



MAGNA

TRANSPORT NOTE

PROPOSED RESIDENTIAL DEVELOPMENT
90 LONG LANE, ICKENHAM,
UXBRIDGE UB10 8SX

On behalf of **Oracle Global Investments**
Report Reference: **25/552/B**
February 2024

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REPORT CONTROL SHEET

Magna Ref. 25/552/B

February 2025

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1 INTRODUCTION

1.1 Purpose Of Report

- 1.1.1 Magna Transport Planning Ltd has been appointed by Oracle Global Investments ("the Applicant") to prepare a Transport Note in support of a planning application for the proposed demolition of an existing detached house and construction of nine x two-bedroom flats (use Class C3) with associated parking and amenities, located at 90 Long Lane, Ickenham, Uxbridge UB10 8SX.
- 1.1.2 This Transport Note has been prepared to assess the transport and highways impact of the proposed development. It has been in accordance with the National Planning Policy Framework (NPPF, 2024), The London Plan 2021 and Hillingdon Council Local Plan (November 2012).

1.2 Recent Planning History

- 1.2.1 A planning application 8905/APP/2023/2419 for the proposed erection of a residential building comprising nine two-bedroom flats was refused by the Local Planning Authority (LPA) in April 2024.
- 1.2.2 The highways reason for refusal was as follows:

The proposal would fail to provide acceptable pedestrian, cycle and vehicular access to the application site which due to the increased number of vehicular movements onto a classified road would result in danger and inconvenience which fails to concur with the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T2, T4 and T5 of the London Plan (2021) and NPPF (2023). The application also fails to concur with the Mayor's Transport Strategy which aims to encourage cycling, walking and the use of public transport.

- 1.2.3 The Highways Officer's comments as noted within the Officer Report are as follows:

- Vehicular and pedestrian access to the site will be gained over the existing gated access which is located 2m back from the adopted highway which will not be acceptable as vehicles entering or leaving the site will be required to wait on B466 Long Lane whilst gates are opened or closed, causing obstruction and affecting the free flow of traffic on Long Lane to the detriment of highway safety. Gates should be located a minimum of 5m back from the highway boundary to allow a vehicle to wait off the highway.
- The proposed access also fails to concur with The Mayors Transport Strategy (2022) which aims to make walking and cycling more appealing to all Londoners

and The London Plan (2021) - Chapter 10 Transport as the proposal will put pedestrians and cyclists in conflict with cars. An additional access gate will therefore be required for pedestrians/cyclists which should be wide enough to allow a cyclist pushing a cycle to pass and to comply with the London Cycling Design Standards (LCDS) 8.5.3 Residential Cycle Parking which requires cycle parking to be well located, close to the entrance of the property and avoiding obstacles such as narrow doorways (less than 1.2 metres wide) and tight corners. Revised drawings will be required.

- The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards requires all dwellings in Outer London PTAL 2 to have a maximum 0.75no. spaces. Drawing 3321-04 Rev A Proposed Site and Ground Floor Layout shows 9no. parking spaces which will be acceptable, however, the parking spaces will be required to be allocated and leased to the dwellings which should be secured under a s.106 agreement. A Parking Management Plan will be required.
- The London Plan (2021) requires that an EVCP is provided for the proposed parking spaces. The Application form states that 9no. passive ECVPs will be provided which will not be acceptable. 20% of the ECVPS should be active and therefore the application form should be amended and the ECVPs shown on a revised drawing.
- The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires two-bedroom dwellings to have a minimum of 2no. cycle parking spaces and that developments of 5-40 dwellings provide 2 visitor cycle parking space which should be provided with acceptable access between the dwelling, the cycle storage and the adopted highway. Drawing 3321-04 Rev A Proposed Site and Ground Floor Layout shows 18no. cycle spaces which is an acceptable level of cycle parking for the dwellings, however, 2 visitor cycle parking spaces will be required which should be located close to the main access to the flats. 1no. 'Sheffield' type cycle stand would be acceptable.

1.2.4 These comments have been reviewed and addressed within the current planning application.

1.3 Structure of Report

1.3.1 Chapter 2 provides details of site and surrounding area.

1.3.2 Chapter 3 provides details of the accessibility by non-car modes of transport.

1.3.3 Chapter 4 provides description of the proposed development.

1.3.4 Chapter 5 outlines the traffic and parking impact assessment.

1.3.5 Chapter 6 concludes the study.

2 SITE AND SURROUNDING AREA

2.1 The Site

- 2.1.1 The application site is located in Ickenham, at approximately one kilometre south of the Ickenham town centre and Ickenham Underground Station and 500 metres north from Hillingdon Underground Station. The site location in its wider context is shown in Figure 2A.

Figure 2A Site Location



- 2.1.2 The site is accessed directly from B466 Long Lane. It is located on its northwestern side. The site is located in a predominantly residential area, comprising semi-detached and detached dwellings, with the exception of Douay Martyrs School located to the north of the site.

- 2.1.3 The existing site is shown in Figure 2B.

Figure 2B Existing Site [Approximate Red Line Boundary]



2.2 Local Highway Network

- 2.2.1 The site is accessed directly from B466 Long Lane. Long Lane is a single carriageway street with multiple driveways to the residential properties on both sides. It is subject to a 30 mph speed limit and benefit from street lighting and wide footways on both sides.
- 2.2.2 The carriageway of Long Lane has a width of approximately 10.5 metres adjacent to the site access. It comprises one lane in each direction, 3 metres wide northeastbound and 2.5 metres wide southwestbound separated by 3.0 metres hatched area. There are single yellow line parking restrictions along both sides of the street (Monday - Saturday between 8am and 6.30pm). An advisory cycle lane runs along both sides of the street in the vicinity of the site.
- 2.2.3 A search on the Crashmap website has revealed that there have been two collisions reported on Long Lane at or in the proximity to the site access over the latest available five-year period.
- 2.2.4 One slight collision occurred approximately 100 metres southwest from the site at the junction with Swakeleys Drive. One serious collision happened 30 metres further south, closer to Halford Road junction.
- 2.2.5 The accident report are provided in Appendix 1.
- 2.2.6 The Although all PICs are regrettable, the overall volume of collisions does not suggest there are any specific safety problems that would be exacerbated by the proposed development.

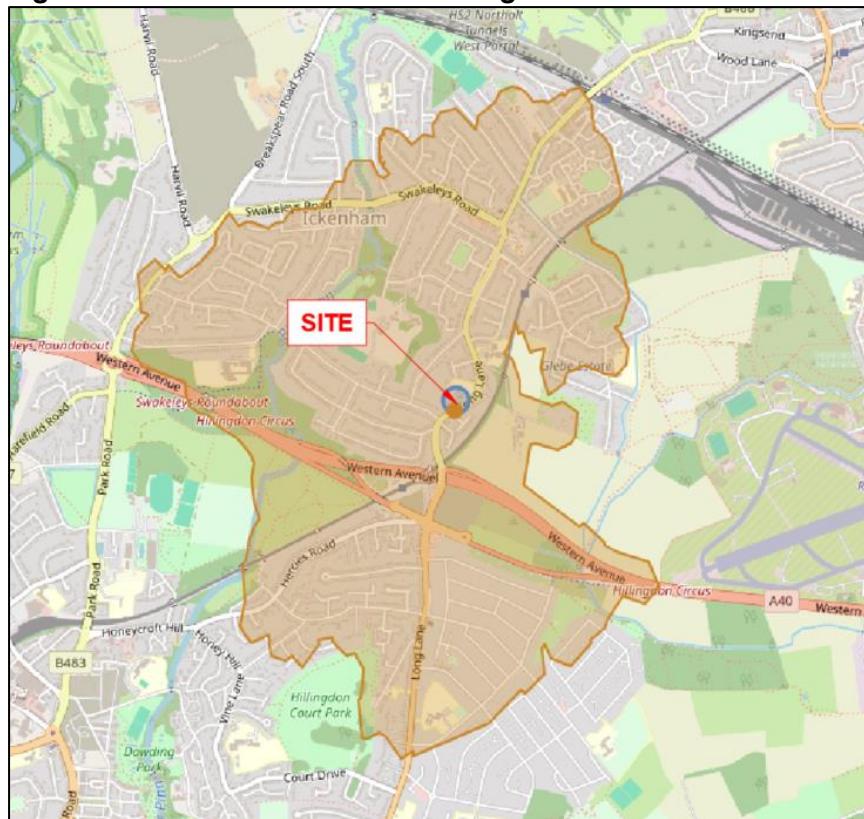
3 ACCESSIBILITY

3.1 Pedestrians and Cyclists

3.1.1 Chartered Institute of Highways and Transportation (CIHT) document – ‘Planning for Walking’ (2015) states that 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot. Therefore, a distance of 1.6 kilometres could be classed as an ‘acceptable’ walking distance.

