Hatton Cross Station Car Park

Transport Statement

Client: Fast Places Limited

i-Transport Ref: JCB/JL/IT200723-001B

Date: 17 January 2025

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITL200723-001	Draft	13/12/2024	JL/DM	JCB
ITL200723-001A	For Submission	18/12/2024	JL/JN	JCB
ITL200723-001B	Minor Edits	22/01/2024	JL/DW/JN	JCB

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ITB200723-GA-001A

ITL200723-GA-002

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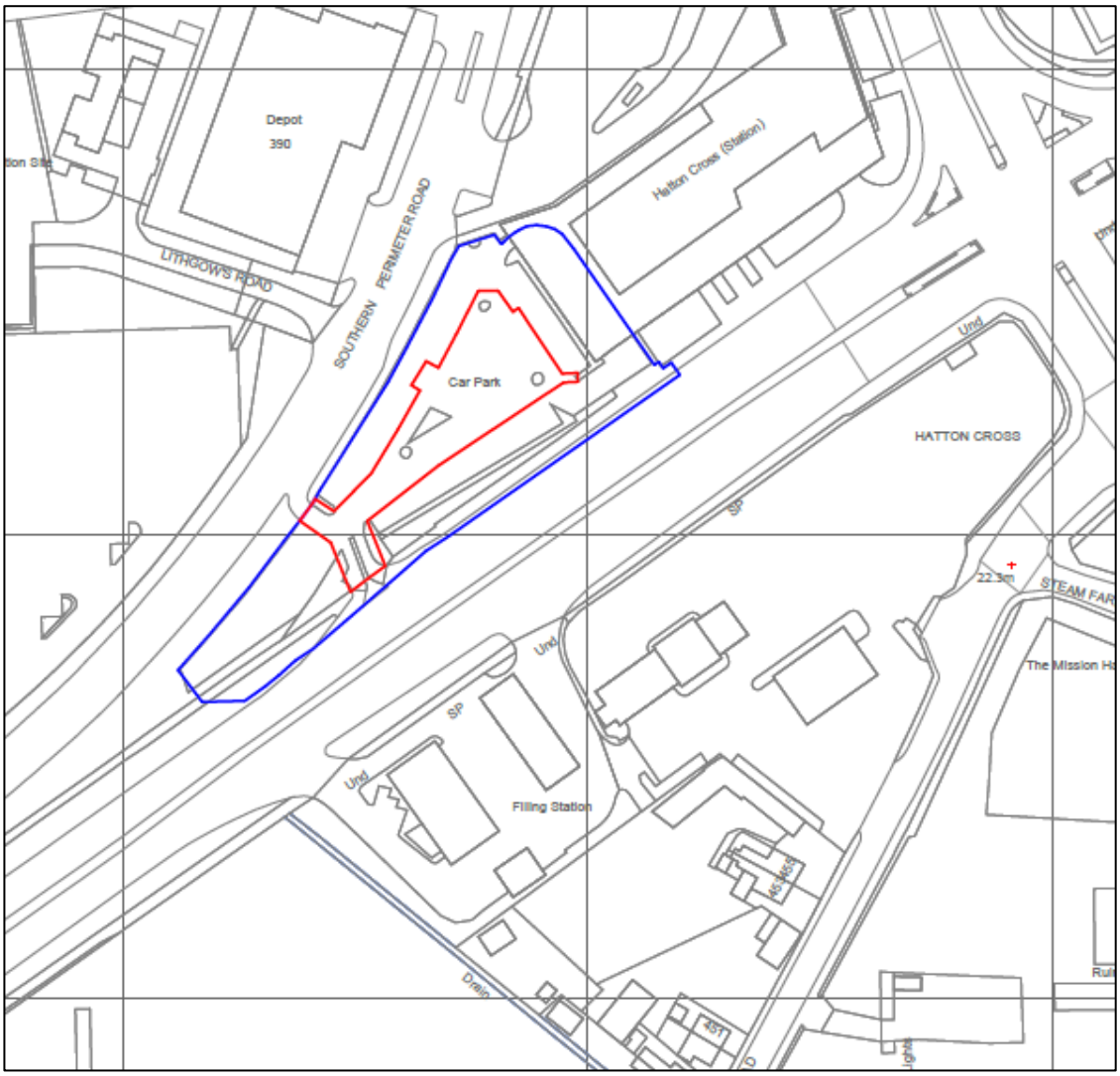
SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 Fast Places Limited (the 'Applicant') proposes to redevelop part of the existing Hatton Cross Station Car Park, to provide a new ultra-rapid Electric Vehicle (EV) charging hub. This Transport Statement (TS) has been prepared to assess the proposal in highways and transport terms and to accompany the planning application.

1.1.2 The site is located off the A30 Great South-West Road and adjoins Hatton Cross Underground Station. It is placed in a triangular piece of land between Southern Perimeter Road and the A30, with its northern border being Hatton Cross station. A site location plan is shown below in **Image 1.1**.

Image 1.1: Site Location Plan



Source: Fastned UK Ltd

1.1.3 The site is located within the London Borough of Hillingdon (LBH), the local planning authority responsible for determining the application. As the A30 Great South-West Road forms part of the Transport for London Road Network (TLRN), Transport for London (TfL) are the local highway authority in this instance, and thus, any highways impact as a result of the proposal must also be acceptable to them.

1.2 Scope and Structure

1.2.1 This TS sets out that the transport and highways impacts of the proposed development are acceptable and in line with the transport strategy and sustainability goals of both LBH and the Mayor of London / TfL and LBH.

1.2.2 The remainder of this TS is structured as follows:

- Section 2 sets out the national and local transport policy context for the site and identifies that ultra-low and zero emission electric vehicles, for which the development proposal provides, are identified as 'sustainable transport modes'.
- Section 3 reviews the existing transport conditions in the vicinity of the site and indicates that the site is well situated to the strategic highway network, in order to facilitate pass-by and diverted trips to the site from vehicles that are already making journeys in the vicinity of the site.
- Section 4 details the development proposal and demonstrates that safe and suitable access can be achieved via the existing accesses into the site, and that the design accords with relevant local and national design guidance.
- Section 5 undertakes a traffic impact assessment of the small development proposal. The analysis indicates that there is sufficient existing parking capacity within the Hatton Cross Station car park to absorb the development proposal. In addition, the majority of vehicle trips to and from the site will comprise vehicle trips that are already traveling on the highway network in the vicinity of the site.
- Section 6 provides a summary and reaches the conclusion that the development proposal is acceptable in transport and highway terms.

SECTION 2 POLICY CONTEXT

2.1.1 To provide context for the assessment of this application, this section of the TS provides an overview of national and local transport planning policies relevant to the proposed development. It is reminded that the proposed development comprises conversion of parking to EV parking and therefore the transport considerations relate to parking only; the site is not expected to generate 'new' vehicle trips (see Section 5).

2.2 National Planning Policy Framework

2.2.1 To accord with the overarching national policy requirements, the development will need to comply with the following 'key transport tests' as set out in Paragraph 115 of the NPPF (December 2024):

- Sustainable transport modes are prioritised, taking account the vision for the site, the type of development and its location (EV parking adjacent a-road – noting the NPPF includes ultra-low and zero emission vehicles in its definition of 'Sustainable Transport Modes');
- Safe and suitable access to the site can be achieved;
- The development is designed in accordance with local and national design guidance; and
- Any significant impact from the development on the transport network in terms of capacity and congestion or highway safety can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.3 Regional and Local Policy

2.3.1 There is limited planning policy specifically addressing the conversion of existing parking to electric vehicle charging bays. Notwithstanding, various policy documents include overarching aspirations to facilitate the uptake of electric vehicles.

