillingdon Hospital Redevelopment
Access Arrangement
Phase 1
Tracking Sheet 1

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Drawn	C Dury	CD	Coordination		
Dwg check	J Burkin	JB	Approved	M Staniland	MS

Scale at A1	Status	Rev	Security
NTS	A2	C01	STD

Drawing Number

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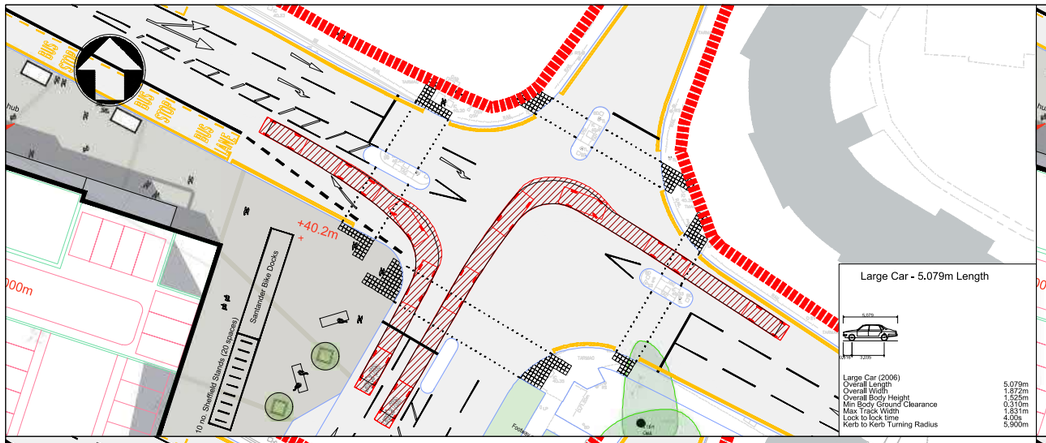