3.1.2 Figure 3A shows the 1.6 kilometre walking isochrone.

Figure 3A 1.6 Kilometres Walking Isochrone



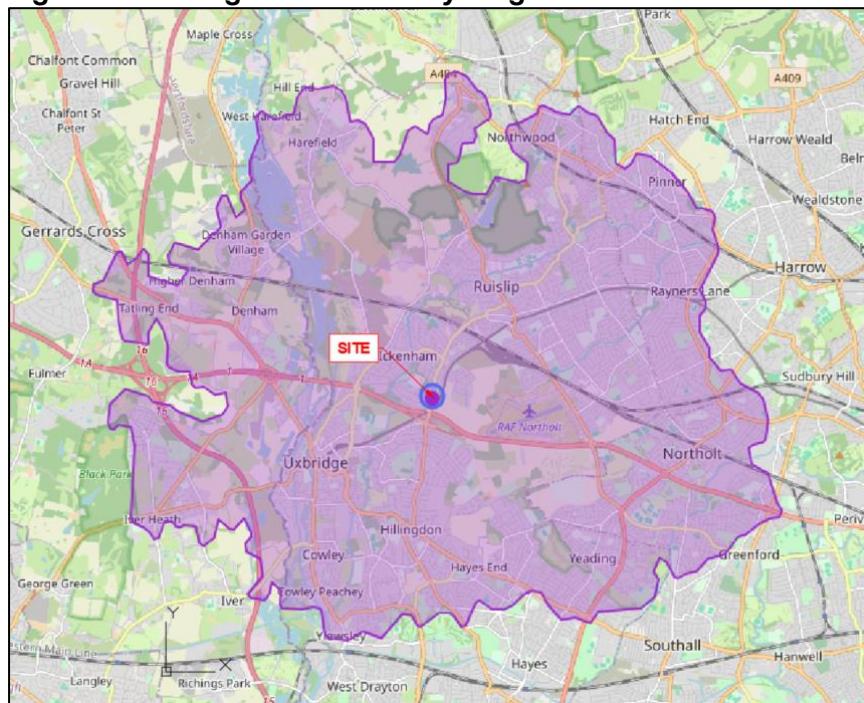
3.1.3 The local amenities in the vicinity of the site are well within this distance, as follows:

- The Douay Martyrs School – located 80 metres northeast from the site
- Bus stops on Long Lane – located 30 metres northeast and southwest from the site
- Hillingdon Underground Station – located 500 metres southwest from the site
- Sakeleys tennis club – located 700 metres west from the site
- Hillingdon Park Baptist Church – located 750 metres southwest from the site
- Co-op Food – located 750 metres southwest from the site

- St Giles' Church Ickenham – located one kilometre northeast from the site
- Ickenham Underground Station – located one kilometre northeast from the site

- 3.1.4 In terms of access to local shops and services including schools and public transport, the site location is therefore considered to be very sustainable.
- 3.1.5 There are footways on both sides of Long Lane adjacent to the site access and it continues in both directions and provides direct pedestrian access to Ickenham town centre, Hillingdon bus stops and railway station.
- 3.1.6 There are a number of crossing opportunities in the form of dropped kerb on Long Lane and adjacent streets, which are very low trafficked. There is uncontrolled crossing in the vicinity of The Douay Martyrs School, approximately 60 metres northeast from the site.
- 3.1.7 Local Transport Note 1/20 (Cycle Infrastructure Design) states that two out every three personal trips are less than five miles (eight kilometres) in length which is an achievable distance to cycle for most people. An eight kilometre cycling isochrone is shown in Figure 3B.

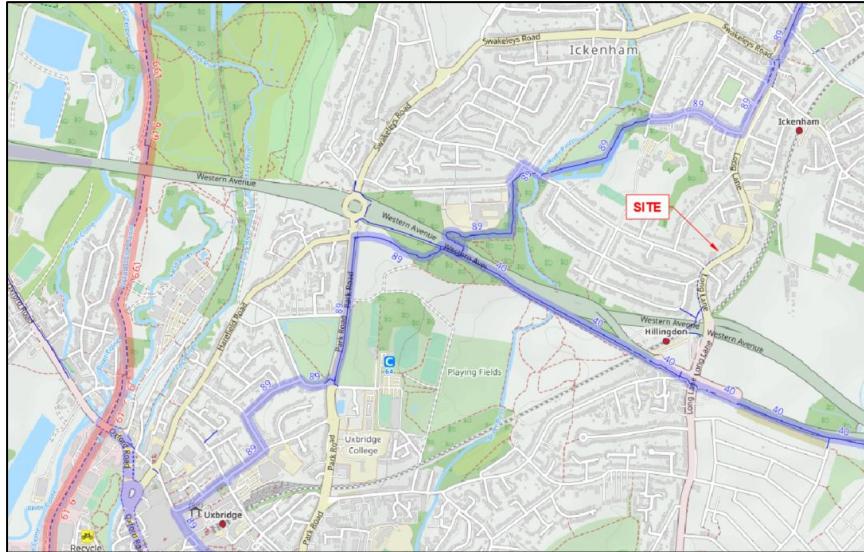
Figure 3B Eight Kilometre Cycling Isochrone



- 3.1.8 Figure 3B shows that the areas of Ickenham, Hillingdon, Uxbridge, Denham, Cowley, Northolt and Northwood are within an acceptable cycling distance from the site.

- 3.1.9 There are advisory cycle lanes on both sites B466 Long Lane. They provide connection to Local Cycle Route 89 to the north and Local Cycle Route 40 on the south from the site. They both connect to National Cycle Route 6 and 61 that run in north -south direction on the west of the site, as shown in Figure 3C.

Figure 3C Local Cycle Routes



- 3.1.10 The site is therefore located in an environment which is conducive to encouraging residents to walk and cycle to short journeys in and around the site.

3.2 Public Transport

Buses

- 3.2.1 There are bus stops on Long Lane, within 30 metres walking distance from the site (less than one minute walk). These bus stops are served by a number of bus routes, which are summarised in Table 3A.

Table 3A Bus Services

| Route No. | Route Location | Frequency | | |
|-----------|------------------------------------|------------------------------|----------|------------|
| | | Mon-Fri | Saturday | Sunday |
| 278 | Ruislip – Hayes - Heathrow Airport | 4 per hr | 4 per hr | 3 per hour |
| 697 | Wood End – Yeading - Ickenham | 2 services AM /3 services PM | - | - |
| 698 | West Drayton – Hayes - Ickenham | 4 services AM /5 services PM | - | - |

- 3.2.2 As shown in Table 3A, there is regular bus route that provide access to Ruislip, Ickenham, Hillingdon, Hayes, West Drayton and Heathrow Airport.

Rail

3.2.3 Hillingdon Underground Station is located at a walking distance of 500 metres southwest from the site (or seven-minute walk). It is served by Metropolitan and Picadilly Line, with the train frequency as follows:

- 6 trains per hour to Aldgate (including two fast trains)
- 2 trains per hour to Baker Street
- 6 trains per hour to Uxbridge

PTAL

3.2.4 Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London.

3.2.5 Each area is graded between 0 and 6b, where a score of 0 is very poor access to public transport, and 6b is excellent access to public transport. The measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points - i.e., average waiting time.