Regional Policy

2.3.2 The Mayor's Transport Strategy 2018 discusses the switch from petrol and diesel vehicles to electric vehicles, stating in proposal 34 that:

> ***"The Mayor, through TfL and the boroughs, will work with Government and stakeholders across London to ensure that sufficient and appropriate charging and refuelling infrastructure is put in place to support the transition from diesel – and petrol – powered vehicles to Ultra Low Emission Vehicles,"***

2.3.3 The Mayor's Transport Strategy also states on page 107 that:

> ***"TfL must take significant steps to achieve zero emission transport and accelerate the switch to ultra-low and zero emission technologies,"***

2.3.4 Therefore, TfL is expected to support the transition to low-emission vehicles and this application seeks to amend parking within an existing TfL station car park to facilitate that transition.

Local Policy

2.3.5 LBH has a local plan made up of two parts; Part 1 (adopted in 2012), which covers strategic policies for the borough; and Part 2 (adopted in 2020), which covers development management policies and site allocations.

2.3.6 Strategic Objective SO12 of the plan explicitly calls for the promotion of safe and sustainable forms of transport (with the NPPF including ultra-low and zero emission vehicles as sustainable forms of transport. Likewise, both parts of the local plan show support for the implementation of EV parking and charging bays, with Part 1 stating in paragraph 9.14:

> ***"The installation of electric vehicle charging points can help those who are car-dependent to reduce their emissions and in turn their contribution to climate change."***

2.3.7 This sentiment is further expanded on in Part 2, with paragraph 8.31 stating that:

> ***"the Council will ensure that car parking areas…are well lit, safe and secure;… with provision for electric vehicle parking."***

2.3.8 The proposal, therefore, aligns with the policy ambitions of LBH, ensuring that electric vehicles are provided for within developments.

SECTION 3 EXISTING TRANSPORT CONDITIONS

3.1.1 This section of the TS details existing transport conditions within the vicinity of the site including the existing car park access and layout, detail regarding the immediate local highway network and road safety conditions.

3.2 Site Location

3.2.1 The site is located in Hatton Cross on the A30 Great South-West Road, immediately to the east of Heathrow Airport and adjacent to Hatton Cross Underground Station. The site falls within the administrative boundary of the London Borough of Hillingdon (LBH).

3.3 Existing Site Layout

3.3.1 The site is currently a 106-space car park with access taken directly from the A30 Great South-West Road in the form of a left-in left-out only arrangement and serves as a station car park for the neighbouring Hatton Cross Underground Station. There is also an additional access from Southern Perimeter Road in the form of a left-in slip road, however this access is currently closed (i.e. the site currently actively takes access to/from Great South-West Road only). An informal drop-off area is also located within the car park and adjacent Hatton Cross station.

3.4 Local Highway

3.4.1 The site is very well located to the local and strategic highway network. The A30 Great South-West Road runs south of the site and is a dual carriageway road, subject to a 40mph speed limit. It provides connections between the M25 to the west at Egham and Henlys Roundabout to the east at Hounslow. There is street lighting on both sides of the carriageway.

3.4.2 To the east of Hatton Cross Underground Station is a four-arm signalised junction linking Faggs Road, also a 40mph dual carriageway and the A30. Southern Perimeter Road runs north of the site and provides access to Heathrow Airport.

3.4.3 A 'magic roundabout' is located northeast of the site opposite Hatton Cross Underground Station, comprising of five mini roundabouts connecting Faggs Road, Southern Perimeter Road, Viscount Way, Eastchurch Road and Envoy Avenue.

3.4.4 **Image 3.1** overleaf illustrates the site location in the context of the local highway network. It demonstrates the development site is a location that is very well connected to the local and strategic highway network. Existing and future ultra-low and zero emission vehicles already making trips in the vicinity will be able to pass-by the site or divert to it as part of longer journeys.

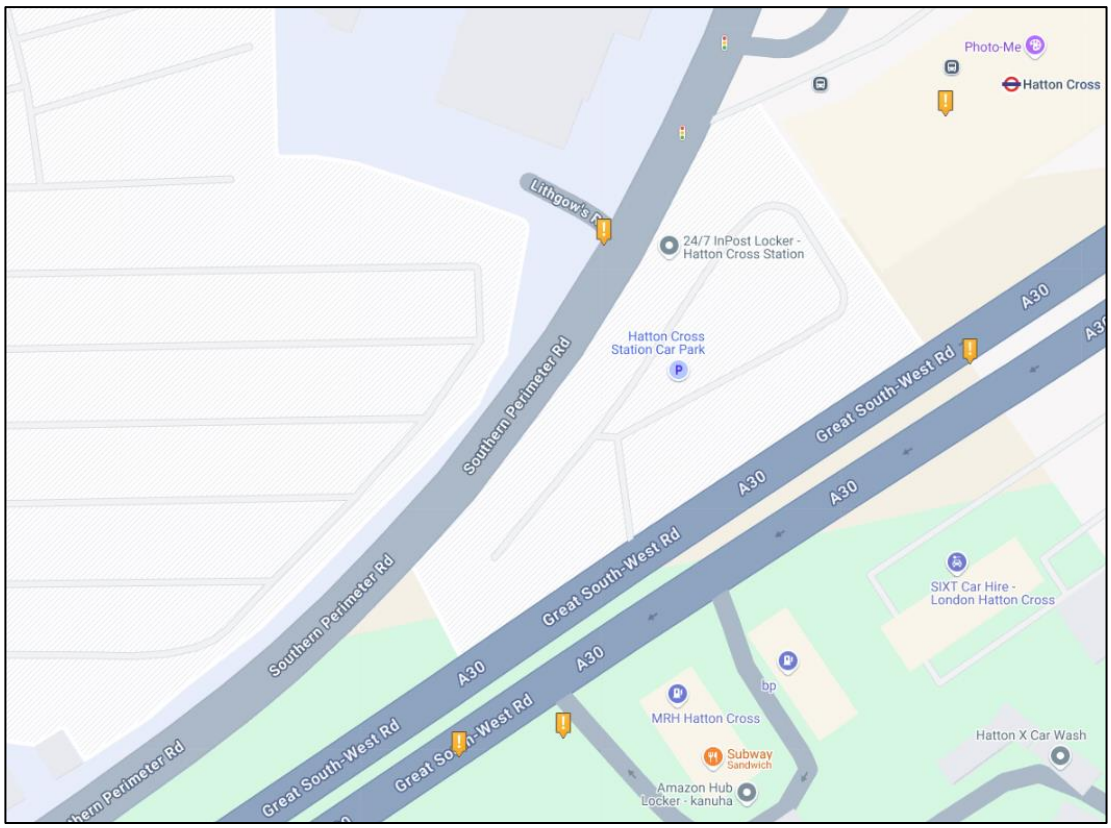
Image 3.1: Site Location Plan

Source: Consultant Figure

3.5 Road Safety

3.5.1 Personal Injury Accident (PIA) data has been obtained from CrashMap for the latest five-year period between 2018 and 2023. The study area includes both the site accesses. An extent of the map is provided below in **Image 3.2** below.

Image 3.2: CrashMap Extract



Source: CrashMap

3.5.2 The data indicates no accidents have been recorded within the study area, during the most recent five-year period, demonstrating that there are no existing highway safety issues associated with either of the vehicle accesses into the site.

