
Client: The Angel (Hayes Muslim Centre)
Project: The Angel Public House – Proposed Change of Use to Muslim Community Centre
Our ref: P1303
Date: August 2021

Introduction

TPS Transport Consultants Ltd (TPS) has been commissioned by The Angel (Hayes Muslim Centre) to provide transport and highways advice in relation to a proposed change of use application The Angel Public House, 697 Uxbridge Road, Hayes.

The purpose of this Technical Note is to demonstrate the suitability of the Cranford Mosque, Park Lane, Hounslow, TRICS survey as a comparable site for the purposes of trip generation and mode split.

Background and Planning History

The Angel is located on A4020 Uxbridge Road, Hayes. It is bound by A4020 Uxbridge Road to the north, Angel Lane to the east and residential properties to the south and west. The site location is illustrated in **Figure 1** below.

Figure 1: Indicative Site Location



(Source: Google Maps)

The site formerly was occupied by The Angel Public House, a Grade II listed Public House, which was sold in 2018. The development proposals seek to provide a Muslim Community Centre on

the site. The proposed Muslim Community Centre will provide new facilities for the Muslim community in the area, by providing religious and educational programmes. As part of the proposals, multi-function general community space will be provided; this will be used for work within the wider community.



The development proposals will retain the car park and access points to the former Angel Public House. There are two access points to the existing car park, which are located to the north, via the A4020 Uxbridge Road and to the east, via Angel Lane.

Access via the A4020 Uxbridge Road is left in, left out; however, there is a right-turn lane for eastbound traffic from the A4020 Uxbridge Road. The Angel Lane access is also right in, right out only as traffic is permitted southbound only along Angel Lane. The current parking provision of 11 car parking spaces will be retained for the proposed use.

A request for pre-application planning advice was submitted in 19th June 2020 and a subsequent meeting took place on 3rd July 2021. The following advice has been provided in terms of Highways:

"The Transport Statement provided mentions that the time when the proposals would be busiest would be during Friday prayers when c.220no. people would be likely to attend. To determine the mode of transport by which people will arrive at the proposal site the applicants have referred to how people travel to the Hayes Muslim Centre, this information was gathered by undertaking travel surveys. The results of these surveys show that 33% arrive at the Centre by car with a further 2% arriving as a car passenger. Applying this mode split percentage to the proposal suggest that during Friday prayers 73no. car trips would be generated. As only 11no. car parking spaces would be provided c62.no. vehicles would need to park off-site. The Hayes Muslim Centre is situated in Hayes town centre and has a PTAL ranking of 5 indicating that access to public transport is good."

TPS Transport Consultants Response

In order to determine a suitable, representative mode split for the development proposals, a review has been carried out of the TRICS database.

Within the '07 – Leisure – Place of Worship' subsection, there are currently two Mosques located in Greater London or South East England. These are the following:

- Hayes Muslim Centre, Hayes town centre; and
- Cranford Mosque, Hounslow.

It has already been established within Hillingdon Council's pre-application response that the Hayes Muslim Centre is not considered to be representative given its location within Hayes town centre which has a PTAL ranking of 5, compared with the development site which is situated in an area with a PTAL 2/3 score.

A full review has been carried out of the Cranford Mosque site characteristics in comparison to those relating to the proposed development site to demonstrate its suitability, this is shown in **Table 1**.

Table 1: Site Characteristic Comparison

Characteristic	Cranford Mosque	The Angel	Comparable (Y/N)
Site Information			
PTAL (See Appendix A for PTAL Map)	3	2/3	Y
Location	Neighbourhood Centre	Neighbourhood Centre	Y
Population within 500m	2,600	5,284	Y
Car Ownership within 5 miles	1.1 to 1.5	1.1 to 1.5	Y
GFA (sqm)	650sqm	713sqm	Y
Bus Site Accessibility - (See Appendix B for Bus Stop Location Maps)			
Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage?	Y	Y	Y
Where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility?	Y	Y	Y
Are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5-kilometre radius? (Mon-Sat)	Y	Y	Y
On-Site Parking			
Total Number of Parking Spaces	17	11	Y
Parking Spaces per 100 sqm GFA	2.615	1.543	Y

It is considered that the Cranford Mosque survey site is comparable to the proposed development location and consequently, the travel behaviour of attendants would be similar to that of future attendants of the site on Uxbridge Road. As such, **Table 2** illustrates the mode split associated with the Cranford Mosque and the likely, resultant trips generated by the development proposals, based on 220 attendants.