3.2.6 As such, the PTAL (Public Transport Accessibility Level) rating of the site is 2 i.e., poor.

3.2.7 Although the theoretical PTAL rating of the site is poor, this does not take into account the existing good pedestrian infrastructure in the area and access to typical local services and amenities such as schools, shops which are located within an acceptable walking distance of one kilometre from the site.

4 PROPOSED DEVELOPMENT

4.1 The Proposals

- 4.1.1 The planning permission is sought to demolish the existing bungalow and construct four x three-bedroom dwellings. The proposed site plan is provided in Appendix 2.

4.2 Access Arrangements

Vehicular Access

- 4.2.1 The existing site access via Knowle Lodge will be retained. This access is 5.3 metres wide at its entrance adjacent to Walden Road. The existing gate will be removed thus ensuring that vehicles entering the site do not have to wait/obstruct the highway, as this was raised as a concern by the Highways Officer at the previous planning application. Relocating the gate further into the site would have corroded the manoeuvring space within the site for cars.
- 4.2.2 The site access achieves the vehicular visibility splays of 2.4 metres x 43 metres in both directions, and pedestrian visibility splays of 2.0 metres x 2.0 metres. The existing access arrangements are provided in Appendix 3. The access meets the required highway safety standards and is therefore considered to be safe and suitable for the proposed development.

Pedestrian and Cycle Access

- 4.2.3 A separate pedestrian and cycle access is proposed, at approximately eight metres south of the vehicular access. This access will be 1.8 metres wide minimum. This provision provides enhanced accessibility into the site for pedestrians and cyclists as they do not have to walk through the car park, thus avoiding conflicts.

4.3 Car Parking

- 4.3.1 There are nine car parking spaces provided on site. The London Plan (2021) standards which require residential developments in Outer London boroughs with PTAL rating of 2 to have a maximum of 0.75 spaces per dwelling. The provision to provide nine car parking spaces therefore accords with the London Plan.
- 4.3.2 One of the car parking spaces will be designed as a disabled bay. This provision equates to 10% of the total number of dwellings and is therefore in accordance with

the London Plan requirements. This provision ensures the needs of people with disabilities and reduced mobility is addressed.

- 4.3.3 The car parking spaces will be allocated and leased to the dwellings which could be secured via a S106 Agreement, if deemed necessary. This could be covered within a Parking Management Plan which can be secured via an appropriately worded condition.
- 4.3.4 20% of these spaces (i.e., two) will be provided with an active Electric Vehicle Charging Point (EVCP) and the remaining seven spaces will have passive provision, in accordance with the London Plan standards.
- 4.3.5 The swept path of the car park using a large car is provided in Appendix 4.

4.4 Cycle Parking

- 4.4.1 A cycle store is proposed on site; within 18 metres from the main entrance to the building. The store will be able to accommodate 18 cycle spaces. This provision equates to two spaces per dwelling; which accords with the London Plan.
- 4.4.2 The entrance doors into the cycle store will be minimum 1.8 metres wide, and operate as a key fob entry for ease of access for the residents
- 4.4.3 In addition to the above, there will be two external cycle parking spaces in the form of one Sheffield stand provided for the visitors to use.
- 4.4.4 The Applicant would be willing to accept an appropriately worded condition which requires them to submit detailed drawings of the cycle parking provision prior to the occupation of the development.

4.5 Refuse Collection

- 4.5.1 The bin store is located on the southwest corner of the site, at a distance of approximately 20 metres from the main entrance of the building and less than 10 metres from the public highway. On-street refuse collection will be undertaken, in the same manner as other properties on Long Lane.

5 TRAFFIC IMPACT ASSESSMENT

5.1 TRICS Assessment

5.1.1 In order to estimate trip generation associated with the proposed development, TRICS database v7.11.4 has been interrogated. Following criteria within TRICS have been used:

- Land Use Residential
- Sub-land Use Flats Privately Owned
- Regions Greater London
- PTAL Rating 1 and 2
- Sites with less than 50 flats
- Multi-modal surveys chosen

5.1.2 TRICS report is provided in Appendix 5 and the results for typical commuter peak hours of 08:00-09:00 and 17:00-18:00 are summarised in Table 5B.

Table 5B Residential Vehicular Trip Generation

| Mode | Hour | Trip Rate | | Trips | | |
|------------------|-------------|-----------|-------|-------|-----|---------|
| | | In | Out | In | Out | Two-way |
| Vehicles | 08:00-09:00 | 0.113 | 0.275 | 1 | 2 | 3 |
| | 17:00-18:00 | 0.212 | 0.113 | 2 | 1 | 3 |
| Pedestrians | 08:00-09:00 | 0.037 | 0.18 | 0 | 2 | 2 |
| | 17:00-18:00 | 0.087 | 0.075 | 1 | 1 | 2 |
| Cycle | 08:00-09:00 | 0.025 | 0.087 | 0 | 1 | 1 |
| | 17:00-18:00 | 0.025 | 0.000 | 0 | 0 | 0 |
| Public Transport | 08:00-09:00 | 0.000 | 0.325 | 0 | 3 | 3 |
| | 17:00-18:00 | 0.150 | 0.000 | 1 | 0 | 1 |

5.1.3 Table 5B shows that the proposed development is likely to generate up to three two-way vehicular trips, two two-way pedestrian trips, one cycle trip and three two-way public transport trips in the weekday peak hours.

5.1.4 The level of trip generation is unlikely to give rise to any adverse residual traffic impact on the local road network.

6 CONCLUSIONS

- 6.1 Magna Transport Planning Ltd has been appointed by Oracle Global Investments to prepare a Transport Note in support of a planning application for the proposed demolition of an existing detached house and construction of nine x two-bedroom flats (use Class C3) with associated parking and amenities, located at 90 Long Lane, Ickenham, Uxbridge UB10 8SX.
- 6.2 The Highways Officer raised concerns in the previous planning application (reference 8905/APP/2023/2419) which was refused, with highways being one of the reasons for refusal.
- 6.3 The current planning application has sought to address these concerns, as follows:
 - The vehicular access gate has been removed. This ensures vehicles do not need to wait/obstruct the highway, directly addressing concerns about obstruction and highway safety. Vehicular visibility splays of 2.4 metres x 43 metres in both directions have been demonstrated, ensuring compliance with highway safety standards.
 - A separate pedestrian and cycle access has been introduced, positioned approximately eight metres south of the vehicular access. This ensures safe and convenient movement for pedestrians and cyclists, avoiding potential conflicts with vehicles. The access design complies with the London Cycling Design Standards (LCDS), ensuring that cyclists pushing bicycles can easily navigate the entrance.
 - The proposal includes 18 secure cycle parking spaces for residents and 2 visitor cycle parking spaces located near the main entrance to the flats, as required by the London Plan (2021).
 - Car parking provision includes nine spaces. Two of these spaces (20%) will feature active EVCPs, and the remaining seven spaces will include passive provision, addressing the comments from the previous application. A Parking Management Plan will ensure spaces are allocated and managed appropriately.
- 6.4 The refuse collection arrangements have been designed to comply with local authority requirements. The bin store is located less than 10 metres from the public highway, ensuring efficient waste management.

- 6.5 The TRICS analysis indicates that the proposed development will generate up to three two-way vehicular trips during peak hours, which is de minimis and unlikely to have any perceptible impact on the local road network.
- 6.6 The site is in a sustainable location, with good access to public transport, local amenities, and high-quality pedestrian and cycle infrastructure. While the site's PTAL rating is 2 (poor), the actual accessibility and connectivity are considered to be better than the PTAL rating suggests.
- 6.7 The NPPF (2024) states:

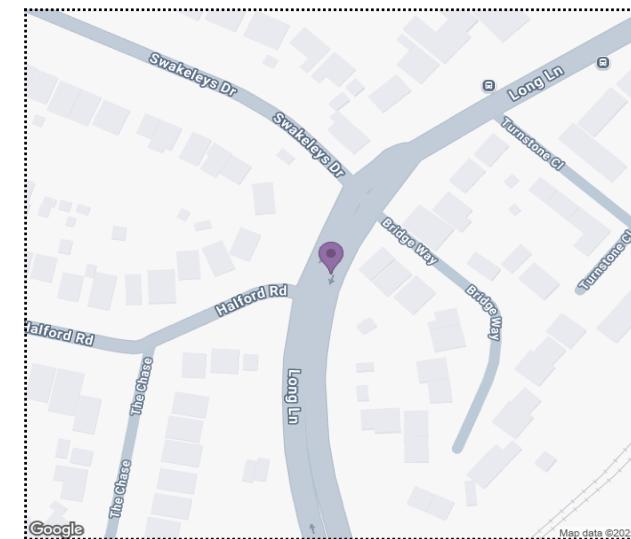
Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

- 6.8 The proposed development has addressed the previous highways concerns and demonstrated compliance with national and local policies, including the NPPF (2024), The London Plan (2021), and Hillingdon Local Plan (2020). Consequently, there are no highways reasons to refuse this planning application.