3.6 Summary

3.6.1 The development site is within Hatton Cross Station Car Park. It is a 106-space car park, primarily to serve Hatton Cross Underground Station and the commuters that use it.

3.6.2 The site is well located to the existing local and strategic highway network. Existing access is taken from the A30 Great South-West Road, via a left-in, left-out only junction. The surrounding highway network is mostly multi-lane classified roads, which is appropriate given its proximity to Heathrow Airport. Existing and future ultra-low and zero emission vehicles already making trips in the vicinity of the site will be able to pass-by the site or divert to it as part of longer journeys. A review of collision data does not indicate any existing highway safety issues.

SECTION 4 DEVELOPMENT PROPOSAL

4.1.1 This section of the TS sets out the development proposal with respect to access and layout.

4.2 Proposed Scheme

4.2.1 Fast Places proposes to install a new ultra-rapid electric vehicle charging hub within the existing Hatton Cross Station Car Park. The charging hub is proposed to have 12 spaces, with charging stations that will provide a full charge within 45 minutes.

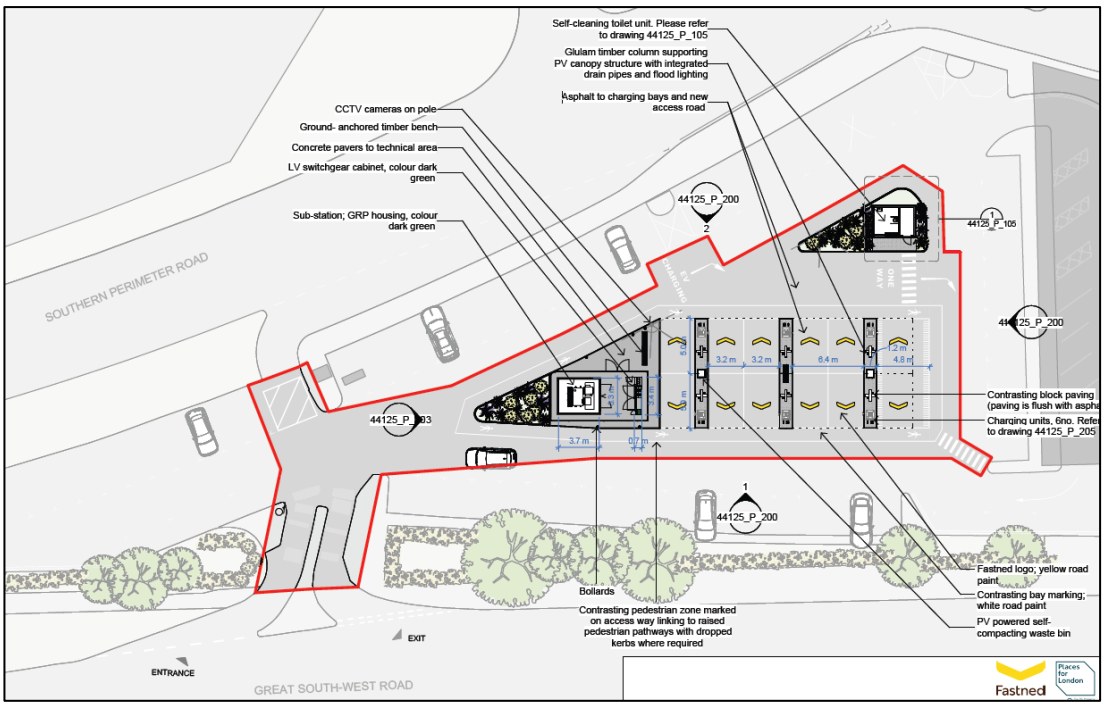
4.2.2 The operation of the hub will act similarly to a petrol station, with a first come, first serve model. The maximum time allowed for a vehicle to be parked at a charging point will be one hour. This is to allow for a full charge plus 15 minutes grace for customers to come back to their cars if they leave the vehicle unattended. Ancillary facilities such as a toilet will also be introduced within the car park, to provide such facility for Fast Places customers.

4.2.3 The proposed scheme will remove 26 spaces from the existing 106-space car park, meaning a reduced capacity of 80 spaces at the site, as the 12 new EV spaces will not be used for standard parking. Additional changes to the site layout include indicative walking routes and crossing points to facilitate access to the toilet and the pedestrian entrances of the site (in the event drivers which to leave site for a short period whilst a vehicle is charging).

4.2.4 Servicing requirements for the site are not expected to notably change as a result of the proposal, albeit occasional maintenance of EV bays will be required.

4.2.5 An extract of the proposed site layout is shown in **Figure 4.1** overleaf, with the plan included in **Appendix A**.

Figure 4.1: Proposed Site Layout



Source: Fastned UK Ltd

4.3 Access

4.3.1 Vehicle access to the site is unchanged from Great South-West Road as a result of the proposal and will remain as per the current left-in, left-out arrangement.

4.3.2 The existing vehicle access to the car park off Southern Perimeter Road is currently gated, as noted in Section 3 above. The proposed site layout plan retains the option to re-open this access on the northern edge of the site to allow for greater convenience for potential customers looking to use the charging hub, and thus increasing the potential for linked/pass-by trips. This access point has a 35m slip lane into the car park which is sufficient to ensure entry into the car park will not cause any blocking of passing traffic on Southern Perimeter Road when vehicles are slowing to enter the site.

4.4 Swept Path Analysis

4.4.1 Swept path analysis of the proposed layout for the site has been undertaken for both a standard estate car (Drawing No. **ITL200723-GA-001A**) and a medium panel van (**Drawing ITL200723-GA-002** - the largest vehicle that is expected to use the ultra-rapid chargers, and the vehicle that Fastned use for servicing chargers). The drawings are provided at the end of this TS and show that the vehicle can manoeuvre around the site as well as access the site from both the existing A30 access as well as the proposed Southern Perimeter Road access appropriately.