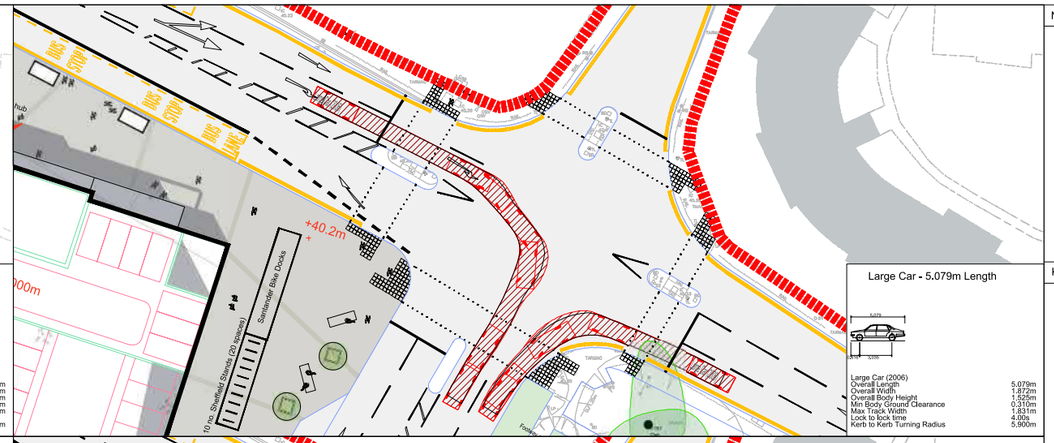

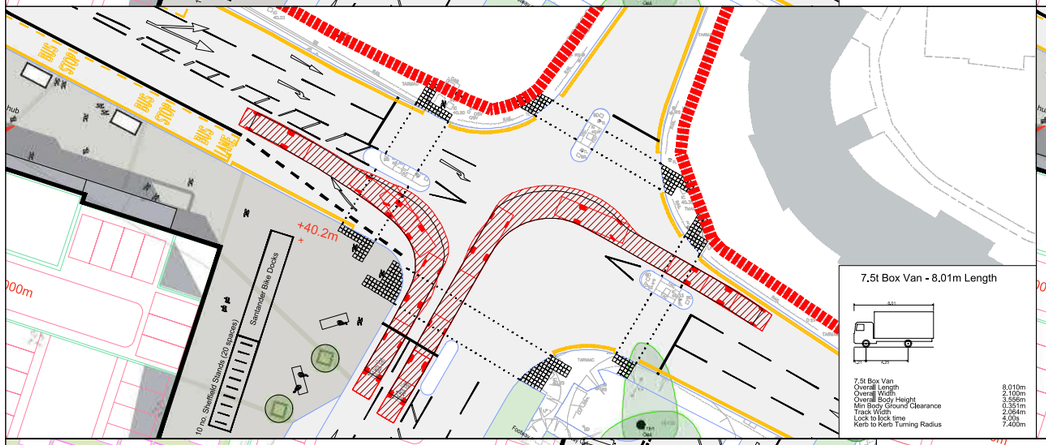

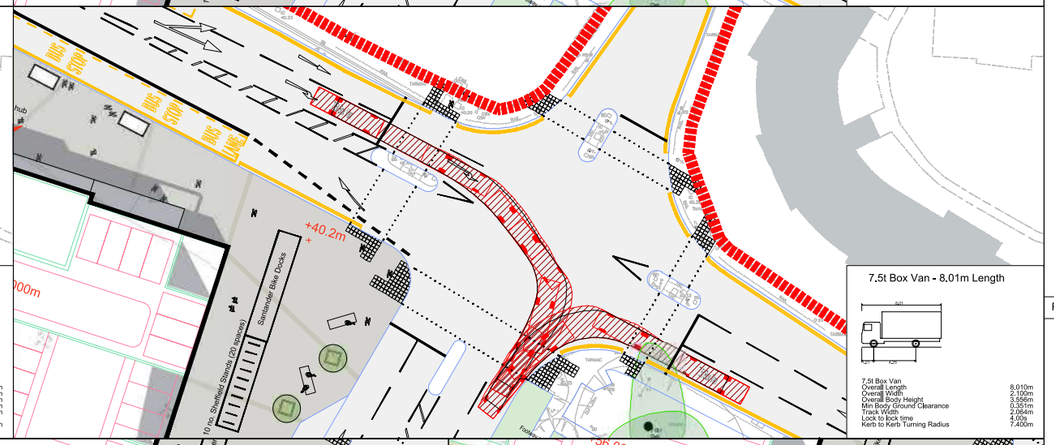

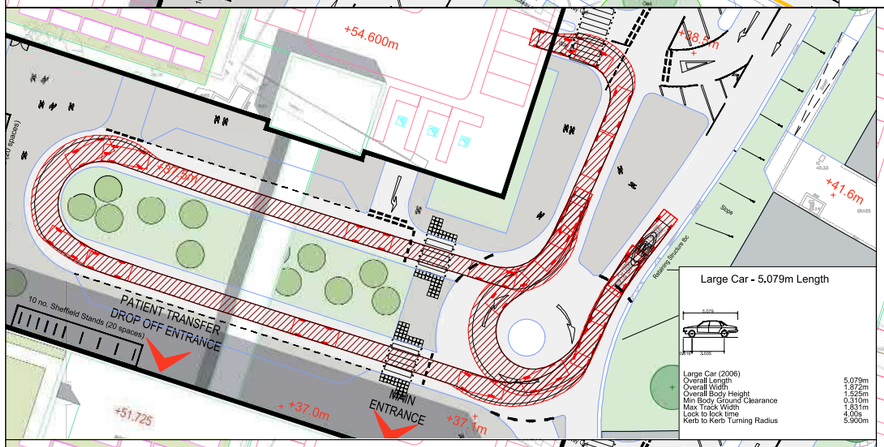

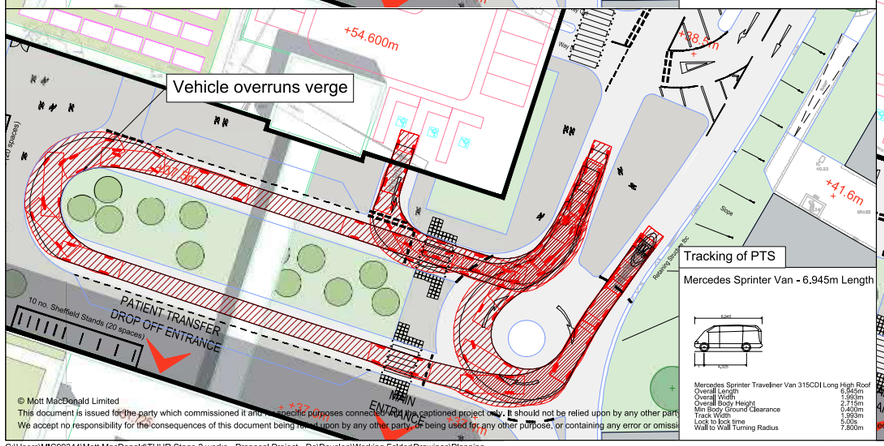