Appendix 1. ACCIDENT REPORTS

**Validated Data**

| | | | | | |
|--------------------------------------|---|-----------------------|----------|---------------------------|---------------|
| Crash Date: | Wednesday, October 5, 2022 | Time of Crash: | 07:40:00 | Crash Reference: | 2022010402921 |
| Highest Injury Severity: | Serious | Road Number: | B466 | Casualties: | 1 |
| Highway Authority: | Hillingdon | | | Vehicles: | 1 |
| Local Authority: | Hillingdon | | | OS Grid Reference: | 507684 185268 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | T or staggered junction | | | | |
| Junction Pedestrian Crossing: | Pelican, puffin, toucan or similar non-junction pedestrian light crossing | | | | |
| Road Type: | Dual carriageway | | | | |
| Junction Control: | Give way or uncontrolled | | | | |



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

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

**Crash Date:**

Wednesday, October 5, 2022

Time of Crash: 07:40:00**Crash Reference:** 2022010402921**Vehicles Involved**

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|--|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire cars 2005 onwards) | 7 | Female | 26 - 35 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Unknown | None | None |

Casualties

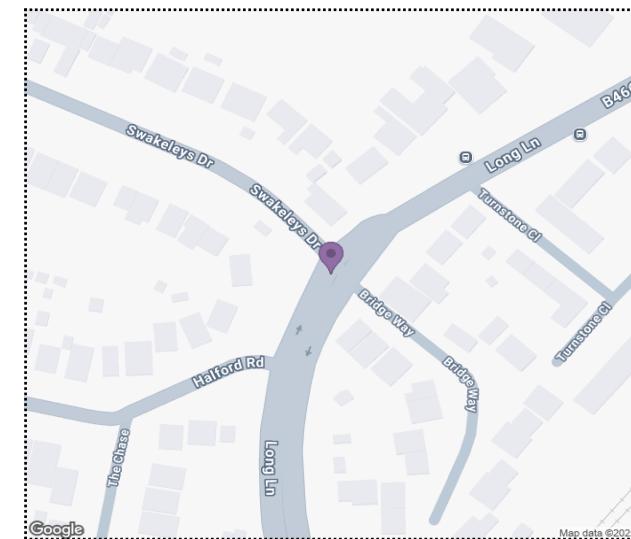
| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|--|--------------------------------|
| 1 | 1 | Serious | Pedestrian | Female | 16 - 20 | In carriageway, crossing elsewhere within 50 metres of pedestrian crossing | Crossing from driver's offside |

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

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**Validated Data**

| | | | | | |
|--------------------------------------|--|-----------------------|----------|---------------------------|---------------|
| Crash Date: | Tuesday, July 30, 2019 | Time of Crash: | 18:30:00 | Crash Reference: | 2019010196911 |
| Highest Injury Severity: | Slight | Road Number: | U | Casualties: | 1 |
| Highway Authority: | Hillingdon | | | Vehicles: | 2 |
| Local Authority: | Hillingdon | | | OS Grid Reference: | 507691 185298 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | T or staggered junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Unknown | | | | |



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

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Crash Date:

Tuesday, July 30, 2019

Time of Crash: 18:30:00

Crash Reference: 2019010196911

Vehicles Involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|--|-------------|---------------|-----------------|-------------------|-------------------------|------------------------|-----------------------------|------------------------------|
| 1 | Pedal cycle | -1 | Male | 46 - 55 | Unknown | Unknown (Prior to 2005) | Commuting to/from work | Unknown | Unknown |
| 2 | Car (excluding private hire cars 2005 onwards) | 6 | Unknown | 26 - 35 | Unknown | Unknown (Prior to 2005) | Unknown | Unknown | Unknown |

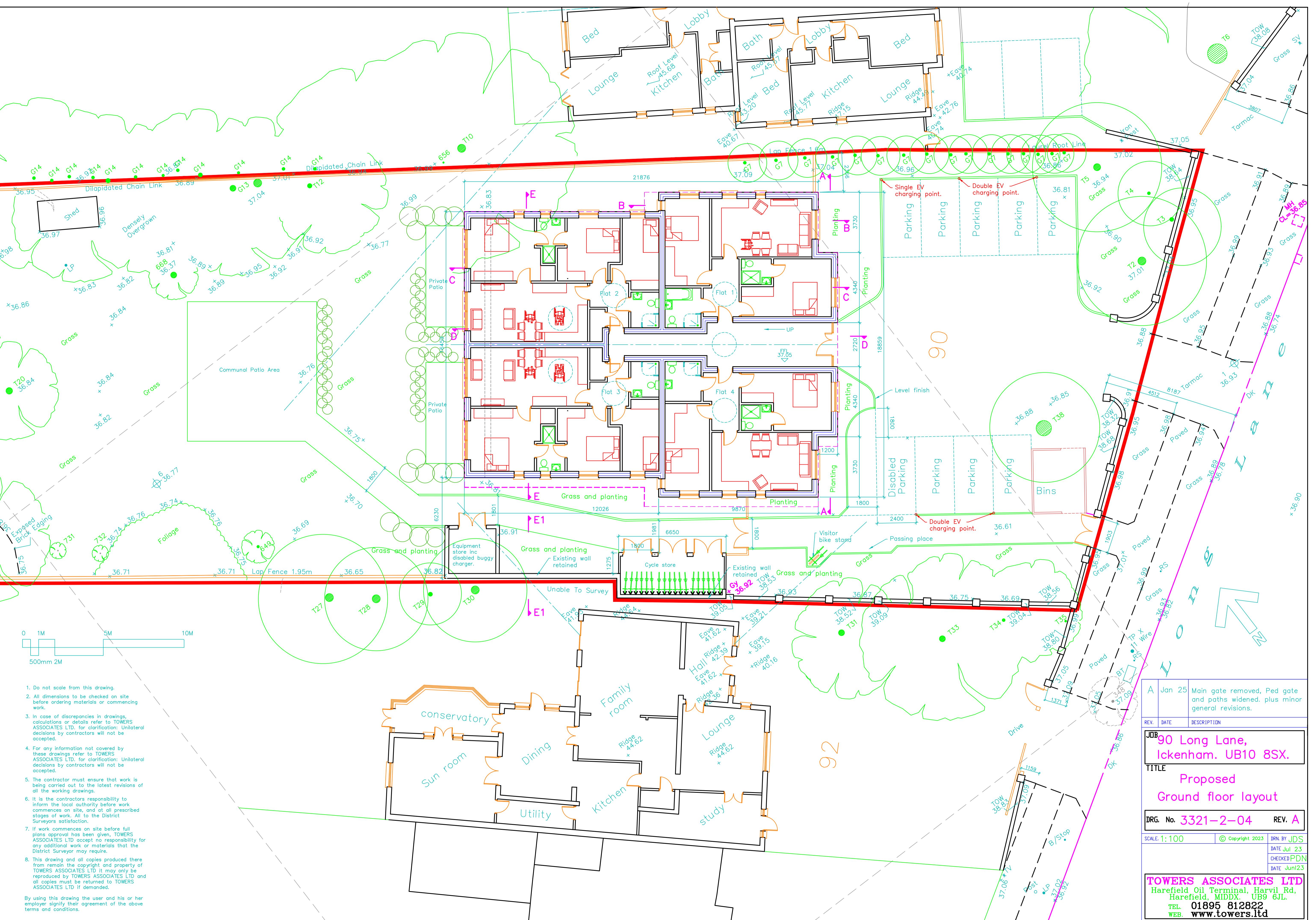
Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1 | 1 | Slight | Driver or rider | Male | 46 - 55 | Unknown or other | Unknown or other |

