

AYNSTONE LIMITED

**PROPOSED REDEVELOPMENT:
67 HORTON ROAD, YIEWSLEY**



TRANSPORT STATEMENT

REPORT REF. 195490-03

PROJECT NO. 195490

MAY 2020

**PROPOSED REDEVELOPMENT:
67 HORTON ROAD, YIEWSLEY**

TRANSPORT STATEMENT

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1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Aynstone Limited to prepare a Transport Statement (TS) to advise on the highways and transportation aspects of the proposed redevelopment at 67 Horton Road, Yiewsley.
- 1.1 This TS supports a planning application for the redevelopment of the existing residential dwellings. The redevelopment scheme seeks to provide 7 no. residential flats.
- 1.2 The planning application for the proposed scheme is submitted to London Borough of Hillingdon (LBH) as the local planning authority, which is a borough authority within the wider London area. LBH is also the local highway authority responsible for roads in the surrounding area.
- 1.3 As part of the proposals, Aynstone Limited is willing to offer a Unilateral Undertaking to restrict future occupiers from obtaining parking permits in the immediate area, covered by Controlled Parking Zone (CPZ) area Y1.
- 1.4 This TS has been prepared in accordance with guidance on the preparation of such documents published by the Department for Transport (DfT) in 2007. Although this guidance was withdrawn in October 2014, the document along with gov.uk guidance on *Travel Plans, Transport Assessments and Statements* (Published March 2014) has been used to formulate this TS.
- 1.5 In addition, the guidance set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) documents has influenced the preparation of this document.
- 1.6 Following this introduction, the remainder of this report is structured as follows:

- **Section 2.0** describes the existing situation, including proximity of the site to pedestrian and cycle facilities and accessibility by public transport;
- **Section 3.0** outlines the proposed redevelopment scheme, including matters relating to access, servicing and parking;
- **Section 4.0** considers the transport and land use planning policy context;
- **Section 5.0** sets out the predicted trip generation of the proposed development scheme in comparison to the existing site; and
- **Section 6.0** provides a summary and sets out the conclusions.

2.0 EXISTING SITUATION

Site Location

- 2.1 The application site comprises of the existing 67 Horton Road, which is formed of two residential dwellings and is situated in the predominantly residential area of Yiewsley.
- 2.2 An illustration of the site's location is shown in **Plate 1** and **Plate 2** below.



Plate 1: Aerial View of Site (Source: Google Maps)

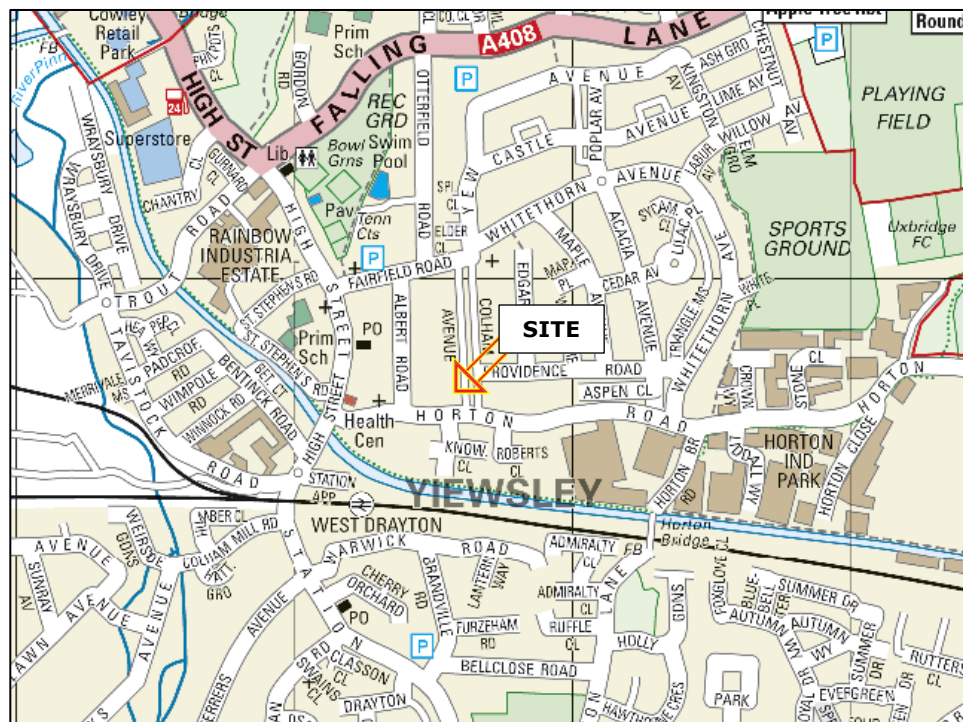


Plate 2: Site Location (Source: Street Map)

2.3 The site boundary is formed by:

- Residential properties (predominantly 2 storey terraced houses) to the north and west;
- Colham Avenue carriageway to the east; and
- Horton Road carriageway to the south.

