CAPITAL TRANSPORT PLANNING

Transport Statement

11 Yeading Lane, Hayes
September, 2024

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Capital Transport Planning is a Transport Planning and Highways consultancy, specialised in assisting clients through the planning process. Our transport consultant has vast transport planning experience acting on behalf of clients to overturn refused planning applications, providing documents to support planning applications, working on the behalf of Highway Authorities within a County Council and London Borough Council.

Prepared for:

Juttla Architects

Prepared by:

Capital Transport Planning LTD

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Transport Consultant

Revision History

Project and Document Details

Project Name	**11 Yeading Lane**
Project No	00361
Document Title	Transport Statement

Document History

Rev	Amendments	Prepared By	Date
First Issue	N/A	MO	04/09/2024

Table of Contents

List of Figures and Tables

1. Introduction

1.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of Juttla Architects (the agent). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with the proposal for the development at 11 Yeading Lane.

1.2. The development proposals include the redevelopment of the site from a three-bedroom dwelling (Class C3) into 9 self-contained units.

1.3. This Transport Statement aims to address all highways and transportation related matters for this planning application made to the London Borough of Hillingdon.

Report Structure

(2) Existing Conditions
(3) Policy Context
(4) Development Proposals
(5) Summary and Conclusions

2. Existing Conditions

Site Location

2.1. The application site is located on the western side of Lampton Road, which is an unclassified road and forms a part of the public highway. The application site is located approximately 1.3 miles north of Hayes and Harlington station rail station and towards the east of the London Borough of Hillingdon. The site location plan is presented in Figure 1 and Appendix A.

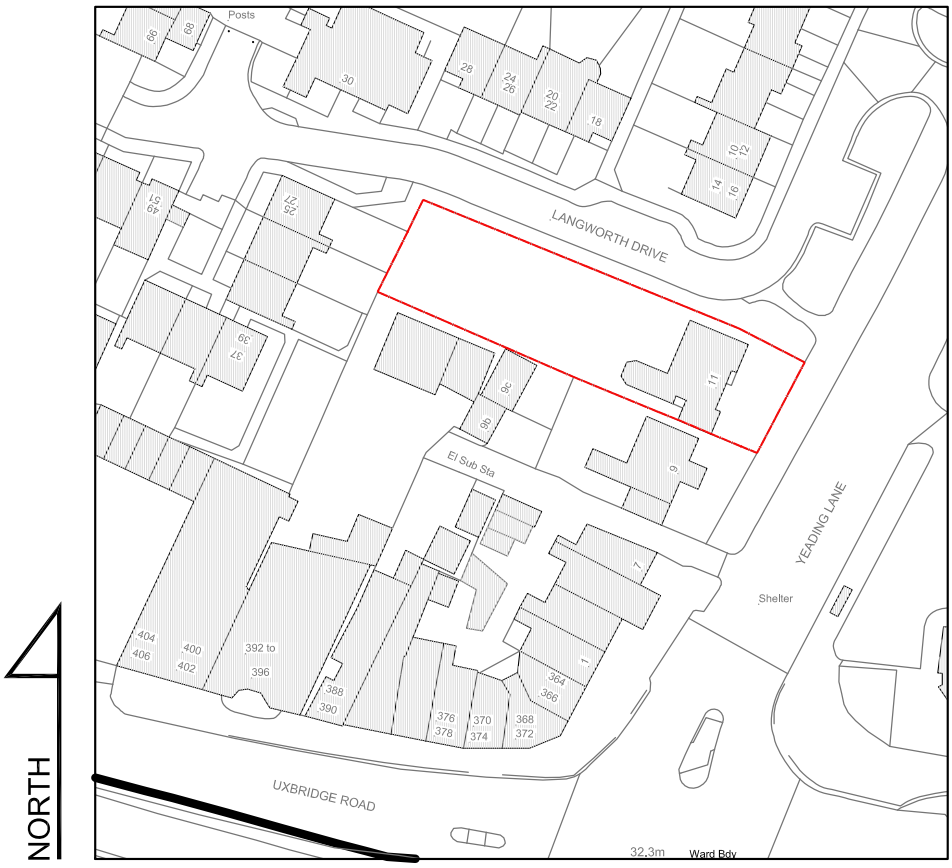

Figure 1. Location Plan

Site Description

2.2. The application site currently consists of an existing 3-bedroom dwelling with associated car parking. The application site is accessed via an existing pedestrian access from Yeading Lane and a vehicular access also from Yeading Lane.

Accessibility

2.3. Transport for London have developed a WebCAT tool used to determine the Public Transport Accessibility Level (PTAL). Sites can achieve scores ranging from 0 (Worst) to 6b (Best). The application site achieves a PTAL rating of 3 (Moderate) using TfL's methodology for public transport accessibility. This rating indicates a poor level of public transport accessibility. Appendix presents the PTAL report for the application site.

2.4. As noted previously, the application site performs relatively well on accessibility using TfL's WebCAT tool. The existing public transport facilities available in the vicinity of the site comprise of buses and rail.

Rail

2.5. The nearest station to the site is Hayes and Harlington rail station, which is located approximately 1.3 miles (approx. 29 minute-walk) from the site. Hayes and Harlington rail station is accessed from on Station Road and features on the Elizabeth Line and Great West Railway line. The location of transport interchanges is presented in Figure 2.

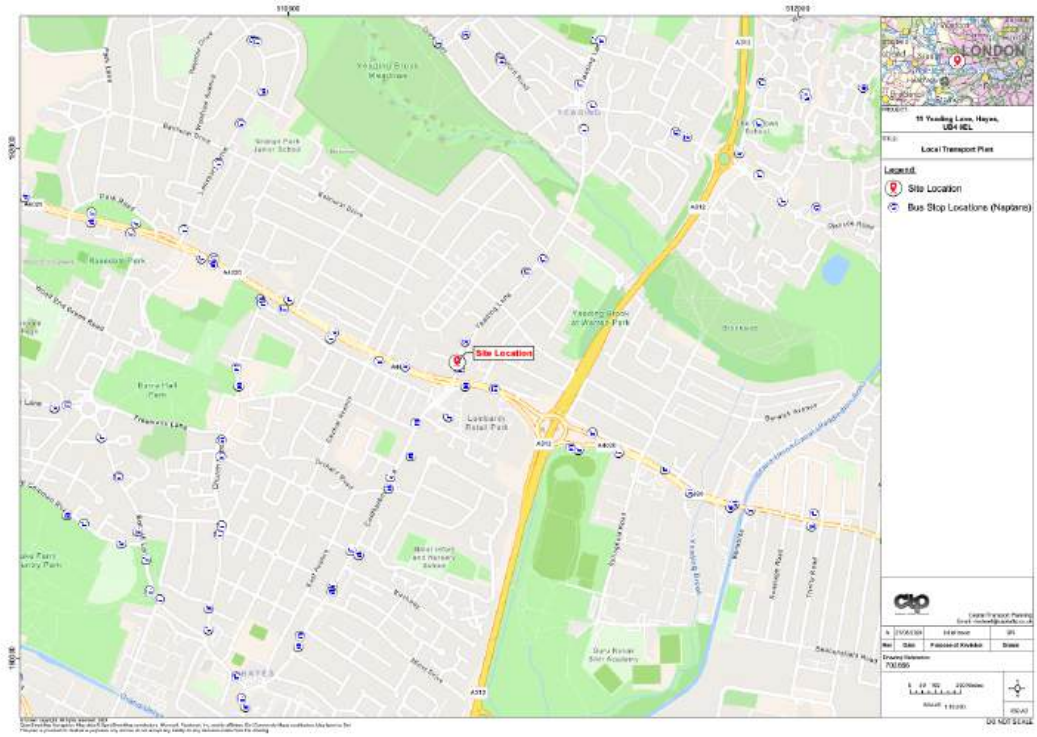

Figure 2. Transport Plan

Bus

2.6. The site is located within approximately 0.1 miles of (approx. 2 minutes-walk) the Hayes/The Grapes station bus stops. These bus stops provide access to the bus 140, 679, E6 and N140 and SL9. The areas covered in a 20-minute bus journey from the site are presented in Figure 3, which include Ruislip to the north, Hatton Cross to the south, Hanwell to the east and Uxbridge to the west.