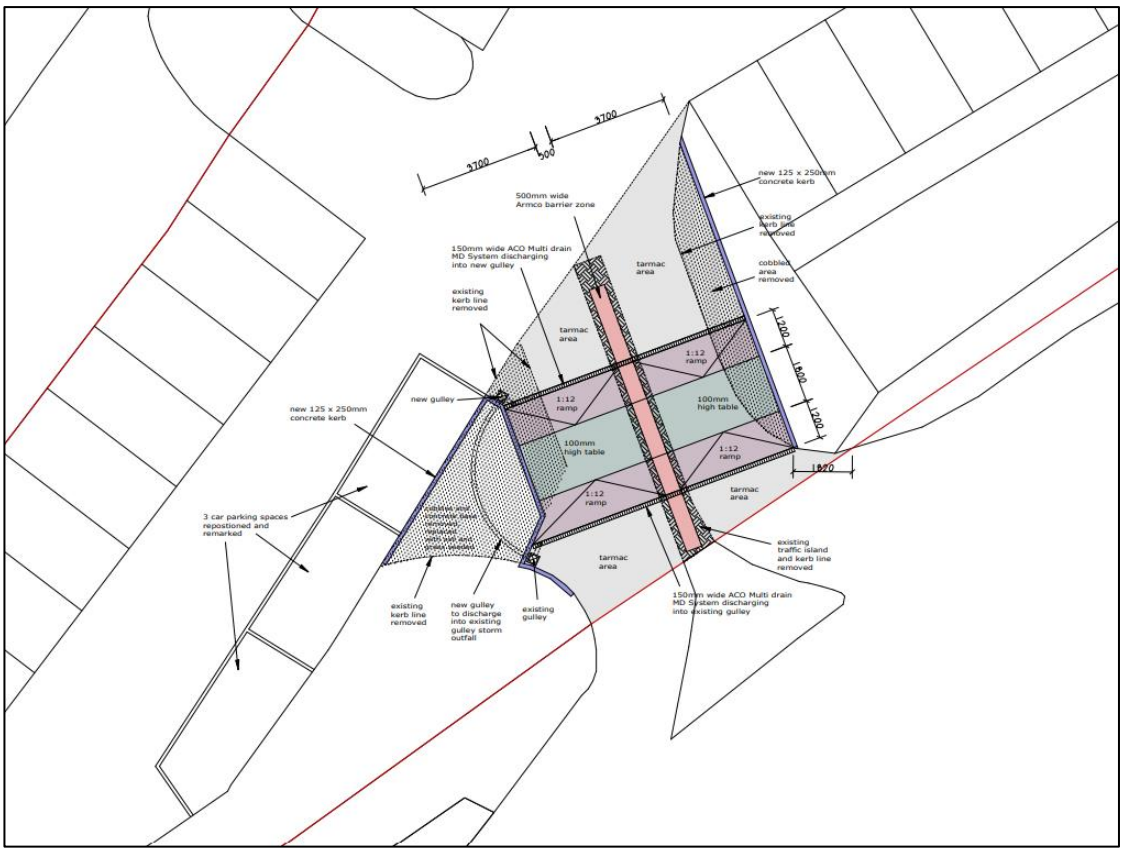
4.5 TfL Car Park Improvements

4.5.1 Separate to this development proposal and outside the scope of the application, albeit of note, TfL are proposing to make alterations to the A30 Great West Road access in and out of the site. These works are intended to be implemented in early 2025.

4.5.2 Automatic number plate recognition (ANPR) is to be installed, to enhance management of the operation of the car park, and that collection of parking fees is correctly taken. TfL also propose to reduce the size of the separation island between the entry and exit points and install a barrier between them. Removal of some of the cobbled islands close to the access is also proposed, to ensure that access remains suitable for all vehicles using the site; ultimately the changes are intended to improve the ease of access for all vehicles entering and exiting the site. A sketch detailing the changes is shown in **Figure 4.2** overleaf and included in **Appendix B**. Swept path analysis, assuming these changes are in place, is also shown at Drawing No. **ITL200723-GA-003**. The drawing demonstrates that the small amendments to the existing access will accommodate a medium panel van, the largest vehicle expected to use the ultra-rapid chargers and service the development proposal.

4.5.3 The introduction of ANPR will not affect those using the proposed charging hub as it will only consider vehicles that stay in the car park longer than one hour without paying. Given that the charging hub will provide a full charge within 45 minutes, this will provide sufficient time for customers to leave before the ANPR issues an enforcement ticket. The one-hour period dwell time will only be advertised to EV hub customers by Fast Places, ensuring that the ANPR remains an effective deterrent for car park misuse to all other users.

Figure 4.2: Proposed TfL Changes



Source: TfL

4.6 Summary

4.6.1 The proposal is for the installation of a new 12 space EV charging hub within the existing Hatton Cross Station Car Park. The proposal will result in a loss of 26 existing parking spaces, with a total future capacity of 80 spaces for standard parking (plus the 12 EV charging points).

4.6.2 Access to and from the site will remain via the A30, albeit with the existing closed access via Southern Perimeter Road to also be reopened under these proposals. These existing accesses are suitable as demonstrated by detailed swept path analysis with the accident record showing that they are also safe, given that no accidents have been reported there within the past five years.

4.6.3 Separately from this proposal and outside the scope of the application, TfL are planning improvements to the A30 access, widening it and installing ANPR within the car park; this will enhance car park management and that collection of parking fees is correctly taken.

SECTION 5 TRAFFIC IMPACT

5.1.1 This section of the report outlines the expected impact of the development proposal on the local highway network in the vicinity of the site, both in terms of the trip generation potential of the development proposal and the capacity of the existing station car park to safely accommodate the small reduction in car parking spaces.

5.2 Trip Generation

5.2.1 Given the development proposal is an ultra-rapid EV charging hub intended to be used in a similar (but more sustainable) fashion than a traditional petrol filling station and the convenient location of the development site to the local and strategic highway network, the proposal is not expected to result in any wholly new trips on the highway network. Instead, the site will act as a convenient point for existing trips made by EV vehicles, passing on the A30 or Southern Perimeter Road, to top up their charge.

5.2.2 This means that the majority of vehicle trips to and from the development proposal will not be primary or 'new' trips to the highway network that have been caused solely by the development proposal. Instead, trips to and from the ultra-rapid charging facility will likely operate in a similar way to vehicle trips to and from a petrol filling station, in that the additional stop to use the charging facility will form part of a vehicle journey that has a primary purpose for another reason. Vehicle trips to and from the site are therefore likely to be 'secondary' trips that are not new to the highway network, and fall into one of two categories[1]:

- "Pass-by trips" that would have been routing via the road network directly adjacent to the site accesses, and will stop at the site to access the charging facilities; or
- "Diverted trips" that would already have been travelling on the wider local highway network but must divert slightly from their original route in order to reach the site access and use the charging facilities.

5.2.3 The main users of the site are expected to be taxis, private hire vehicles and existing car-share drop-off / pick-up trips (given proximity to Heathrow and thus already on the network) and trade vehicles on their way between jobs. The likelihood of new trips exclusively visiting the site (i.e. a journey from home to charge at this location and then return home) is low.

[1] Definitions are taken with reference to TRICS Research Report 14/1 (2014)

5.2.4 Overall, as a result of the high instance of pass-by and diverted trips to and from the development proposal, the traffic impacts as a result of the proposal will be negligible in the context of the existing traffic flows on the A30 Great South-West Road and will further disperse across the wider highway network as distance increases from the site.

5.3 Parking Capacity

Existing Car Park Use

5.3.1 To determine the impact of the 26 car parking spaces being removed from the existing Hatton Cross Station car park, data has been provided by TfL, which identifies the average monthly use of the car park. This data is summarised in **Image 5.1** below. P1 represents the four-week period starting with April 1st 2024 (with P8 ending on 11th November 2024). Each period runs for the subsequent four weeks and the numbers provided are total vehicle payments received in that period.

Image 5.1: Monthly Registered Parking Levels Since April 2024

	P1	P2	P3	P4	P5	P6	P7	P8
Station	PbP	PbP	PbP	PbP	PbP	PbP	PbP	PbP
Hatton Cross	2516	2408	2349	2360	2149	2272	2425	2320

Source: TfL

5.3.2 This data shows that the four-weekly usage of the car park ranges from 2,149 to 2,516 vehicles. As parking is currently paid for as a daily rate and the site does not operate ANPR currently, there is no way to determine the length of time that each vehicle stayed at the site. For the robustness of this impact assessment, it is assumed that all vehicles parked daily.

Parking Capacity Assessment

5.3.3 The average daily number of users for the car park has been calculated by summing the total number of parking payment registrations across the past eight periods and dividing by the number of days. The results of these calculations are shown in **Table 5.1** below.