2.4 Horton Road is located along the site frontage which benefits from street lighting and wide footways on both sides of the carriageway. There is a zebra crossing located directly outside the site, allowing pedestrians a direct, safe crossing point to assist pedestrian movements along key desire lines.

2.5 Vehicular access and egress to the site is currently available from Horton Road in the form of a private parking area, with two vehicle crossovers which are located within the zebra crossing zig-zag road markings (see **Plate 3**).



Plate 3: Existing Site Frontage on Horton Road (Source: Street Map)

- 2.6 Colham Avenue is situated to the east of the site, as a single carriageway one-way road (northbound direction). Another vehicular access and egress point to the site is provided in the form of a private parking area with space for two vehicles, formed by a vehicle crossover (see **Plate 4**).



Plate 4: Colham Avenue (Source: Street Map)

- 2.7 Colham Avenue is located within a controlled parking zone (Zone Y1), meaning on-street permit parking restrictions are in place between

Monday to Friday, 9am-5pm to allow only residents, or other valid permit holders to park in on-street spaces. Zone Y1 also covers Horton Road, although some parking is allowed between 7pm and 7am. Other surrounding streets not covered by the area of CPZ Y1 are in private ownership.

2011 Census Data

- 2.8 Both car ownership and travel to work data has been derived from the 2011 Census for the existing resident population of the area surrounding the site (E00012695).

Car Ownership

- 2.9 Data for car ownership levels by dwelling type, tenure and size for households has been derived to consider the current car ownership levels of those who live in the vicinity of the site.
- 2.10 A summary of the data is provided in **Table 2.1** below.

Table 2.1: Current Resident Car Ownership (2011 Census data)

Cars or Vans	All Households	
	Number of Households/vehicle ownership	Number of vehicles
All categories: Car or van availability	113	-
No cars or vans in household	58	-
1 car or van in household	46	46
2 cars or vans in household	9	18
Total: Car or van availability	-	64

- 2.11 The data shows a total average car ownership level of 0.56 cars per flat in the area surrounding the site, and that 51% of local households do not own a car.

Travel to Work

- 2.12 Travel to work data has been derived to provide an indication on the likely modal split of residents.
- 2.13 The data shows the following proportions of multi-modal trips based upon the journey to work travel data:

Table 2.2: Journey to Work Proportions (2011 Census data)

Mode of Travel	Percentage of Residents (excluding working at home, other, unemployed)
<i>Train (incl. Underground)</i>	21.0%
<i>Bus</i>	24.2%
<i>Taxi</i>	0.0%
<i>Motorcycle</i>	0.7%
<i>Car Driver</i>	37.3%
<i>Car Passenger</i>	3.3%
<i>Bicycle</i>	2.6%
<i>Pedestrian</i>	10.5%
Total	100%

- 2.14 The above table indicates that for the residential population the most popular method of travel is by public transport at 45.2%, followed by car at 37.3%. Overall, around 62% of trips are by sustainable modes of travel, reflecting the accessibility to bus and train services and the location of the development site close to key facilities.

Walking and Cycling

- 2.15 The site's location means a variety of local amenities and services are available to cater for the day-to-day needs of local residents. Therefore, significant pedestrian / cyclist infrastructure already exists in the surrounding area.
- 2.16 The *Chartered Institution of Highways and Transportation (CIHT)* document '*Providing for Journeys on Foot*' recommends suggested acceptable walking distances of between 500m (6 minutes,

"Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school.

- 2.17 The *Manual for Streets (MfS)* identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.