Table 2: Proposed Mode Split and Resultant Trip Generation

Mode Split		Resultant Trips	No. of Cars
Single Vehicle Occupants	15.9%	35	35
Multi Vehicle Occupants	15.6%	34	17
Pedestrians	61%	134	-
Bus	7.1%	16	-
Cyclists	0.5%	1	-
Total	100%*	220	52

*Subject to rounding

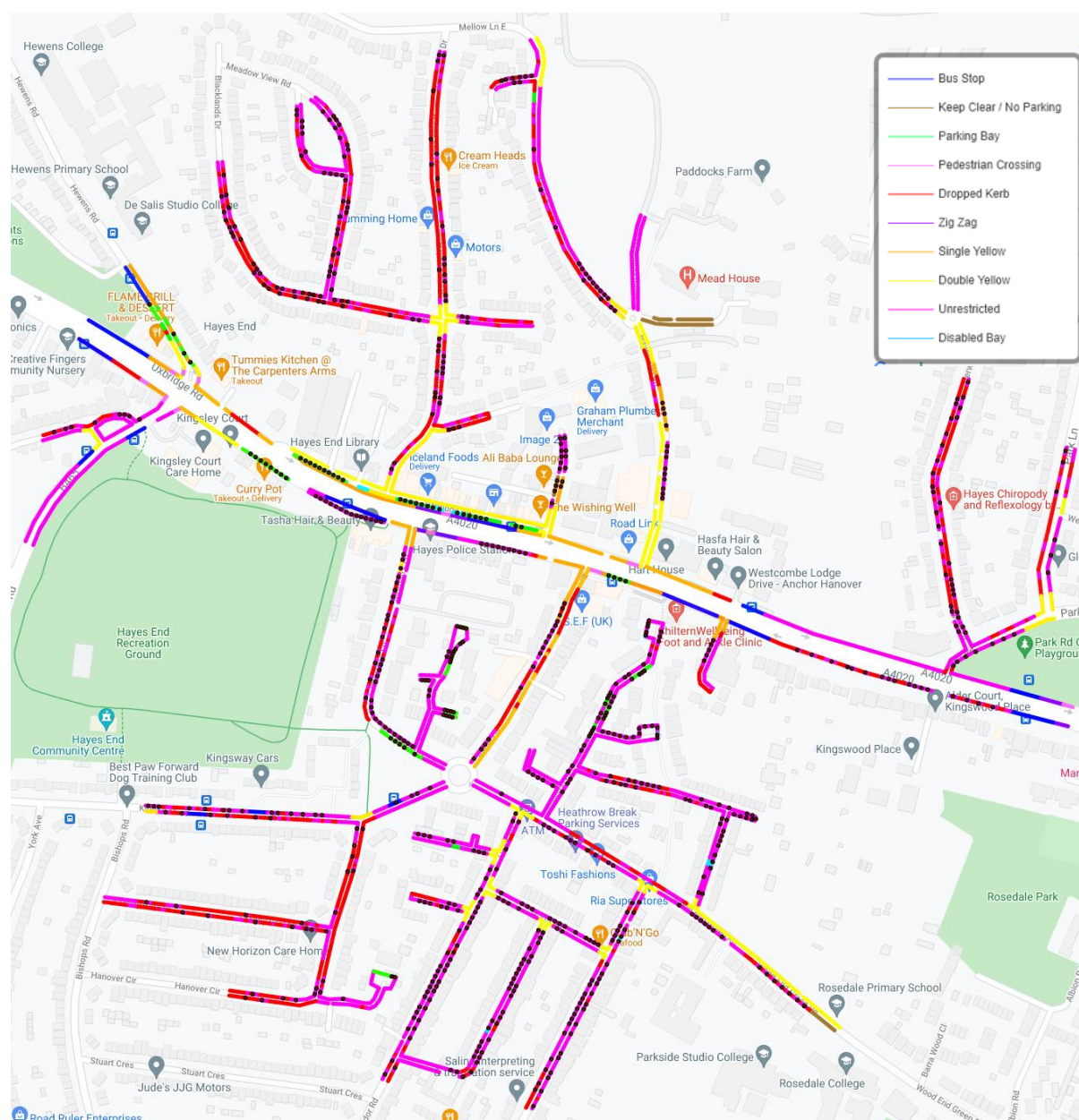
Table 2 suggests that of a potential 220 attendants, a maximum of 69 attendants will arrive by car, 35 of which arriving by single occupancy vehicle and 34 by multi occupancy vehicle. This equates to a total of 52 cars, assuming a maximum of two attendants per multi occupancy vehicle (one driver and one passenger) with a subsequent demand for a maximum of 52 parking spaces, 11 of which are located within the site boundary and 41 spaces would be required on the local road network.