Table 5.1: Average Daily Car Park Users

	Figure
Total car park users over the past 8 periods	18,799
Total Days during past 8 periods	224
Average car park users per Day	84
Spare daily parking bays out of 106 bay capacity	22

Source: Consultant Calculations, Rounded

5.3.4 As shown above, the average daily usage for Hatton Cross Station Car Park is 84 vehicles, which means an average spare capacity of 22 spaces per day.

5.3.5 Taking into account the development proposal, this would mean that the proposal would place the car park circa four vehicles over capacity, albeit it is prudent to note the assessment assumes all vehicles stay for the full day, whereas in reality there will be periods of arrival and departure and a short period of peak parking demand.

5.3.6 Overall, the development is forecast to have a small but immaterial reduction in car park capacity. However, this loss in capacity is also justified through the increased provision of sustainable electric vehicle charging hubs which align with the policy ambitions of the both the Mayor's transport policy and SO12 of LBH's local plan, as referenced in Section 2 above, as well as at a national scale with the aims of the NPPF.

5.4 Summary

5.4.1 The proposal is likely to generate very few, if any, wholly 'new' primary trips on the local highway network, and all visits to the charging hub will be trips of convenience for already passing traffic or diverted trips from the local area when in need of an EV charge. The impacts of the development proposal in terms of new vehicle trips on the local highway network will therefore be negligible in the context of the existing traffic flows on the A30 Great South-West Road

5.4.2 The proposal will reduce the car park capacity to 80 spaces whilst the current car park has an average daily usage of 84 vehicles, (noting as a worst-case the assessment assumes vehicles stay for a full day and have all arrived from the beginning of the day) meaning that the reduction in capacity will have a minimal impact. Notwithstanding, the charging hub helps to fulfil the vision and aims of the Mayor's Transport Strategy, the London Plan and LBH's Local Plan as delivery of EV infrastructure is a sustainable improvement over surface car parking and something LBH is keen to increase the provision of throughout the Borough.

SECTION 6 SUMMARY AND CONCLUSION

6.1.1 Fast Places Limited have appointed i-Transport LLP to provide transport and highways advice with regards to the proposal for a new EV charging hub with Hatton Cross Station Car Park.

6.1.2 The local planning authority is the London Borough of Hillingdon whilst TfL are the local highway authority as the car park takes access from the TLRN.

6.1.3 The Mayor's Transport Strategy sets out a vision and support for increased EV charging infrastructure, stating that:

> ***"The Mayor, through TfL and the boroughs, will work with Government and stakeholders across London to ensure that sufficient and appropriate charging and refuelling infrastructure is put in place to support the transition from diesel – and petrol – powered vehicles to Ultra Low Emission Vehicles,"***

6.1.4 The existing site is a 106-space car park accessed from the A30 Great South-West Road, which will have 80 spaces, plus the 12 EV charging points, under this development proposal.

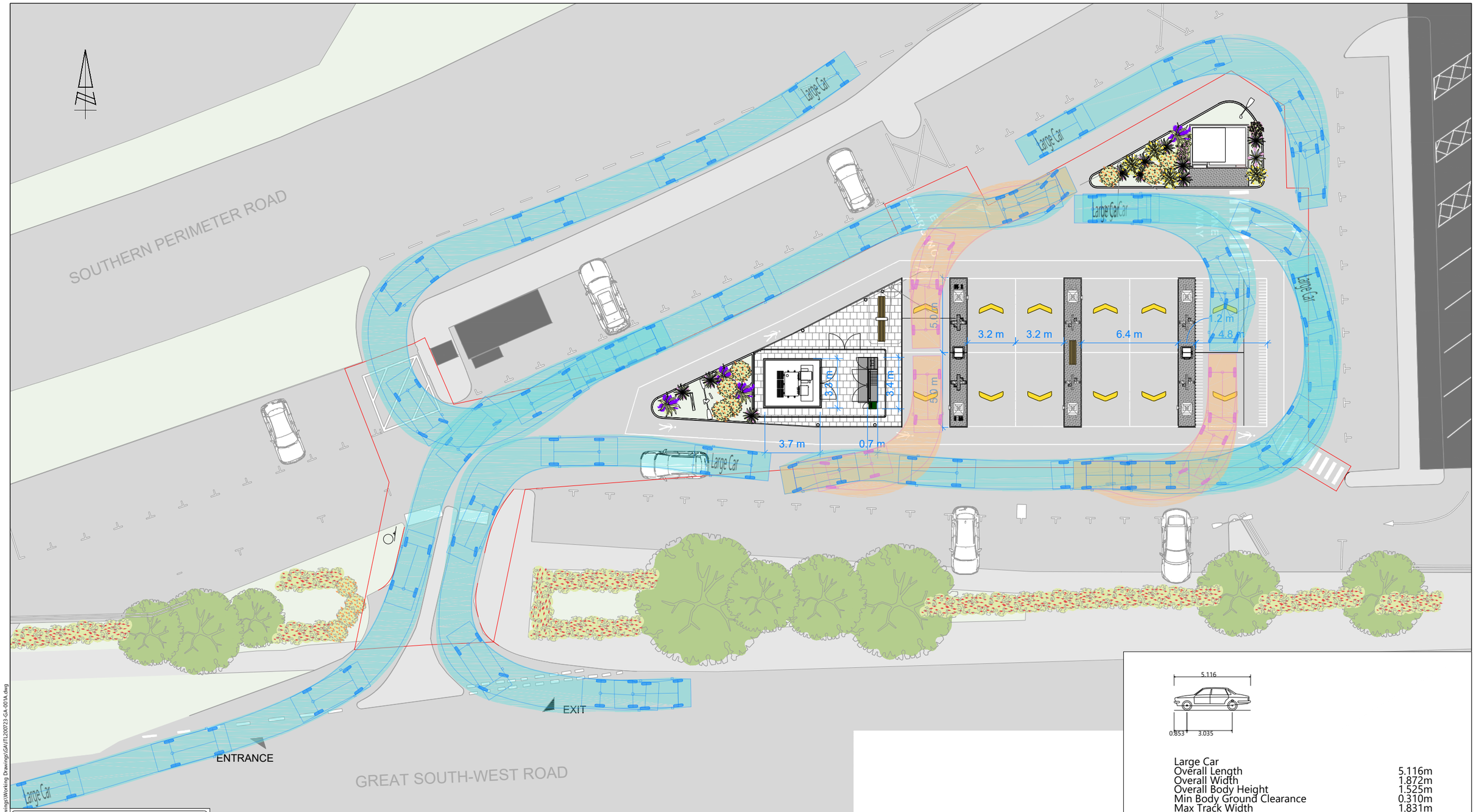
6.1.5 The site complies with the 4 key transport tests set out within the NPPF as is set out below:

- The proposal delivers 12 EV charging points, which is direct improvement over the existing conditions at the site and would serve the sustainable transport mode of low emission vehicles as defined in the NPPF. This ensures that sustainable transport modes are prioritised and appropriately accommodated within the site.
- Access will remain as per the existing on the A30 and the existing access on Southern Perimeter Road will be reopened, with additional internal improvements to facilitate pedestrian movement to/from the development and within the car park (and the provision of ancillary facilities such as a customer toilet).
- The internal site is traversable by the vehicles that are intended to use it, as evidenced by the swept path analysis undertaken.
- The proposal is not expected to attract any wholly 'new' trips to the local highway network, instead these will be drawn from journeys already being undertaken along the immediate local highway network. Likewise, whilst parking capacity is reduced, usage data indicates minimal impact and should also be considered in the context that the charging hub helps to fulfil the vision and aims of the Mayor's Transport Strategy, London Plan and LBH Local Plan as to delivery of EV infrastructure.