Table 2.3: Suggested Acceptable Walking Distances

	Town Centre (m)	Commuting/ School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 2.18 Yiewsley High Street is located to the west of the site, within a 400m distance. The High Street serves as a key employment and retail area for the area, providing a number of facilities within easy walking and cycling distance from the application site, including local schools, a supermarket, pharmacy, restaurants, post office and banks.
- 2.19 Additional facilities are located within 500m walking distance from the site, including a primary school, place of worship and other retail facilities.
- 2.20 All local residential roads have two wide footways with street lighting on both sides of the carriageway, providing an excellent environment for pedestrians.
- 2.21 All existing crossing points in close proximity of the site have dropped kerbs, allowing pedestrians a direct, step-free crossing point to assist pedestrian movements along key desire lines. Tactile paving is also present at crossing points, allowing pedestrians with visual challenges to identify the crossing point and cross safely.

- 2.22 These facilities provide a safe environment for pedestrians and connect the site very well to surrounding public transport infrastructure and local facilities.

Public Transport

PTAL Summary

- 2.23 An important aspect of reviewing transport links to the proposed development and the characteristics for modal split is to assess its accessibility to the public transport network. The public transport accessibility of the site has been assessed using the PTAL (Public Transport Accessibility Level) method.
- 2.24 The current PTAL methodology, which has been set out by TfL, assumes a walk speed of 4.8km/hr and considers weekday morning peak period service frequencies at rail stations within 12 minutes' walk (960m) of the site and bus stops within 8 minutes' walk (640m).
- 2.25 The site is situated in an area with a PTAL of 3 which is rated as 'moderate'. This is relatively high for an outer London location.
- 2.26 An illustration of the PTAL map is provided below.

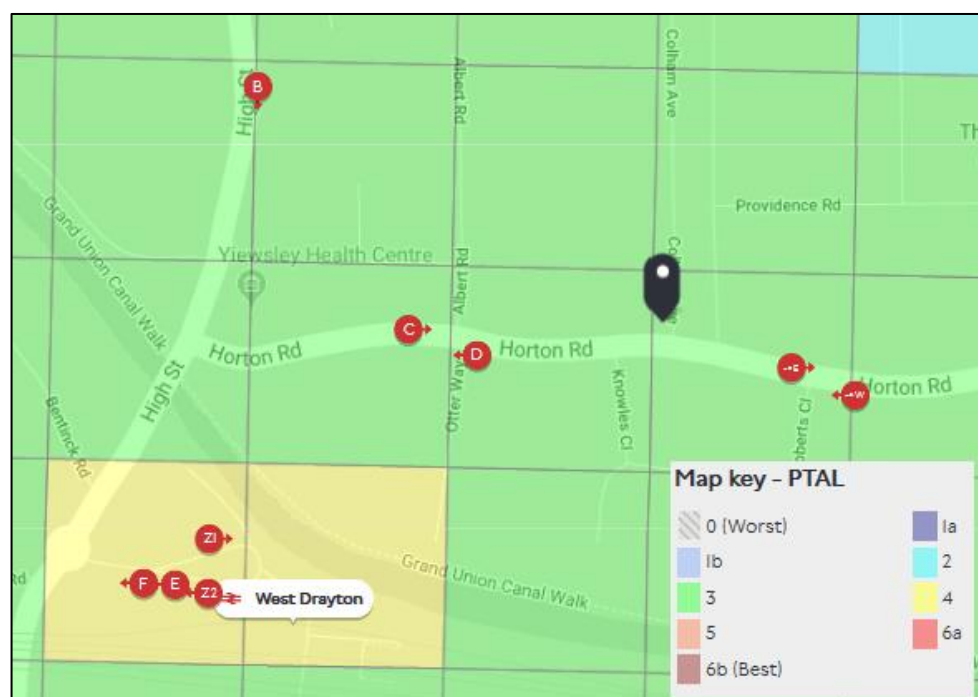


Plate 5: Local PTAL Map

- 2.27 It should be noted that the site is within a short walk (approximately 5 minutes) to an area with a PTAL 4 to the southwest.