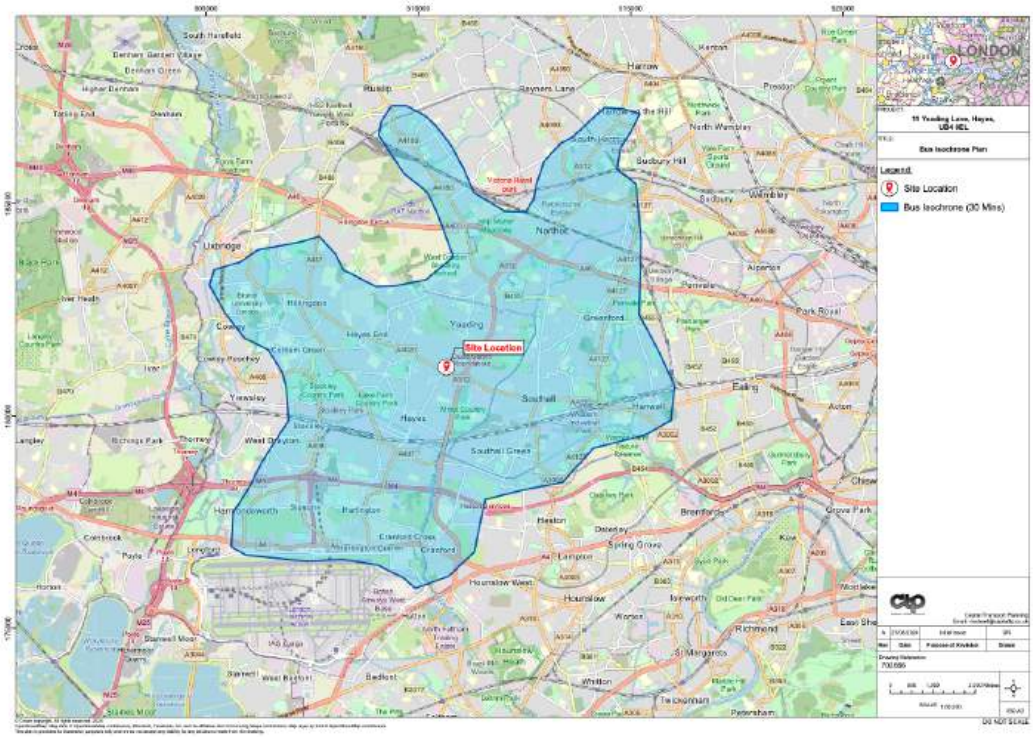

Figure 3. Bus Isochrone

Surrounding Highway Network

2.7. The application site is located on Yeading Lane towards the centre of the London Borough of Hillingdon. Yeading Lane is a bi-directional single lane carriageway which adjoins the Uxbridge Road (A4020) to the south and White Hart roundabout to the north. The areas covered in a 20-minute cycle ride from the site are presented in Figure 4, which include Ruislip to the north, Hatton Cross to the south, Hanwell to the east and Uxbridge to the west.

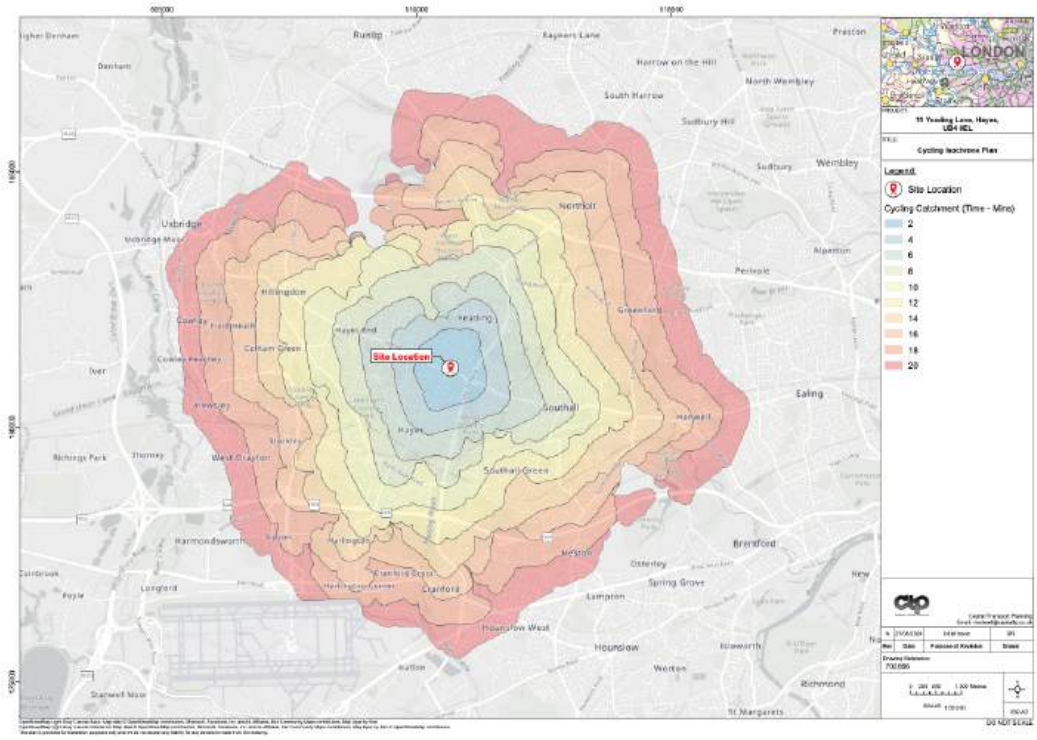

Figure 4. Cycling Isochrone

2.8. Yeading Lane forms a part of the Local Highway Network and the London Borough of Hillingdon act as Local Highway Authority, responsible for maintenance and management of the public highway.

Figure 5. Walking Isochrone

3. Policy Context

3.1. This following section takes into consideration all planning policies which support and promote the proposal set out in this report.

National Planning Policy Framework (NPPF) (2023)

3.2. The NPPF sets out guidance relating to parking standards within the chapter relating to sustainable transport. It is noted that the NPPF considers the location of a development in regard to parking standard. It also notes that proposals should only be refused on transport grounds if they compromise highway safety or result in a severe impact.

3.3. Chapter 9 covers the promotion of 'Sustainable Transport' and Paragraph 111 states in relation to parking standards:

"If setting local parking standards for residential and non-residential development, policies should take into account:
a) the accessibility of the development;
b) the type, mix and use of development;
c) the availability of and opportunities for public transport;
d) local car ownership levels; and
e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

3.4. The proposed development is in accordance with paragraph 111, as local and regional parking standards have been satisfied and alternative modes of travel have been identified.

3.5. It goes on in Paragraph 112 to state that "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

3.6. It is considered that paragraph 112 has been satisfied as maximum parking standards have been adhered to.

3.7. The test of acceptability of a scheme is set out within Paragraph 115: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"

3.8. It is also considered that the proposal complies with paragraph 115 as it does not present an unacceptable impact on highway safety grounds or propose an unacceptable impact on the local highway network.

3.9. Finally, Paragraph 116 follows on and specifies that development proposals should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive–which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.10. The proposed development is in accordance with paragraph 116. The proposal addressed accessibility for pedestrians, provides cycle parking in accordance with local and regional policies, provides a car parking space for blue badge holders.

London Plan (2021)

3.11. The latest version of the London Plan was published in 2021, with similar aspirations to previous versions of the planning policy document.

3.12. The London Plan (2021) continues to provide policy standards and requirements for local authorities to determine planning applications. In regard to transportation, the London Plan emphasises the need for to reduce car dominance as mode of travel in a bid to improve air quality and congestion in the capital. Transport policies support the promotion of healthy streets, reduction in parking provision in mid-high PTAL locations, increased cycle parking and infrastructure, and assessing the impacts of servicing and construction related activities.

3.13. The following policies are considered to be the most relevant when reviewing the development proposals against the London Plan:

Policy T1 - Strategic approach to transport
Policy T2 - Healthy Streets
Policy T3 - Transport capacity, connectivity and safeguarding
Policy T4 - Assessing and mitigating transport impacts
Policy T5 - Cycling
Policy T6 – Car Parking

3.14. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining cycle and car parking provision, deliver and servicing arrangements and construction logistics.

London Borough of Hillingdon – Local Plan Part 2 (2020)

3.15. The London Borough of Hillingdon's most prominent planning policy documents were published in 2018. The development management policies contain a comprehensive transport section which aims to deliver a high-quality transport network encompassing future modal shift to walking and cycling and improved public transport.

3.16. The following policies are considered to be the most relevant when reviewing the development proposals against the LB Hillingdon's Local Plan (2015):

Policy DMT1: Managing Transport Impacts
Policy DMT2: Highways Impact
Policy DMT4: Public Transport
Policy DMT5: Pedestrians and Cyclists
Policy DMT6: Vehicle Parking
Policy DMT7: Freight

3.17. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining cycle and car parking provision, deliver and servicing arrangements and construction logistics.

3.18. As will be demonstrated in this report, the proposal provides adequate cycle and car parking spaces in accordance with local and regional policy. It is therefore considered that the highways and transportation aspect of the proposal is in accordance with the NPPF (2023), London Plan (2021) and LB of Hillingdon (2020).