6.2 Conclusion

6.2.1 Based on the above, the development proposal is acceptable in transport and highway terms.

DRAWINGS



Large Car	
Overall Length	5.116m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

SCALE BAR @ 1:250

0 1 2 5 10 25

i-Transport
33 Queen Street, London, EC4R 1AP
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www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	18.12.24	JL	SITE LAYOUT UPDATED	JN	JCB

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - LARGE CAR

PROJECT: HATTON CROSS EV

CLIENT: FAST PLACES LIMITED

DRAWN:	CHECKED:	APPROVED:
TA	JL	JCB
PROJECT No:	SCALE @ A3:	DATE:
ITL200723	1:250	05.12.24
DRAWING No:		REV:
ITL200723-GA-001		A

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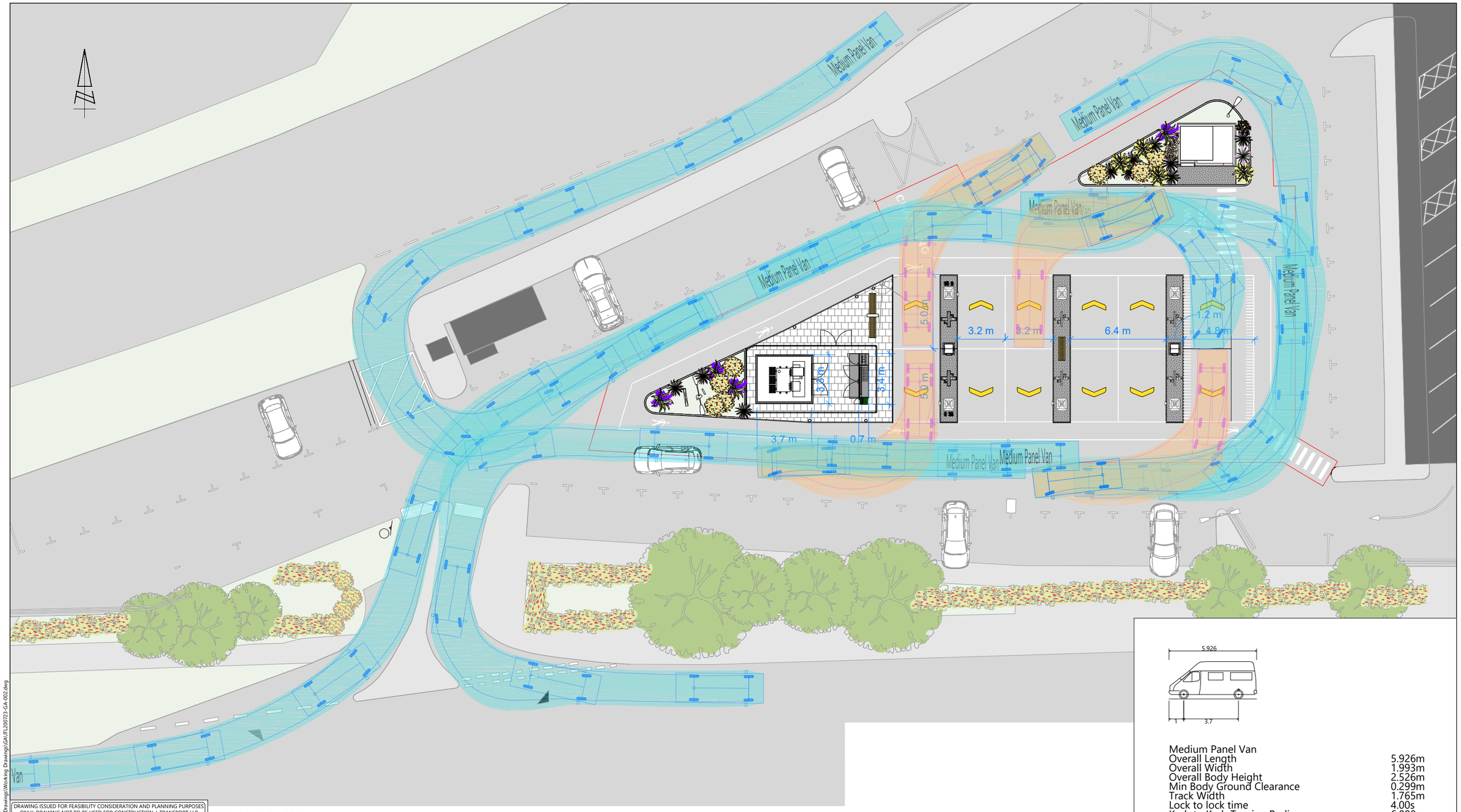

Medium Panel Van	
Overall Length	5.926m
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Track Width	1.765m
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Kerb to Kerb Turning Radius	6.000m

SCALE BAR @ 1:250

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33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - MEDIUM PANEL VAN

PROJECT: HATTON CROSS EV

CLIENT: FASTNED

DRAWN:	CHECKED:	APPROVED:
TA	JL	JCB
PROJECT No:	SCALE @ A3:	DATE:
ITL200723	1:250	05.12.24
DRAWING No:		REV:
ITL200723-GA-002		-

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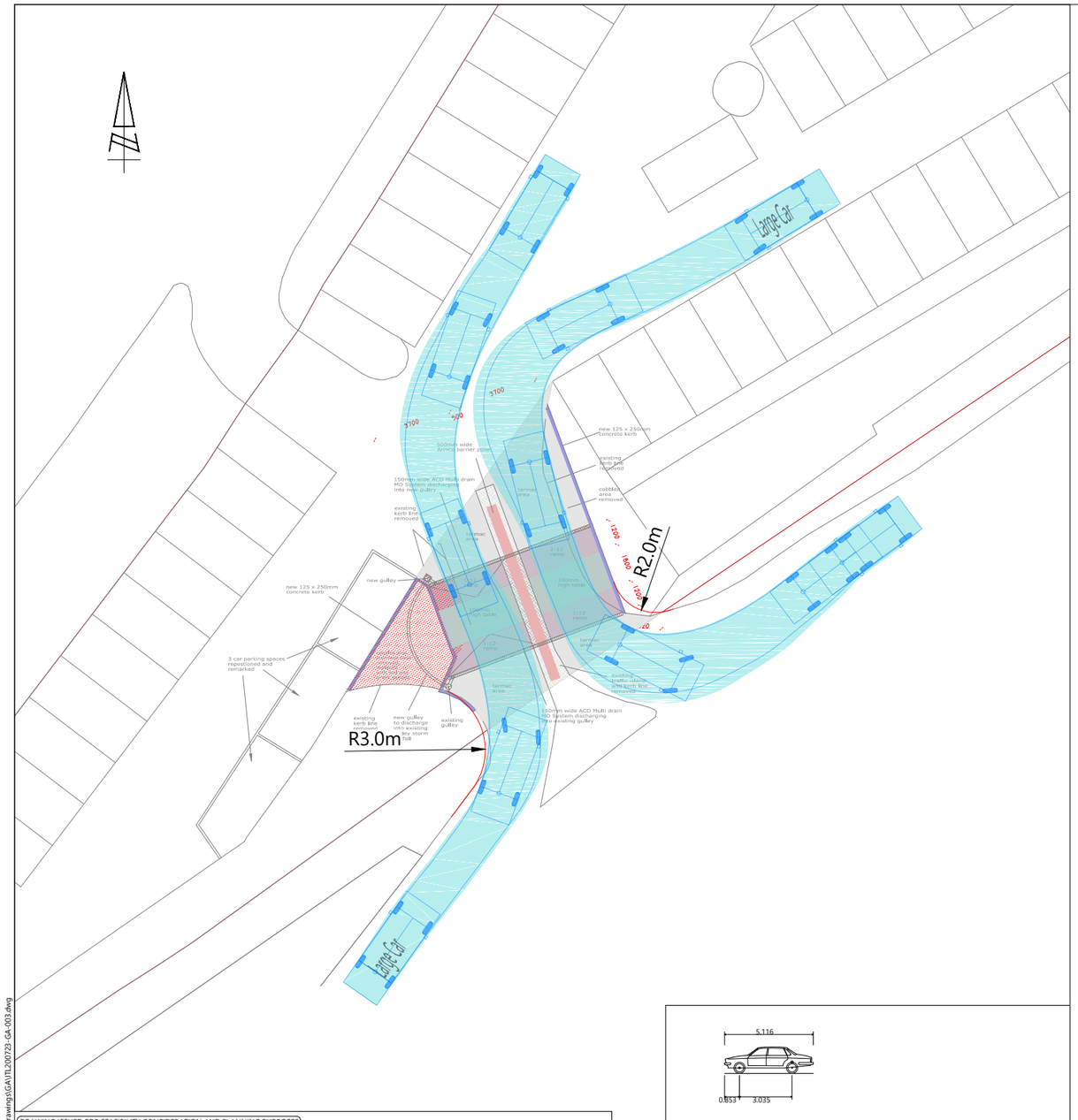