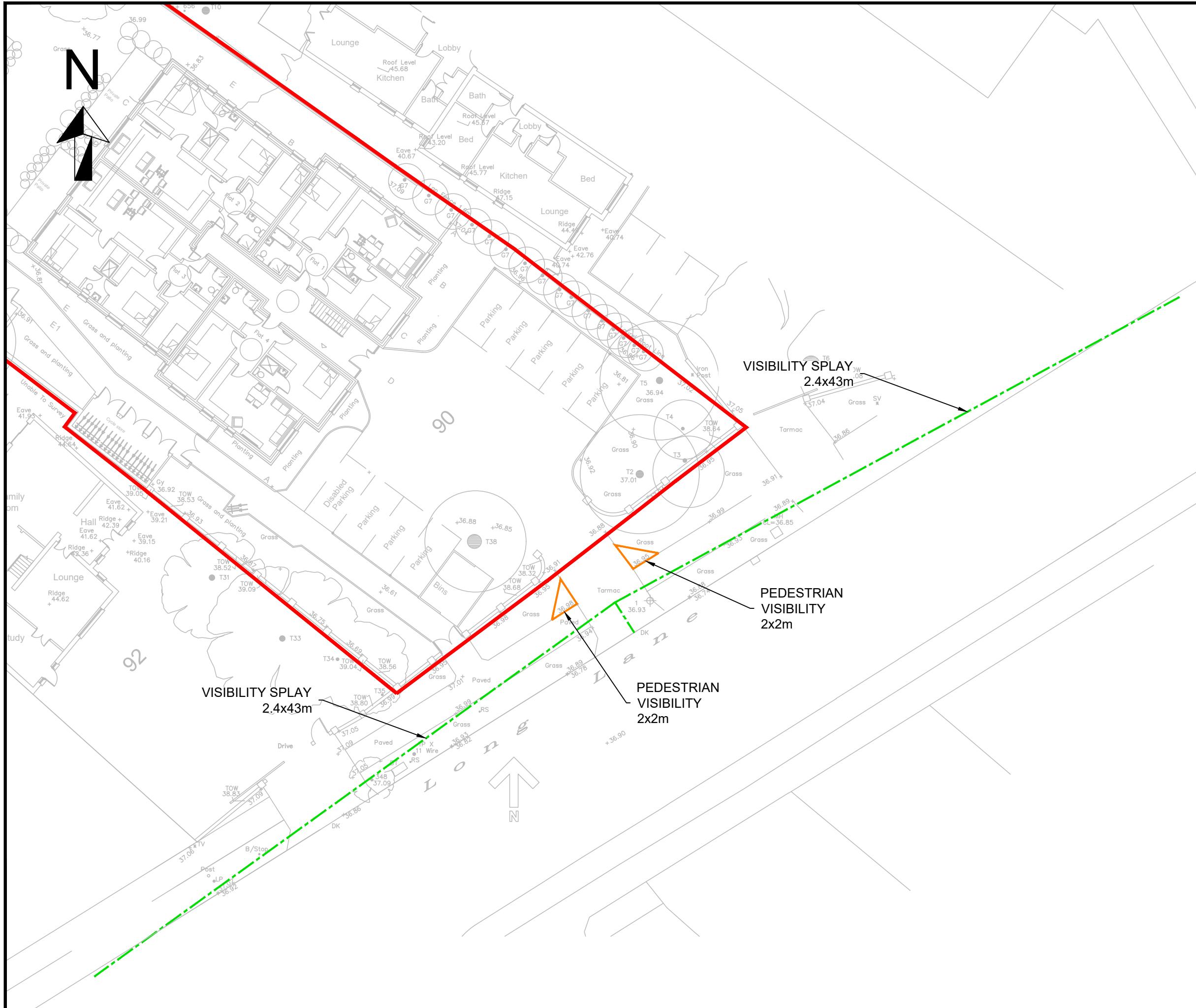
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Appendix 2. PROPOSED SITE PLAN



Appendix 3. CAR PARKING AND ACCESS ARRANGEMENTS



| | | | | | |
|-----|----------|----------------|-----|-----|-----|
| | | | | | |
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| A | 14.02.25 | UPDATED LAYOUT | KI | AP | AP |
| - | 21.01.25 | ORIGINAL ISSUE | KI | AP | AP |
| Rev | Date | Description | Drn | Chk | App |