Existing Parking Provision

A parking beat survey, in line with the Lambeth parking methodology for commercial uses, was undertaken to demonstrate the current level of parking demand within 500m of the development proposals and determine the current available capacity within the study area.

Figure 2 illustrates the extents of the parking survey.

Figure 2: Parking Beat Study Area



The full parking beat survey outputs are provided at **Appendix C**, whilst the following summarises the key findings:

- The survey was undertaken on Friday afternoon between the hours of 11:00 and 14:00 when Friday prayers usually take place, to understand the level of parking that currently occurs between the times; and
- Across the study area there is space for 614 vehicles in unrestricted spaces.

Table 3 summarises the observed parked vehicles at the time of the parking beat survey.

Table 3: Parking Beat Summary

Road Name	Total Spaces	Vehicles Parked	Stress
Wood End Green Road	72	26	36%
Rosedale Avenue	33	13	39%
Middleton Road	49	27	55%
Melina Close	20	5	25%
Dawson Close	108	53	49%
Cromwell Road	71	40	56%
North Road	39	19	49%
Cranmer Road	71	34	48%
Tudor Road	74	44	59%
Church Close	15	5	33%
Kingsway	62	24	39%
Waylands	30	8	27%
Tudor Square	12	8	67%
Hannover Circle	19	16	84%
Saxony Parade	18	11	61%
Cavalier Gardens	37	3	8%
Morgans Lane	59	38	64%
Rosslyn Close	68	25	37%
Angel Lane	15	16	107%
West Drayton Road	64	8	13%
A40420 Uxbridge Road	111	52	47%
Uxbridge Road	31	26	84%
Newport Road	17	16	94%
Hewens Road	13	4	31%
Hayes End Drive	30	32	107%
Hayes End Close	4	3	75%
Wilmar Close	17	3	18%
Blacklands Drive	38	36	95%
Meadow View Road	82	37	45%

Hayes End Road (South)	13	13	100%
Unnamed Road (Mead House)	0	0	0%
Mead House Lane	33	0	0%
Hayes End Road (North)	65	16	25%
Dalton Close	11	8	73%
Park Road	22	7	32%
Park Lane	31	6	19%
Derwent Drive	47	31	66%
Total	614	290	47%

(Source: Parking Beat Survey)

As can be seen from **Table 3**, during the study period, a total of 290 vehicles were parked in unrestricted parking spaces which represents 47% of the total capacity. Despite the mixed residential and retail nature of the area, there is a low proportion of on street parking currently occurring.

Furthermore, the parking survey demonstrates that there is ample availability of on-street car parking within a reasonable walking distance of the development. As previously discussed in this Technical Note, a demand for up to 41 parking spaces would be required during Friday prayer, as has been demonstrated, there is adequate availability of on-street spaces which would be able to accommodate this.

Summary

TPS Transport Consultants Ltd (TPS) has been commissioned by The Angel (Hayes Muslim Centre) to provide transport and highways advice in relation to a proposed change of use application The Angel Public House, 697 Uxbridge Road, Hayes. The purpose of this Technical Note is to demonstrate the suitability of the Cranford Mosque, Park Lane, Hounslow, as a comparable site for the purposes of trip generation and mode split.

This note has responded to the concerns of the highways officer. The key points of the Note can be summarised as:

- A review of the Cranford Mosque TRICS survey site has demonstrated that its mode share for attendants would be comparable to those for the proposed development; and
- A Lambeth Methodology parking survey has demonstrated that there is ample on-street parking available within 500m of the development.

