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Columbia Threadneedle Investments

Hyde Park, Hayes, UB3 4AZ

Healthy Streets Transport Assessment

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Appendices

1 INTRODUCTION

1.1 This Transport Assessment has been prepared by TTP Consulting to accompany an application for Outline Planning Permission for a residential-led development of the Hyde Park Hayes site which is located in the London Borough of Hillingdon (LBH). The application is submitted on behalf of Columbia Threadneedle Investments.

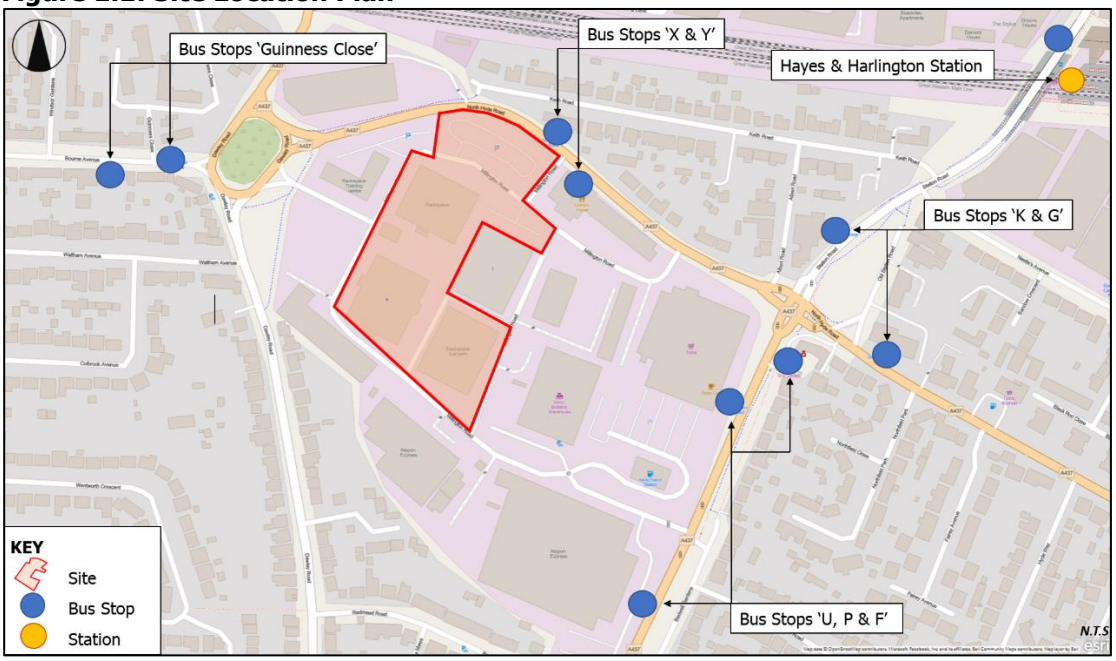
The Site

1.2 The Hyde Park Hayes (HPH) Estate comprises six buildings which includes a Premier Inn located to the north-east; Buildings HPH1, HPH2 and HPH 5 which comprise largely vacant buildings of office accommodation; Building HPH3 which was recently converted from office to residential; and the Multi-Storey Car Park (MSCP) which is located south of HPH1. The estate includes parking for up to 1,028 cars. The HPH estate forms part of a wider business / retail park between North Hyde Road to the north, Station Road to the east, Redmead Road to the south and Dawley Road to the west.

1.3 The Estate achieves a PTAL 4 rating with buses running along North Hyde Road to the north and Station road to the east, with Hayes & Harlington Station which is served by Elizabeth Line services and Great Western Rail services approximately 500m to the north-east.

1.4 The application Site, hereafter called the 'Site', comprises Buildings HPH2, HPH5, the MSCP, along with the surface car park to the north of HPH2. A Site location is shown at **Figure 1.1**.

Figure 1.1: Site Location Plan

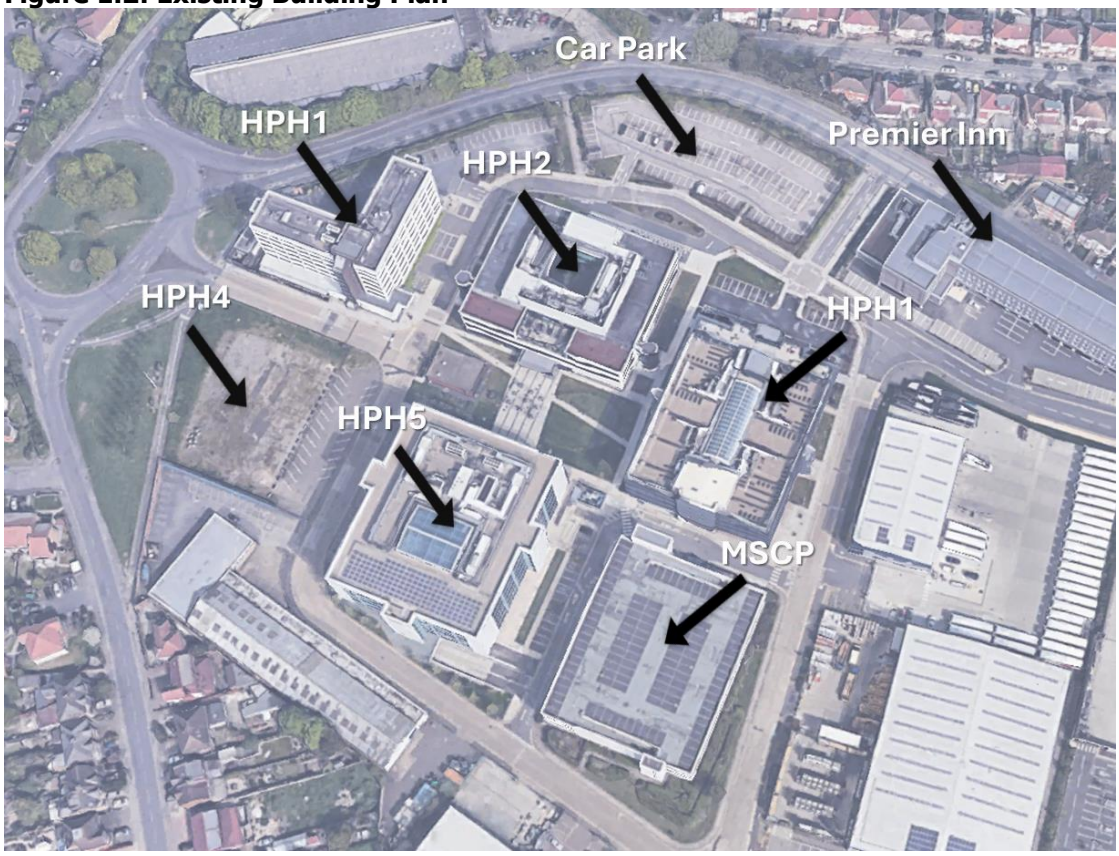


1.5 A summary of the existing building uses is included in **Table 1.1**, whilst an existing building plan is included in **Figure 1.2**.

Table 1.1: Existing Building Uses on the Site

	Building	Floor Area (Approx.)	Current Use / Consent
Application Site	HPH2	6,000 sqm	Office use
	HPH5	12,000 sqm	Office use
	MSCP	13,000 sqm	696 car parking spaces
Wider Estate	HPH1	8,500 sqm	Office at ground / PD conversion to residential above
	HPH3	5,000 sqm	Residential use
	HPH4	-	Vacant plot
	Premier Inn	-	Hotel, Food & Beverage

Figure 1.2: Existing Building Plan



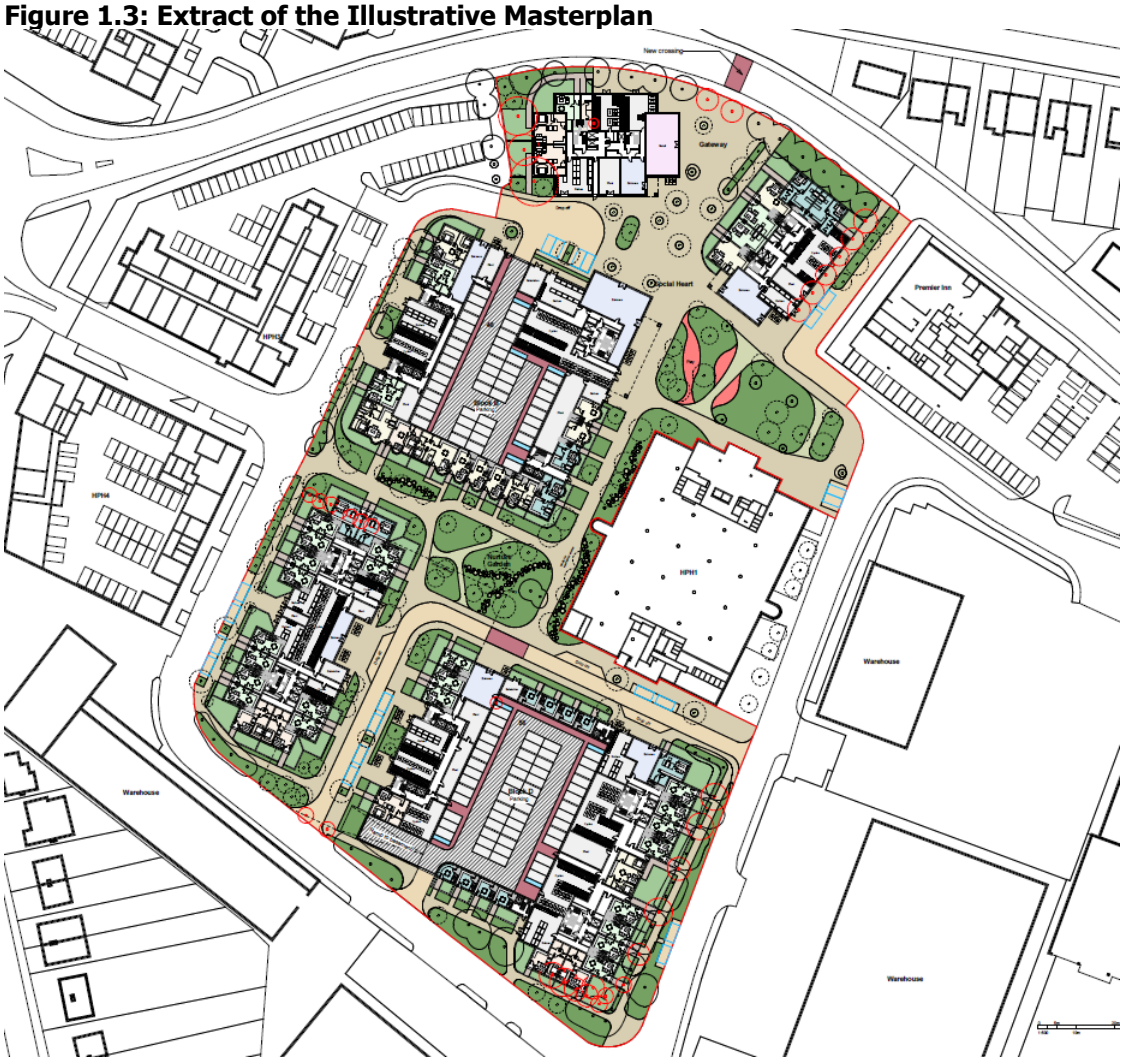
Development Proposals

What is being built?

1.6 The application is being submitted for "*Outline planning permission (with all matters reserved excluding access) for demolition of existing buildings (above basement level) and phased delivery of residential development (Class C3), flexible residential / commercial floorspace, new public realm, landscaping, play space, car parking, cycle parking and associated works*.".

1.7 The proposed development seeks to provide up to 675 residential dwellings across eight new buildings, ranging in height from 3 to 11 storeys, with a variety of homes ranging in size from 1-bedroom apartments to 3-bedroom family homes including 10% wheelchair adaptable units; the indicative masterplan shows 650 – 675 units. Residents will have access to internal and external private, semi-private and shared amenity spaces which will include ground floor gardens, a communal courtyard, and play space for residents. An extract of the Indicative Masterplan is provided at **Figure 1.3** and included at **Appendix A**.

Figure 1.3: Extract of the Illustrative Masterplan



1.8 A breakdown of the proposed residential unit mix is shown in **Table 1.2**.

Table 1.2: Summary of Residential Units – Indicative Masterplan

Building	Unit Size	Number of Units
Block A1	1 bed	48
	2 bed	19
	3 bed	21
Block A2	1 bed	35
	2 bed	26
	3 bed	6
Block B1	1 bed	40
	2 bed	32
	3 bed	10
Block B2	1 bed	18
	2 bed	19
	3 bed	21
Block B3	1 bed	16
	2 bed	19
	3 bed	2
Block C	1 bed	40
	2 bed	62
	3 bed	16
Block D1	1 bed	28
	2 bed	30
	3 bed	14
Block D2	1 bed	51
	2 bed	62
	3 bed	9
Townhouses	3 bed	8
Total	1 bed	276
	2 bed	269
	3 bed	107
	Total	**652**

1.9 The development will provide a car parking at a maximum ratio of around 0.2 spaces per residential unit in accordance with London Plan standards, provided in a mix of locations including at basement and undercroft level, as well as on-street. Blue badge parking will be provided from the outset (3%), and 20% of all spaces would be provided with Electric Vehicle Charging (EVC) facilities. There will also be 112 retained commercial spaces provided on-site. These do not form part of the residential proposals but will be provided as per existing commercial lease agreements; these spaces are currently provided within the MSCP and will be re-allocated on the site.

1.10 Cycle parking will be provided in accordance with the London Plan and will cater for a mix of wider/adapted bicycles, designed in accordance with the London Cycling Design Standards (LCDS). Delivery and servicing activity would take place on-street; existing residential and office lobbies will be retained to provide delivery points.

1.11 Refuse stores will be located within the maximum carry and drag distances for residents and refuse operatives, respectively, with bin stores sized to facilitate weekly collections. Vehicle access to the site would utilise Millington Road as existing, with the main vehicle access point located to the south of the Site using the reconfigured internal highway network.

Why is it being built?

1.12 The site is located within the Hayes Opportunity Area which seeks to introduce new housing and jobs. The introduction of the Elizabeth line at Hayes & Harlington station has also increased the demand for residential development in the surrounding area.

When is it being built?

1.13 The build project is anticipated to begin in 2026 and end in 2033 subject to planning permission and all relevant discharge of conditions. The construction programme is likely to be approximately 7 years.

Design Development

1.14 The Site has been subject to a number of considerations, which has led to the transport principles of development being considered in line with other disciplines, including daylight and sunlight, architecture, landscaping and M&E. The design has also evolved over time through discussions with the Council and the Design Review Panel, which included the removal of the MSCP, providing a reduced level of car parking provision, adequate landscaping and play space, and securing emergency routes.

1.15 The scheme has been designed to encourage sustainable travel and to make the most effective use of land, reflecting the site's connectivity and accessibility through existing and future public transport, walking, and cycling routes. The design offers a balanced approach to meeting the operational needs of the development while also providing a welcoming environment and space for all users.

Healthy Streets

1.16 The principles of Healthy Streets and active travel is considered to be at the heart of the proposed development. The nature of the development in itself, i.e., in converting office to residential, with a low parking ratio, helps to deliver the Healthy Streets Approach by encouraging mode shift from walking and cycling, and by helping the local community to become greener, healthier and a more attractive place to live, work, and play.

Vision Zero

1.17 The promotion of sustainable travel and low levels of car parking helps contribute to the Vision Zero Action Plan for London, which focuses on eradicating deaths and serious injuries from roads thereby making London a safer, healthier and greener place. The Site has been designed to limit vehicle access into the centre of the site; the main road to the south will act as the primary approach, with all other roads closed off, or used for emergency access only.

The Mayor's Transport Strategy

1.18 The central aim of the Mayor's Transport Strategy is to achieve 80% of all trips in London to be made on foot, by cycle or using public transport by 2041. The Mayor wants to encourage this more to create a future London that is not only home to more people, but a better place for all of those people to live in. The three key themes at the heart of the strategy relate to healthy streets and healthy people, a good public transport experience, and new homes and jobs. This is also combined with encouraging key transport principles in relation to 'Good Growth' including good access to public transport, car-free, accessible and inclusive environments.

1.19 The development proposal seeks to achieve these initiatives by providing a high-quality, attractive residential development that is welcoming and suitable for the residents who live there and people who visit and work in the surrounding area. It also puts placemaking at the forefront by creating an appealing environment not only within the Site but adjacent to it and within the local area.

1.20 The scheme limits vehicle activity and encourages trips by sustainable modes through the provision of better space, routes and facilities. This includes shared space areas, welcoming entrances and good quality cycle parking provision.

Scope of Report

1.21 This report considers the effect of the proposals on transport issues including sustainable travel, healthy streets, trip generation, the operation of the local highway network, parking and servicing.

1.22 This Transport Assessment (TA) has been produced with reference to TfL's Healthy Streets Transport Assessment Guidance, TfL's Vision Zero Agenda and the Mayor's Transport Strategy. It is accompanied by a Residential Travel Plan, a Delivery and Servicing Plan, and Refuse Management Plan.