Client

Project

90 LONG LANE,
HILLINGDON

Drawing Title

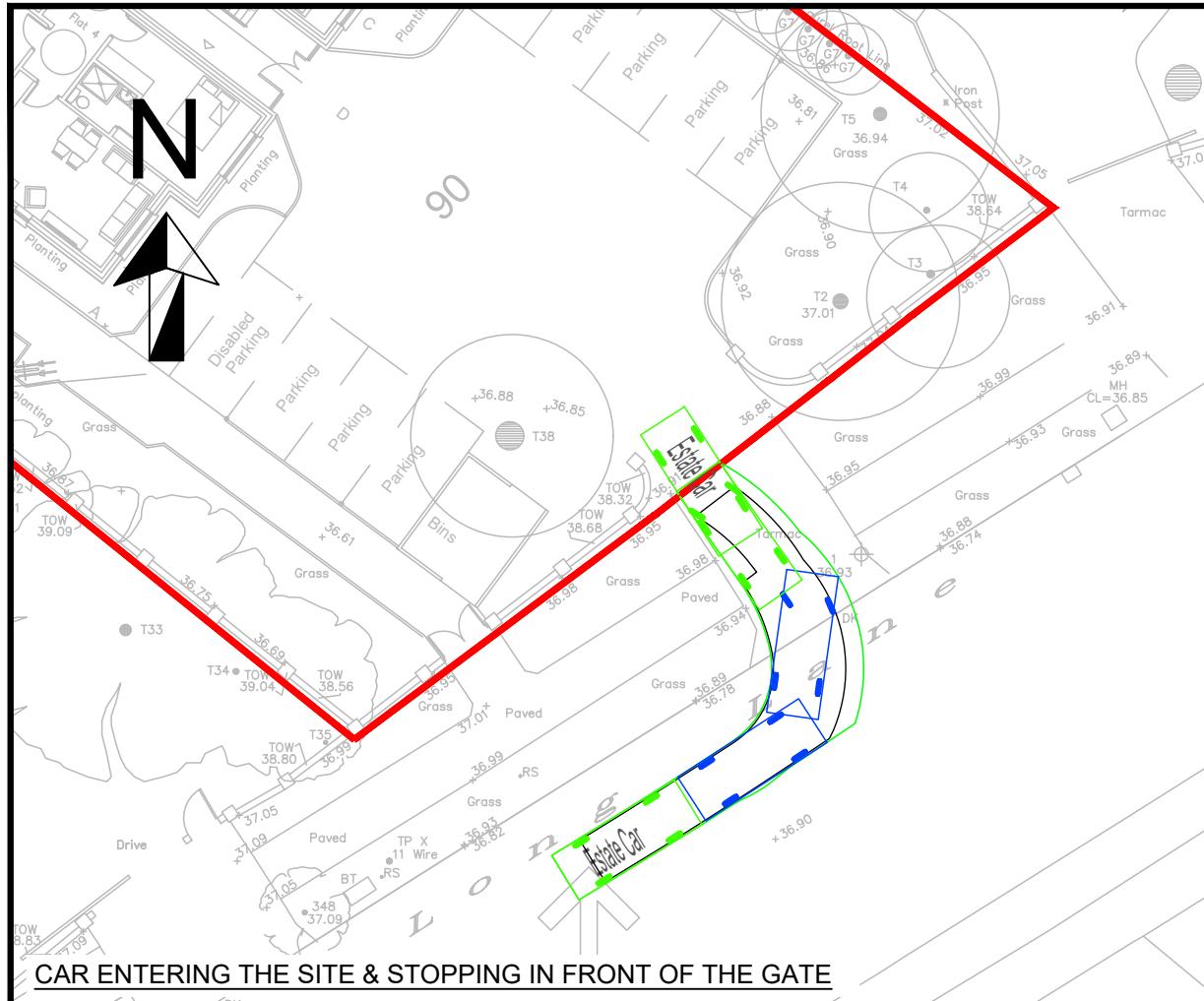
SITE ACCESS
VISIBILITY SPLAYS

Drawing Status

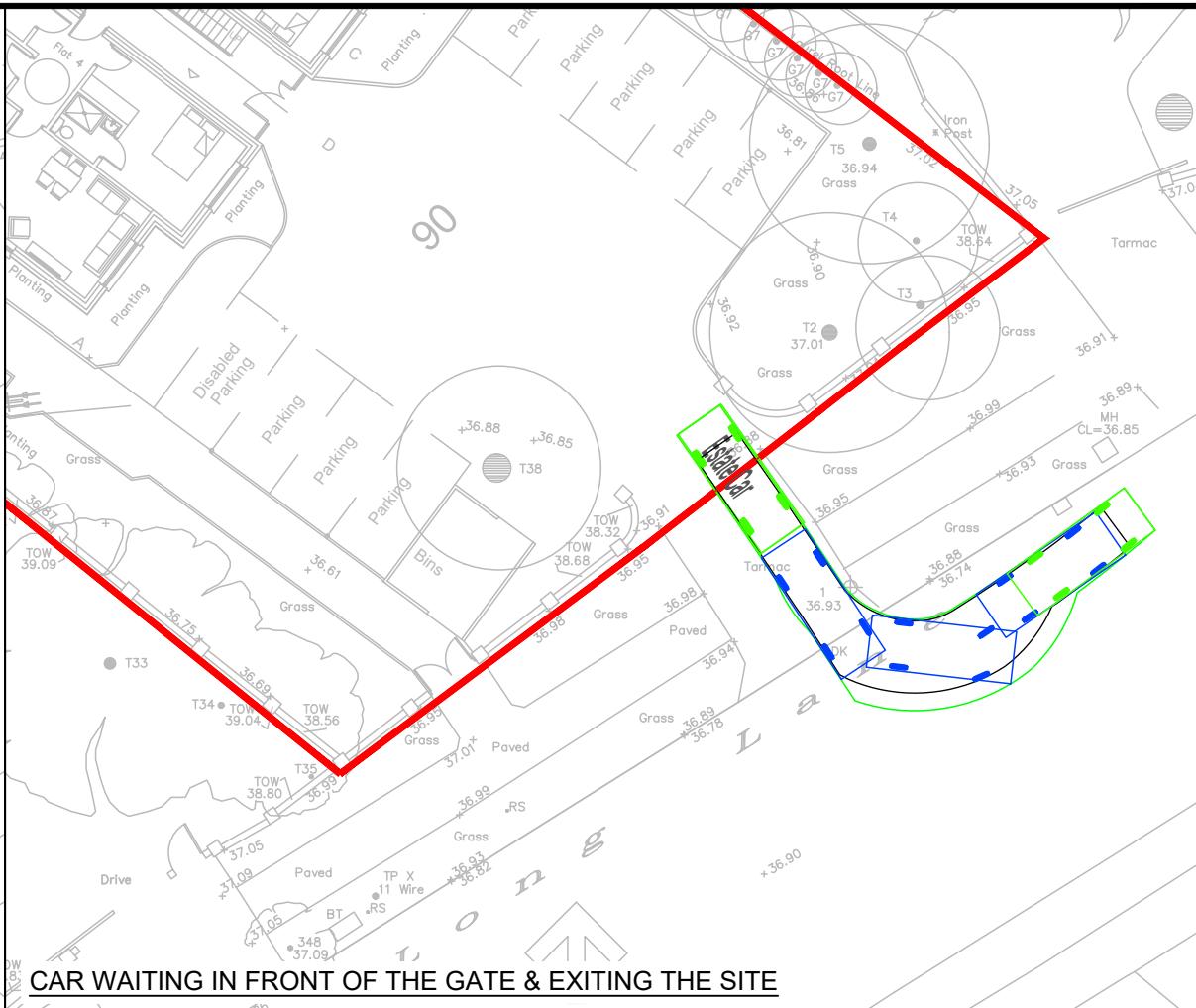
FOR INFORMATION

| | | | | |
|----------------------------|----------|------------------|----------------|------------|
| Drawn KI | Designed | Date FEB 2025 | Scale 1:250 | Size A3 |
| Drawing No. 25-552-SK01 | Rev A | | | |

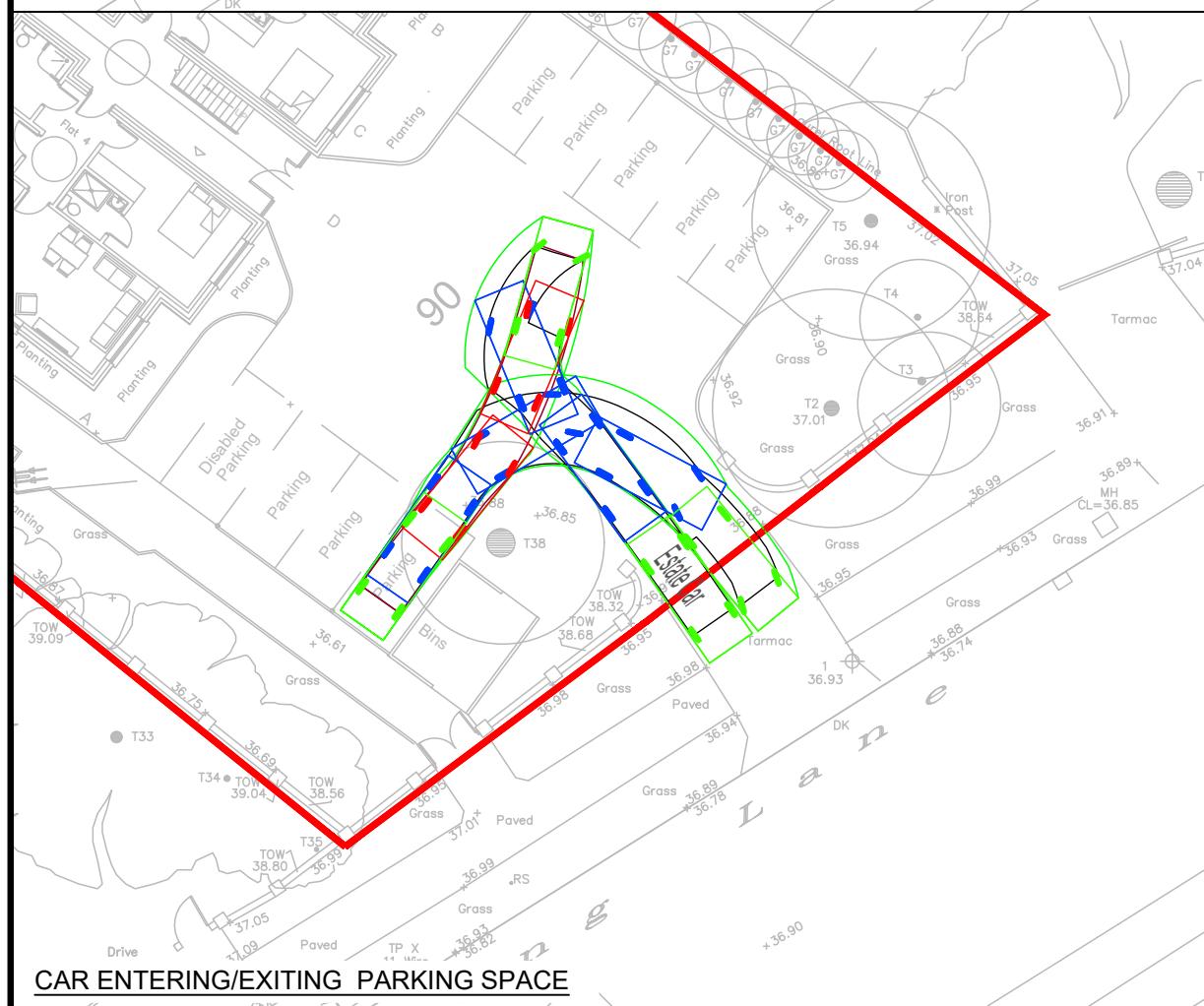
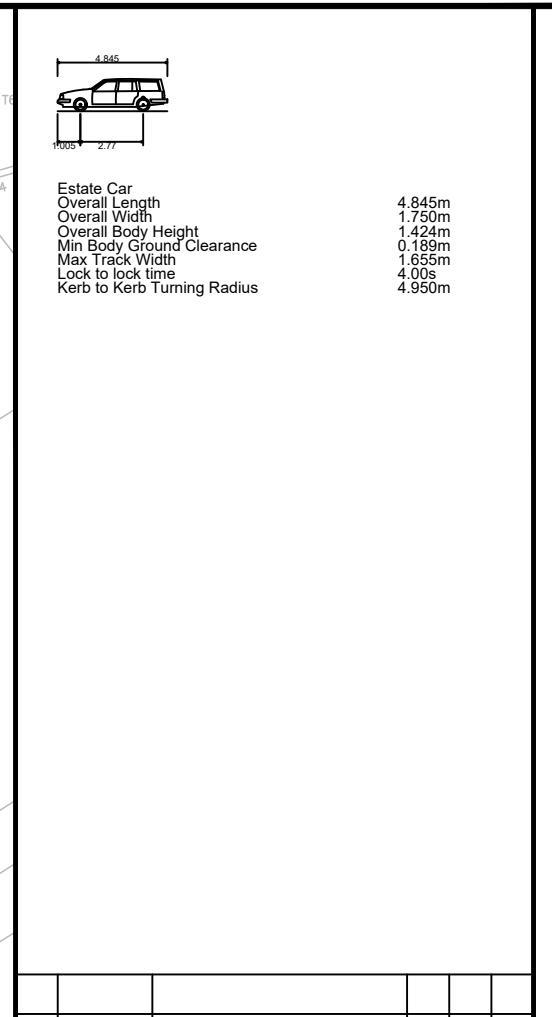
Appendix 4. SWEPT PATH ASSESSMENT