Buses

- 2.28 The nearest bus stops in relation to the site are situated on Horton Road, around 150m (2 minutes) walking distance. The stops are served by route 350.
- 2.29 To the northwest of the site, additional bus stops are located on High Street and at West Drayton Station, approximately 450m walking distance from the site. The stops are served by routes 222, U1, U3 and U5.
- 2.30 The route and frequencies of the above bus services are summarised in **Table 2.4**

Table 2.4: Bus Services Available

	Service and Route	Typical Frequency (minutes)		
		Weekdays	Saturday	Sunday
350	Heathrow Terminal 5 – Hayes Town	20	20	20
222	Uxbridge Station – Hounslow Bus Station	12	12	13
U1	Ruislip Station – West Drayton Station	15	15	30
U3	Uxbridge Station – Heathrow Central Bus Station	12	12	20
U5	Uxbridge Station – Hayes and Harlington Station	12	15	20

2.31 **Table 2.4** shows that bus routes served by stops within a short walk distance of the site provide frequent local connections to settlements in the immediate area and further afield, offering real opportunities for residents and visitors to travel by bus as a mode of travel.

Rail

2.32 The nearest rail services in relation to the site are at West Drayton Station, which is around 450m (approximately 5 minutes) walking distance of the site.

2.33 The service frequency at this station is around every 15 – 20 minutes for trains running into London (Paddington) and around every 30 minutes running out of London (to Didcot Parkway and Reading).

2.34 The station has cycle storage facilities situated outside of the station.

Summary

2.35 The site is located within walking distance of a variety of local amenities and services to cater for the day-to-day needs of local residents, which are accessible via a footway. Therefore, significant pedestrian infrastructure already exists in the surrounding area.

- 2.36 It is considered that the site is suitably located to encourage the use of sustainable and active modes of travel to and from the site. It has access to local bus and rail services, as well as there being good opportunities to travel to / from the site by bicycle using the local highway network.
- 2.37 Car ownership levels in the local area are low, with around 51% of all flats in the area having no access to cars or vans. An existing CPZ encompassing Colham Avenue and Horton Road is present, with private residential streets in the area outside of the CPZ.

3.0 THE PROPOSED DEVELOPMENT

3.1 The proposed redevelopment scheme seeks to demolish the existing two residential dwellings and redevelop the site to provide a total of 7 new residential dwellings. This results in an uplift of 5 dwellings.

3.2 The development is set to provide the following mix of units:

- 5 x 1-bedroom flats; and
- 2 x 2-bedroom flats

3.3 A copy of the proposed site plan is provided at **Appendix A**.

3.4 The following description is pertinent to the highways and transport aspects of the proposed development scheme.

Access

3.5 Access and egress to the site is to be retained as per the existing arrangement, which is available from the site frontage and the site's eastern boundary.

3.6 The access points are operational and, therefore, already attract a number of vehicle turning movements throughout the day.

Parking

3.7 Parking is to be provided in accordance with the Hillingdon Local Plan (adopted January 2020) which sets out LBH's current car parking standards for residential dwellings.

3.8 Paragraph 8.30 of the adopted Local Plan Part 2 states that "*The standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level*".

3.9 Policy DMT6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

3.10 With regard to the above, it is proposed to retain the 4 no. existing car parking spaces for the site.

3.11 The parking standards indicate that the **maximum** standard for flats (C3) are 1.5 – 1 space per dwelling (1-2 bedroom). Provision of visitor parking should also be considered.

3.12 It is proposed to provide 4 no. parking spaces internally of the site for the 7 no. residential units. This level of parking is below the maximum standards, however it is considered suitable given the following: -

- The site is located within a PTAL 3 (borderline PTAL 4), showing moderate accessibility to public transport with high frequency bus and rail services easily accessible from the site for both leisure and commuting purposes;
- The site is to soon benefit from the Crossrail network, further enhancing its connectivity;

- For residents who choose not to own a car, residing within Yiewsley, very close to the High Street with local shops and amenities, will be an attractive proposition for residents. This notion is supported by 2011 Census car ownership data, which shows that the average car ownership level for flats is 0.56 cars per household, and that 51% of these flats do not own a car.
- The site resides in an area that forms a controlled parking zone. As part of the proposals, Aynstone Limited is willing to offer a Unilateral Undertaking to restrict future occupiers from obtaining parking permits in the immediate parking area to prevent overspill parking from occurring; and
- Potential purchasers (or tenants) will be made fully aware of the limited parking. Only those residents that plan to live car-free will buy (or rent) a property with no allocated parking.

3.13 Clearly the proposed development site achieves these aspirations of sustainable location and proximity to key services to support day-to-day living. It is therefore considered that the development and its location adhere to Section A (points (i) and (ii)) of Policy DMT6.