1.23 The remainder of the report is structured as follows:

- Section 2 (Transport Planning for People) sets out who the development is for, when they will travel and why;
- Section 3 (Site and Surroundings) describes how people of all abilities move around the Site and its immediate surroundings. It covers access by all modes of transport, public realm space, servicing and parking for the existing and proposed scenarios;
- Section 4, 5 & 6 (Active Travel Zone) contains an assessment of how people will make key journeys within the Active Travel Zone (ATZ) to support a car-free lifestyle;
- Section 7 (London-Wide Network) highlights how people will travel between the Site and onto public transport and highway networks. This section includes a trip generation assessment and sets out the mitigation proposed for the development proposal;
- Section 8 (Policy) sets out the relevant national, regional and local planning policy.
- Section 9 (Construction Logistics Plan) details how construction of the project will be managed with regards to the local highway network; and
- Section 10 (Summary and Conclusion) provides a summary and conclusion.

2 TRANSPORT PLANNING FOR PEOPLE

2.1 This section sets out who the development is for, when they will travel there, and why.

Who is the development for?

2.2 The proposed development will provide residential accommodation for a mix of people with the units varying from 1-bedroom to 3-bedroom family homes.

2.3 The development is expected to attract people from the following demographic segments, as identified within TfL's Transport Classification of Londoners document:

- Urban Mobility – Typically young working adults with no children and reasonable incomes living in inner (though not central) London. The Urban mobility segment has low car use and relatively high levels of cycle use. Bus use is also high, while walking and Underground use is average.
- Affordable Transitions – Mainly those starting new jobs or families, with generally low car use, high public transport use and above average for cycling use.
- Educational Advantage – Typically well-educated individuals with above average incomes, who rely on public transport and walking, with a very low car use.
- Family Challenge – Families occupying the affordable units will likely travel by bus.

2.4 This means that the majority of people within the development are likely to range in age from between 20-45 years old, with future residents most likely to comprise of single occupants, couples, and young families. There will also be a portion of small to medium-sized families occupying the larger family homes.

2.5 Car use at the development is expected to be low with public transport use and active travel modes high. The propensity to change travel behaviour, and particularly reduce car travel, is high within these categories. Motivation for change is attributed to public transport changes, lifestyle changes, health and fitness, money, and road changes.

2.6 The development will also attract visitors from a wide demographic who would travel from various locations.

When and why will people travel?

Residential

2.7 Residents of the development will travel at all times of the day throughout the week. However, the peak periods are expected to take place during the weekday morning (7am-10am) and evening (4pm-7pm) and primarily consist of commuters travelling to and from their workplace; it is acknowledged that working from home is more common practice these days.

2.8 Trips will also occur during the daytime for leisure and amenity purposes, i.e., for trips to shops, appointments, meeting people and friends, trips to the gym, or for general exercise or outdoor experiences such as a walk to the park. In addition, school drop-off and pick-up trips are expected.

2.9 Trips in the evening will primarily consist of travel to restaurants and drinking establishments, or for exercise and leisure purposes, i.e., the gym or cinema.

2.10 Weekend activity is expected to be distributed across the daytime and the evening with the majority of trips for leisure and retail purposes.

2.11 The majority of visitor trips are likely to take place during the evenings and over the weekend, with families and those not working also accommodating visitors during the daytime.

Retail

2.12 The Site includes a small quantum of retail located close to North Hyde Road which is expected to serve the local area. Although the retail would generate trips throughout the day, these are expected to be local and / or linked with another trips.

How the development puts people first?

2.13 The development puts people first by virtue of its location within an accessible environment, in close proximity to a number of day-to-day facilities and amenities to foster a welcoming and convenient place for people to live.

2.14 The Site's layout seeks to provide an environment where people and pedestrians are considered ahead of vehicles by closing off a number of vehicle access routes into and through the centre of the site along with providing generous entrances and dedicated cycle stores for residents.

3 SITE AND SURROUNDINGS

3.1 This section of the report sets out how people of all abilities will move around the Site and its immediate surroundings. It covers the topics of access, public realm, servicing and parking, both before and after the proposed development is built.

Access by Non-Car

Access on Foot

Existing

3.2 Pedestrian access is taken from an array of points, with access achieved along North Hyde Road to the north and Millington Road with footways operating along the internal road network. **Figure 3.1** illustrates an aerial image of the Site.

Figure 3.1: Existing Site Aerial View (Source – Google)

3.3 There are a number of pedestrian crossing opportunities in the vicinity of the Site which are provided with dropped kerbs and tactile paving.

3.4 There are signal-controlled crossing facilities at the northeastern extent of the Site at the North Hyde Road / Station Road junction; the 4-arm junction provides multiple crossing points all equipped with dropped kerbs, tactile paving, pedestrian islands and green-man push-button facilities.

3.5 Hayes and Harlington Station provides access to the Elizabeth Line which operates between Abbey Wood/Shenfield and Heathrow/Reading/Maidenhead, with trains departing every 3 – 4 minutes during peak hours. Late night Great Western Rail services also operate at this station. There is step free access to all platforms at the station. There are two street-level entrances to Hayes and Harlington Station, the first from Station Road arriving from the south and the other is arriving from the north from Station Approach. A new under croft tunnel also provides a connection between Blyth Road and Hayes & Harlington Station. **Figure 3.2** shows images of the street-level entrances, whilst the pedestrian route between the Site and the station is shown in **Figure 3.3**.

Figure 3.2: Images of Station Entrances

Front Entrance from Station Road

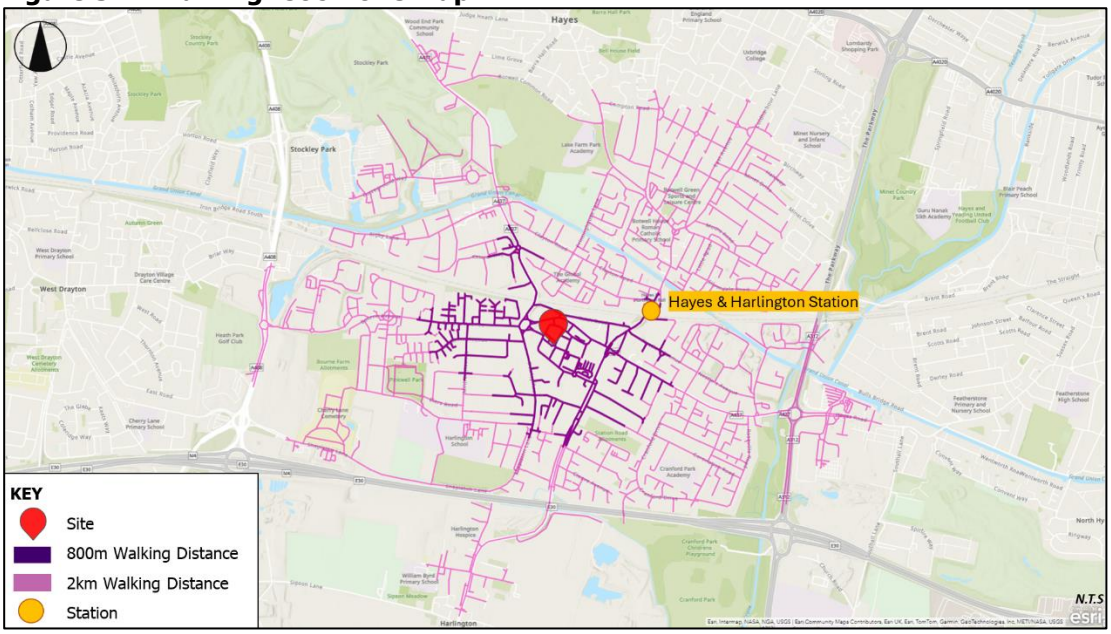
Rear Entrance from Station Approach

3.6 All crossings to and from the site feature dropped kerbs and tactile paving. A zebra crossing in the immediate vicinity of the station is equipped with belisha beacons and a pedestrian island.

Figure 3.3: Existing Routes and Entrances to Hayes & Harlington Station

3.7 **Figure 3.4** provides details of the 800m (10-minute) and 2km (25-minute) catchment zones surrounding the site (based on walking 80m per minute). Within the catchment area, a number of retail and leisure destinations can be accessed on foot, as well as a number of bus stops and stations, residential areas and green space opportunities.

Figure 3.4: Walking Isochrone Map



3.8 **Table 3.1** sets out details of distances and approximate walk times (based on 80m per minute) between the site and public transport opportunities which illustrates the extent of public transport facilities within walking distance.

Table 3.1: Approximate Distances to Local Public Transport Opportunities

Stop / Station	Location	Distance	Approximate Walk Time*
Bus Stops			
Guinness Close	Bourne Avenue	180m	2 – 3 minutes
North Hyde Road (Stop Z & Y)	North Hyde Road	190m	2 – 3 minutes
Fairey Corner (Stop K)	Station Road	380m	4 – 5 minutes
Fairey Corner (Stop F)	Station Road	440m	5 – 6 minutes
Millington Road (Stop P)	Station Road	500m	6 – 7 minutes
Old Station Road (Stop G)	North Hyde Road	520m	6 – 7 minutes
Hayes & Harlington Station (Stop L)	Station Road	600m	7 – 8 minutes
Redmead Road (Stop U)	Station Road	680m	8 – 9 minutes
Train Station			
Hayes and Harlington	Station Road	600m	7 – 8 minutes
*Based on 80m per minute			

3.9 **Table 3.2** sets out walk distances and time to local facilities and amenities including convenience stores, takeaways, parks, restaurants, schools and medical centres, with a number of these located on Harrow Road and within a convenient (less than 10-minute) walking time from the site. As such, many of the day-to-day needs of future occupiers can be met within a short walk from the site.

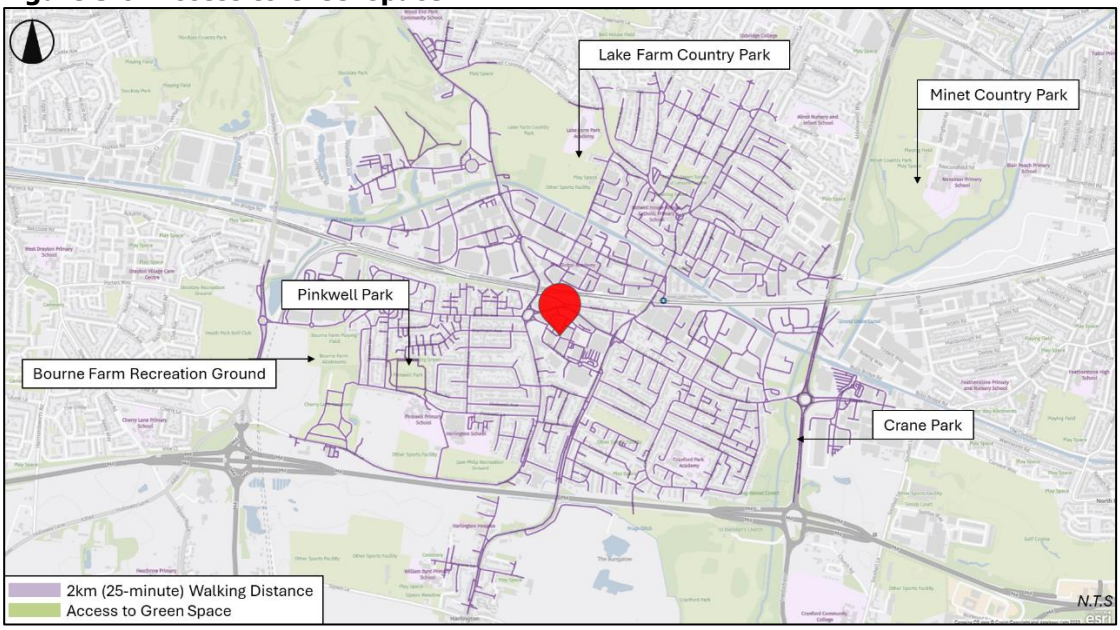
Table 3.2: Approximate Distances to Local Facilities

Amenity	Location	Distance	Approximate Walk Time*
Mummy Yummy Cafe	Millington Road	300m	5 – 6 minutes
Hayes & Harlington Community Centre	Albert Road,	350m	4 – 5 minutes
Asda Superstore	Millington Road	400m	5 – 6 minutes
Asda Cafe	Millington Road	400m	5 – 6 minutes
Phat Bros	Station Road	400m	5 – 6 minutes
Hayes Medical Centre	Millington Road	400m	5 – 6 minutes
BP Garage	Millington Road	450m	5 – 6 minutes
Energie Fitness	Blythe Road	750m	9 – 10 minutes
Abdullas Mosque	Waltham Avenue	950m	11 – 12 minutes
Peapods early learning centre	Waltham Avenue	1km	12 – 13 minutes
Pinkwell Park	Waltham Avenue	1km	12 – 13 minutes
Harlington Sports Centre	Pinkwell Lane	1km	12 – 13 minutes
Harlington School	Pinkwell Lane	1km	12 – 13 minutes
Hayes Post Office	Station Road	1.2km	15 – 16 minutes
Pinkwell Primary School	Pinkwell Lane	1.2km	15 – 16 minutes
Christ Embassy	Pinkwell Lane	1.3km	16 – 17 minutes

*Based on 80m per minute

3.10 With regards to access to green space, Pinkwell Park is within a 1km (12 minute) walk west of the site, with the most direct entry point located off Waltham Avenue. Other entrances to the park are provided via Elers Road and Pinkwell Lane. Pinkwell Park provides a place for pedestrians to stop and rest, as well as recreational spaces for football, playground, basketballs court and skatepark. A number of other green spaces are available nearby, with their locations shown in **Figure 3.6.**

Figure 3.6: Access to Greenspace



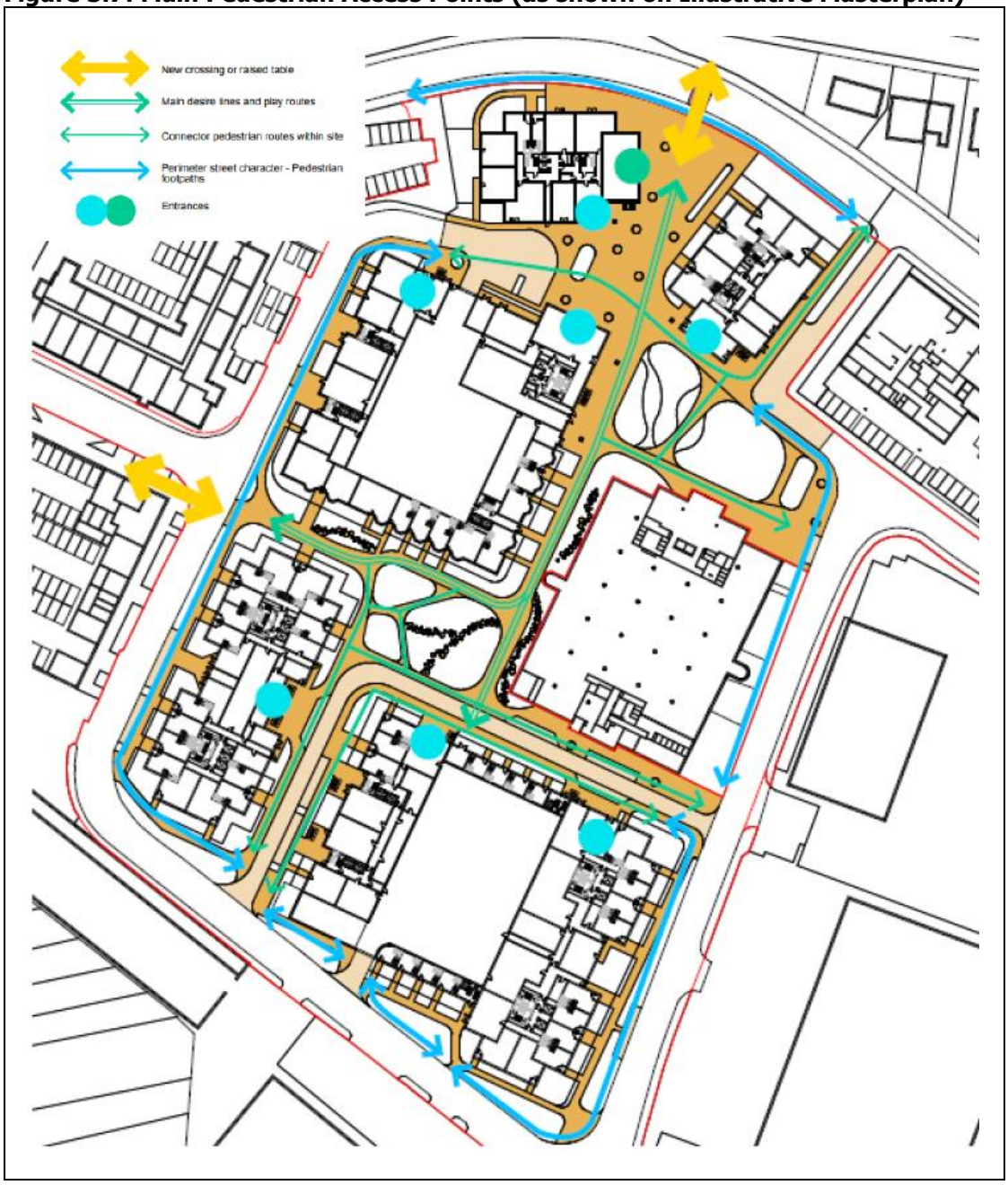
Proposed

3.11 Pedestrian access to each block would be taken from Millington Road / via the new roads within the Site which are all private; aligning with the access arrangements for the existing office accommodation. Ground floor units will be provided access into their units via street-level access points.