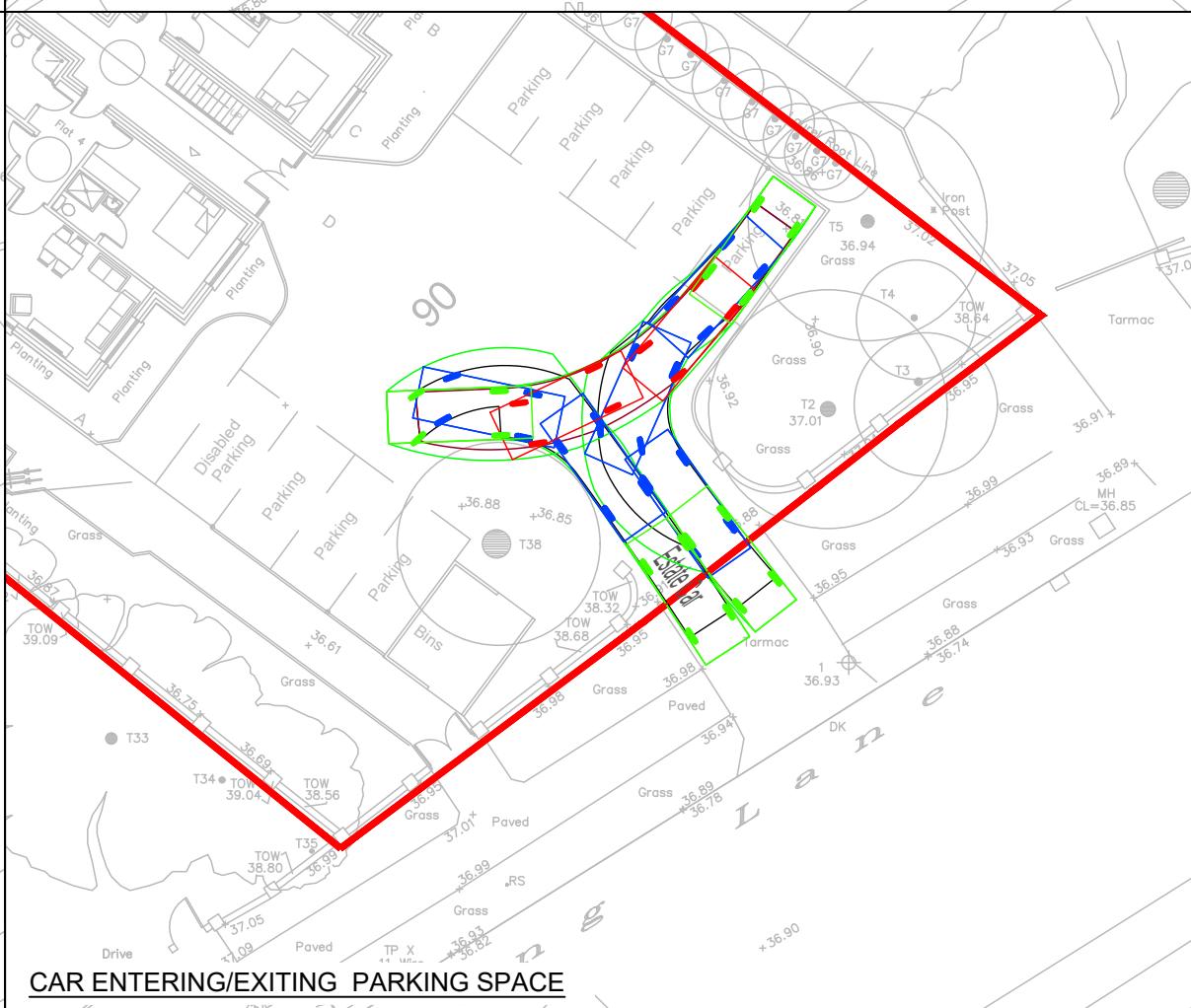
CAR ENTERING THE SITE & STOPPING IN FRONT OF THE GATE



CAR WAITING IN FRONT OF THE GATE & EXITING THE SITE



CAR ENTERING/EXITING PARKING SPACE



CAR ENTERING/EXITING PARKING SPACE

| Rev | Date | Description | Drn | Chk | App |
|-----|----------|----------------|-----|-----|-----|
| A | 14.02.25 | UPDATED LAYOUT | KI | AP | AP |
| - | 21.01.25 | ORIGINAL ISSUE | KI | AP | AP |

MAGNA
MAGNA TRANSPORT PLANNING LTD

Client: -

Project: 90 LONG LANE, HILLINGDON

Drawing Title: SITE ACCESS VISIBILITY SPLAYS

Drawing Status: FOR INFORMATION

| | | | | |
|-------------|----------|------------------|----------------|------------|
| Drawn KI | Designed | Date FEB 2025 | Scale 1:250 | Size A3 |
|-------------|----------|------------------|----------------|------------|

Drawing No. 25-552-TR01

Rev A

Appendix 5. TRICS: FLATS

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|----------------|--------|
| 01 | GREATER LONDON | |
| BM | BROMLEY | 2 days |
| HO | HOUNSLOW | 1 days |
| KI | KINGSTON | 1 days |

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 14 to 26 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/10/23

Selected survey days:

| | |
|-----------|--------|
| Monday | 1 days |
| Tuesday | 1 days |
| Wednesday | 1 days |
| Friday | 1 days |

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 4 days |
| Directional ATC Count | 0 days |

Selected Locations:

| | |
|------------------------------------|---|
| Edge of Town Centre | 1 |
| Suburban Area (PPS6 Out of Centre) | 2 |
| Edge of Town | 1 |

Selected Location Sub Categories:

| | |
|------------------|---|
| Residential Zone | 4 |
|------------------|---|

Inclusion of Servicing Vehicles Counts:

| | |
|-----------------------------|-------------------|
| Servicing vehicles Included | 8 days - Selected |
| Servicing vehicles Excluded | 5 days - Selected |