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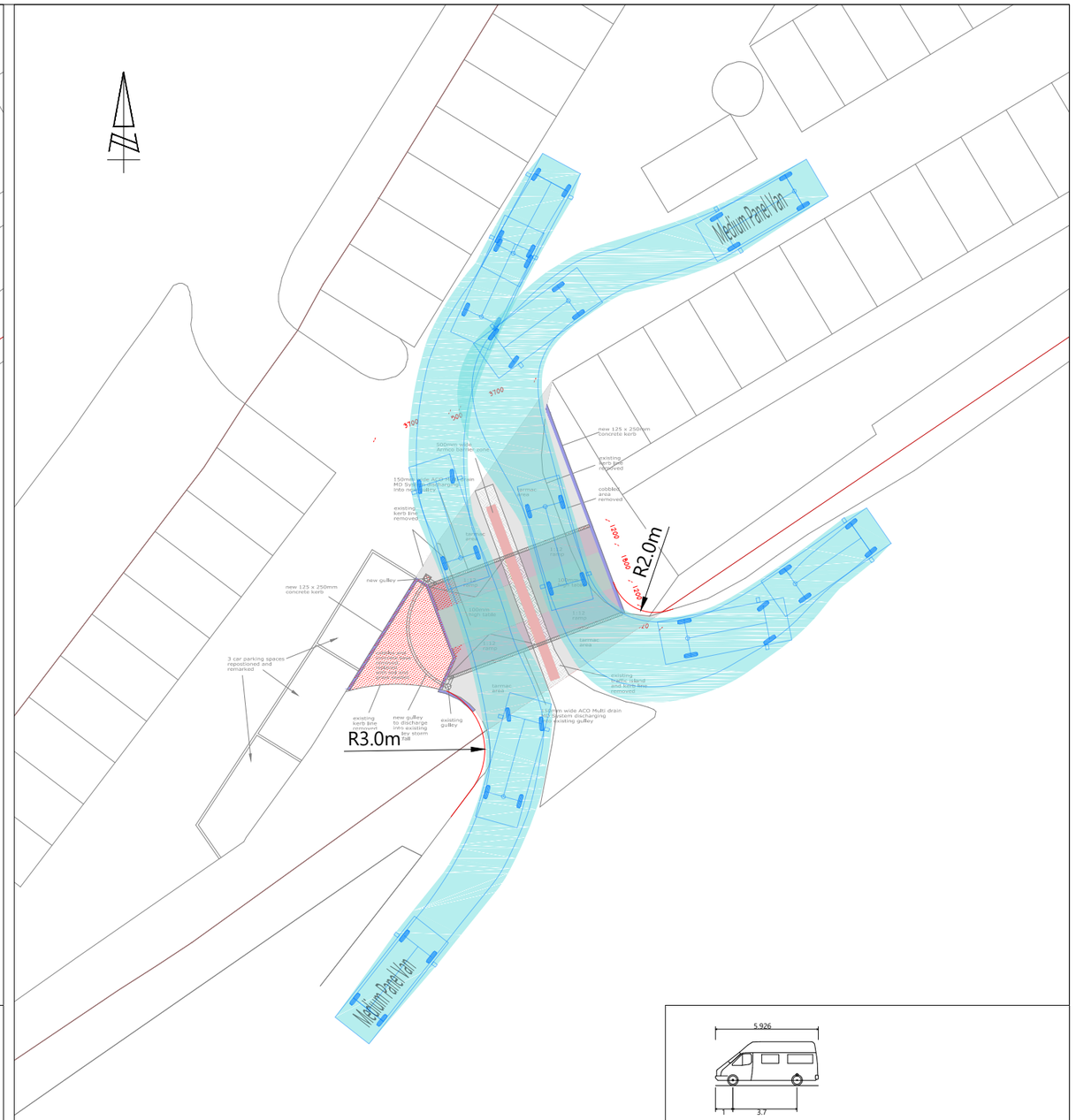

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SCALE BAR @ 1:250

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: SITE ACCESS SWEPT PATH ANALYSIS

PROJECT: HATTON CROSS EV

CLIENT: FASTNED

DRAWN:	CHECKED:	APPROVED:
TA	JL	JCB
PROJECT No:	SCALE @ A3:	DATE:
ITL200723	1:250	12.12.24
DRAWING No:		REV:
ITL200723-GA-003		-