3.12 The arrival experience will be improved on all frontages with dedicated pedestrian accesses segregated from vehicular traffic, with the main road to the south acting as the primary approach, and all other roads closed off for emergency use only.

3.13 The arrival space from the north has been enhanced to improve legibility and wayfinding through clear sightlines, which is proposed to be supported by a new pedestrian crossing across North Hyde Road. The proposed development will provide a designated 'heart' at the centre of the site, which features local play space and landscaping that is well-overlooked. The existing office lobbies and entrance points have been maintained to provide entry into the residential blocks, with their locations illustrated in **Figure 3.7**.

Figure 3.7: Main Pedestrian Access Points (as shown on Illustrative Masterplan)



Access by Bicycle

Existing

3.14 There is an on-street cycle lane that runs along the southern side of North Hyde Road. This cycle lane starts in Hayes town centre and extends south along Station Road. It then proceeds west along North Hyde Road before continuing south down Dowley Road with a short section of footway/cycleway. **Figure 3.8** includes images of the various sections of the local cycle lanes located in the vicinity of the Site.

Figure 3.8: Cycle Lanes Surrounding the Site

Shared Cycle Path along Station Road

Westbound Cycle Lane along North Hyde Road

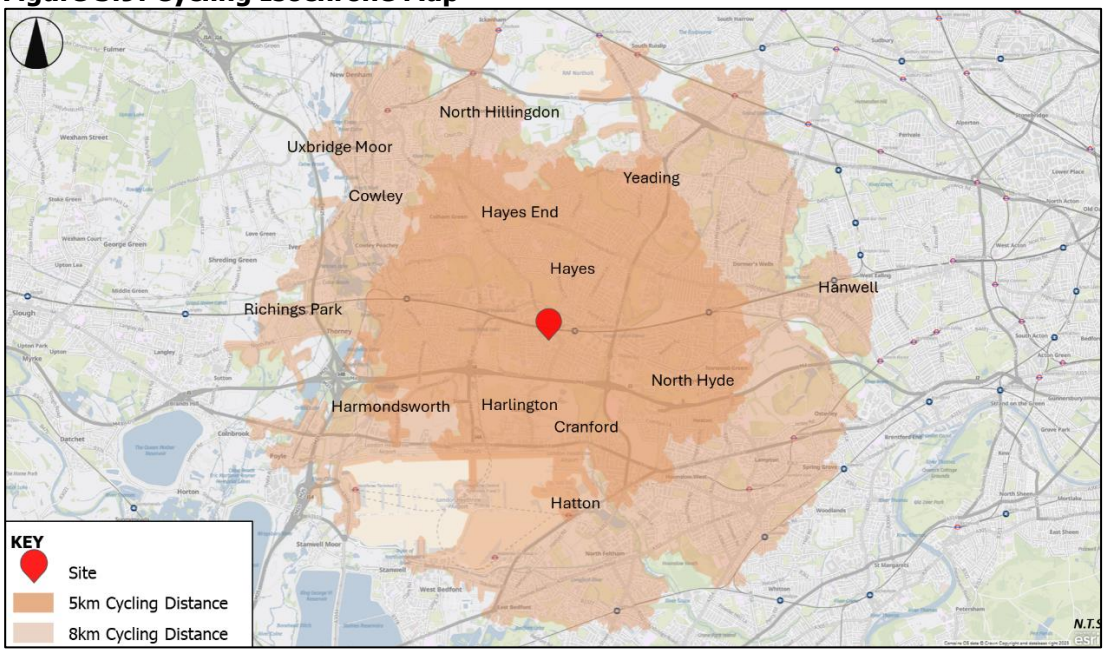
Shared Cycle Lane along Dowley Road

3.15 Transport for London's journey planner tool offers route planning to destinations by bicycle, depending on ability and speed. An example of distance / time is provided for fast routes, moderate routes and slow routes to the following:

- Harlington (2.2km - 6 minutes / 2.2km – 8 minutes / 2.2km - 10 minutes);
- Southall (4.1km - 12 minutes / 4.7km - 18 minutes / 4.7km - 23 minutes);
- West Drayton (4.3km - 12 minutes / 4.5km - 16 minutes / 4.5km - 22 minutes);
- Hounslow (6km - 17 minutes / 6.2km - 22 minutes / 6.2km - 30 minutes);
- Uxbridge (6.6km - 19 minutes / 6.7km - 25 minutes / 6.7km - 33 minutes);

3.16 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km, although in London, longer journeys are commonplace. The map included at **Figure 3.9** sets out 5km and 8km cycling distances from the site. Within these catchments, a number of areas such as Hayes town centre, Hayes End, Harlington, North Hyde, Cranford, Yeading and Hatton can be reached within the 5km cycling catchment, whilst areas such as Hanwell, Cowley, North Hillingdon and Uxbridge Moor can all be reached within 8km cycling catchment.

Figure 3.9: Cycling Isochrone Map



Proposed

3.17 Cycle parking will be provided internally for residents, with residential cycle stores provided at ground floor level within each block. Cycle parking will be provided in accordance with the minimum London Plan Standards (Policy T5) and will have regard to the design guidance set out in the London Cycling Design Standards (LCDS). In addition, the proposals include the provision of short-stay cycle parking in the public realm, provided in line with the minimum London Plan Standards.

Access by Public Transport

3.18 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating the highest level of accessibility.

3.19 The site benefits from good levels of accessibility to public transport with numerous bus routes within walking distance as well as Hayes and Harlington station located approximately 500m northeast of the site. The site achieves a PTAL rating of 4 with a copy of the PTAL report attached at **Appendix B.**

Access by Bus

3.20 The closest bus stop to the site is North Hyde Road (Stops Y & Z) located on Hyde Road, approximately 140m to the northeast of the Site. Bus route U5 serves this stop with services running regularly between York Road and Blyth Road, with the first bus at 05:28 and the last bus at 23:52.

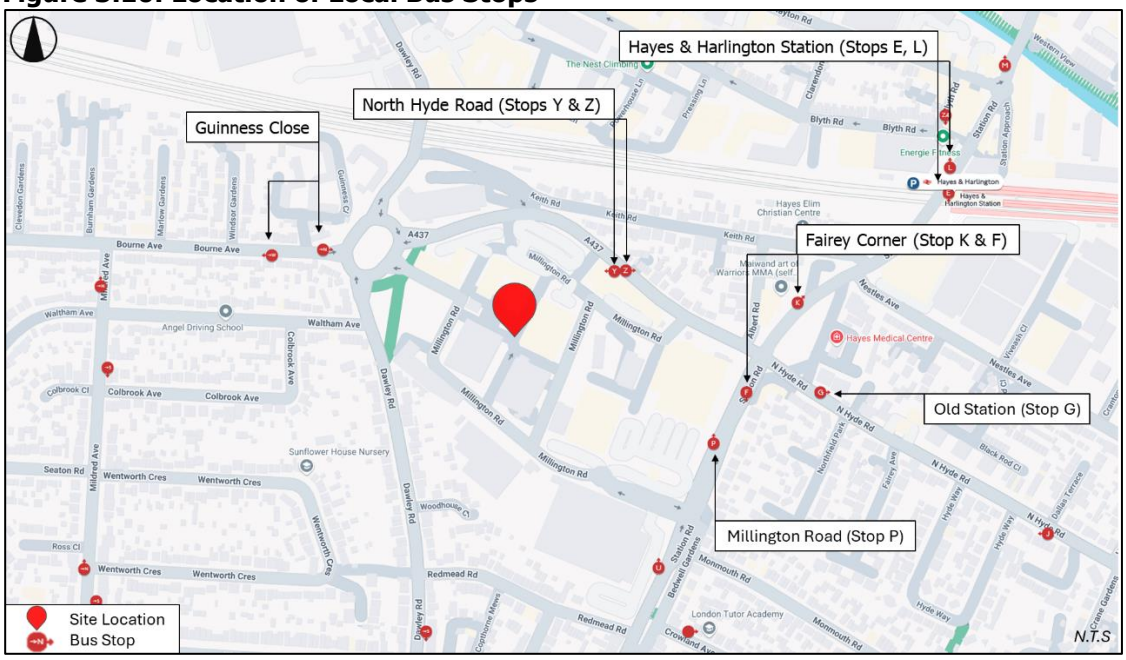
3.21 Further bus stops can be found 380 – 440m east of the Site at bus stops 'Fairey Corner (Stops K & F) on Station Road. Bus routes 90, 140, 195, 278, 350, 696, 698, E6, H98, N140, U5, and U4. The northbound stop is located to the north of the Station Road/ North Hyde Road junction, while the southbound stop is found to the south of the junction; signalised crossings assist to provide easy access to both bus stops.

3.22 **Table 3.3** provides a summary of local bus routes whilst **Figure 3.10** provides an extract of the site's proximity to local bus stops with a copy of the relevant TfL Bus Spider Map included at **Appendix C.**

Table 3.3: Summary of Local Bus Services

Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
North Hyde Road (Stop Y & Z)	U5	York Road - Blyth Road	10 – 12	12	20
Guinness Close	U4	Prologis Park - Belmont Road	8 – 12	9 – 12	10 – 12
Fairey Corner (Stop F & K)	90	Northolt Station - Feltham Leisure West	10 – 13	9 – 11	16 – 20
	278	Heathrow Central Bus Station - Ruislip Station	15 – 20	15 – 20	30
	E6	Rockware Avenue / Greenford Station - Bulls Bridge Tesco	13 – 14	12 – 14	15 – 20
	H98	School Road - Wood End Green Road	9 – 12	10 – 12	11 – 12
	N140	Heathrow Central Bus Station - Long Elmes	30	30	30
Old Station Road (Stop G)	195	Romney Road - Half Acre	11 – 14	11 – 14	15 – 20
Millington Road (Stop P)	140	Millington Road - Long Elmes	6 – 10	7 – 10	11 – 12
	350	Millington Road - Heathrow Terminal 5	30	20	20

Figure 3.10: Location of Local Bus Stops



Access by Underground and Rail

3.23 Hayes & Harlington station is located approximately 600m north-east of the site and provides access to Elizabeth Line services towards Abbey Wood/Shenfield or Heathrow/Reading/Maidenhead, with trains departing every 3 – 4 minutes during peak hours. Late night Great Western Rail services also operate at this station. The station can be reached via a 7 – 8 minute walk or a 3-minute cycle from the Site.

3.24 2023 Station Count and NUMBAT data have been obtained from TfL to understand the station entry / exit flows and link loading of services; data for the Tuesday – Thursday counts have been used on the basis that it represents a typical weekday. A summary of the information obtained is presented at **Tables 3.4** and **3.5**. The peak hours for entries/exits at Hayes & Harlington Station were between 07:30 – 08:30 and 16:45 – 17:45, respectively.

Table 3.4: Existing Station Flows*

Station	AM Peak			PM Peak		
	Entry	Exit	Total	Entry	Exit	Total
Hayes & Harlington	2,080	848	2,927	1,054	2,017	3,071

*2023

Table 3.5: Existing Rail Line Flows*		
Period	**AM Peak**	**PM Peak**
Hayes & Harlington to Southall	8,023	4,072
Southall to Hayes & Harlington	4,150	8,129
Hayes & Harlington to Heathrow T2/T3	2,501	2,747
Heathrow T2/T3 to Hayes & Harlington	2,028	1,636
Hayes & Harlington to West Drayton	1,182	3,967
West Drayton to Hayes & Harlington	4,389	1,736
*2023		

Access to the Highway Network

Existing

3.25 Existing vehicle access to the Site is provided via Millington Road, which comprises the internal road network; access from the north and north-east is facilitated from North Hyde Road, the Dawley Road/Bourne Avenue/North Hyde Road roundabout to the west, and via Station Road to the south-east.

3.26 Millington Road acts as the internal road network around the estate. The road is subject to 15mph speed limit and there are footpaths provided on either side of the carriageway. Additionally, double yellow lines are present along lengths of the road to prevent overflow parking.

3.27 North Hyde Road bounds the Site to the north and forms part of the A437. It runs in an east-west direction, extending from the Dawley Road/Bourne Avenue/North Hyde Road roundabout in the west to the signalised junction at Station Road in the east. The road is a two-way single carriageway, featuring one lane for traffic in each direction, as well as a cycle lane heading west. The road is subject to 30mph speed limit restrictions.

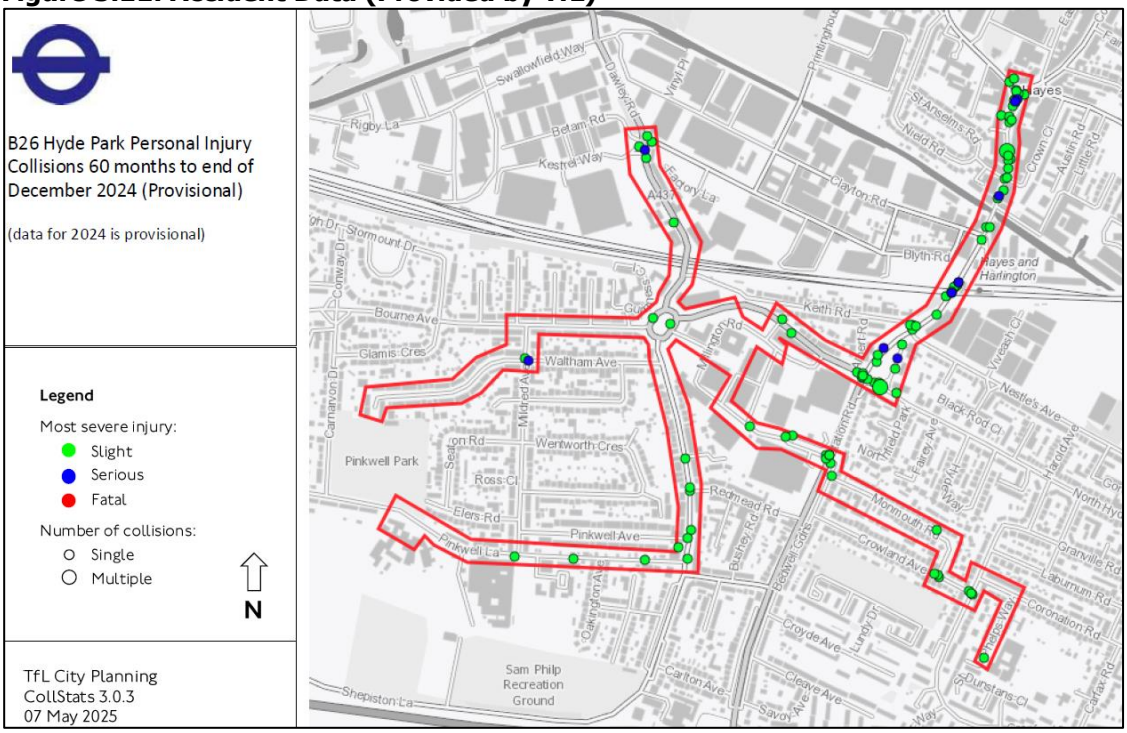
3.28 Access from the Dawley Road/Bourne Avenue/North Hyde Road roundabout to the west, is provided with two lanes of entry into the roundabout, with a splitter island between the in and out lanes to the site.

3.29 Access from North Hyde Road is provided via two priority junctions which connect to the local estate roads, The western access is provided with a ghost island right turn lane, and the eastern access is provided with a central refuge island for pedestrians.

3.30 Access from Station Road is provided from the south east, via a signalised junction with two lanes of entry on all arms. This links to a mini roundabout, which provides access to the Asda supermarket, as well as Millington Road.