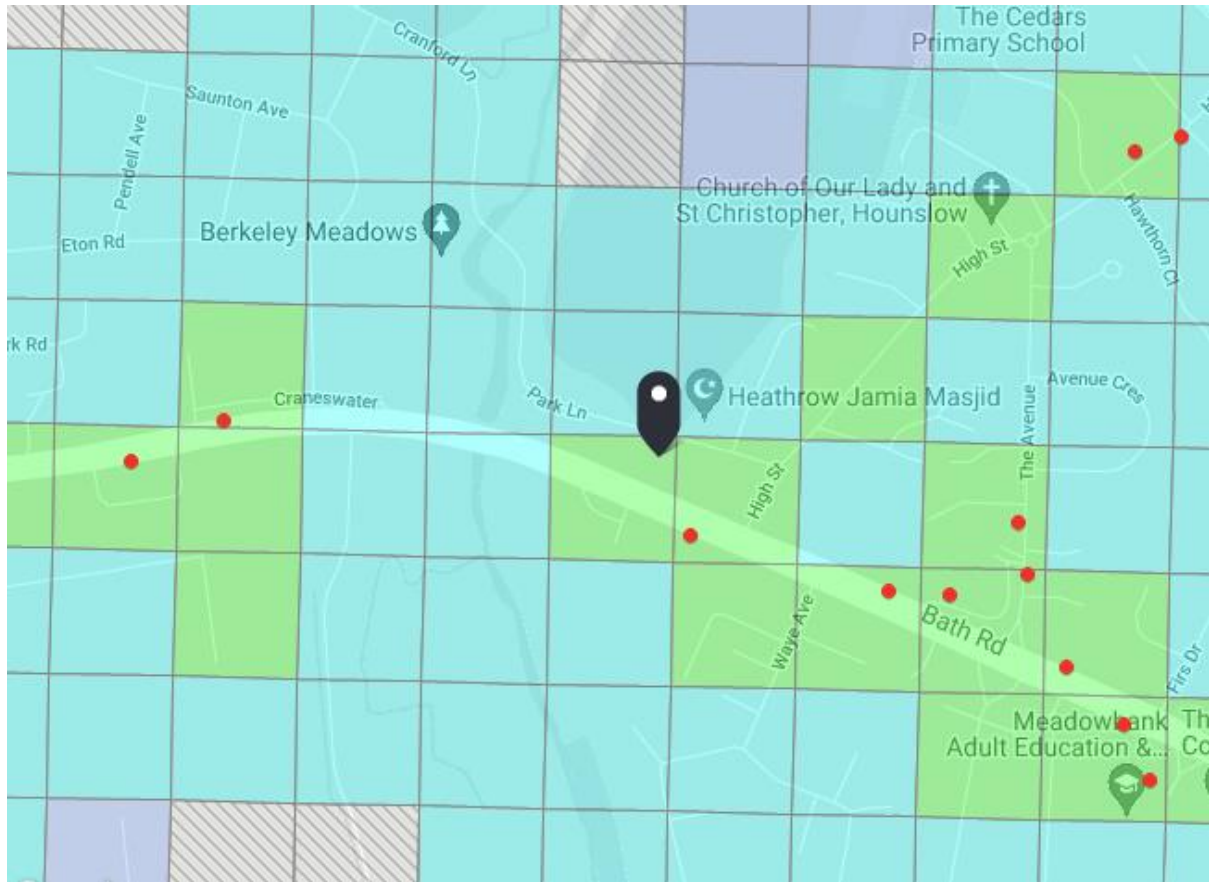
Conclusion



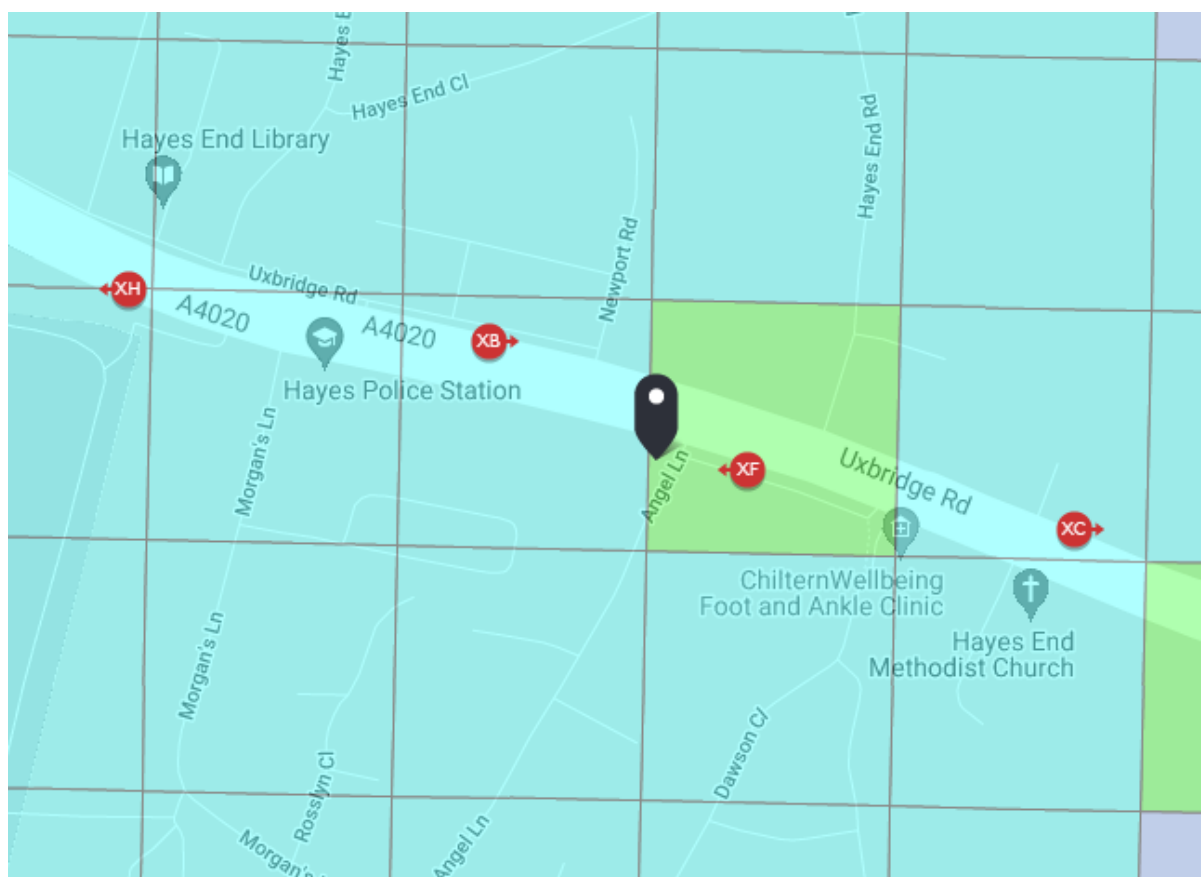
This Technical Note has demonstrated that the previous concerns regarding car parking provision have been met sufficiently. It is, therefore, considered that there are no substantive highway reasons why the proposals should not be granted planning consent.