4. Proposed Development

Development Proposal

2.1. The development proposals include the redevelopment of the site from a three-bedroom dwelling (Class C3) into 9 self-contained units.

Trip Generation

4.1. This section of the report sets out the level of trips, for all modes of transport, that are anticipated to be generated by the proposed development, during the AM and PM peak periods and a daily basis. Having established the level of trips associated with the proposals the future modal split has been established. The methodology used to establish trip attraction, generated by the proposed development is presented below.

4.2. TRICS is the industry standard trip generation database. The TRICS database is comprised of surveys of various sites nationwide which are utilised for comparison purposes. The TRICS database has been investigated to gain trip rates for the proposed development.

4.3. It has been determined that cars would be the most significant trip generator in regard to impacts. To determine the most accurate trip rates, similar characteristics were selected including C3 flats privately owned, greater London and edge of town/town centre. Three relevant sites were selected that were surveyed within the past five years. The resultant TRICS output is presented in Appendix C and summarised below on Table 2.

Existing Trip Generation

Table 1. Trip Rate (1 Unit)

Per 1 Unit	Arrivals	Departures	Totals
07:00 - 08:00	0.031	0.093	0.124
08:00 - 09:00	0.028	0.085	0.113
09:00 - 10:00	0.026	0.041	0.067
10:00 - 11:00	0.046	0.049	0.095
11:00 - 12:00	0.031	0.057	0.088
12:00 - 13:00	0.033	0.044	0.077
13:00 - 14:00	0.026	0.039	0.065
14:00 - 15:00	0.018	0.015	0.033
15:00 - 16:00	0.069	0.046	0.115
16:00 - 17:00	0.069	0.033	0.102
17:00 - 18:00	0.113	0.075	0.188
18:00 - 19:00	0.08	0.054	0.134
19:00 - 20:00	0.069	0.054	0.123
20:00 - 21:00	0.039	0.039	0.078
Total Rates	0.678	0.724	1.402

4.4. Table 1, presents the trip rates for 1 residential unit. The trip rates have been used to determine the proposed trip generation for the 9 residential units, which is presented in Table 2.

Table 2. Proposed Car Trip Generation (9 Units – C3)

Per 9 Units	Arrivals	Departures	Totals
07:00 - 08:00	0	2	2
08:00 - 09:00	0	1	1
09:00 - 10:00	0	0	0
10:00 - 11:00	1	0	1
11:00 - 12:00	0	1	1
12:00 - 13:00	0	0	0
13:00 - 14:00	0	0	0
14:00 - 15:00	0	0	0
15:00 - 16:00	1	0	1
16:00 - 17:00	1	0	1
17:00 - 18:00	1	2	3
18:00 - 19:00	1	0	1
19:00 - 20:00	1	0	1
20:00 - 21:00	0	0	0
Total Rates	6	6	12

4.5. Table 2, presents the proposed total person trip generation for the 9 residential units across the course of a typical day (07:00 – 21:00). Table 2, indicates that the proposed development is likely to generate a maximum of up to 12 car trips across the course of a day. This is comprised of 12 arrivals and 12 departures, of which only 1 ia within the AM peak period (08:00 - 10:00) and 4 in the PM peak period (16:00 – 18:00).

4.6. It should be noted the trip generation figures above represent total person trips. Trips for total vehicles is also presented in Appendix C.

4.7. The proposed trip generation information presented demonstrates that the site is likely to result in a negligible impact across the course of a day and would lead to a reduction in vehicle trips in comparison to the existing use.

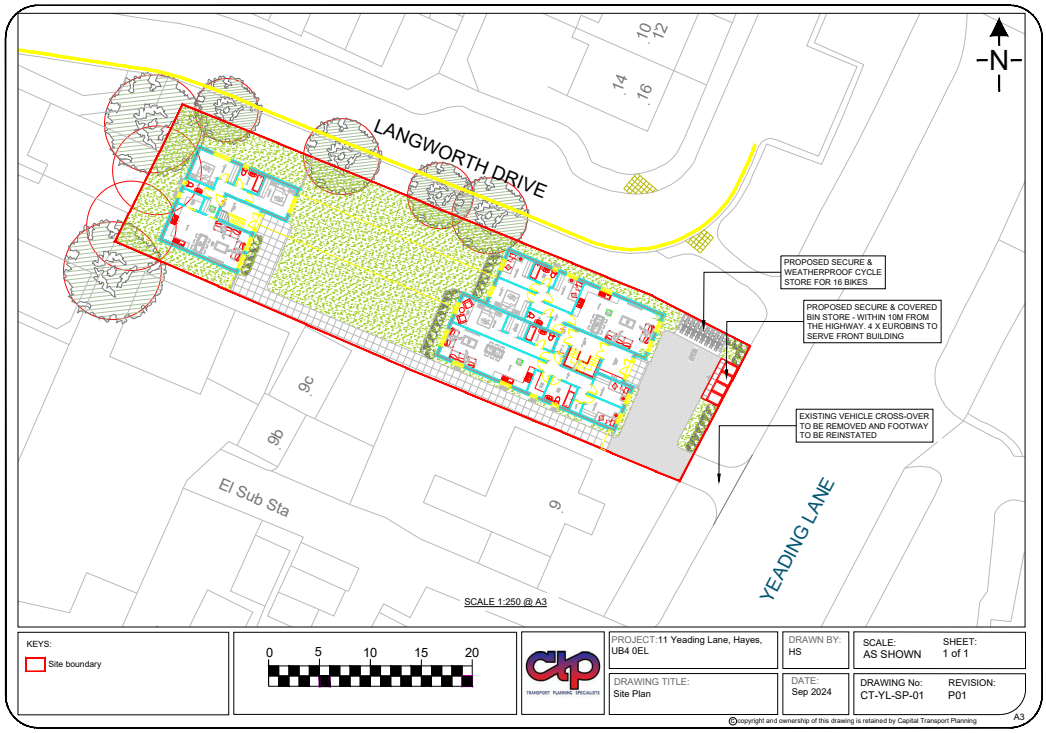

Figure 6. Proposed Site Plan

Pedestrian Access

4.8. The application site provides pedestrian access to the building as presented in Figure 6. Pedestrians would access the site directly from Yeading Lane via the existing footway.

Vehicular Access

4.9. The existing vehicular access to the site is to be removed and the footway to be re-instated as per the request of the local authority. The revised vehicular access arrangements are presented in Figure 6.

Cycle Parking

4.10. The proposed development seeks to provide a total of 16 cycle parking spaces within the application site. Figure 7, sets out the London Plan (2021) cycle parking requirements for the application site.

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

Figure 7. Cycle Parking requirements - London Plan (2021)

4.11. 16 long-stay cycle parking spaces are proposed in accordance with the minimum standards set out in the London Plan. The proposed cycle parking location is presented in Figure 6 and Appendix B.

Car Parking

4.12. Following pre-application discussions, it was agreed with officers to provide a car-free development. Therefore, no off-street car parking spaces are proposed within the application site in accordance with London Plan standards. Figure 8, sets out the London Plan (2021) cycle parking requirements for the application site.

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

Figure 8. Car Parking requirements - London Plan (2021)

Delivery and Servicing

4.13. Deliveries to future residents of the proposed development would take place from the highway, in accordance with existing delivery practices on Langworth Drive. It is proposed that regular servicing including refuse collection would continue to take place from Yeading Lane as is the existing practice