3.31 Accident data for the local area has been obtained from TfL for the latest five-year period through to December 2024. The data covers the main routes residents are likely to take within the local and surrounding area, including routes towards Hayes and Harlington Station, Pinkwell Primary School, Hayes Medical Centre, Pinwell Park, Asda, Hayes Town Centre, Abdullah Mosque and Cranford Park Academy. **Figure 3.11** shows an extract from the collision data showing the location and clusters of accidents. The full data set is provided at **Appendix D.**

Figure 3.11: Accident Data (Provided by TfL)



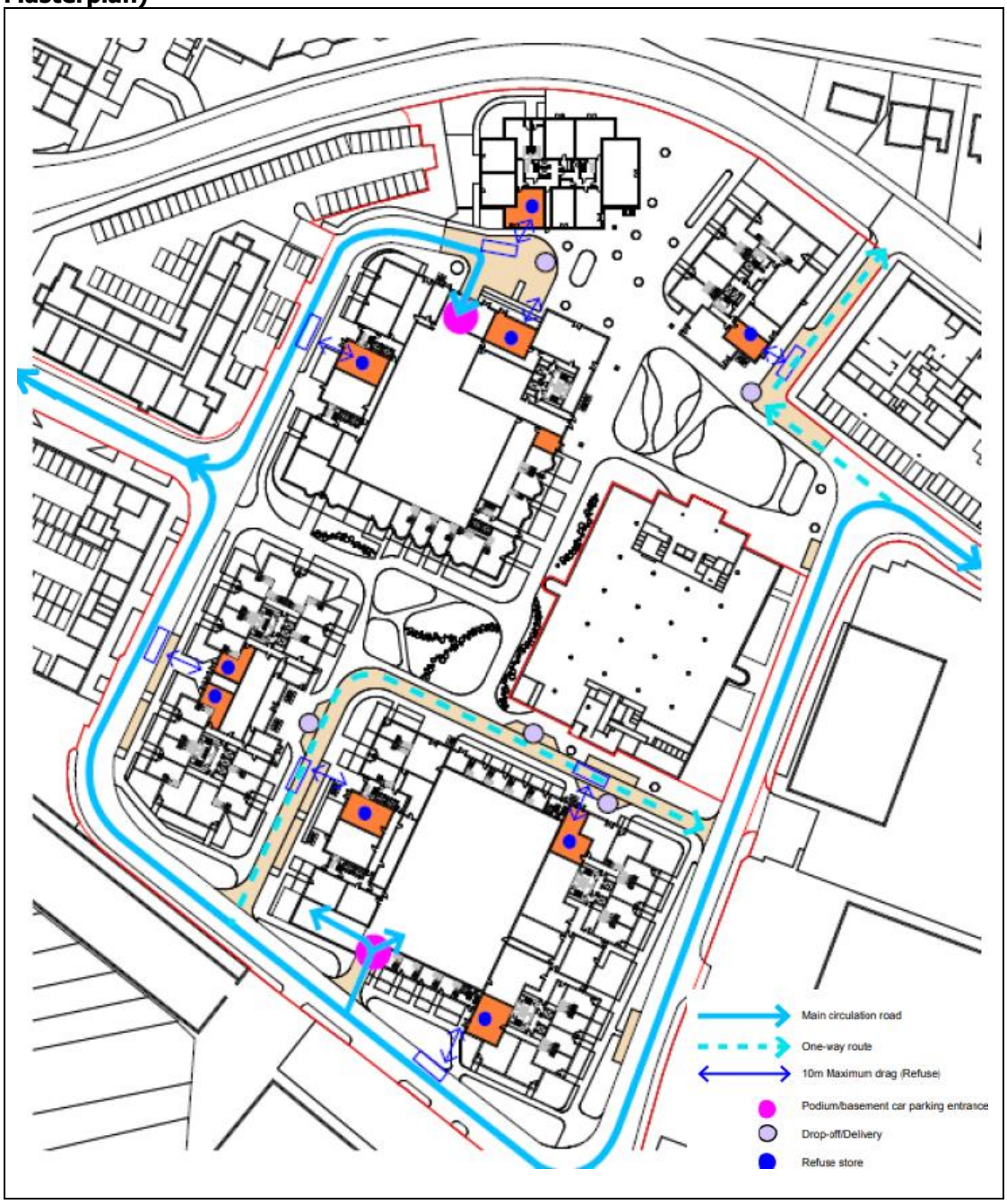
3.32 A review of the Killed and Seriously Injured (KSI) data in accordance with TfL guidance has been undertaken which revealed a total of 0 fatal accidents and 9 serious accidents and 95 slight accidents, resulting in 111 injuries/casualties recorded in the study area, with clusters of accidents around the Station Road/North Hyde Road junction and along within Hayes town centre. The accident statistics are discussed in more detail in Section 4, which includes reference to potential improvements where clusters of accidents have taken place.

Proposed

3.33 The proposals seek to limit the vehicle activity and access around the site, with the main road to the south (Millington Road) acting as the primary approach, with all other roads closed off, restricting vehicle access into the centre of the site.

3.34 All refuse store locations will be positioned within a maximum 10m from collection points. **Figure 3.12** shows the indicative vehicle routes around the site, including drop-off and delivery locations.

Figure 3.12: Proposed Vehicle Access and Circulation (as shown in Illustrative Masterplan)



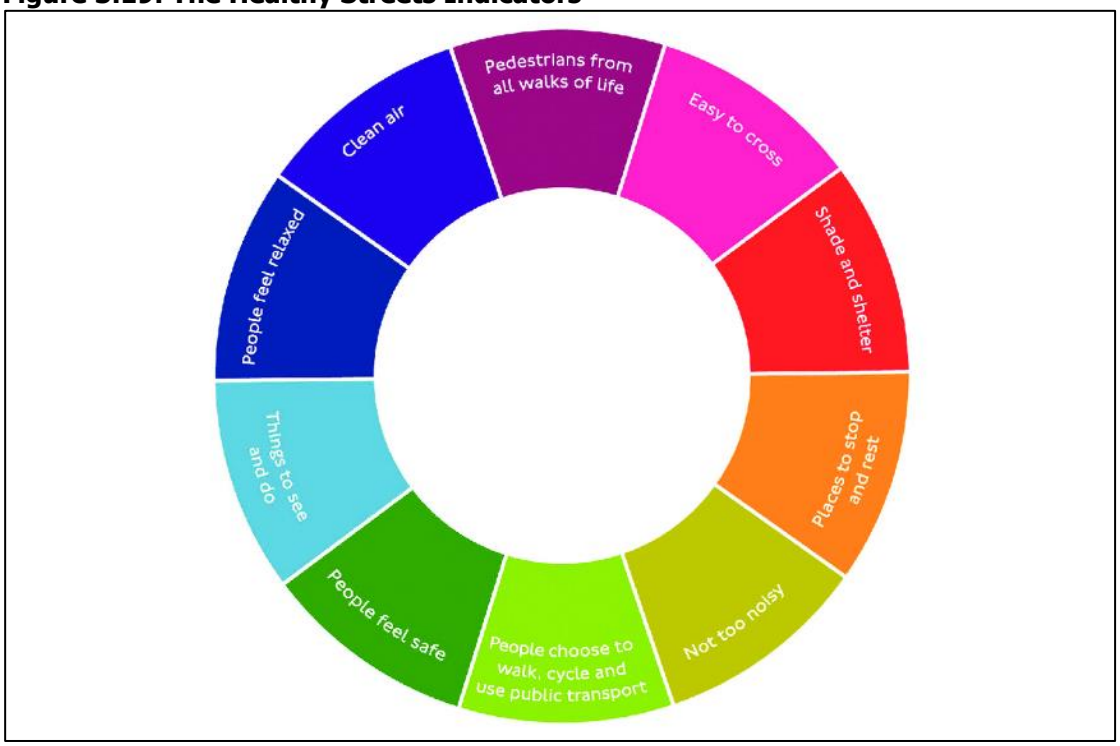
Public Realm

3.35 The proposals include several key improvements to foster a safe, walkable, and social environment to encourage residents to spend more time outdoors. The public realm improvements include the creation of public green spaces, playgrounds, recreational zones, and front gardens for all ground-floor units. The scheme has been designed around creating clear north-to-south sight lines and pedestrian connections towards the centre of the Site, as shown on the proposed landscaping strategy provided at **Figure 3.13**.

Figure 3.13: Public Realm and Landscaping Strategy (as shown in Parameter Plan 3 – Hard and Soft Landscaping)

3.36 The Healthy Streets Approach is a long-term plan for improving Londoners' and visitors' experience of streets, helping everyone to be more active and enjoy the health benefits of using streets on a daily basis. The approach recognises that every street is different, and different elements can contribute to the look, feel and functionality of the street. The ten 'Healthy Streets Indicators', as shown in **Figure 3.19**, define elements that make streets appealing, healthy and inclusive places, to create a healthy city.

Figure 3.19: The Healthy Streets Indicators



3.37 A number of tools have been developed as part of TfL's Healthy Streets Toolkit, one of which is the Healthy Streets Check for Designers (HSCD), which is targeted towards appraising proposed changes to existing streets and presenting a comparison between the existing and proposed designs. A HSCD has been undertaken for the existing conditions along North Hyde Road and within the vicinity of the site with the results provided in **Figure 3.20.**

3.38 The TfL Healthy Streets Check suggests an overall score of 58 for Millington Road within the vicinity of the site. The proposed changes to North Hyde North in the vicinity of the site were also assessed. **Figure 3.20** demonstrates that overall score is expected to improve from 58 to 89.

3.39 Moreover, the development will provide the general environment of the area by providing a pedestrianised area, a new crossing over North Hyde Road that will assist travel from Hayes Town Centre towards, down Keith Road and extending throughout the whole development. Improvements to the public realm, including planters, trees, footways and external seating

areas and the introduction of a retail unit at the northern extent of the development. These will improve surveillance through increased footfall whilst promoting the use of active modes.

Figure 3.20: Healthy Streets Check

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	58	89
Everyone feels welcome	57	87
Easy to cross	58	88
Shade and shelter	33	100
Places to stop and rest	42	83
Not too noisy	93	93
People choose to walk and cycle	57	87
People feel safe	67	85
Things to see and do	22	89
People feel relaxed	57	87
Clean air	92	92

Deliveries, Servicing and Refuse Collection

Number of Deliveries

3.40 In regard to deliveries, reference has been made to the TRICS database to determine the number and type of delivery vehicles that would be attributed to the illustrative scheme. The proposed development is expected to receive in the order of approximately 100 deliveries per day which would include approximately 40% undertaken by motorcycle/moped, with the remainder by car, LGV and a small proportion by HGV. The majority of delivery and servicing activity will take place from Millington Road and the new roads within the Site, all of which are private. Further details in regard to delivery and servicing locations are provided in the Delivery and Service Management Plan that accompanies the application.

3.41 **Table 3.6** provides a breakdown of the estimated number of residential deliveries by motorised vehicles per day, per Block, which includes 39 deliveries by motorcycle, 55 by car / LGV and 4 by HGV (all vehicles with a gross weight of more than 3.5t).

Table 3.6: Estimated Number of Deliveries by Vehicle Type						
	No. by Vehicle Type					
Block	**Car**	**LGV**	**MC**	**OGV1**	**OGV2**	**Total**
Block A1	1	6	5	0	0	13
Block A2	1	5	4	0	0	10
Block B	3	12	11	1	0	27
Block C	2	8	7	1	0	18
Block D	3	14	12	1	0	30
Total	**10**	**45**	**39**	**3**	**1**	**98**

3.42 In addition to the deliveries set out in **Table 3.6**, the residential units in HPH1 is expected to receive on average 10 – 11 deliveries per day, with the retained office accommodation receiving a similar quantum.

Types of Deliveries

3.43 Deliveries to residential units typically comprise of the following:

- Postal deliveries;
- Online orders for takeaways / meals;
- Purchase of online goods;
- Household goods; and
- Moving IN / OUT.

Refuse

3.44 The proposals include a dedicated refuse store in each block located at ground floor level in close proximity to the street frontage. This includes storage for general waste, recycling, etc, as required. The locations of the refuse stores are included on the proposed layout plans shown at **Appendix A**.

3.45 Residents will be responsible for placing waste and recycling in the appropriate bin, with building management responsible for the maintenance of the bin stores. The bins would be collected by the Council's waste collection service, who will be responsible for transporting bins between the bin store and the collection vehicle.

Emergency Access

3.46 Emergency vehicles will be able to access all elevations of the residential cores and risers for each buildings either through using the streets within the Site or through the landscaping.

Parking

Cycle Parking

3.47 Parking is proposed for up to 1,210 bicycles which includes 1,192 long-stay spaces for residents and 18-short-stay spaces for visitors. This level of cycle parking provision is in accordance with the London Plan standards.

3.48 Long-stay cycle parking will be provided ground floor level in dedicated cycle stores; a mix of stands will be provided, with 20% of spaces in the form of Sheffield stands, 5% in the form of wider/adapted Sheffield stands, with the remaining 75% of spaces provided via two-tier stands. The layout of the cycle parking stores will be designed with reference to the London Cycling Design Standards.

3.49 Short-stay cycle parking spaces will be integrated into the public realm, located near building entrances, and provided in the form of Sheffield stands.

Car Parking

Existing

3.50 There is currently parking for up to 1,028 cars on the Estate excluding the spaces under the Premier Inn with a summary set out in Table 3.7. The provision includes 912 spaces on the Site, with permission for an additional 25 spaces on HPH 4 when this comes forward.

Table 3.7: Summary of Existing Car Parking

Location	No. of Spaces
Multi-Story-Car Park	696
Surface Car Park	108
HPH 2	6
HPH 5	102
Total on Site	**912**
HPH 1	23
HPH 3	70
HPH 4	23
Total on Estate	**1,028**

Proposed

3.51 The Site achieves a PTAL rating of 4, although it lies close to PTAL 5- 6 locations; the London Plan states that PTAL 5 – 6 locations should be car-free, whereas PTAL 4 locations can provide up to a maximum of 0.5 – 0.75 spaces per dwelling.

3.52 The proposed outline residential development of up to 675 dwellings will provide car parking at a ratio of 0.2 spaces per dwelling; which equates to approximately 135 car parking spaces. This ratio of car parking provided for the new residential development is in accordance with the

London Plan. The exact number of spaces provided for the outline residential scheme will be confirmed at the Reserved Matters Stage.

3.53 The level of car parking has been significantly reduced owing to the accessibility of the site noting access to local bus services and Elizabeth line services that can be accessed from Hayes & Harlington and the push for sustainable travel in London.

3.54 The proposed development will also provide replacement parking for an existing commercial tenant, Premier Inn, and the consented residential in HPH1, plus an allocation for operational purposes and future development.

3.55 The existing commercial tenant who are located within the ground floor of HPH1 has the right to use 62 car parking spaces in the MSCP within their lease, whilst the Premier Inn to the east has a right to use 50 parking spaces in the surface car park to the west of the hotel in their lease. Hence, these spaces will be re-provided as part of the application.

3.56 A summary of the total number of car parking spaces provided with the Proposed development, and on the Estate in total, is shown at **Table 3.8**.

Table 3.8: Summary of Proposed Car Parking on Estate

Proposed Car Parking	No. of Spaces
Existing Commercial Tenants	112
HPH1 Residential	24
New Residential	0.2 space per dwelling (approx. 135 spaces)
Operational Spaces	5
Future Development	6
Total (Proposed Scheme)	**282**
HPH3 (as built)	68
HPH4 (as consented)	48
Total on Estate	**398**

3.57 Overall, the provision of 282 spaces as set out in the illustrative scheme represents a significant reduction when compared to the existing provision. Blue badge parking spaces will be provided for 3% of dwellings from the outset and 20% of spaces will be provided with electric vehicle charging facilities. Car parking spaces will be spread across the development; the specific car parking numbers and locations will come forward for approval at the Reserved Matters Stage. Nonetheless, consideration of the illustrative scheme has been provided to allow for a robust assessment to take place at outline planning stage.

4 ACTIVE TRAVEL ZONE

4.1 The Active Travel Zone (ATZ) Assessment helps to identify key destinations in proximity to the Site and assess the street conditions and connectivity between them; the assessment is measured against the 10 Healthy Street Indicators in order to highlight potential areas for improvement with a view to making streets attractive where people can live active, healthy lives. The rest of this section is set out as follows:

- Assessment Scope ;
- Active Travel Zone Maps;
- Route Analysis; and
- Summary and Conclusion.

Assessment Scope

4.2 The Active Travel Zone Assessment covers a 20-minute walking and cycling catchment around the Site and includes an audit of routes where people are likely to travel actively to key destinations. The following maps have been provided in accordance with the guidance issued by Transport for London (TfL):

- Map 1a – Sets out a 20-minute walk and 20-minute cycle of the Site;
- Map 1b – Shows potential key destinations in the ATZ within a 20-minute walk (public transport stops and stations, current and future London-wide strategic cycle network, town centres, parks, schools/colleges and hospitals);
- Map 2 – 'Neighbourhood Safety and Most Important Journeys', shows walk/cycle routes to the prioritised key destinations within the zone.
- Map 2B 'Neighbourhood Safety and Most Important Journeys' shows the key routes and neighbourhood safety issues with reference to KSIs (accidents where someone has been killed or seriously injured). There are no Safer Junction Projects within the vicinity of the Site and hence these have not been shown; and
- Map 3 – 'ATZ Neighbourhood Healthy Characteristics Check', shows the proximity of the Site to other development schemes, as well as local improvements such as the Hayes High Street Masterplan.