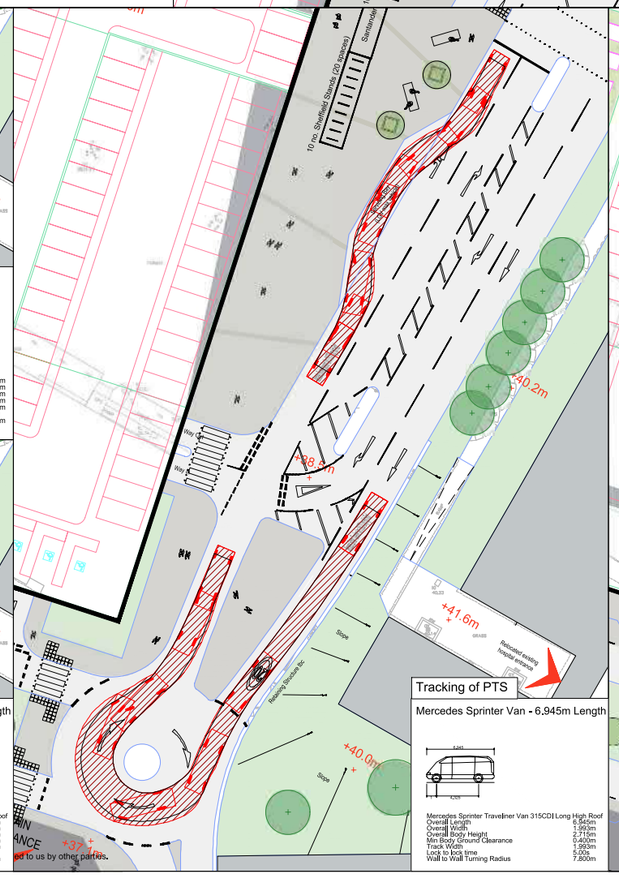

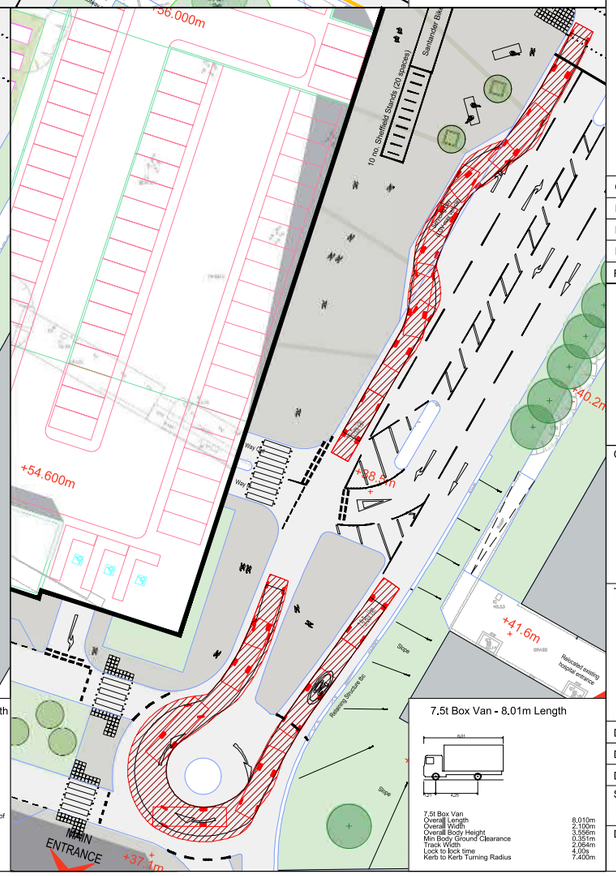

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Dwg check	J Burkin	JB	Approved	M Staniland	MS