4.14. The proposed location of deliveries associated with the proposed development is presented in Figure 9.

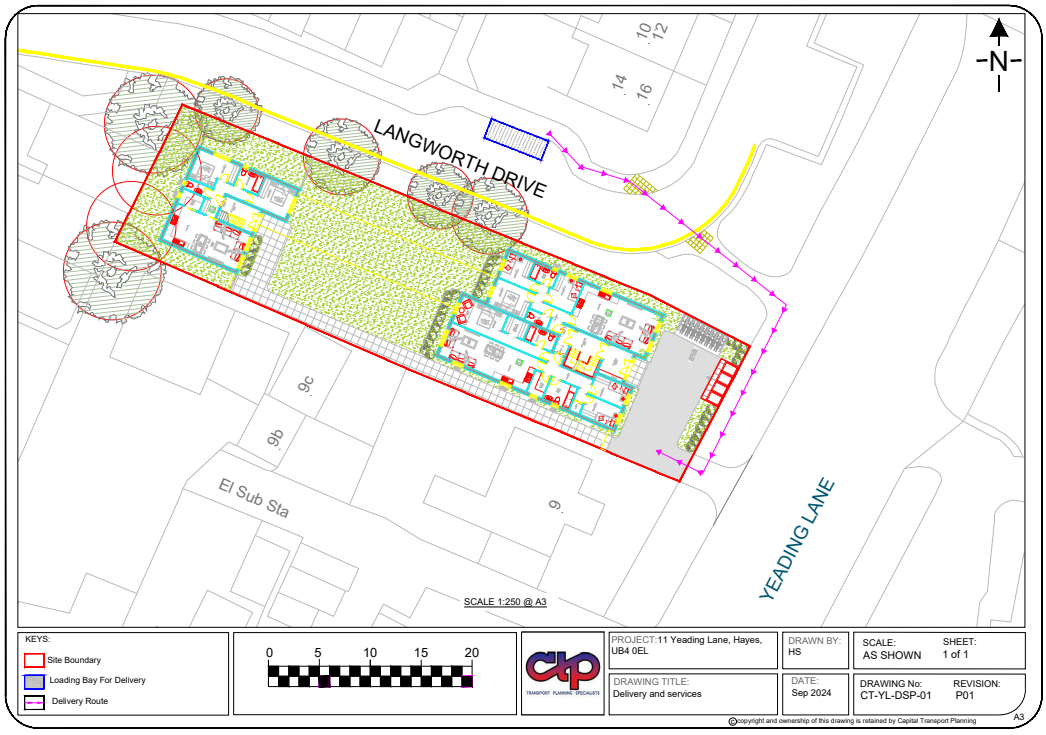

Figure 9. Delivery Area

Accident Data

4.15. A review of the road safety record of the neighbouring highway network has been undertaken. A copy of the Personal Injury Accident (PIA) records has been obtained from CRASHMAP for the five-year period between 27/08/2019 to 27/08/2024.

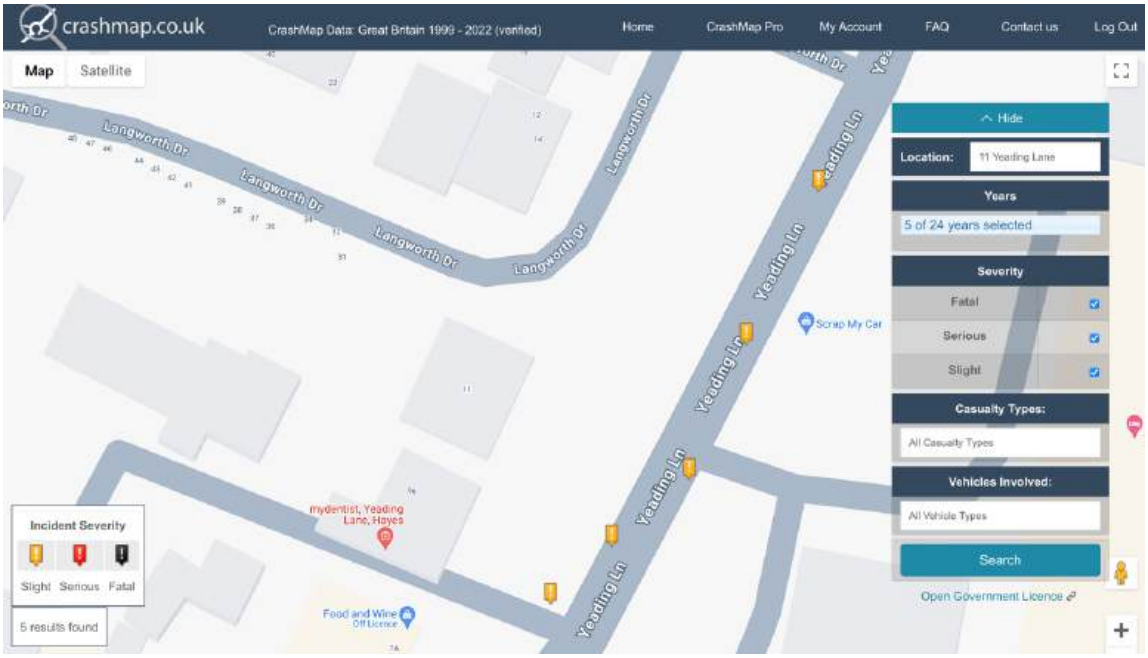

Figure 10. Accident Data Study Area

4.16. Figure 10, presents the roads and junctions included within the study area. There were 5 accidents identified in the study area, which were mostly attributed to driver error and cannot be linked to the existing operations of the application site.

4.17. In summary, having the available PIA data it is evident that there are no PIAs, within the latest five-year period, that relate to the existing site access. There is no evidence of PIAs occurring as a result of vehicles leaving the site onto Yeading Lane. It is also apparent that the local highway network does not suffer from any significant defects that have resulted in an abnormally high PIA record that can be attributed to the standard of the adjoining highway.

4.18. The above information indicates that the development proposals will not prejudice road safety within the neighbouring highway network.

5. Summary and Conclusions

5.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of Juttla Architects (the agent). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with the proposal for the development at 11 Yeading Lane.

5.2. The development proposals include the redevelopment of the site from a three-bedroom dwelling (Class C3) into 9 self-contained units.

5.3. This Transport Statement has assessed matters relating to highways and transport and it is concluded that:

- Opportunities for alternative modes of travel such as walking and cycling are available to future users of the site. This is emphasised in the development proposals by reducing car parking provision and promoting the use of active travel in accordance with policy T3 of the London Plan (2021) and paragraph 112 of the NPPF;
- The proposed number of cycle parking spaces is in accordance with the policy requirements set out in Policy T5 and Table 10.2 of the London Plan (2021);
- The proposed car parking layout has been revised to allow more amenity space within the site as agreed with officers;
- All delivery and servicing related activities would take place from Langworth Drive;
- Public transport accessibility from the site (PTAL 3) has sufficient alternative modes of travel within walking distance or bus ride. The site benefits from bus and rail services within the vicinity of the site.

5.4. It is considered that the combination of cycle parking and availability of alternative modes of travel, provides sufficient evidence that the proposed development offers ample alternatives to single car use.

5.5. For the reasons stated above, it is believed that all previous transport related issue has been sufficiently satisfied and that the development proposals would not have a severe impact and are therefore in accordance with policy 115 of the NPPF and should be granted permission.

6. Appendices

APPENDIX A – LOCATION PLAN

0 10m 20m 50m 100m

SCALE BAR 1:1250

LOCATION PLAN
SCALE 1:1250

Rev	Date	Description	Init.
-	-	-	-

Client

MR RAYAT

Project Title
PROPOSED REDEVELOPMENT OF THE SITE

11 YEADING LANE, HAYES, UB4 0EL

Drawing Title

LOCATION PLAN

Cad File	Sheet Size	Scale
P101	A4	1:1250
Drawn by	Drawing Date	Approved by
BR	AUG 2023	NJ
Project No.	Drawing No.	Revision
1977	P101	-

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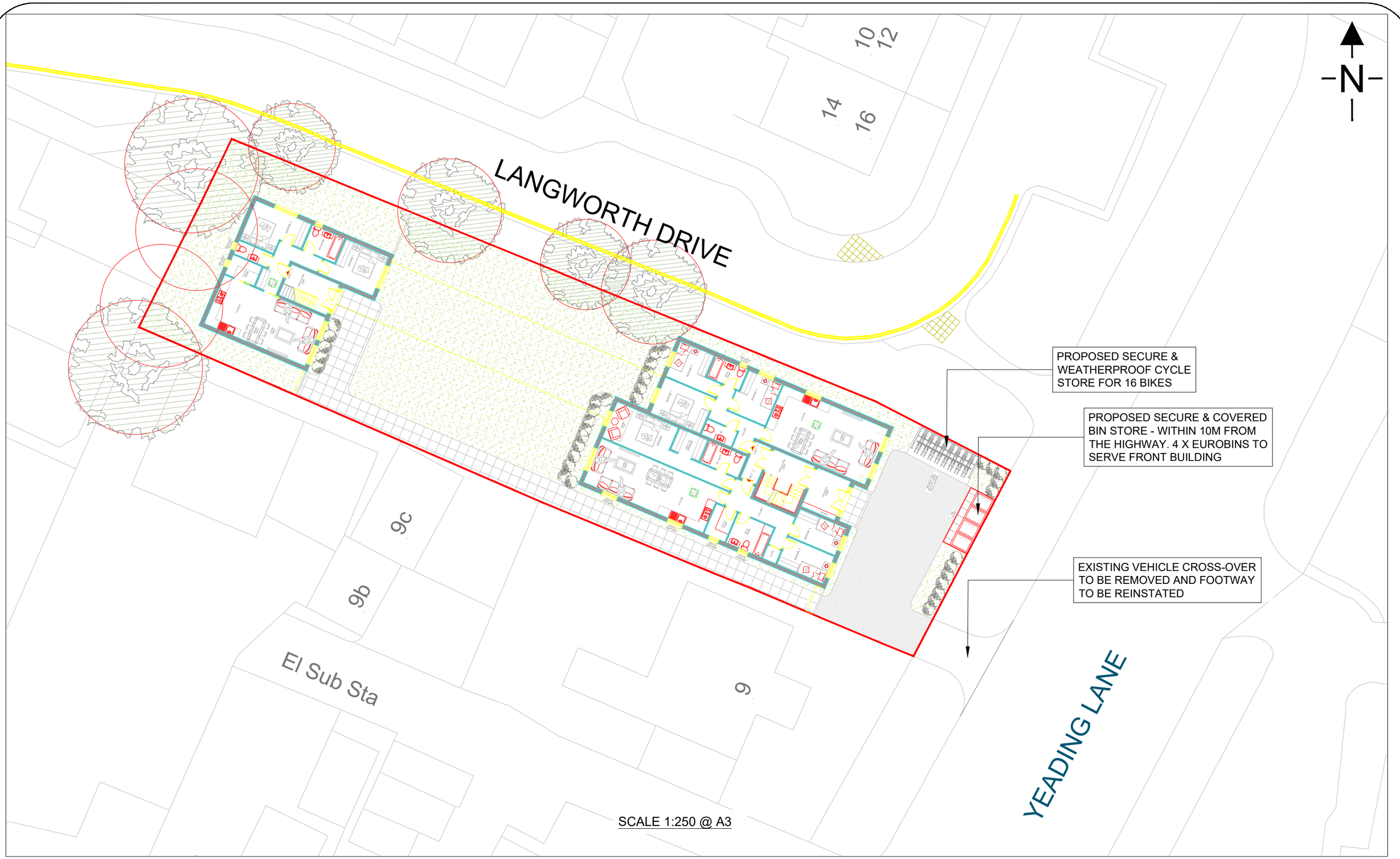
PLANNING ISSUE