4.3 The following maps offer details as requested by Transport for London in the Active Travel Zone Assessment guidance.

Figure 4.1: Map 1a (20 Minute walking and cycling distance from the Site)

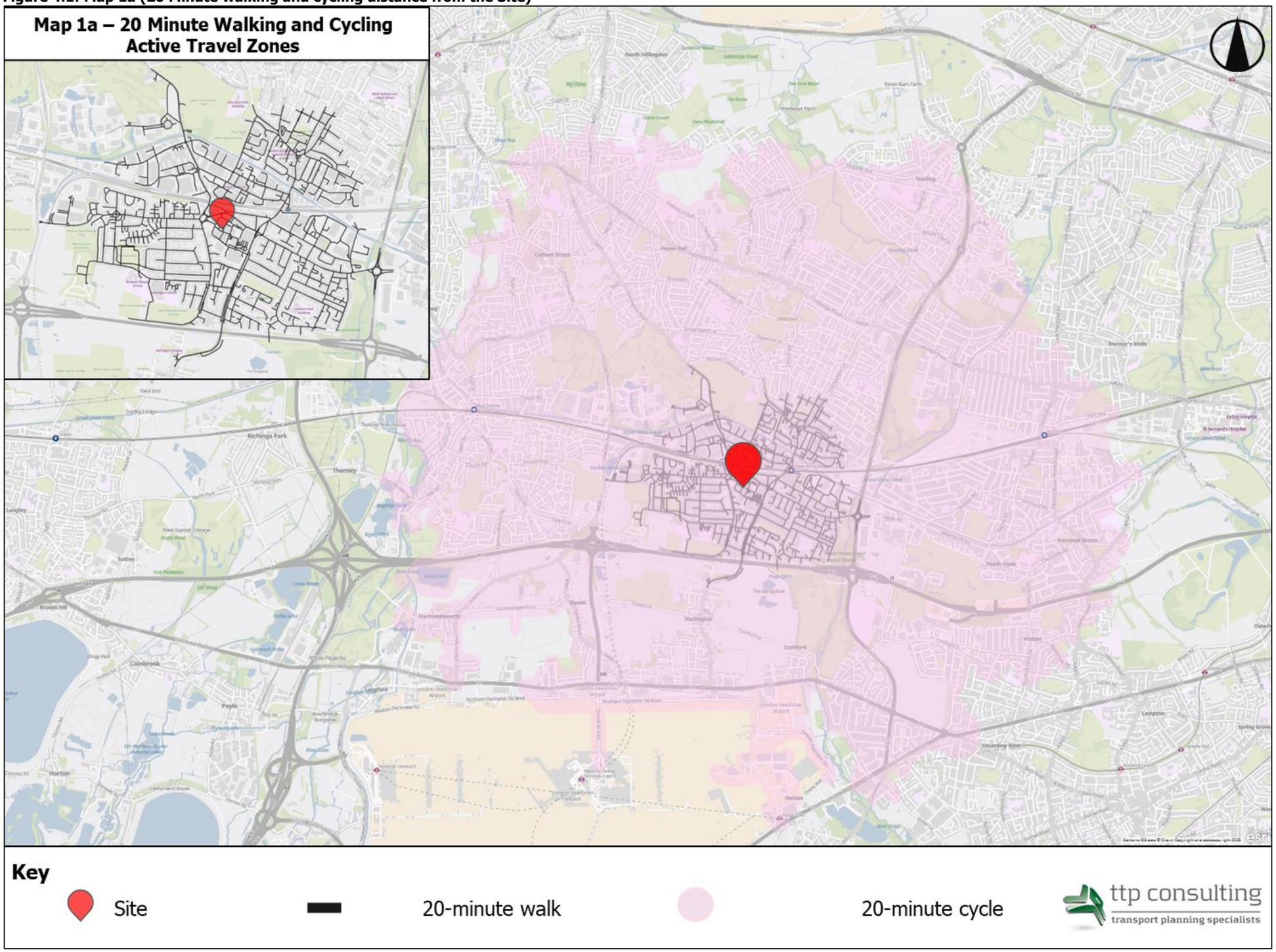
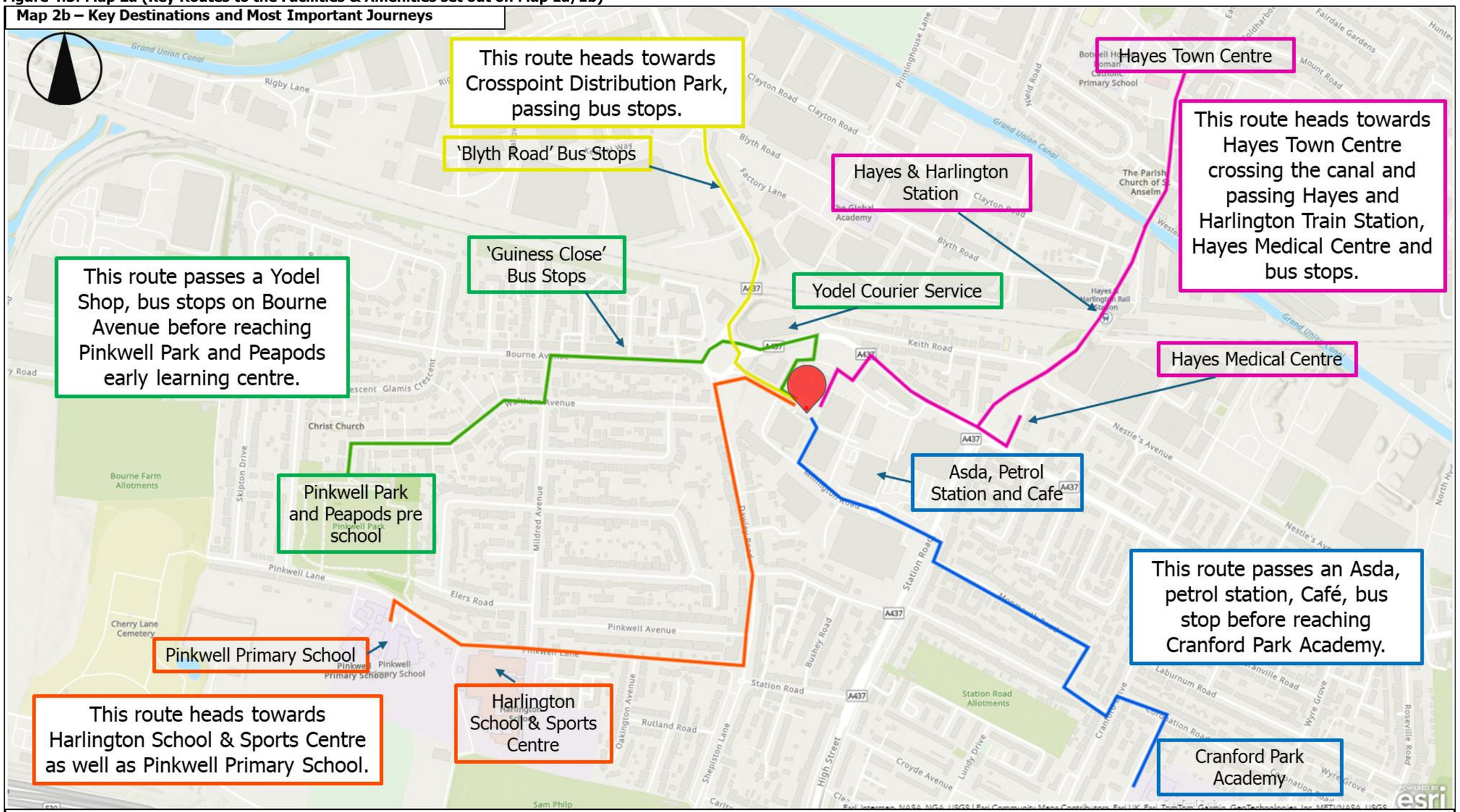


Figure 4.2: Map 1b (ATZ with reference to Key Destinations)

Figure 4.3: Map 2a (Key Routes to the Facilities & Amenities set out on Map 1a/1b)

Map 2b – Key Destinations and Most Important Journeys



Key

- Route to Pinkwell Park passing 'Guiness Close' bus stops and Mosque
- Route to Hayes Town Centre passing Hayes & Harlington Station and Hayes Medical Centre
- Route to Asda and Cranford Park Academy
- Route to Harlington School & Sports Centre and Pinkwell Primary School
- Route to Dawley Road

ttp consulting
transport planning specialists

Figure 4.4: Map 2b (Key Routes and Neighbourhood Safety Issues)

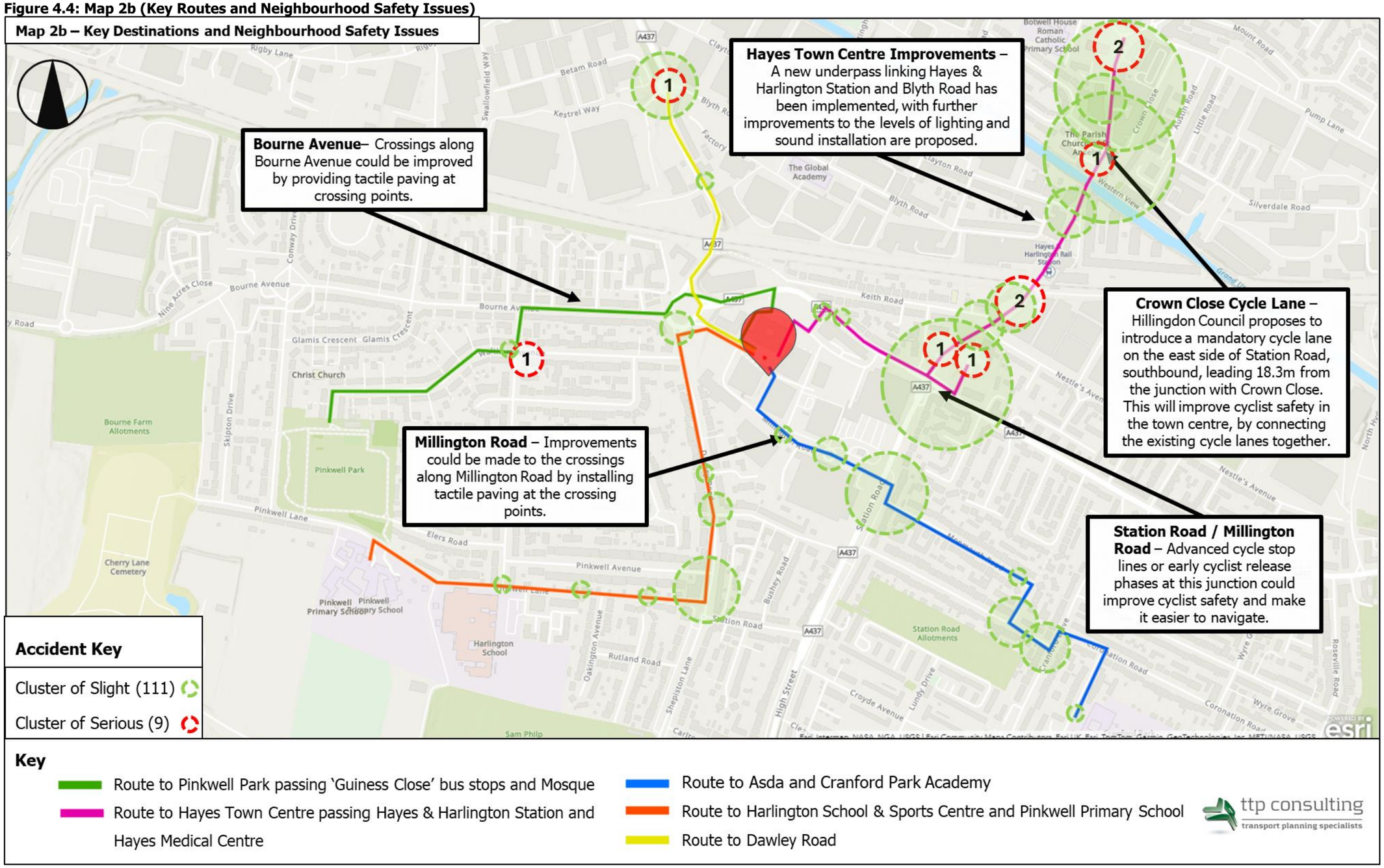
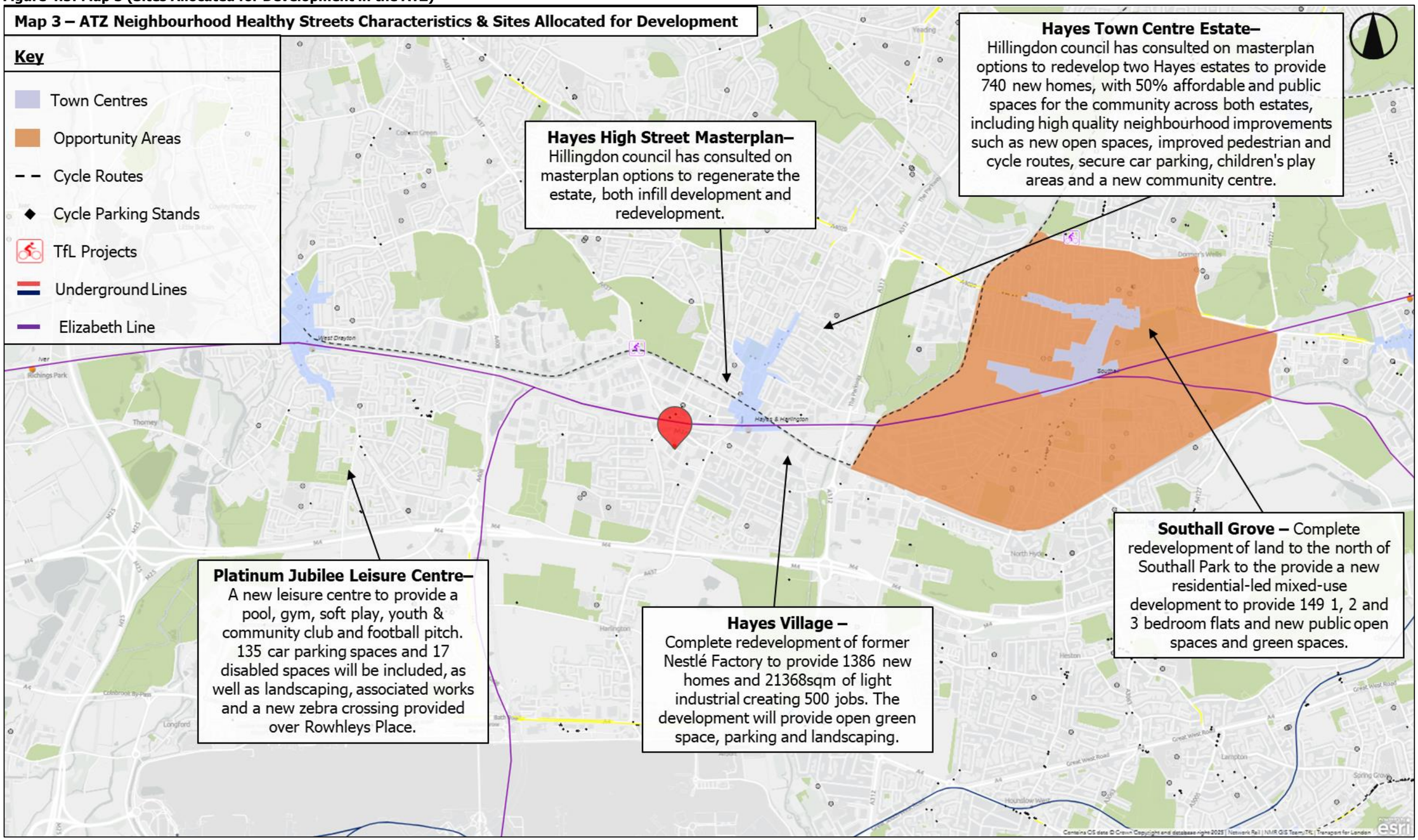


Figure 4.5: Map 3 (Sites Allocated for Development in the ATZ)



Key Destinations within the ATZ

4.4 **Table 4.1** classifies the key destinations shown in Map 1b and 2a from high to low priority in terms of active travel and the likelihood of users of the development travelling to the key destinations from the proposed development.

Table 4.1: Key Destinations Priority

Key Destination	Priority	Justification
Public Transport	High	Residents and visitors will seek to travel to / from the Site via bus, tube and train. These stops and stations are essential to ensuring users travel sustainable without relying on a car.
Schools	High	Residents will likely be dropping off children at nurseries and schools, and older children are likely to travel to nearby schools on weekends.
Parks and green space	High	Access to green space is essential to positive health and well-being and is a high priority.
Town Centres	Medium	Local amenities and space to socialise are important for residents to use throughout the day and before or after work. Convenience stores and day-to-day amenities are likely to be frequented by Site users.
Cycle Infrastructure	Low	Quality cycle infrastructure is essential to encourage people to cycle to/from the Site and will be provided on-Site.
Hospitals and doctor surgeries	Low	It is not expected that residents would frequently require access to surrounding medical institutions.
Places of worship	Low	Some residents might wish to visit places of worship.

ATZ Most Important Journeys & Neighbourhood Safety

4.5 The Site users' key destinations were visited to assess the accessibility for all users as part of the ATZ assessment. Aspects including safety features, walking route, ease for disabled users, wheelchair and buggy users were assessed, and how they can be improved. Maps are provided showing each route connecting to the Site, accompanied by a number of images taken along the route. This is followed by a table which sets out the Healthy Streets Indicators to make an assessment of what is existing and how improvements can be made for each key destination route. This has been set out in **Tables 4.2 – 4.7**.

4.6 The key routes described below, are shown in Map 2b, which also incorporates Killed or Seriously Injured (KSI) data. Data is overlaid on top of the key routes presented in Map 2a. Routes were agreed with TfL.

4.7 The following routes have been assessed:

- Route 1: Offers a connection between the Site Hayes Town Centre passing Hayes & Harlington Station and Hayes Medical Centre;
- Route 2: Offers a connection between the Site Harlington School & Sports Centre and Pinkwell Primary School;
- Route 3: Offers a connection between the Site and Pinkwell Park passing 'Guiness Close' bus stops and Mosque
- Route 4: Offers a connection between the Site and Route to Asda and Cranford Park Academy passing bus stops; and
- Route 5: Offers a connection between the Site and the commercial/industrial businesses along Dawley Road.