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NTS	A2	C01	STD

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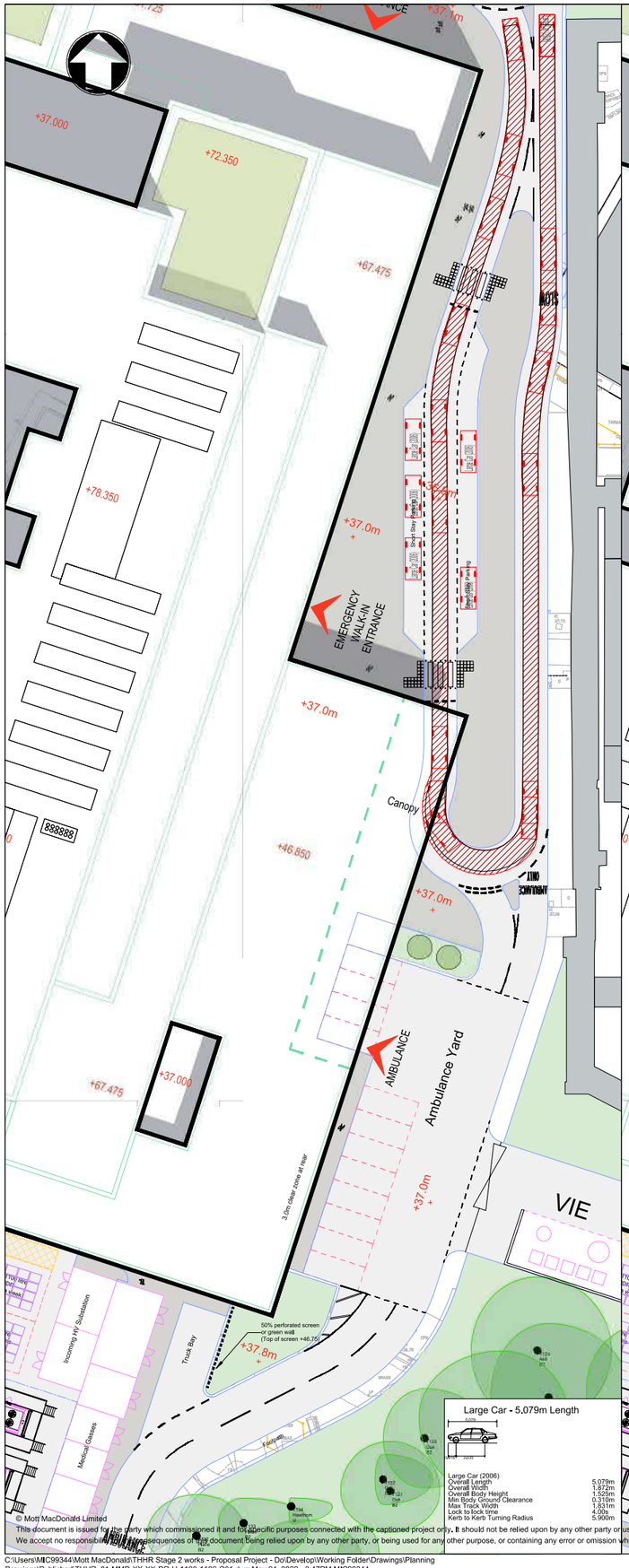