APPENDIX B – PROPOSED SITE PLAN



SCALE 1:250 @ A3

KEYS:

Site boundary

0 5 10 15 20

TRANSPORT PLANNING SPECIALISTS

PROJECT: 11 Yeading Lane, Hayes, UB4 0EL	DRAWN BY: HS	SCALE: AS SHOWN	SHEET: 1 of 1
DRAWING TITLE: Site Plan	DATE: Sep 2024	DRAWING No: CT-YL-SP-01	REVISION: P01

A3

APPENDIX C – TRICS OUTPUT

Calculation Reference: AUDIT-706001-240827-0856

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 days
	BM	BROMLEY	1 days
	HO	HOUNSLOW	1 days

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

Primary 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: No of Dwellings
Actual Range: 79 to 160 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 16/11/23

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
Friday	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 undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	2

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:

Development Zone	1
Residential Zone	1
Built-Up Zone	1

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	3 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

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	3 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:

Yes	1 days
No	2 days

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
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 **BE-03-C-01** **BLOCKS OF FLATS** **BEXLEY**
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 **BM-03-C-01** **BLOCKS OF FLATS** **BROMLEY**
RINGER'S ROAD
BROMLEY

Town Centre
Built-Up Zone
Total No of Dwellings: 160
Survey date: MONDAY *12/11/18* *Survey Type: MANUAL*

3 **HO-03-C-03** **BLOCKS OF FLATS** **HOUNSLOW**
COMMERCE ROAD
BRENTFORD

Edge of Town Centre
Development Zone
Total No of Dwellings: 150
Survey date: FRIDAY *18/11/16* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BK-03-C-01	Covid
IS-03-C-05	High PTAL
IS-03-C-06	High PTAL
IS-03-C-08	High PTAL
KI-03-C-03	High PTAL
WF-03-C-01	High PTAL
WF-03-C-02	Covid
WF-03-C-04	Covid
WF-03-C-05	Covid

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 9 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	130	0.039	0.347	**3**	**130**	**0.111**	**0.995**	3	130	0.150	1.342
08:00 - 09:00	3	130	0.039	0.347	3	130	0.103	0.925	3	130	0.142	1.272
09:00 - 10:00	3	130	0.041	0.370	3	130	0.059	0.532	3	130	0.100	0.902
10:00 - 11:00	3	130	0.067	0.602	3	130	0.067	0.602	3	130	0.134	1.204
11:00 - 12:00	3	130	0.057	0.509	3	130	0.082	0.740	3	130	0.139	1.249
12:00 - 13:00	3	130	0.057	0.509	3	130	0.075	0.671	3	130	0.132	1.180
13:00 - 14:00	3	130	0.059	0.532	3	130	0.080	0.717	3	130	0.139	1.249
14:00 - 15:00	3	130	0.021	0.185	3	130	0.021	0.185	3	130	0.042	0.370
15:00 - 16:00	3	130	0.098	0.879	3	130	0.069	0.625	3	130	0.167	1.504
16:00 - 17:00	3	130	0.090	0.810	3	130	0.054	0.486	3	130	0.144	1.296
17:00 - 18:00	**3**	**130**	**0.141**	**1.272**	3	130	0.098	0.879	**3**	**130**	**0.239**	**2.151**
18:00 - 19:00	3	130	0.103	0.925	3	130	0.072	0.648	3	130	0.175	1.573
19:00 - 20:00	3	130	0.075	0.671	3	130	0.062	0.555	3	130	0.137	1.226
20:00 - 21:00	3	130	0.046	0.416	3	130	0.041	0.370	3	130	0.087	0.786
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.933	8.374			0.994	8.930			1.927	17.304

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.*

Parameter summary

Trip rate parameter range selected:	79 - 160 (units:)
Survey date date range:	01/01/16 - 16/11/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	9

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

CARS

Calculation factor: 1 DWELLS

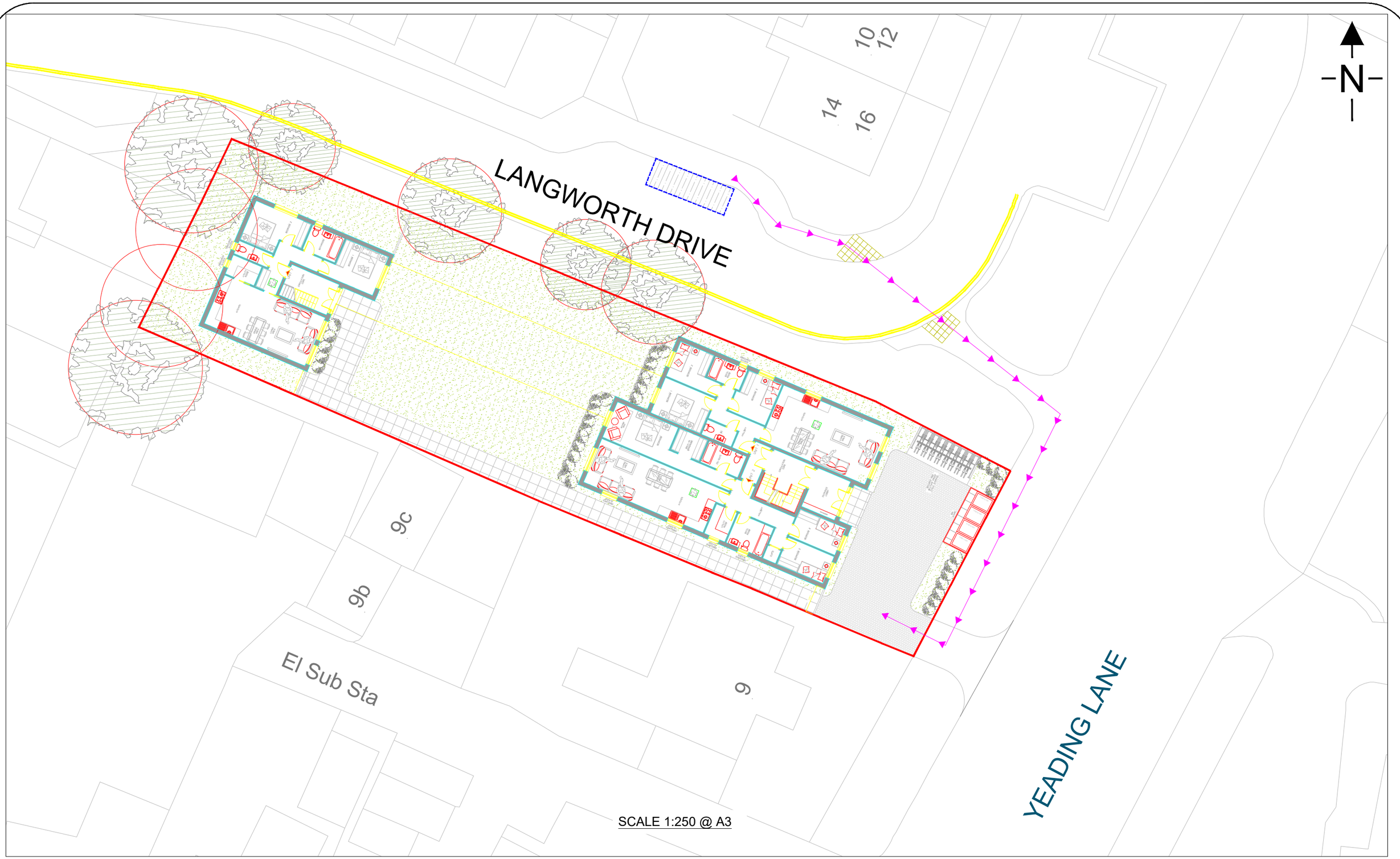
Estimated TRIP rate value per 9 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	130	0.031	0.278	**3**	**130**	**0.093**	**0.833**	3	130	0.124	1.111
08:00 - 09:00	3	130	0.028	0.254	3	130	0.085	0.763	3	130	0.113	1.017
09:00 - 10:00	3	130	0.026	0.231	3	130	0.041	0.370	3	130	0.067	0.601
10:00 - 11:00	3	130	0.046	0.416	3	130	0.049	0.440	3	130	0.095	0.856
11:00 - 12:00	3	130	0.031	0.278	3	130	0.057	0.509	3	130	0.088	0.787
12:00 - 13:00	3	130	0.033	0.301	3	130	0.044	0.393	3	130	0.077	0.694
13:00 - 14:00	3	130	0.026	0.231	3	130	0.039	0.347	3	130	0.065	0.578
14:00 - 15:00	3	130	0.018	0.162	3	130	0.015	0.139	3	130	0.033	0.301
15:00 - 16:00	3	130	0.069	0.625	3	130	0.046	0.416	3	130	0.115	1.041
16:00 - 17:00	3	130	0.069	0.625	3	130	0.033	0.301	3	130	0.102	0.926
17:00 - 18:00	**3**	**130**	**0.113**	**1.018**	3	130	0.075	0.671	**3**	**130**	**0.188**	**1.689**
18:00 - 19:00	3	130	0.080	0.717	3	130	0.054	0.486	3	130	0.134	1.203
19:00 - 20:00	3	130	0.069	0.625	3	130	0.054	0.486	3	130	0.123	1.111
20:00 - 21:00	3	130	0.039	0.347	3	130	0.039	0.347	3	130	0.078	0.694
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.678	6.108			0.724	6.501			1.402	12.609