3.14 It is proposed to provide a single disabled parking space, accessed from Colham Avenue, to meet disabled parking space requirements.

3.15 It is also proposed to provide a single parking space with an electric charge point from the outset. The remainder of the car parking spaces will have passive provision i.e. ducts and cables in readiness for future charge points.

Cycle Parking

3.16 Cycle parking will be provided in accordance with the LBH adopted Local Plan cycle parking standards. Cycle parking is proposed to be provided within a secure area which is undercover.

Servicing and Emergency Access

- 3.17 Delivery / servicing and loading arrangements will be undertaken on the carriageway, as per the existing situation. There are no restrictions currently in place to prevent on-street loading or servicing.
- 3.18 Refuse vehicles are proposed to service the site from the kerbside, as per the existing situation. A refuse vehicle can get within acceptable collection distances of the proposed storage point (waste collection vehicles should be able to get within 10m of the storage point for communal bins).
- 3.19 Emergency vehicles are expected to be able to get within 18m of the dry riser for the flatted units.

4.0 POLICY CONTEXT

Framework

4.1 Relevant policy guidance on transport and land use planning relating to new development is set out in the following documents: -

- *National Planning Policy Framework (NPPF – February 2019);*
- *The London Plan (2016); and*
- *London Borough of Hillingdon adopted Local Plan (January 2020).*

National Planning Policy Framework (2019)

4.2 Para 102 states that: *Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for mitigation and for net gains in environmental quality; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.*

- 4.3 Para 103 states that: *opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*
- 4.4 Para 108 states that: *In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured 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; and*
 - c) 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.*
- 4.5 Para 109 confirms that: *Development should only be prevented or refused on highway grounds if the residual cumulative impacts on the road network or road safety would be severe.*

The London Plan (March 2016)

- 4.6 The London Plan forms the spatial development strategy for London and has been consolidated with alterations since the version adopted in 2011. The Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 4.7 The London Plan has been prepared primarily to address key housing and employment issues emerging from an analysis of 2011 Census data. The London Plan also: -
- Develops the concept of the London Plan as the 'London expression of the National Planning Policy Framework';*

- *Provides a robust, short to medium term planning framework to provide a clear 'direction of travel' for the longer term, recognising that this may well have to be reviewed;*
- *Deals with minor changes in terms of fact;*
- *Responds to changes in national policy;*
- *Provides support for the Mayor's Housing and other strategies; and*
- *Where relevant addresses other advice to the Mayor e.g. from the Outer London Commission.*

4.8 The following provides a summary of Chapter 6 of the London Plan which provides details on London's transport.

4.9 **Policy 6.1 Strategic Approach** states that "*The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by: -*

- *Encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- *Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand; and*
- *Supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity."*

4.10 **Policy 6.3 Assessing Effects of Development on Transport Capacity** states that: -

- *"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network;*
- *Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans*

exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account; and

- *Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance."*

4.11 **Policy 6.13 Parking** states that: *"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, developments must:*

- *Ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles;*
- *Provide parking for disabled people in line with Table 6.2;*
- *Meet the minimum cycle parking standards set out in Table 6.3; and*
- *Provide for the needs of businesses for delivery and servicing."*

4.12 **Policy 6.13** also recommends the promotion of car-free developments in locations with high public transport accessibility.

4.13 **Paragraph 6.42** states that: *"Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant effects in influencing transport choices and addressing congestion. It can also affect patterns of development and play an*

important part in the economic success and liveability of places, particularly town centres."

4.14 It goes on to state that: *"TAs and travel plans for major developments should give details of proposed measures to improve non-car based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking."*

4.15 Paragraph 6.43 states that: *"PTALs are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases. TfL may refine how PTALs operate and will consult on any proposed changes to the methodology."*

London Borough of Hillingdon Local Plan (adopted January 2020)

4.16 Relevant policy has been extracted from the saved policies, as follows.

Policy DMT 1: Managing Transport Impacts

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

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential imp

Policy DMT 2: Highways Impacts

Development proposals must ensure that:

i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) 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 5: Pedestrians and Cyclists

A) 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, including:

i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;

ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;

iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and

iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

4.17 It is considered that the site complies with the relevant national, regional and local transport-related policies.

5.0 TRIP GENERATION

- 5.1 A comparison has been made between the use of the existing site and that of the proposed development scheme.
- 5.2 In order to draw such a comparison, the TRICS database has been used to derive suitable trip rates of comparable sites for both the existing and proposed sites.
- 5.3 The existing site already has 2 no. dwellings. An appraisal of the proposed total number of 7 no. dwellings is now considered which provides an element of robustness.
- 5.4 **Table 5.1** sets out the all person trip generation of the proposed residential site during the key AM and PM weekday peak hours (based on traditional network peak hours). The proposed residential trip rates were selected based on sites of a similar scale and region.
- 5.5 The TRICS outputs are provided at **Appendix B**.