5 DAYTIME ASSESSMENT ROUTE ANALYSIS

Route 1: to Hayes Town Centre, passing Hayes & Harlington Station and Hayes Medical Centre

5.1 This 900m (11 – 12 minute walk) route leads northeast of the development and provides a walking and cycling path along Station Road towards Hayes and Harlington Station, passing by Hayes Medical Centre and Hayes Town Centre. Hayes and Harlington Station offers access to the Elizabeth Line. This route will primarily be used by residents commuting by train to work and to access various shopping options in Hayes town centre. The route begins by walking along North Hyde Road, which features wide and smooth footpaths, passing the bus stops 'North Hyde Road (Stops Z & Y)" before reaching the junction with Station Road; signalised crossing facilities are provided at this junction, as shown in Image A.

5.2 The route then follows Station Road north or east towards the medical centre, which can be accessed by crossing over a small green space. Station Road features bus stops with shelters, seating, and podium numbers, as well as dedicated on-road and off-road cycle lanes, provided due to public realm improvements following the opening of the Elizabeth Line. Pedestrian access to Hayes & Harlington Station can be reached using the zebra crossings on Station Road (as seen in Image E), or by using the new underpass route available between the station and Blythe Road. The route continues north along Station Road, into the heart of the Hayes town centre where a number of local shops and restaurants

Route to Hayes Town Centre, Hayes & Harlington Station, and Hayes Medical Centre		
Healthy Street Indicator	**Existing Healthy Streets Characteristics**	**Improvement Suggestions**
Everyone Feels Welcome	There are wide footways provided along this route as shown in Image B, C & F with newly landscaped footways and crossing that benefit from zebra crossings shift emphasis towards a pedestrian dominant environment (Image D & E).	No improvement suggested.
Easy to Cross	Crossings towards Hayes town centre and Hayes and Harlington station are provided with dropped kerbs, tactile paving and green-man, push-button facilities.	No improvement suggested.
Shade and Shelter	A new underpass between Blythe Road and Hayes & Harlington Station has been created as part of the latest town centre improvements.	The Council are already proposing to improve the levels of lighting.
Places to Stop and Rest	Local bus stops are provided with seating and shelter which offer a place for people to stop and rest. Cafés and takeaways along Station Road are also provide outdoor seating areas.	No improvement suggested.
Not too Noisy	The roads along this route experience high levels of vehicle traffic and pedestrian footfall as such generates high levels of noise.	As more drivers switch to electric vehicles, including delivery fleets, and as all London buses become electric, noise levels along the route are expected to decrease reduce.
People choose to Walk and Cycle	Recent improvement works in Hayes Town Centre has improved the cycle connectivity along Station Road (Image B & E).	No improvement suggested.
People feel Safe	There are high levels of footfall during the day and evening periods along this route. Staff are also present at Hayes & Harlington station during operational hours, providing a point of call in emergency situations.	No improvement suggested. Street lights are also provided at regular intervals along the route.
Things to see and do	Hayes town centre provides access to a number of local facilities and amenities providing things for people to see and do.	No improvement suggested.
People feel Relaxed	The route passes the Grand Union Canal which provides a calming and relaxed walking route away from the main town centre.	No improvement suggested.
Clean air	The provision of segregated cycle lane, wide footways and convenient crossings help encourage trips along this route to be made via public transport or active travel modes.	No improvement suggested.

Route 2: to Harlington School & Sports Centre and Pinkwell Primary School

5.3 This 1.2km (15 – 16 minute walk) southwest-bound route follows Dawley Road before turning right onto Pinkwell Lane, where it passes a variety of amenities, including Harlington School & Sports Centre, Pinkwell Primary School, and Pinkwell Park. This route will predominantly be used by parents walking their children to school.

5.4 Upon exiting Hyde Park through the western exit, there is a shared pedestrian and cycle path that leads to a relatively wide footpath along Dawley Road **(Image A).** Dawley Road features fairly smooth footpaths, zebra crossings (Image B), convenience stores, and bus stops **(Image C).** The route then turns onto Pinkwell Lane before reaching Harlington School and sports centre. The sports centre is open from 4:30 – 10pm on weekdays and 9am – 4pm on weekends. Further along Pinkwell Primary School can reached, as well as Pinkwell Park providing open green space. Both schools have zebra crossings outside with guard railing and belisha beacons **(Image E).**

Route to Harlington School & Sports Centre and Pinkwell Primary School		
Healthy Street Indicator	**Existing Healthy Streets Characteristics**	**Improvement Suggestions**
Everyone Feels Welcome	The footways along this route are relatively wide and well maintained.	No improvement suggested.
Easy to Cross	A number of zebra crossings are located along the route, with two being located outside the schools **(Image E).**	The pedestrian route could be enhanced through the provision of tactile paving and/or a dropped kerb.
Shade and Shelter	Shade and shelter is provided at 'Pinkwell Lane' bus stop as well as the shop front directly behind the stop.	No improvement suggested.
Places to Stop and Rest	Within Pinkwell Park there are plenty of seating opportunities as well as café as well as the cafes/restaurants along Dawley Road.	No improvement suggested.
Not too Noisy	Traffic calming measures includng speed humps are present creating a slower, quieter environment.	As more drivers switch to electric, including delivery fleets and all London Buses become electric, noise levels along the route are expected to reduce.
People choose to Walk and Cycle	There is cycle parking within the school grounds and sports centre, encouraging the use of active travel.	No improvement suggested.
People feel Safe	The streets along this route are well-overlooked by a residential dwellings as well as regular street lighting on all roads.	No improvement suggested. Street lighting is also provided at regular intervals along the route.
Things to see and do	There are a few amenities available on this route, including a local convenience store, pub and Pinkwell Park.	No improvement suggested.
People feel Relaxed	The streets are generally kept clear and are free from bins / waste, lending to a calmer and more relaxed environment.	No improvement suggested.
Clean air	The route encourages travel by foot or bicycle, given that the route follows quiet, residential streets.	As more cars become electric following the new ULEZ policy, air quality levels in the local area will continue to improve

Route 3: to Pinkwell Park passing 'Guiness Close' bus stops and Mosque

5.5 This 1km (12 – 13 minute walk) westbound route follows Bourne Avenue, Mildred Avenue and Waltham Avenue and will primarily be used by parents taking their children to nursery, using the park, as well as the Mosque. The journey begins by leaving Hyde Park onto the Dawley Road/Bourne Avenue/North Hyde Road roundabout. Just before the roundabout, there is a walking information board that provides details about routes around Hayes **(Image A).** To cross the roundabout, pedestrian islands are available, along with dropped curbs and tactile paving to assist with crossing onto Bourne Avenue **(Image B).** The road features wide and smooth footpaths on both sides, as well as bus stops at 'Guinness Close'. Both Mildred Avenue and Waltham Avenue also have wide footpaths, complete with dropped curbs for easier crossing. At the end of Waltham Avenue, the Abdulah Mosque Hayes Welfare Association, Peapods Early Learning Centre, and Pinkwell Park can be found. Pinkwell Park offers a variety of amenities, including open green spaces, benches, a skate park, and a basketball court, all of which can be found on the park map **(Image F).**

Route to Pinkwell Park passing 'Guiness Close' bus stops and Mosque		
Healthy Street Indicator	**Existing Healthy Streets Characteristics**	**Improvement Suggestions**
Everyone Feels Welcome	Smooth, wide and well maintained footways are provided along the length of the route.	No improvements suggested.
Easy to Cross	There are convenient crossing opportunities available at the Dawley Road/Bourne Avenue/North Hyde Road roundabout.	The pedestrian route could be enhanced through the provision of tactile paving.
Shade and Shelter	Shade and shelter is provided from trees and buildings are provided at intermittent locations along this route.	No improvements suggested.
Places to Stop and Rest	Within Pinkwell Park there are plenty of seating opportunities.	No improvements suggested.
Not too Noisy	Pinkwell Park offers a quiet and tranquil space free from surrounding road and traffic use.	As more drivers switch to electric, including delivery fleets and all London Buses become electric, noise levels along the route are expected to reduce.
People choose to Walk and Cycle	The directional signage (Image A) found just outside the Site provides walking distances to local destinations such as Prologis Park and Hayes town centre.	No improvements suggested.
People feel Safe	The streets along this route are well-overlooked by a residential dwellings as well as regular street lighting on all roads.	No improvements suggested. Street lighting is also provided at regular intervals along the route.
Things to see and do	Pinkwell Park provides users with a number of things to see and do including the including green space, benches, skatepark and basketball court (Image F).	No improvements suggested.
People feel Relaxed	Pinkwell Park offers a slow, pleasant and enjoyable area of green space for pedestrians from all walks of life. The quiet and peaceful landscape lends to a slow and relaxing space.	No improvements suggested.
Clean air	The route encourages travel by foot or bicycle, given that the route follows quiet, residential streets. Moreover, due to its nature, Pinkwell Park experiences clean air away from neighbouring roads and local traffic.	As more cars become electric following the new ULEZ policy, air quality levels in the local area will continue to improve

Route 4: to Asda and Cranford Park Academy

5.6 This route provides a connection between the site and Cranford Park Academy, passing ASDA Superstore on Millington Road. The route would primarily be used by parents & children travelling between the school and their homes but also allows for shorter trips to and from ASDA, which offers a convenient location for grocery shopping, visiting the optician, collecting mediation, or visiting the in-store café. The route begins by heading east along Millington Road; the footways along this road are wide, smooth and of consistent width, albeit some of the pedestrian crossing points do not follow natural desire lines. ASDA can be accessed approximately 400m east of the site on Millington Road.

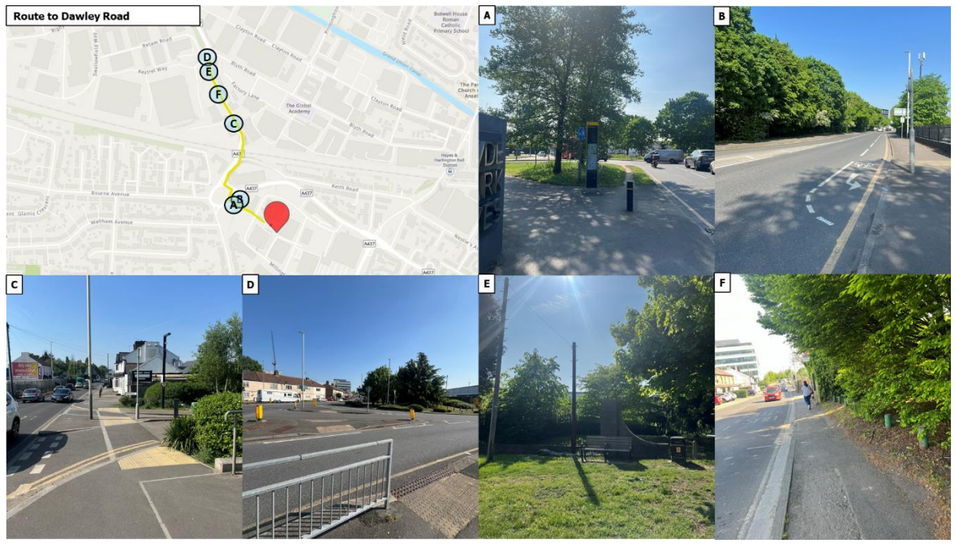
5.7 The route continues east where it passes across the junction with Station Road; signalled crossing facilities **(Image A)** offer safe and convenient locations for people to cross, and connect to Monmouth Avenue. The route then follows Monmouth Avenue and Crowland Avenue which are residential in nature, before using Coronation Road and Phelps Way to reach Cranford Park Academy. The majority of crossings in the section of the route are uncontrolled, but benefit from dropped kerbs and tactile paving as shown in **Image C & D**. CCTV coverage is in operation around the roads local to the school **(Image E)**.

Route to Asda and Cranford Park Academy		
Healthy Street Indicator	**Existing Healthy Streets Characteristics**	**Improvement Suggestions**
Everyone Feels Welcome	Tactile paving is provided at crossing points which helps those with visual impairments to cross safely.	The tactile paving at the Crowland Avenue / Monmouth Road is chipped/broken and therefore needs replacing (as shown in Image D).
Easy to Cross	The signalised junctions at the Millington Road / Station Road junction are provided with dropped kerbs, tactile paving and green-man, push-button facilities.	Some crossing along Millington Road do not follow pedestrian desire lines and could be relocated to improve connectivity between the site and ASDA.
Shade and Shelter	There is a lack of shade and shelter provided along this route.	No improvements suggested. Much of the route passes residential streets with driveways as such the potential for natural tree coverage is minimal.
Places to Stop and Rest	There are a lack of public seating areas provided along this route.	This route would benefit from public benches to provide a place for people to stop and rest.
Not too Noisy	The majority of this route follows residential streets which do not experience large volumes of vehicle traffic.	No improvements suggested.
People choose to Walk and Cycle	The footways provided along this route are of generous width which encourages and allows journeys to take place by foot.	No improvements suggested.
People feel Safe	Local CCTV surveillance is in operation which is signposted as shown in Image E.	No improvements suggested.
Things to see and do	ASDA is a popular destination for people to go to along the route, mainly for food shopping but the store also offers a café, pharmacy, opticians and travel money bureau.	No improvements suggested.
People feel Relaxed	At the time of the assessment, there were footway works taking place nearby Cranford Park Academy which forced parents & children to cross the road.	No improvements suggested. The footway works are temporary, and the road will return to its existing condition thereafter.
Clean air	Cranford Park Academy regularly take part in sustainable initiatives such as 'Earth Day' and 'Global Recycling Day'.	No improvements suggested.

Route 5: To Dawley Road

5.8 This route provides a connection between the site and the local commercial/industrial employment area along Dawley Road. This route is most likely to be used by people working in the industrial/warehouse/office units situated around Dawley Road. The route begins by heading west North Hyde Road towards the 5-arm roundabout with Dawley Road (north and south), Bourne Avenue and Millington Road. At the roundabout, a Legible London sign is provided to help people navigate the roundabout and local area **(Image A)**. The route continues north, utilising the uncontrolled crossing near the roundabout entry point on North Hyde Road, connecting to Dawley Road.

5.9 Once on Dawley Road, the route continues northwards into the employment/commercial zone over the rail bridge. The majority of crossings along Dawley Road are uncontrolled, but are provided with tactile paving, dropped kerbs or level crossings, as shown in **(Image C & D)**. The route also benefits from public seating areas as shown in **(Image E)**.



Route to Dawley Road		
Healthy Street Indicator	**Existing Healthy Streets Characteristics**	**Improvement Suggestions**
Everyone Feels Welcome	Despite the commercial nature of Dawley Road, the streets are still lined with trees, grass and plants where possible, creating a greener and more vibrant environment.	No improvements suggested.
Easy to Cross	Uncontrolled crossing points are provided with tactile paving, dropped kerbs or level crossings.	No improvements suggested.
Shade and Shelter	There is a lack of shade and shelter provided along this route.	Blyth Road bus stop would benefit from seating and shelter, particularly given that it is served by one bus route and people could be waiting between 10 – 12 minutes for a bus to arrive.
Places to Stop and Rest	Public benches are provided along this route as shown in Image E.	No improvements suggested.
Not too Noisy	Given the commercial/industrial nature of the surrounding area, larger and more noisy vehicles travel along this route.	No improvements suggested.
People choose to Walk and Cycle	As this is a generally short route, walking and cycling offer more convenient methods of travel compared to public transport or private car-use.	No improvements suggested.
People feel Safe	The footways when crossing the rail bridge are quite narrow which could result people having to stray closer to the back of the footway or towards the carriageway when passing another pedestrian.	The route would benefit from wider footways along the initial portion of Dawley Road, especially considering it is a designated walking/cycling path.
Things to see and do	Dawley Road provides access to a large commercial/industrial employment zone.	No improvements suggested.
People feel Relaxed	The streets along this route are generally kept clear and are free from bins / waste, lending to a calmer and more relaxed environment.	No improvements suggested.
Clean air	There is a higher mix of large vehicles using Dawley Road due to the nature of the area.	Air quality will improve as businesses move to using electric, lighter and more sustainable vehicles.

6 NIGHT TIME ACTIVE TRAVEL ZONE ASSESSMENT

6.1 A Night-Time Active Travel Zone Assessment has also been undertaken, as required by TfL guidance, and includes analysis of the routes that may be frequented by residents/visitors during the evening/nighttime. As undertaken for the daytime ATZ assessment, key routes have been assessed, with a focus on the following Healthy Streets Indicators: Everyone feels welcome; People feel safe; and People choose to walk and cycle.

Policy and Guidance

6.2 The scope of night-time ATZ assessment is underpinned by recently developed strategies published by the Mayor of London, including the 'Good Growth by Design (GGbD) guidance Safety in Public Space: Women, Girls ad Gender Diverse People' and the Mayor's 'Violence Against Women and Girls Strategy' (VAWG). A summary of these documents are provided below:

Good Growth by Design (GGbD) Guidance Safety in Public Space: Women, Girls and Gender Diverse People'

6.3 This strategy is part of a larger programme of work which underpins London's commitment to advancing gender equity and focuses on Safety Issues and Public Space Design. This can be understood through the three lenses of safety: Freedom from violence, harassment and intimidation; Usability; and a Sense of belonging and levels of participation. Women, girls, and gender diverse people often feel unsafe in public spaces, with public spaces often afterthoughts in city design, leading to unwelcoming environments. This strategy sets out a framework to change this.