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.*

APPENDIX D – DELIVERY PLAN



SCALE 1:250 @ A3

KEYS:

- Site Boundary
- Loading Bay For Delivery
- Delivery Route

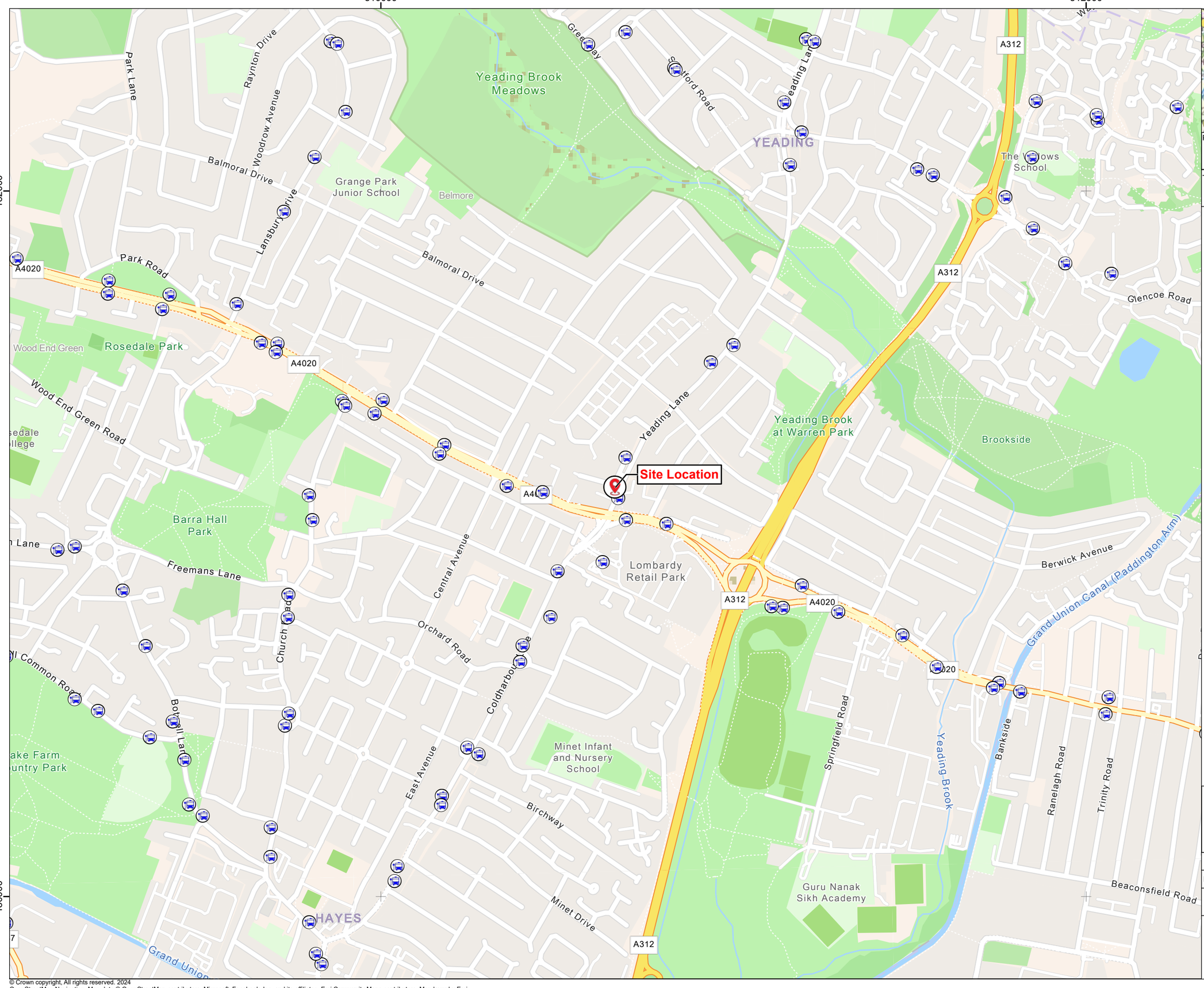
0 5 10 15 20

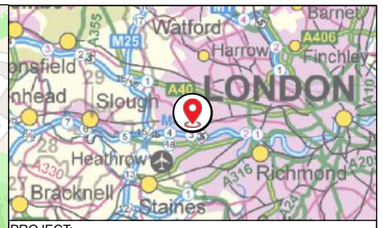
TRANSPORT PLANNING SPECIALISTS

PROJECT: 11 Yeading Lane, Hayes, UB4 0EL	DRAWN BY: HS	SCALE: AS SHOWN	SHEET: 1 of 1
DRAWING TITLE: Delivery and services	DATE: Sep 2024	DRAWING No: CT-YL-DSP-01	REVISION: P01

A3

APPENDIX E – TRANSPORT PLAN





PROJECT:

11 Yeading Lane, Hayes, UB4 0EL

TITLE:

Local Transport Plan

Legend:

- Site Location
- Bus Stop Locations (Naptans)

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	21/08/2024	Initial Issue	DR