Appendix A

Cranford Mosque PTAL Map

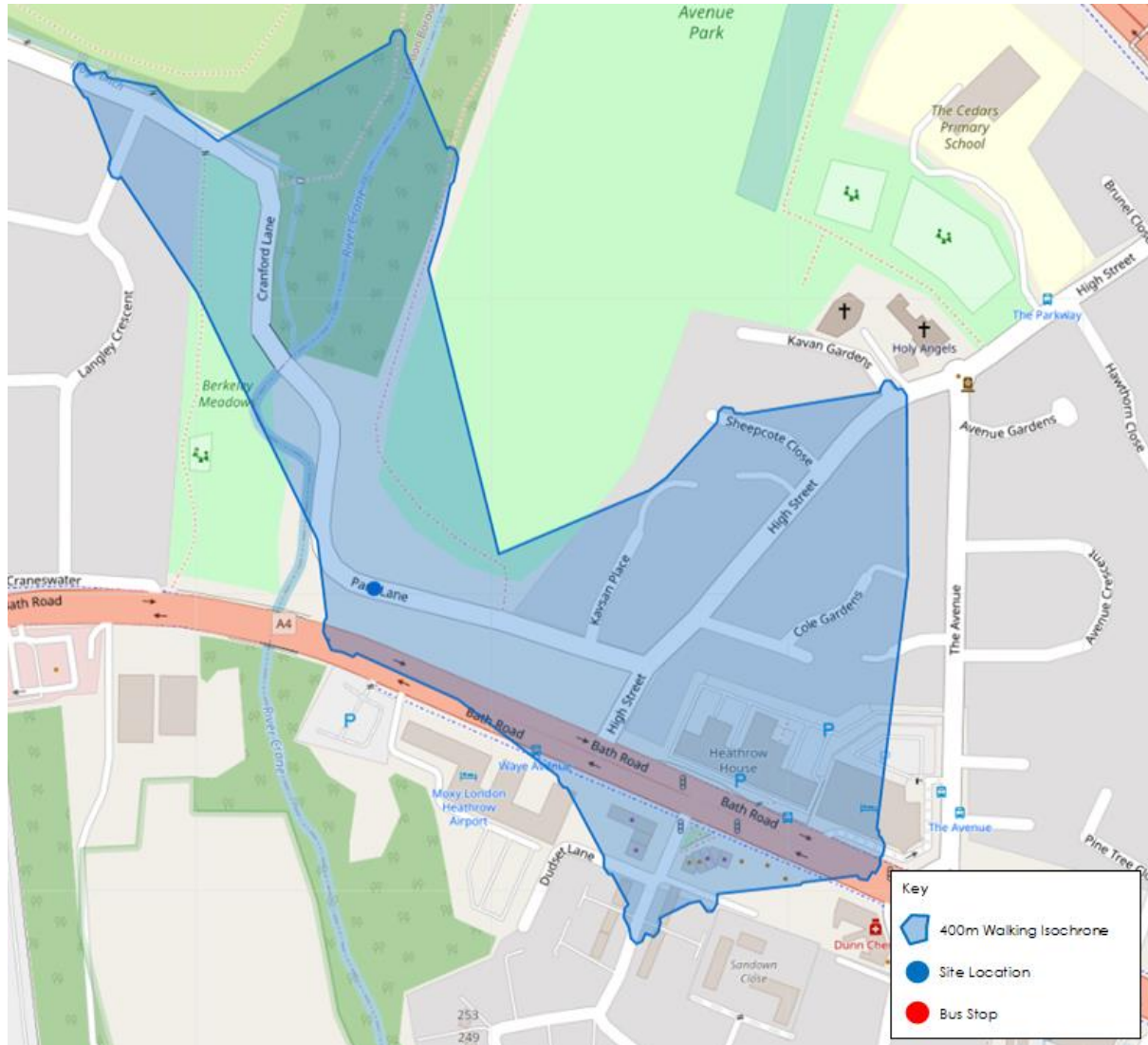


The Angel PTAL Map

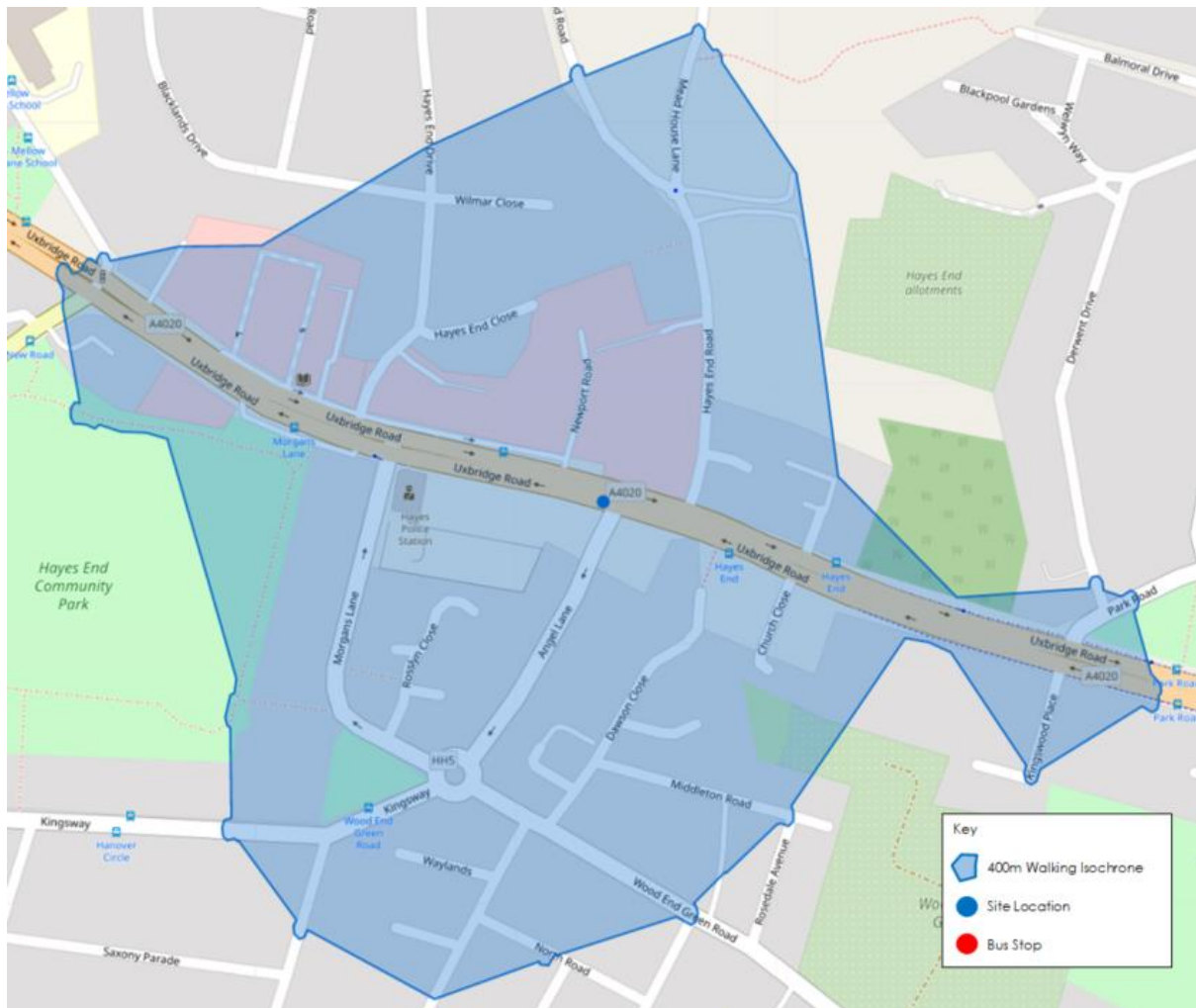


Appendix B

Cranford Mosque Bus Stop Locations



The Angel Bus Stop Locations





Appendix C

Parking Survey Information

Hayes Lambeth
Parking Beat

Date
Friday 06 August 2021

Road Name	Capacity	Legally Parked		All Parked Vehicles	
		Fri 1100		Fri 1100	
		Vehicles	Stress	Vehicles	Stress
Wood End Green Road	72	25	35%	26	36%
Rosedale Avenue	33	13	39%	13	39%
Middleton Road	49	25	51%	27	55%
Melina Close	20	5	25%	5	25%
Dawson Close	108	53	49%	53	49%
Cromwell Road	71	39	55%	40	56%
North Road	39	19	49%	19	49%
Cranmer Road	71	33	46%	34	48%
Tudor Road	74	42	57%	44	59%
Church Close	15	5	33%	5	33%
Kingsway	62	22	35%	24	39%
Waylands	30	8	27%	8	27%