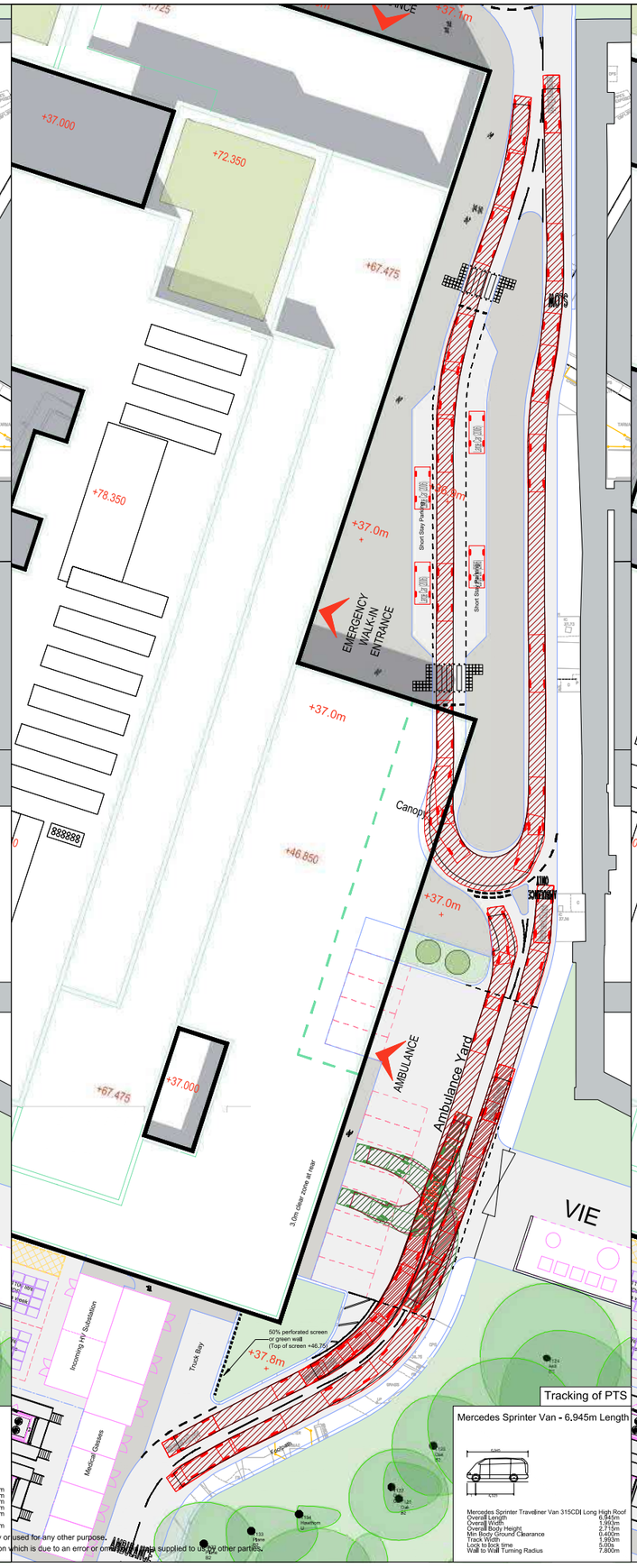

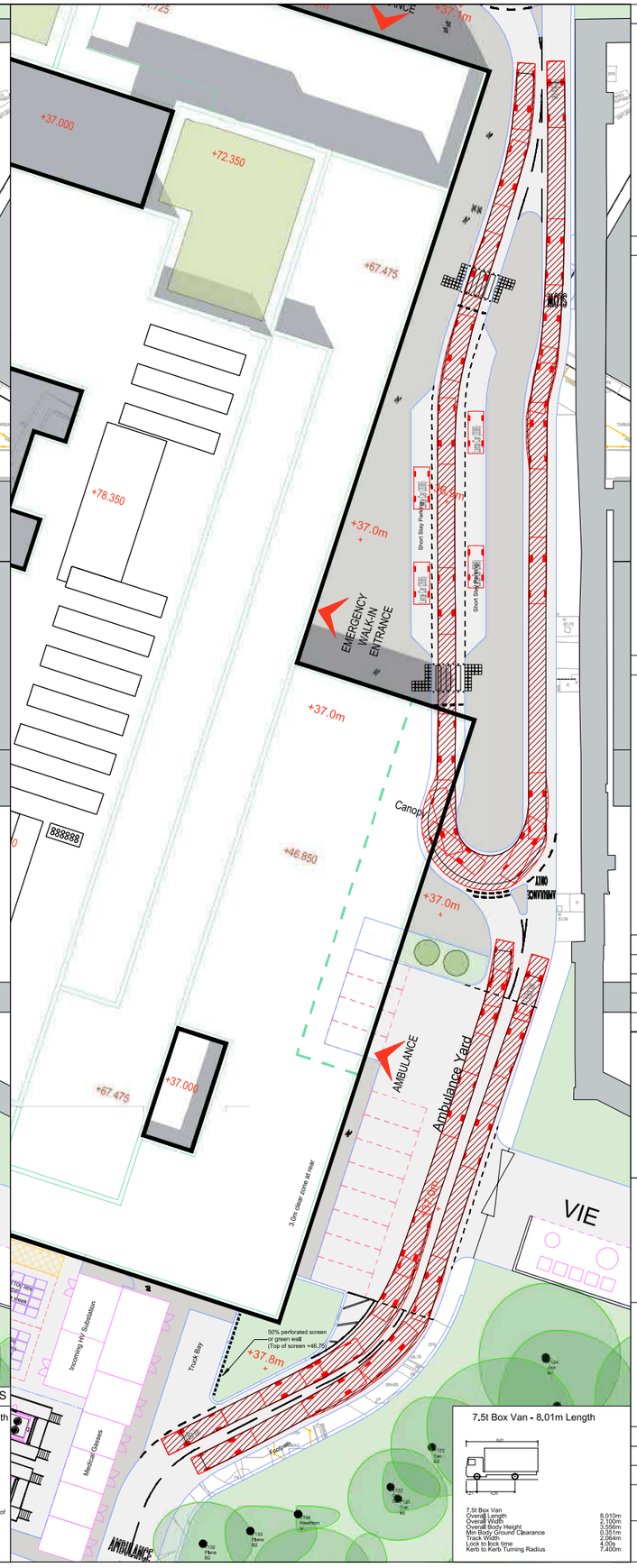

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