Drawing Reference: 702666

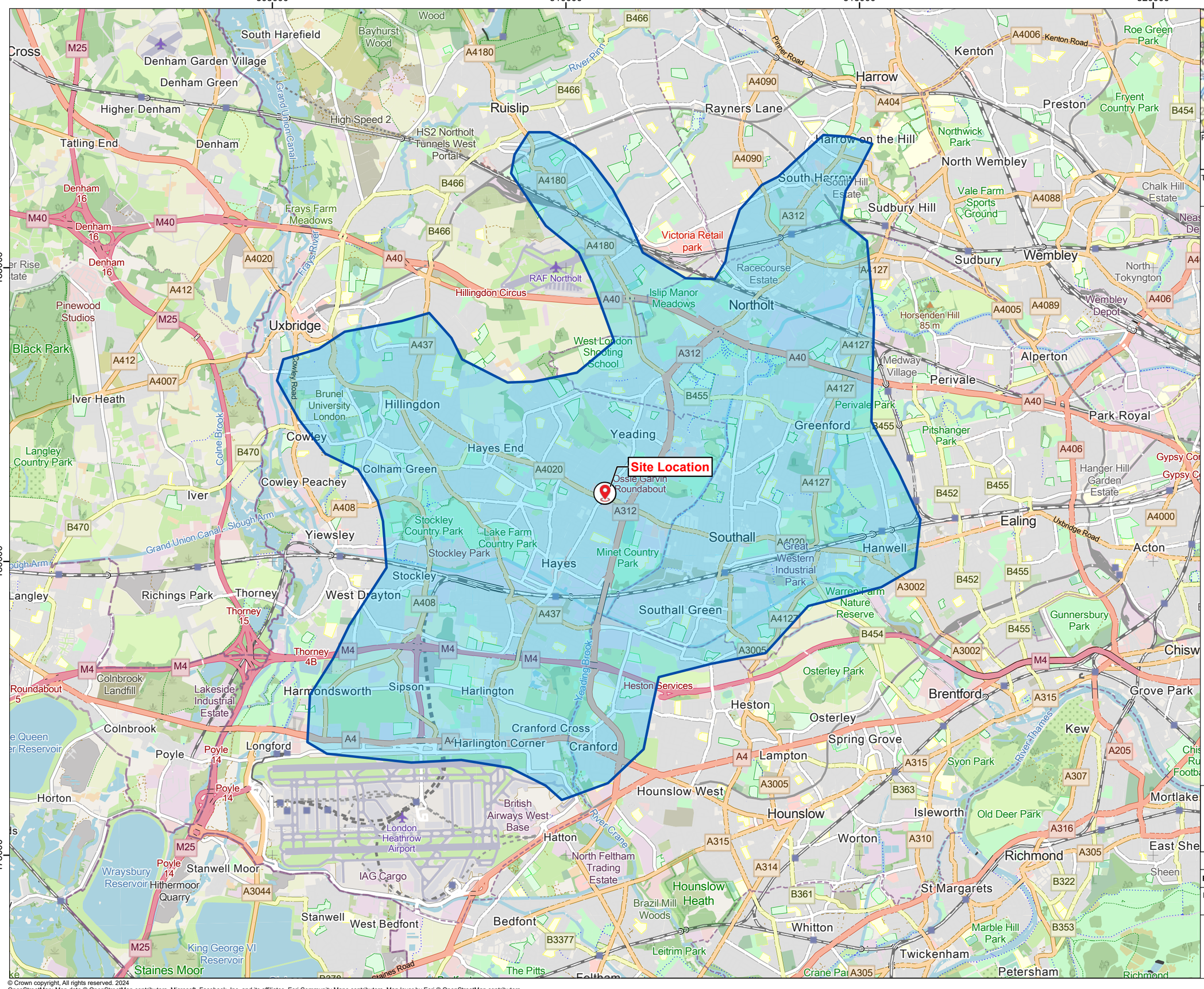
0 50 100 200 Metres

SCALE: 1:10,000

ISO A3

DO NOT SCALE

APPENDIX F – BUS ISOCHRONE



PROJECT:

11 Yeading Lane, Hayes, UB4 0EL

TITLE:

Bus Isochrone Plan

Legend:

- Site Location
- Bus Isochrone (30 Mins)

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	21/08/2024	Initial Issue	DR

Drawing Reference: 702666

0 500 1,000 2,000 Metres

SCALE: 1:60,000

ISO A3

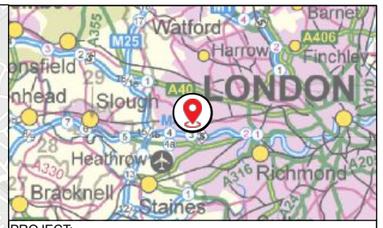
DO NOT SCALE

APPENDIX G – CYCLING ISOCHRONE

505000 510000 515000

185000 180000 175000

Site Location



PROJECT:

11 Yeading Lane, Hayes, UB4 0EL

TITLE:

Cycling Isochrone Plan

Legend:

Site Location

Cycling Catchment (Time - Mins)

- 2
- 4
- 6
- 8
- 10
- 12
- 14
- 16
- 18
- 20

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	21/08/2024	Initial Issue	DR

Drawing Reference:
702666

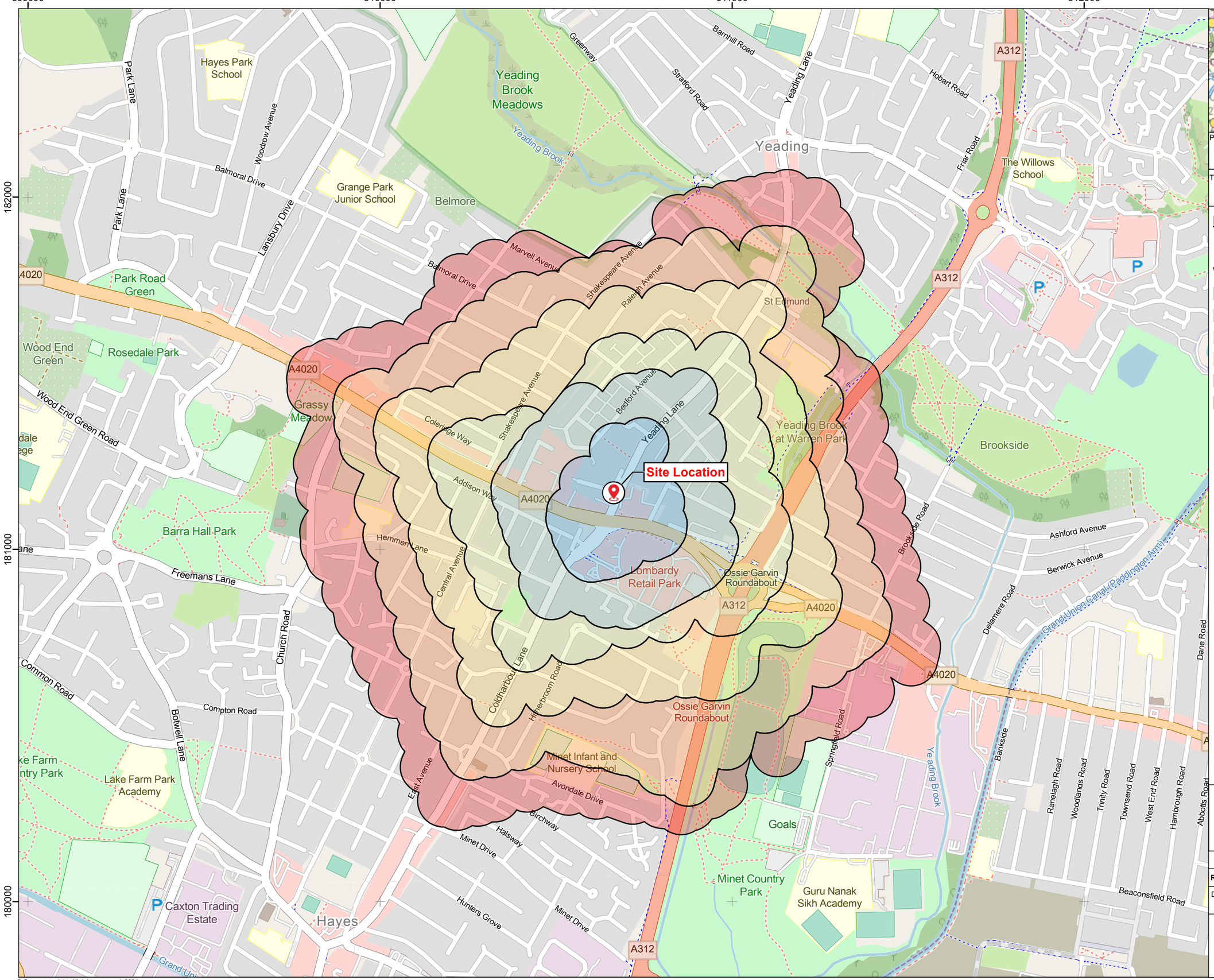
0 250 500 1,000 Metres

SCALE: 1:50,000

ISO A3

DO NOT SCALE

APPENDIX H – WALKING ISOCHRONE



PROJECT:

11 Yeading Lane, Hayes, UB4 0EL

TITLE:

Walking Isochrone Plan

Legend:

Site Location

Walking Catchment (Time - Mins)

- 2
- 4
- 6
- 8
- 10
- 12

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	21/08/2024	Initial Issue	DR