Tudor Square	12	8	67%	8	67%
Hannover Circle	19	10	53%	16	84%
Saxony Parade	18	11	61%	11	61%
Cavalier Gardens	37	3	8%	3	8%
Morgans Lane	59	36	61%	38	64%
Rosslyn Close	68	25	37%	25	37%
Angel Lane	15	13	87%	16	107%
West Drayton Road	64	7	11%	8	13%
A40420 Uxbridge Road	111	51	46%	52	47%
Uxbridge Road	31	26	84%	26	84%
Newport Road	17	14	82%	16	94%
Hewens Road	13	4	31%	4	31%
Hayes End Drive	30	21	70%	32	107%
Hayes End Close	4	1	25%	3	75%
Wilmar Close	17	3	18%	3	18%
Blacklands Drive	38	25	66%	36	95%
Meadow View Road	82	34	41%	37	45%
Hayes End Road (South)	13	9	69%	13	100%
Unnamed Road (Mead House)	0	0	0%	0	0%
Mead House Lane	33	0	0%	0	0%
Hayes End Road (North)	65	15	23%	16	25%
Dalton Close	11	7	64%	8	73%
Park Road	22	7	32%	7	32%
Park Lane	31	6	19%	6	19%
Derwent Drive	47	29	62%	31	66%
TOTAL	614	281	46%	290	47%