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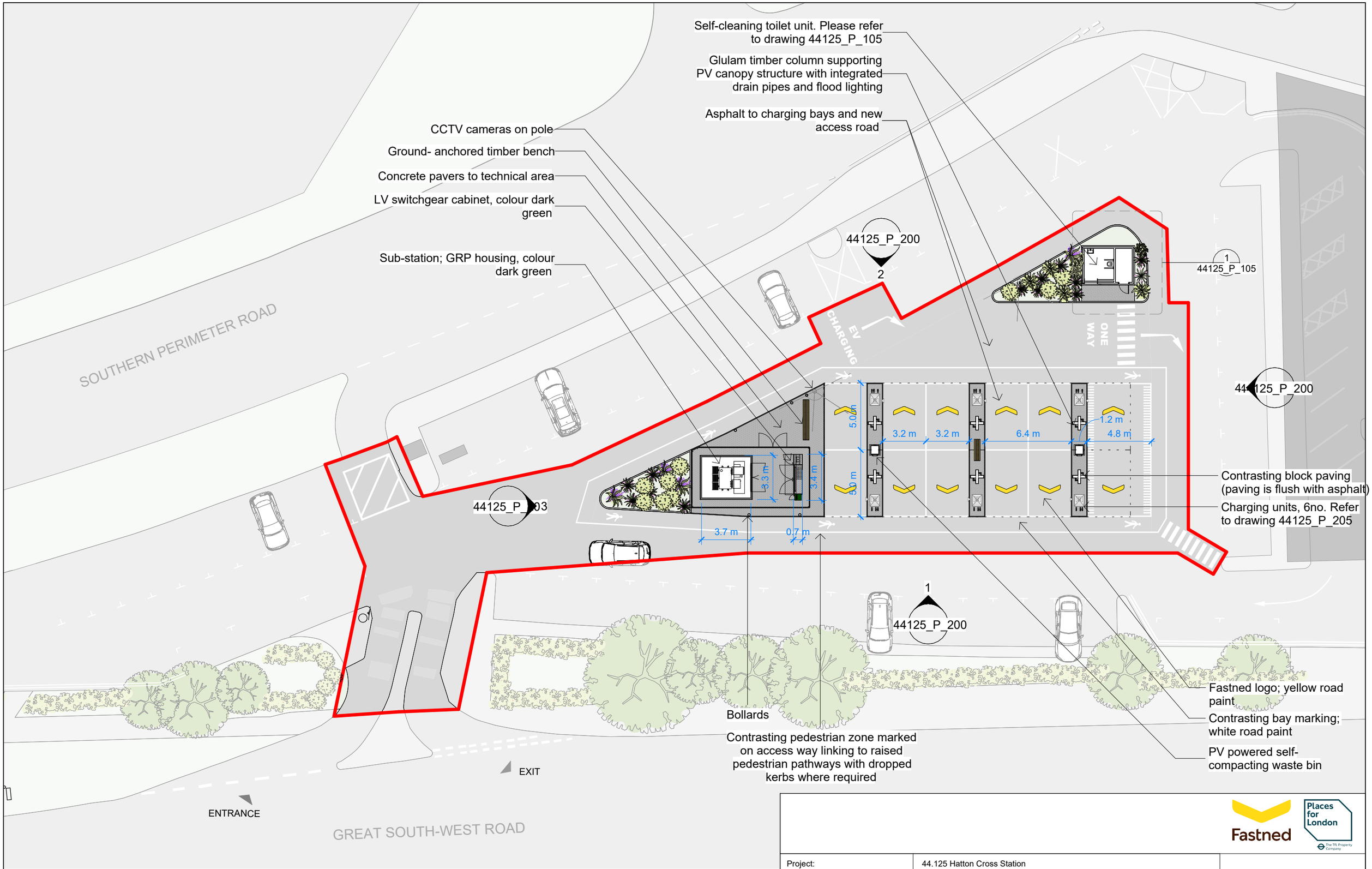
APPENDIX A. Proposed Site Layout Plan



1 Proposed Ground Floor Level Plan

1 : 250

5m 25m

N

Fastned

Places for London

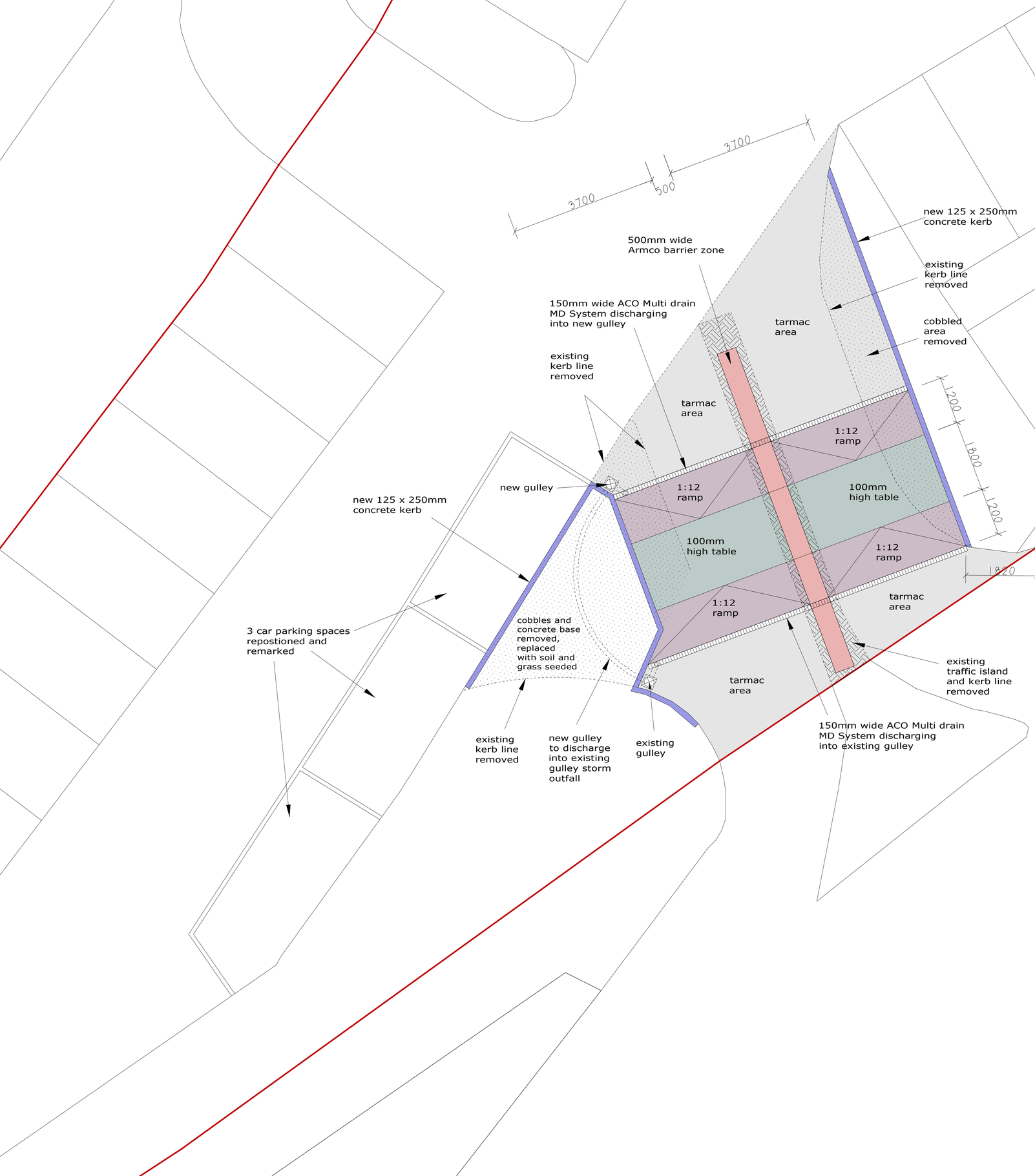
The TfL Property Company

Project:	44.125 Hatton Cross Station		
Drawing Title:	Proposed Ground Level Plan		
Status:	PLANNING		
Scale: 1:250	Format: A3	Drawing No: 44125_P_103	
Author: MR	Date: January 25	Revision: C	

Fast Places Ltd.

1st Floor, 3 Bath Place
London
EC2A 3DR

APPENDIX B. Proposed TFL Access Amendments



0 1 2 3 4 5m

Rev.	Date	Description

Client

COUNTRYWIDE CONTRACTORS

Project

TRANSPORT HUB LAYOUT
HATTON CROSS TFL STATION
GREAT SOUTH-WEST RD
FELTHAM
TW6 3RE

Drawing Title

DESIGN PROPOSALS:
WORKS AREA

Scale	1:100 @A3 size	Job No.	3388
Date	DEC'24	Drawing No.	02
Drawn	KLS	Revision	*

Sherwood ARCHITECTS
ARCHITECTS
PROJECT
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