Violence Against Women and Girls Strategy (VAWG)

6.4 This strategy aims to create a safer London for women and girls by addressing the root causes of violence, supporting victims, holding perpetrators accountable, and building trust in the police and justice system. This will be delivered through collaboration with various agencies and communities, including the NHS, local police and local councils; procuring a London VAWG Board to strategise and provide leadership for change; and investing in services to prevent VAWG and support victims.

6.5 Analysis of the routes that could be frequented during the evening/nighttime by residents of the development (and visitors) are provided overleaf.

Route to Hayes Town Centre, Hayes & Harlington Station, and Hayes Medical Centre

6.6 This route provides a connection from the Site northwards Hayes Town Centre, passing Hayes Medical Centre, and Hayes & Harlington Station. The assessment for this route took place at approximately 21:45, in May 2025, and, as such is considered representative of typical evening/nighttime conditions.

Figure 6.1: Nighttime Images for Route

6.7 This route contributes to helping **People Feel Safe** as there are numerous shops within Harrow town centre which means the route is well overlooked and illuminated at night. Station Road also experiences high footfall during the evening with people travelling home from the station or going to shops or restaurants.

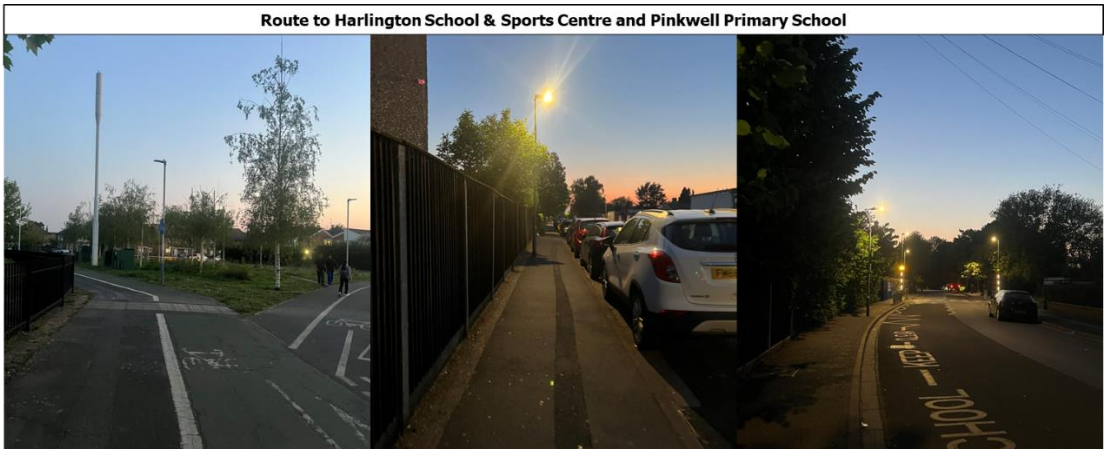
6.8 Furthermore, cycle storage facilities (as seen in Image B), are located in visible, well-lit locations, reducing the risk of theft/vandalism and encouraging **People to choose to walk and cycle**.

6.9 No improvement suggestion. The active train station and town centre, with the illumination, helps people feel safer and more relaxed at night.

Route to Harlington School & Sports Centre and Pinkwell Primary School

6.10 This route provides a connection to the south of site towards the nearby school and sport centre; residents may travel along this route to attend the gym; sport events or cultural/leisure events held at the school. The assessment for this route took place at approximately 21:15, in May 2025, and, as such is considered representative of typical evening/nighttime conditions.

Figure 6.2: Nighttime Images for Route

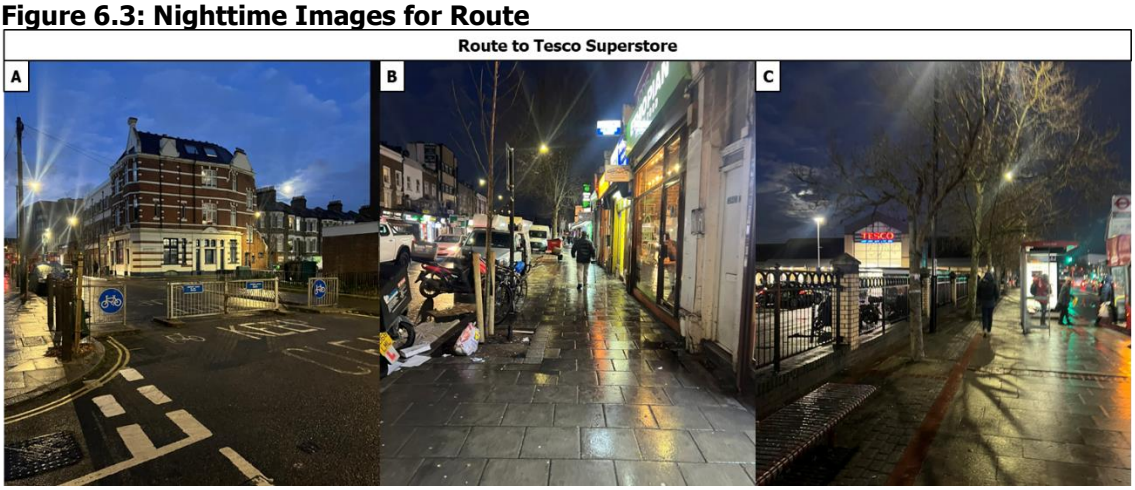


6.11 This route contributes to the **People choose to Walk or Cycle** and **People Feel Safe** indicator by providing well-lit cycle paths and footways along the route, as well as illuminated zebra crossing facilities as seen in Image C. One improvement suggestion would be to increase the regular maintenance / resurface treatment of the footways along this route, as there are areas that are chipped, cracked or uneven, which can result in trip hazards.

Route to Pinkwell Park passing 'Guiness Close' bus stops and Mosque

6.12 The assessment for this route took place at approximately 21:15, in March 2025, and, as such is considered representative of typical evening/nighttime conditions.

Figure 6.3: Nighttime Images for Route



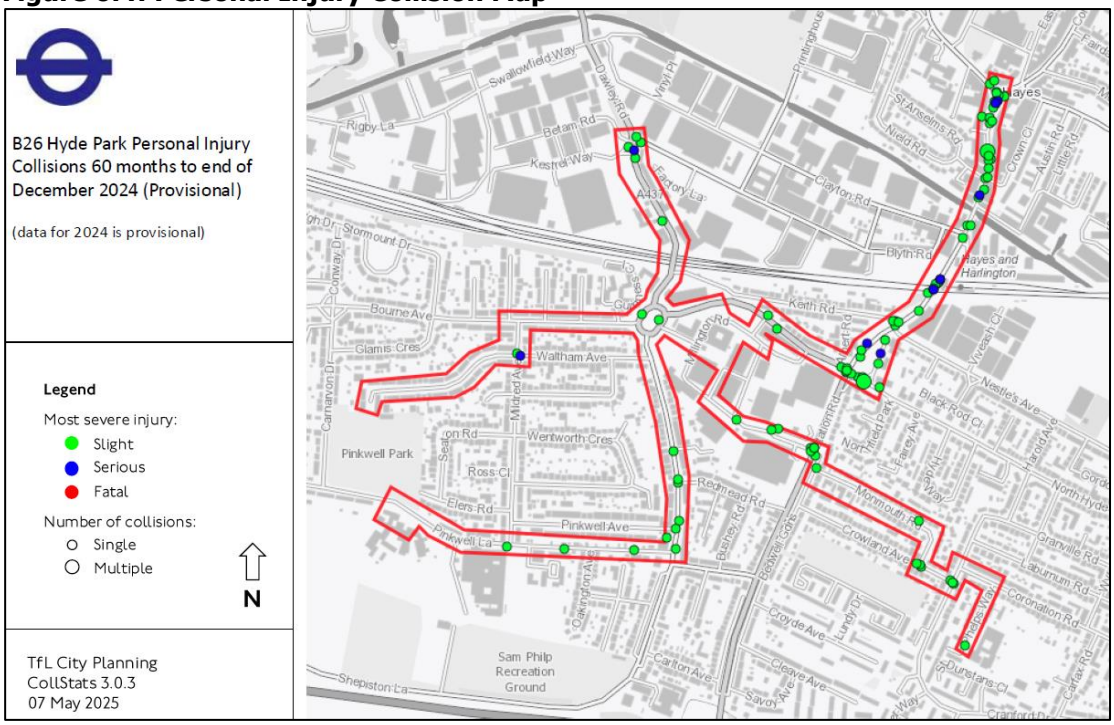
6.13 This route will mainly be used by residents attending the mosque. Wide and well-lit footways are provided along both sides of all roads within the route, allowing for safe routes for people to walk through at night, thus contributing positively to the **Everyone Feels Welcome** and the **People Feel Safe** indicator. No improvement suggestion. The final destination of this route is a park which will not be regularly to at night.

Accident Data Review

6.14 Killed or Seriously Injured (KSI) data has been obtained from TfL for the latest 5-year period through to December 2024. The location of recorded injury accidents is illustrated at **Figure 6.4,** which show 0 fatal accidents and 9 serious accidents and 95 slight accidents, resulting in 111 injuries/casualties during this period. The map also shows a cluster of slight and serious accidents around the Station Road/North Hyde Road junction and along within Hayes town centre. A detailed illustration of each cluster is provided on Map 2b, which includes potential and future improvement suggestions.

6.15 The majority of serious accidents that occurred in the study area befell on Station Road, with 6 out of the 9 serious accidents. The contributory factors typically involved drivers being 'Impaired by alcohol' / 'Failed to look properly' / 'Dangerous action in carriageway'.

Figure 6.4: Personal Injury Collision Map



Active Travel Zone Neighbourhood Healthy Characteristics

Healthy Streets Characteristics

6.16 The healthy neighbourhood characteristics are shown throughout the ATZ include:

- Benches and Legible London-style-on-street-map locations;
- Pedestrian crossings serving the proposed development Site;
- Green spaces; and
- Existing and proposed cycle routes.

6.17 In the vicinity of the Site, there are many positive Healthy Street characteristics that help encourage active and public transport use; these include green spaces that contribute towards health and wellbeing, wide and well-maintained footways which encourage people to walk, and segregated cycle lanes which encourage people to cycle.

6.18 The Healthy Streets Check for Designers for North Hyde Road in front of the Site has been undertaken for the current situation and proposed layout which suggested an improvement from 44 to 71. More detail is provided in **Section 3**.

ATZ Summary and Conclusion

6.19 The assessment sets out the Active Travel Zones surrounding the Site i.e., a 20-minute walk and a 20-minute cycle, key destinations within the ATZ, and walking/cycling routes to these destinations. Moreover, it includes a summary of KSI data in the locality of the Site and concludes that although the surrounding area has benefited from prior improvements, street cleaning and regular Council maintenance would bring about improved safety for all road users.

6.20 The proposed new connection/route towards North Hyde Road will reduce car trips by enhancing connectivity to Hayes town centre and Hayes and Harlington Station. This improvement will support the Healthy Streets Approach by promoting better air quality, reducing congestion, and making the local community a greener, healthier, and more attractive place to live, work, play, and do business. Furthermore, the sustainable initiatives put forward as part of the development are considered to help encourage future occupiers to use cars less and to walk, cycle and use public transport more.

7 LONDON-WIDE NETWORK

The Proposed Development

7.1 The Site currently comprises of approximately 20,165sqm of office accommodation in the two buildings HPH2 and HPH5 which benefit from the use of car parking in the MSCP and surface car park.

7.2 The proposals would result in the loss of the office accommodation to be replaced by up to 675 residential dwellings; car parking is proposed at a maximum ratio of 0.2 spaces per dwelling which includes parking for Blue Badge holders and spaces with EV charging facilities. In addition, car parking spaces are proposed on-site to serve retained commercial tenants within the wider estate.

Trip Generation

7.3 The potential number of trips associated with the existing and proposed uses has been estimated based on trip rate information from the TRICS database taking into consideration the use and location, with the TRICS database including a number of surveys at Site providing a useful insight to the number of trips when the office was fully occupied and more recently following changes in working habits as a result of the COVID-19 pandemic.

Existing Office Trips

7.4 There are a number of surveys in the TRICS database as listed below:

- HD-02-A-09 which took place on the 26th of June 2018 when 18,900sqm of floorspace was occupied, with a total of 927 two-way vehicular trips recorded between 7am and 7pm
- HD-02-A-10 which took place on the 2nd of March 2022 when 8,175sqm of floorspace was occupied, with a total of 145 two-way vehicular trips recorded between 7am and 7pm

7.5 Copies of the TRICS data is included at **Appendix E**. It has been assumed for assessment purposes that the later 2022 survey is representative of the number of trips associated with the existing situation with the majority of the office currently largely vacant, and that the trip rates recorded in the June 2018 survey are representative of a fully occupied office.

7.6 **Table 7.1** provides a summary of the number of trips by mode as recorded in the two surveys for the commuter peak periods, i.e. 0800 – 0900 in the morning and 1700 – 1800 in the evening along with daily flows 0700 – 1900; the movements are based on the June 2018 survey when the office was largely occupied. The data suggest that approximately 60% of workers travelled to and from the Site as car driver during the morning and evening peak respectively, with approximately 65% of all journeys across the day undertaken by car; the lower proportion

across the day is most likely to be associated with people walking to / from cafes etc. at lunchtime for example.

Table 7.1: Predicted Multi-Modal Trip Generation (Existing Office)

Mode	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Day (0700 – 1900)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Underground	5	2	0	6	8	9
Rail	74	0	0	44	112	100
Bus	12	2	1	15	22	28
Taxi	2	2	0	0	6	6
Motorcycle	9	0	0	8	15	14
Car Driver	210	5	7	185	441	476
Car Passenger	16	0	0	13	50	60
Bicycle	14	0	0	6	17	17
On foot	12	0	7	16	156	139
Total	353	12	16	293	828	848
Based on 20,165sqm						

Proposed Residential Trips

7.7 The following paragraphs set out a summary of the anticipated increase in trips as a result of the development and the impact on the public transport and highway networks. The trip generation by each mode of transport to and from the proposed development has been estimated for a typical weekday morning and evening peak period, as well as an entire day.

7.8 The potential number of person trips for the proposed residential has been estimated based on multi-modal trip rates from the TRICS database based upon available data considering the characteristics of the Site:

- Edge of town centre, neighbourhood and suburban locations in Greater London sites
- A PTAL rating of 3 or 4.
- Surveys undertaken weekday, Monday through Friday since January 2016.

7.9 The exercise revealed a total of 10 surveys with a copy of the TRICS output included at **Appendix F**.

7.10 **Table 7.2** provides a summary of the trip rates and resultant flows for the weekday morning (0700 – 1000) and evening (1600 – 1900) peak periods along with the daily (0700 – 1900), with **Table 7.3** setting out the assumed share to each mode to reflect the car-lite nature of the proposed development, with the mode share to car driver reduced to 20% with the difference distributed pro-rata to the 2011 Census albeit with a higher weighting to rail to reflect the

opening of the Elizzabeth Line. The car driver mode share is in line with the maximum car parking provision albeit is expected to be lower.

Table 7.2: Person Trip Rates & Resultant Person Trips (Proposed Residential)

Time Period	Trip Rates (per Unit)		Person Trips (675 units)	
	In	Out	In	Out
7am – 8am	0.062	0.222	42	150
8am – 9am	0.091	0.411	61	277
9am – 10am	0.129	0.175	87	118
Morning Period (7am – 10am)	**0.282**	**0.808**	**190**	**545**
4pm – 5pm	0.213	0.131	144	88
5pm – 6pm	0.283	0.181	191	122
6pm – 7pm	0.277	0.145	187	98
Evening Period (4pm – 7pm)	**0.773**	**0.457**	**522**	**308**
Total (7am – 7pm)	**1.917**	**2.155**	**1294**	**1455**

7.11 The share to each mode has been reviewed by considering MoTiON data for Hillingdon, the 2011 & 2021 Census:

- The MoTiON data provides mode share information for the Borough from 2019 albeit only split into active travel (i.e. walking and cycling), car & motorcycle, and public transport, with a 22%, 55% and 23% split. In terms of public transport trips, the majority of journeys were to other locations in Hillingdon (43%), or towards Ealing (11%), Harrow (7%) or Westminster (6%).
- The 2021 Census was conducted at a time when many people were either furloughed or working at home, with the Census suggesting that 21% of people were working at home at the time. Of those that did travel to work, 36% of people in the local area used public transport including 24% by bus, with 7% walking and 2% cycling, and 50% travelling by car either as a driver or passenger, including taxis. Similar public transport and active travel rates were found within the 2011 Census.

7.12 Given that the site would only provide car parking at a ratio of 0.2 space per dwelling (20%), the share to car driver has been reduced to 20% and the remaining percentage allocated to other modes on a pro-rata basis, with a proportional adjustment made for bus and rail services to reflect the impact of the Elizabeth Line on journeys in the local area.