Table 5.1: Proposed Weekday peak hour trip rates (source: TRICS)

Period and mode	Trip Rates (Per Dwelling)			Trips (7 Dwellings)		
	<i>In</i>	<i>Out</i>	<i>2-way</i>	<i>In</i>	<i>Out</i>	<i>2-way</i>
Weekday AM peak hour (08:00-09:00)						
<i>Total People (Per Dwelling)</i>	0.113	0.516	0.629	1	4	5
Weekday PM peak hour (17:00-18:00)						
<i>Total People (Per Dwelling)</i>	0.419	0.226	0.645	3	2	5

*Figures subject to rounding

- 5.6 With the site's excellent access to bus and train services and the reduced car nature of the proposals, it is considered that more trips will be by sustainable modes of travel such as walking, cycling and public transport.

- 5.7 The mode of travel for the site has been determined from the "Travel to Work" dataset provided within the 2011 Census database for the area within which the site falls (see **Table 2.2**).
- 5.8 The modal share has been applied to the forecast person trips identified at **Table 5.1**. The resulting residential trip generation by mode is shown at **Table 5.2**.

Table 5.2: Predicted Peak Hour trips of Existing Site by Mode

Mode		
<i>Predicted number of Trips by all modes of transport</i>	<i>AM Peak Hour (Two-way)</i>	<i>PM Peak Hour (Two-way)</i>
Train (incl. Underground)	1.1	1.1
Bus	1.2	1.2
Taxi	0.0	0.0
Motorcycle	0.0	0.0
Car Driver	1.9	1.9
Car Passenger	0.2	0.2
Bicycle	0.1	0.1
Pedestrian	0.5	0.5
Total	5	5

Note: The above trip number have been presented to two decimal places due to the very low trip numbers for each mode of travel.

- 5.9 The above table indicates that the proposals could generation approximately 2 vehicle movements during the peak hours.
- 5.10 This equates to approximately up to 1 vehicle movement every 30 minutes. Again, this is considered a worst case as the proposed restraint to car parking has not been allowed for and if applied would result in reduced cars trips and higher public transport use.
- 5.11 This level of traffic generation is likely to have an insignificant effect in terms of traffic capacity and highways safety.

Highways Impact

- 5.12 As has been identified above, the proposed development of 7 no. residential flats is not expected to generate a significant level of traffic movements in the key peak hours.
- 5.13 The above analysis has been undertaken without consideration of the restriction of on-site parking, and is therefore expected to over-estimate the number of vehicle movements associated with the development site.
- 5.14 In terms of the layout and position of the car parking, the proposals seek to retain and enhance the existing car parking spaces on the site.
- 5.15 Car parking spaces accessed from Horton Road have been restricted to 3 no. spaces and have been moved slightly further away from the existing zebra crossing. In addition, the building design has been set back further into the site. As a result, this will maximise visibility splays for vehicles reversing from the spaces on Horton Road over and above what is present. This is considered to be a significant benefit of the scheme.
- 5.16 In addition, the measures such as the agreement to provide a Unilateral Undertaking to restrict residents from obtaining parking permits within the surrounding CPZ area Y1 will help to enforce parking and prevent overspill parking pressure from the development site.
- 5.17 These measures and the analysis of the existing car ownership of the local ward which indicates low levels of car ownership for flatted units would indicate that parking can both be mitigated and considered not to be an adverse impact of the development.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 Ardent Consulting Engineers has been appointed by Aynstone Limited to prepare a Transport Statement (TS) to support the proposed redevelopment at 67 Horton Road, Yiewsley.
- 6.2 The redevelopment scheme seeks to demolish the 2 no. existing residential dwellings and replace with 7 no. flats, resulting in an uplift of 5 no. residential dwellings. The development is set to provide the following mix of units:
- 5 x 1-bedroom flats; and
 - 2 x 2-bedroom flats.
- 6.3 The planning application for the proposed scheme is submitted to London Borough of Hillingdon (LBH) as the local planning authority. LBH is also the local highway authority responsible for roads in the surrounding area.
- 6.4 The site's location means a wide range of local amenities and services are available to cater for the day-to-day needs of local residents, which can be reached without the need to travel by car. Given its location within close proximity of bus stops and railway services, the site is well located to take advantage of sustainable travel opportunities.
- 6.5 It is considered that the existing pedestrian/cycle facilities in the area encourage walking as a main mode of travel for those that live and work in the area.
- 6.6 The parking provision of the site is within the **maximum** parking standards as set out in the adopted Hillingdon Local Plan. The parking has been assessed as appropriate given the site's location in a moderate to good area of accessibility and on the basis that the site is located within a CPZ which allows the council to control residents'