Drawing Reference:
702666

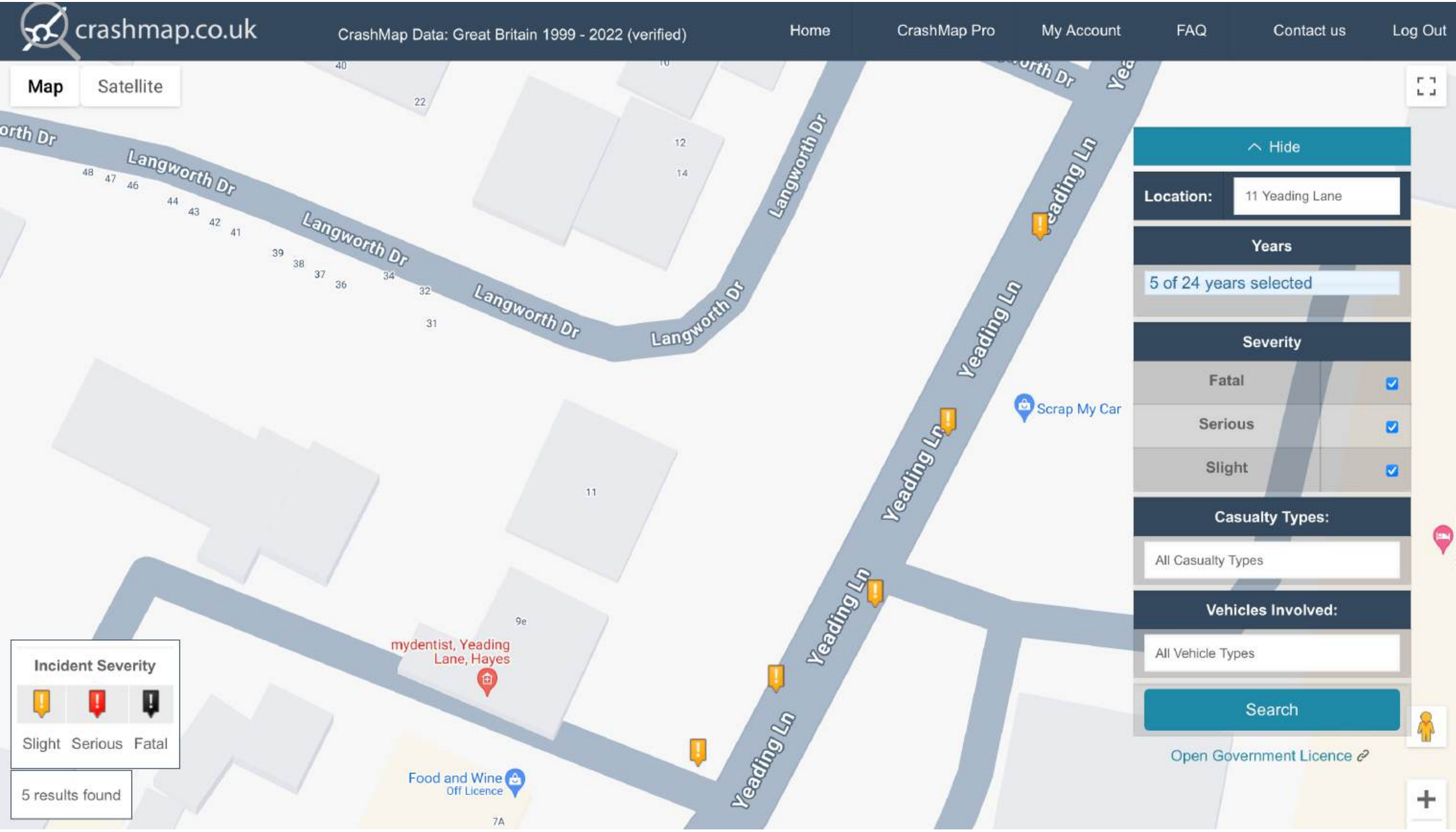
0 50 100 200 Metres

SCALE: 1:10,000

ISO A3

DO NOT SCALE

APPENDIX I – CRASHMAP STUDY AREA

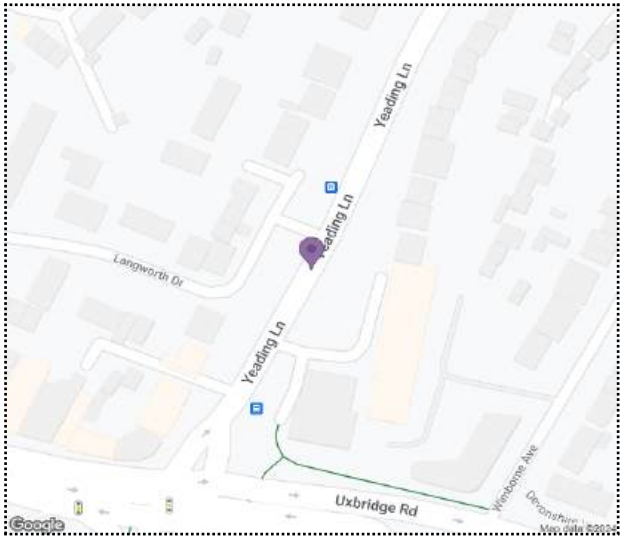

crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2022 (verified)
Home
CrashMap Pro
My Account
FAQ
Contact us
Log Out
Map
Satellite
Langworth Dr
Yeading Ln
Hide
Location:
11 Yeading Lane
Years
5 of 24 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Open Government Licence
Scrap My Car
mydentist, Yeading Lane, Hayes
Food and Wine
Off Licence
Incident Severity
Slight
Serious
Fatal
5 results found

APPENDIX J – CRASHMAP REPORTS

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, June 13, 2018	**Time of Crash:**	16:30:00	**Crash Reference:**	2018010114272
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Hillingdon			**Vehicles:**	1
Local Authority:	Hillingdon			**OS Grid Reference:**	510690 181180
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Validated Data

Crash Date: Wednesday, June 13, 2018 **Time of Crash:** 16:30:00 **Crash Reference:** 2018010114272

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	56 - 65	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	21 - 25	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, September 7, 2019	**Time of Crash:**	14:10:00	**Crash Reference:**	2019010204664
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Hillingdon			**Vehicles:**	1
Local Authority:	Hillingdon			**OS Grid Reference:**	510682 181162
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Saturday, September 7, 2019 **Time of Crash:** 14:10:00 **Crash Reference:** 2019010204664

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	56 - 65	Vehicle is waiting to turn right	Front	Unknown	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	16 - 20	In carriageway, crossing on pedestrian crossing facility	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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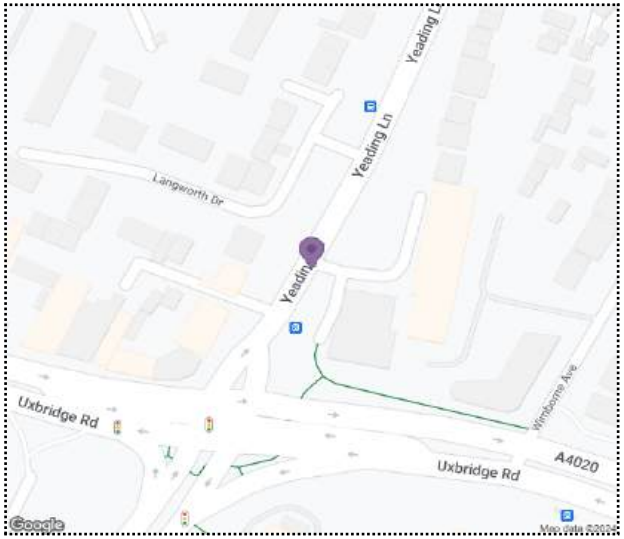
crashmap.co.uk

Validated Data

Crash Date:	Sunday, January 16, 2022	**Time of Crash:**	11:53:00	**Crash Reference:**	2022010354999
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Hillingdon			**Vehicles:**	2
Local Authority:	Hillingdon			**OS Grid Reference:**	510677 181146
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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Crash Date: Sunday, January 16, 2022 **Time of Crash:** 11:53:00 **Crash Reference:** 2022010354999

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	36 - 45	Vehicle is in the act of turning right	Back	Unknown	None	None
2	Motorcycle over 50cc and up to 125cc	3	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, April 16, 2022	**Time of Crash:**	23:10:00	**Crash Reference:**	2022010371294
Highest Injury Severity:	Slight	**Road Number:**	A4020	**Casualties:**	1
Highway Authority:	Hillingdon			**Vehicles:**	2
Local Authority:	Hillingdon			**OS Grid Reference:**	510661 181131
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Unknown				
Junction Control:	Auto traffic signal				

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Saturday, April 16, 2022 **Time of Crash:** 23:10:00 **Crash Reference:** 2022010371294

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	26 - 35	Unknown	Back	Commuting to/from work	Unknown	Unknown
2	Car (excluding private hire)	11	Male	66 - 75	Unknown	Back	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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crashmap.co.uk

Validated Data

Crash Date:	Monday, December 26, 2022	**Time of Crash:**	13:32:00	**Crash Reference:**	2022010418377
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Hillingdon			**Vehicles:**	1
Local Authority:	Hillingdon			**OS Grid Reference:**	510668 181138
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Authorised person				

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Crash Date: Monday, December 26, 2022 **Time of Crash:** 13:32:00 **Crash Reference:** 2022010418377

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	0	Male	46 - 55	Vehicle is moving off	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services