Table 7.3: Predicted Mode Split Percentages

Mode	2011 Census Data	Modified Modal Split
Underground / Elizabeth Line	5.0%	17.7%
Train	9.6%	14.6%
Bus	27.2%	31.6%
Taxi	0.6%	0.9%
Motorcycle	0.4%	0.5%
Car Driver	47.7%	20.0%
Car Passenger	3.2%	4.9%
Bicycle	1.6%	2.4%
On foot	4.1%	6.2%
Other	0.7%	1.1%
Total	100%	100%

7.13 The modified modal split has been applied to the total person trips. **Table 7.4** shows the estimated multi-modal trip generation summary during the morning peak hour (8am – 9am) and the evening peak (5pm – 6pm). The new homes are expected to generate 277 people leaving the Site by all modes in the morning peak hour and 191 persons arriving in the evening peak hour.

Table 7.4: Predicted Multi-Modal Trip Generation (Proposed Residential)

Mode	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Day (0700 – 1900)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
LUL / EL	11	49	34	22	229	257
Rail	9	41	28	18	190	213
Bus	19	88	60	39	408	459
Taxi	1	3	2	1	12	13
Motorcycle	0	2	1	1	7	8
Car Driver	12	55	38	24	259	291
Car Passenger	3	14	9	6	64	72
Bicycle	1	7	5	3	31	35
On foot	4	17	12	8	81	91
Other	1	3	2	1	14	16
Total	61	277	191	122	1294	1455
Based on 675 units						

Retail Trips

7.14 The proposed development includes provision for up to 200sqm of retail within Building A1 which would not have any allocated parking and expected to serve the local community with the vast majority if not all trips being secondary, i.e. linked or pass-by.

Highway Capacity

7.15 The proposed residential development is expected to generate fewer vehicular trips during the peak hours and across the day when compared to the existing office accommodation primarily due to the car-lite nature of the proposed scheme when compared to the existing office accommodation which has the benefit of the MSCP.

7.16 **Table 7.5** sets out the number of vehicular trips associated with the existing and proposed uses along with the change based on the data in Table 7.1 and 7.4; the data suggests that whereas there could be an increase in departures during the weekday morning peak period (+51) and arrivals during the weekday evening peak period (+32), there are significantly higher reductions in the opposing direction with an overall reduction in trips including across the day.

Table 7.5: Predicted Change in Vehicular Trips (Car + Taxi)

	AM Peak (0800 – 0900)		PM Peak (1700 - 1800)		Day (0700 – 1900)	
	Arrive	**Depart**	**Arrive**	**Depart**	**Arrive**	**Depart**
Existing Office	213	7	7	185	447	482
Proposed Residential	13	58	40	26	267	300
Change	-200	+51	+32	-159	-180	-182
	-149		-127		-363	

7.17 Overall, the exercise demonstrates that the proposed scheme would generate fewer vehicular trips during the peak hours and across the day; as such, capacity enhancements and mitigation measures are not required.

Public Transport Capacity

7.18 **Tables 7.6 and 7.7** set out the potential changes in trips by rail and bus for the peak hour periods and across the day. It is assumed that all rail trips would pass through the Hayes and Harlington station with the distribution of the trips considered in more detail below.

Table 7.6: Predicted Change in Rail Trips (including LUL and EL)

	AM Peak (0800 – 0900)		PM Peak (1700 - 1800)		Day (0700 – 1900)	
	Arrive	**Depart**	**Arrive**	**Depart**	**Arrive**	**Depart**
Existing Office	79	2	0	50	120	109
Proposed Residential	20	90	62	40	412	464
Change	-59	87	62	-11	292	355
	+29		+51		+647	

Table 7.7: Predicted Change in Bus Trips

	AM Peak (0800 – 0900)		PM Peak (1700 - 1800)		Day (0700 – 1900)	
	Arrive	**Depart**	**Arrive**	**Depart**	**Arrive**	**Depart**
Existing Office	12	2	1	15	22	28
Proposed Residential	19	88	60	39	402	453
Change	+7	+85	+59	+24	+380	+425
	+92		+83		+805	

Bus Trips

7.19 The proposed residential development is predicted to generate 107 bus two-way trips during the morning peak hour (19 arrivals and 88 departures) and 99 bus trips (60 arrivals / 39 departures) during the evening peak hour.

7.20 The trips have been distributed in accordance with the DataShine website / Census data which identifies that the majority of bus trips have an origin / destination in boroughs including Ealing, Hillingdon, Hounslow and Slough. TfL's journey planner has then been used to understand which bus route residents living in Hillingdon 030 would use to travel to each destination.

7.21 **Tables 7.**8 and **7.9** set out the estimated distribution of trips per route and direction for the AM Peak departures and the PM Peak arrivals, respectively, which suggests that the greatest number of trips could occur on Route 278 which operates between Ruislip and Heathrow. The DataShine website does however not consider the Elizabeth Line which provides a more reliable and faster service between Hayes and Heathrow Airport, as such southbound bus trips undertaken on the 278 have been factored down by 50%, with the remaining trips added to other bus routes on a pro-rata basis. Given the number of buses per hour serving each route, the additional bus trips per route per hour are unlikely to affect levels of services.

Table 7.8: Additional People per Bus Route per Hour (Residential)

Route	AM Peak Hour Departures			
	Northbound	**Eastbound**	**Southbound**	**Westbound**
E6	4	0	5	0
195	0	11	0	0
140	20	0	0	0
U5	0	0	0	3
U4	17	0	0	0
278	0	0	15	0
90	0	0	6	0
H98	0	0	7	0
Total	**41**	**11**	**33**	**3**

Table 7.9: Additional People per Bus Route per Hour (Residential)

Route	PM Peak Hour Departures			
	Northbound	Eastbound	Southbound	Westbound
E6	4	0	3	0
195	0	0	0	8
140	0	0	14	0
U5	0	2	0	0
U4	0	0	12	0
278	10	0	0	0
90	4	0	0	0
H98	4	0	0	0
Total	**22**	**2**	**28**	**8**

Underground, Elizabeth Line & and Rail Trips

7.22 Overall, 33% of residential trips are anticipated to be undertaken by rail and underground (mainly Elizabeth Line). It is assumed that all rail and underground trips would originate/terminate at Hayes & Harlington Station; the assessment shows that there would be 110 trips by Underground / Rail (20 arrivals and 90 departures) in the AM peak hour, and 102 trips (62 arrivals and 40 departures) in the PM peak hour.

Table 7.10: Additional LUL, Elizabeth Line & Rail Trips at Hayes & Harlington

Mode	AM Peak		PM Peak	
	Entry	Exit	Entry	Exit
LUL / Elizabeth Line	11	49	34	22
Rail	9	41	28	18
Total	20	90	62	40

7.23 **Table 7.11** sets out the anticipated increases in person trips per line pro-rata to the existing line loads (as set out in Table 3.5), which shows that the majority of arrivals and departures would likely be distributed on eastbound services towards Paddington and other areas of Central London.

Table 7.11: Predicted Link Load Impact

		AM Peak	PM Peak
Arrive	Southall to Hayes & Harlington	8	64
	Heathrow T2/T3 to Hayes & Harlington	4	13
	West Drayton to Hayes & Harlington	8	14
	Total	20	90
Depart	Hayes & Harlington to Southall	42	15
	Hayes & Harlington to Heathrow T2/T3	13	10
	Hayes & Harlington to West Drayton	6	15
	Total	62	40

Summary

7.24 The assessment suggests that the proposed development will not lead to a detrimental impact on public transport. Furthermore, it is considered, that travel behaviour is changing with more people potentially working from home and travelling via active modes which in turn is expected to potentially relieve pressure on public transport, and, as such the assessment provided is considered to be robust. The development is also considered to facilitate this change in travel trend through providing high-quality homes and bicycle parking in accordance with the London Plan standards which will contribute towards objectives for a sustainable London.

Delivery and Servicing Trips

7.25 Delivery and servicing activity will take place from Millington Road and within the new roads within the site, all of which are private. The proposed development is expected to receive approximately 100 deliveries per day, with a breakdown of trips provided at Table 3.6. The majority of deliveries would be undertaken by motorcycle, car and LGV, with a small proportion of deliveries undertaken by HGV (3.5t vehicles or larger). Further information is provided within the Delivery and Servicing Management Plan that accompanies the application.

Mitigation

Travel Plans

7.26 The development will provide a low level of car parking, including Blue badge car parking for 3% of units from the outset, and electric vehicle charging provision. Furthermore, it is located within near Hayes Town Centre and benefits from a PTAL rating of 4, with local amenities and public transport opportunities located within a short walk. Future residents will therefore most likely travel by sustainable modes for all journeys. Notwithstanding this, a Residential Travel Plan have been prepared and are included as a separate document as part of the planning application.

7.27 The primary objective of the Travel Plans will be to set out a long-term strategy to facilitate and encourage sustainable modes of travel to the Site, and in particular to promote active modes such as walking and cycling as these offer health benefits. The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as secure cycle parking and The 'soft' measures include initiatives such as providing information on walking and cycling routes along with public transport services.

7.28 The Travel Plans would be finalised and agreed prior to the occupation of the proposed development.

Parking Design and Management Plan

7.29 The outline residential development will provide approximately 135 car parking spaces, including 20 Blue Badge parking spaces for residents. Should further demand arise for Blue Badge parking in the future, there is scope to increase the parking provision provided on-site. The exact number of car parking spaces will be confirmed at the Reserved Matters stage.

Delivery and Servicing Management Plan

7.30 A Delivery and Servicing Management Plan has been included as a separate document as part of the planning application and will be secured by way of condition. The purpose of the document will be to mitigate the potential impacts of servicing activity associated with the development. The key aims and objectives are:

- To minimise disruption to the local roads;
- To manage deliveries effectively to ensure that the risk of a missed delivery/collection is low, hence reducing the impact of the local highway network;
- To manage the number/volume of service vehicle movements throughout the day; and,
- To reduce the dwell time of the vehicle, by increasing the efficiency of the delivery.

8 POLICY

National Planning Policy Framework

8.1 The National Planning Policy Framework (NPPF) was most recently updated in February 2025. It sets out the Government's planning policies for England and how these are expected to be applied.

8.2 Paragraph 116 advises that:

"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, following mitigation, would be severe, taking into account all reasonable future scenarios."

8.3 Paragraph 117 states that:

"Within this context, applications for development 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."

8.4 When considering the transport effects of a development, NPPF states at paragraph 118 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

London Plan

8.5 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

8.6 GG2 'Making the best use of land' sets out how the Mayor intends to create successful sustainable mixed-use places and outlines what those involved in planning and development must achieve, with point 'C' stating the following in regard to transport and developments:

"Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling".

8.7 Policy T1 'Strategic approach to transport', states that:

"A. "Development Plans should support, and development proposals should facilitate:

The Delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.

the proposed transport schemes set out in Table 10.1.

B. All developments should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport network and supporting infrastructure are mitigated."

8.8 Policy T2 'Healthy Streets' states that in relation to Development Proposals, these should:

"Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;

Reduce the dominance of vehicles on London's streets whether stationary or moving; and

Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

8.9 Policy T5 'Cycling' suggests that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle through supporting the delivery of the London-wide cycle networks, securing the appropriate provision of cycle parking in accordance with the minimum standards set out in Table 10.2 and layout cycle parking in accordance with the guidance contained within the London Cycling Design Standards.

8.10 Table 10.2 of the London Plan summarises the minimum cycle standards for different land uses with those for Class C3 residential as follows:

Long Stay

- 1 space per studio or 1 person 1 bedroom dwelling;
- 1.5 spaces per 2-person 1 bedroom dwelling; and
- 2 spaces per all other dwellings.

Short Stay

- 5 to 40 dwellings: 2 spaces; and
- Thereafter: 1 space per 40 dwellings.

8.11 Policy T6 'Car Parking' outlines that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity, car-free development should be the starting point for all development proposals in places that are (or planned to be) well-connected by public transport and car parking should follow the maximum standards set out in Policy T6.1 with respect to residential parking.

8.12 Policy T6.1 'Residential parking' outlines that new residential developments should not exceed the maximum parking standards set out in Table 10.3, which states that for outer London areas with a PTAL of 4, no more than 0.5 to 0.75 spaces should be provided per dwelling.

8.13 With regard to disabled persons parking, Policy T6.1 notes:

"Residential developments proposals delivering ten or more units must, as a minimum:

Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset".

Demonstrate as part of the Parking Design and Management plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage."

8.14 Furthermore, with respect to Electric Vehicle (EV) parking, Policy T6.1 notes:

"All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."

Hillingdon Local Plan

8.15 The Hillingdon Local Plan Part 1 Strategic Policies was adopted in November 2012 and is the key strategic planning document for Hillingdon. It sets out a long-term spatial vision and objectives for the Borough, what is planned to happen and where / how it will be achieved. This Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications.

8.16 Policy DMT1 'Managing Transport Impacts' states that development proposals will need to address their transport impacts in a sustainable manner and 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."

8.17 Policy DMT2 'Highways Impacts' notes that 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."

8.18 In terms of parking Policy DMT6 'Vehicle Parking' states that:

"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) 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."

9 OUTLINE CONSTRUCTION LOGISTICS PLAN

9.1 A standalone outline Construction Logistics Plan (CLP) has been prepared and submitted as part of the planning application.

9.2 The document follows TfL's best practice and is structured as follows:

- Section 1 – sets out the development proposals and offers an introduction;
- Section 2 – provides context, considerations and challenges associated with the construction of the Site;
- Section 3 – sets out the indicative construction programme and methodology;
- Section 4 – details the vehicle routing and access for construction vehicles to and from the Site;
- Section 5 – includes a list of strategies that have been either committed, proposed or considered in relation to reducing the impacts of construction;
- Section 6 – sets out the estimated vehicle movements associated with the construction project; and
- Section 7 – includes measures to implement, monitor and update the CLP.

9.3 Construction is anticipated to begin Q1 2026, subject to planning permission and all relevant discharge of conditions and expected to last approximately 7-years with the development and occupation phased.

10 SUMMARY AND CONCLUSION

Summary

10.1 TTP Consulting has prepared this Transport Assessment on behalf of Columbia Threadneedle Investments. The report considers the travel and transport matters in relation to the residential-led development the Hyde Park Hayes Estate.

10.2 The Estate includes a total of six buildings along with a vacant plot and a surface-level car park. Parking is provided for up to 1,028 cars including 912 spaces on the Site. The Estate achieves a PTAL 4 rating with buses running along North Hyde Road to the north and Station Road to the east, with Hayes & Harlington Station, which is served by Elizabeth Line services and Great Western Rail services approximately 500m to the north-east. There are numerous local amenities in close proximity, including open spaces, retail stores and public transport opportunities, all of which can be accessed by sustainable and active modes of travel.

10.3 The proposed outline development seeks to provide up to 675 residential dwellings with a variety of homes ranging in size from 1-bedroom apartments to 3-bedroom family homes including 10% wheelchair adaptable units.

10.4 The scheme has been designed to put people first, providing a landscaped environment within the Site. The proposals seek to limit the vehicle activity and access around the site, with the main road to the south (Millington Road) acting as the primary approach, with all other roads closed off, restricting vehicle access into the centre of the site.

10.5 The development will provide a car parking at a maximum ratio of around 0.2 spaces per unit for the new residential, in accordance with London Plan standards, along with replacement parking provided in a mix of locations including at basement and undercroft level, as well as on-street. Blue badge parking will be provided from the outset (3%), and 20% of all spaces would be provided with Electric Vehicle Charging (EVC) facilities. Car parking for existing lease agreements will be provided in addition to the residential provision. The final number of car parking spaces will be confirmed at the Reserved Matters stage.

10.6 High quality cycle parking facilities will also be provided in accordance with the London Plan which will encourage cycling.

10.7 Delivery and servicing activity will take place from Millington Road and within the new roads within the site, all of which are private. The proposed development is expected to receive approximately 100 deliveries per day, with the majority of deliveries undertaken by motorcycle, car and LGV, with a small proportion of deliveries undertaken by HGV (3.5t vehicles or larger).

10.8 An Active Travel Zone Assessment has also been undertaken to highlight potential further improvements which could be made in the surrounding area in the future.

10.9 Trip rate analysis suggests that the development would not result in demonstrable harm to the operation of the highway network or public transport infrastructure local to the Site. An assessment of the impact on each bus route and local rail / underground services has been undertaken. The use of active and sustainable transport will be promoted to all residents and visitors from the outset.

10.10 A Residential Travel Plan, a Delivery and Servicing Plan, and Refuse Management Plan and an outline Construction Logistics Plan has been included as a part of this planning application. They seek to provide further information on how the scheme and its associated impacts can be managed and mitigated.

Conclusion

10.11 This report demonstrates that the scheme supports Healthy Streets, Visions Zero and the Mayor's Transport Strategy. It is also consistent with relevant transport planning policy guidance and meets the test of the NPPF and paragraph 116, which states that *"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, following mitigation, would be severe, taking into account all reasonable future scenarios."*

10.12 The development complies with development plan policy including the London Plan and Hillingdon Local Plan and will not have an unacceptable impact on highway safety or have a severe impact on the road network. As such, the proposals are considered acceptable in terms of traffic and transportation.