access to parking permits (restricting those residents of the site from obtaining them).

- 6.7 As part of the proposals, Aynstone Limited is willing to offer a Unilateral Undertaking to restrict future occupiers from obtaining parking permits in the immediate parking area.
- 6.8 The proposed redevelopment scheme is fully compliant with current policy guidance on transport and land use planning at national, regional and local levels.
- 6.9 The predicted weekday peak hour trip generation of the proposed development by each mode of travel has been derived using census modal split data and the TRICS trip rate database. It is expected that the increase in trip generation is likely to have an insignificant impact on the highway network and public transport services in the local area.
- 6.10 Having fully considered highways / transport matters, we consider that planning permission for the proposed redevelopment at the site should be granted.

Appendix A

Site Layout

LOWER GROUND



B	26.05.20	For Info	TR	
A	14.05.20	For Info	TR	
rev	date	notes	drawn by	checked by
1: Originator	☐	2: Project Architect	☐	3: Director

FOR INFORMATION ONLY

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client

Trio Properties

project

67 Horton Road

drawing title

Lower Ground Floor Plan

project start date

October 2018

scale

1:50 @ A1

1:100 @ A3

revision

B

drawing number

503 PL(0)103

All dimensions must be checked on site and any discrepancies reported to the architect before any work commences. DO NOT SCALE from this drawing. This drawing is the copyright of AND Architects Ltd and may not be copied or printed without express written permission from AND Architects Ltd

Appendix B
TRICS Outputs

Calculation Reference: AUDIT-437201-190814-0813

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	1 days
	KI KINGSTON	1 days
	NH NEWHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 12 to 30 (units:)
 Range Selected by User: 9 to 50 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 08/11/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	3 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 Poor	1 days
3 Moderate	1 days
4 Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HG-03-C-02	BLOCK OF FLATS	HARINGEY
	HIGH ROAD		
	WOOD GREEN		
	WOODSIDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	30	
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL
2	KI-03-C-03	BLOCK OF FLATS	KINGSTON
	PORTSMOUTH ROAD		
	SURBITON		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	20	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
3	NH-03-C-01	BLOCK OF FLATS	NEWHAM
	ARTHINGWORTH STREET		
	STRATFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: THURSDAY	14/11/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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									
07:00 - 08:00	3	21	0.097	3	21	0.403	3	21	0.500
08:00 - 09:00	3	21	0.113	3	21	0.516	3	21	0.629
09:00 - 10:00	3	21	0.081	3	21	0.258	3	21	0.339
10:00 - 11:00	3	21	0.113	3	21	0.177	3	21	0.290
11:00 - 12:00	3	21	0.097	3	21	0.145	3	21	0.242
12:00 - 13:00	3	21	0.210	3	21	0.129	3	21	0.339
13:00 - 14:00	3	21	0.177	3	21	0.226	3	21	0.403
14:00 - 15:00	3	21	0.258	3	21	0.226	3	21	0.484
15:00 - 16:00	3	21	0.274	3	21	0.161	3	21	0.435
16:00 - 17:00	3	21	0.387	3	21	0.323	3	21	0.710
17:00 - 18:00	3	21	0.419	3	21	0.226	3	21	0.645
18:00 - 19:00	3	21	0.532	3	21	0.371	3	21	0.903
19:00 - 20:00	1	20	0.400	1	20	0.350	1	20	0.750
20:00 - 21:00	1	20	0.450	1	20	0.300	1	20	0.750
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.608			3.811			7.419

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.