Secondary Filtering selection:

Use Class:
 C3 4 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

| | |
|------------------|--------|
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 3 days |

Population within 5 miles:

| | |
|-----------------|--------|
| 500,001 or More | 4 days |
|-----------------|--------|

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 1 days |

Travel Plan:

| | |
|----|--------|
| No | 4 days |
|----|--------|

PTAL Rating:

| | |
|--------------|--------|
| 1b Very poor | 2 days |
| 2 Poor | 2 days |

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|-----------------|----------------------------|
| 1 | BM-03-C-02 ORCHARD ROAD BROMLEY | BLOCK OF FLATS | BROMLEY |
| | Suburban Area (PPS6 Out of Centre) Residential Zone | | |
| | Total No of Dwellings: <i>Survey date: TUESDAY</i> | 20 17/10/23 | <i>Survey Type: MANUAL</i> |
| 2 | BM-03-C-03 ORCHARD ROAD BROMLEY | BLOCKS OF FLATS | BROMLEY |
| | Suburban Area (PPS6 Out of Centre) Residential Zone | | |
| | Total No of Dwellings: <i>Survey date: WEDNESDAY</i> | 26 18/10/23 | <i>Survey Type: MANUAL</i> |
| 3 | HO-03-C-05 PARK LANE HOUNSLAW CRANFORD Edge of Town Residential Zone | BLOCK OF FLATS | HOUNSLAW |
| | Total No of Dwellings: <i>Survey date: FRIDAY</i> | 14 06/03/20 | <i>Survey Type: MANUAL</i> |
| 4 | KI-03-C-03 PORTSMOUTH ROAD SURBITON | BLOCK OF FLATS | KINGSTON |
| | Edge of Town Centre Residential Zone | | |
| | Total No of Dwellings: <i>Survey date: MONDAY</i> | 20 11/07/16 | <i>Survey Type: MANUAL</i> |

MANUALLY DESELECTED SITES

| Site Ref | Reason for Deselection |
|------------|------------------------|
| WF-03-C-06 | Covid Survey excluded |

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.81

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 20 | 0.025 | 4 | 20 | 0.212 | 4 | 20 | 0.237 |
| 08:00 - 09:00 | 4 | 20 | 0.113 | 4 | 20 | 0.275 | 4 | 20 | 0.388 |
| 09:00 - 10:00 | 4 | 20 | 0.075 | 4 | 20 | 0.163 | 4 | 20 | 0.238 |
| 10:00 - 11:00 | 4 | 20 | 0.075 | 4 | 20 | 0.075 | 4 | 20 | 0.150 |
| 11:00 - 12:00 | 4 | 20 | 0.125 | 4 | 20 | 0.113 | 4 | 20 | 0.238 |
| 12:00 - 13:00 | 4 | 20 | 0.175 | 4 | 20 | 0.125 | 4 | 20 | 0.300 |
| 13:00 - 14:00 | 4 | 20 | 0.113 | 4 | 20 | 0.087 | 4 | 20 | 0.200 |
| 14:00 - 15:00 | 4 | 20 | 0.150 | 4 | 20 | 0.188 | 4 | 20 | 0.338 |
| 15:00 - 16:00 | 4 | 20 | 0.150 | 4 | 20 | 0.100 | 4 | 20 | 0.250 |
| 16:00 - 17:00 | 4 | 20 | 0.163 | 4 | 20 | 0.087 | 4 | 20 | 0.250 |
| 17:00 - 18:00 | 4 | 20 | 0.212 | 4 | 20 | 0.113 | 4 | 20 | 0.325 |
| 18:00 - 19:00 | 4 | 20 | 0.138 | 4 | 20 | 0.063 | 4 | 20 | 0.200 |
| 19:00 - 20:00 | 4 | 20 | 0.175 | 4 | 20 | 0.100 | 4 | 20 | 0.275 |
| 20:00 - 21:00 | 4 | 20 | 0.075 | 4 | 20 | 0.087 | 4 | 20 | 0.162 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | 1.764 | | | 1.787 | | | | 3.551 |

Parameter summary

| | |
|---|---------------------|
| Trip rate parameter range selected: | 14 - 26 (units:) |
| Survey date date range: | 01/01/16 - 18/10/23 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 1 |

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 20 | 0.013 | 4 | 20 | 0.075 | 4 | 20 | 0.088 |
| 08:00 - 09:00 | 4 | 20 | 0.025 | 4 | 20 | 0.087 | 4 | 20 | 0.112 |
| 09:00 - 10:00 | 4 | 20 | 0.037 | 4 | 20 | 0.025 | 4 | 20 | 0.062 |
| 10:00 - 11:00 | 4 | 20 | 0.013 | 4 | 20 | 0.025 | 4 | 20 | 0.038 |
| 11:00 - 12:00 | 4 | 20 | 0.025 | 4 | 20 | 0.000 | 4 | 20 | 0.025 |
| 12:00 - 13:00 | 4 | 20 | 0.000 | 4 | 20 | 0.000 | 4 | 20 | 0.000 |
| 13:00 - 14:00 | 4 | 20 | 0.025 | 4 | 20 | 0.013 | 4 | 20 | 0.038 |
| 14:00 - 15:00 | 4 | 20 | 0.000 | 4 | 20 | 0.013 | 4 | 20 | 0.013 |
| 15:00 - 16:00 | 4 | 20 | 0.037 | 4 | 20 | 0.000 | 4 | 20 | 0.037 |
| 16:00 - 17:00 | 4 | 20 | 0.025 | 4 | 20 | 0.000 | 4 | 20 | 0.025 |
| 17:00 - 18:00 | 4 | 20 | 0.025 | 4 | 20 | 0.000 | 4 | 20 | 0.025 |
| 18:00 - 19:00 | 4 | 20 | 0.013 | 4 | 20 | 0.013 | 4 | 20 | 0.026 |
| 19:00 - 20:00 | 4 | 20 | 0.025 | 4 | 20 | 0.000 | 4 | 20 | 0.025 |
| 20:00 - 21:00 | 4 | 20 | 0.013 | 4 | 20 | 0.013 | 4 | 20 | 0.026 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | 0.276 | | | 0.264 | | | 0.540 | |

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 20 | 0.013 | 4 | 20 | 0.100 | 4 | 20 | 0.113 |
| 08:00 - 09:00 | 4 | 20 | 0.037 | 4 | 20 | 0.188 | 4 | 20 | 0.225 |
| 09:00 - 10:00 | 4 | 20 | 0.100 | 4 | 20 | 0.100 | 4 | 20 | 0.200 |
| 10:00 - 11:00 | 4 | 20 | 0.037 | 4 | 20 | 0.113 | 4 | 20 | 0.150 |
| 11:00 - 12:00 | 4 | 20 | 0.087 | 4 | 20 | 0.063 | 4 | 20 | 0.149 |
| 12:00 - 13:00 | 4 | 20 | 0.125 | 4 | 20 | 0.087 | 4 | 20 | 0.212 |
| 13:00 - 14:00 | 4 | 20 | 0.037 | 4 | 20 | 0.075 | 4 | 20 | 0.112 |
| 14:00 - 15:00 | 4 | 20 | 0.075 | 4 | 20 | 0.063 | 4 | 20 | 0.137 |
| 15:00 - 16:00 | 4 | 20 | 0.063 | 4 | 20 | 0.125 | 4 | 20 | 0.187 |
| 16:00 - 17:00 | 4 | 20 | 0.175 | 4 | 20 | 0.087 | 4 | 20 | 0.262 |
| 17:00 - 18:00 | 4 | 20 | 0.087 | 4 | 20 | 0.075 | 4 | 20 | 0.162 |
| 18:00 - 19:00 | 4 | 20 | 0.163 | 4 | 20 | 0.113 | 4 | 20 | 0.276 |
| 19:00 - 20:00 | 4 | 20 | 0.063 | 4 | 20 | 0.100 | 4 | 20 | 0.162 |
| 20:00 - 21:00 | 4 | 20 | 0.063 | 4 | 20 | 0.025 | 4 | 20 | 0.087 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | 1.122 | | | 1.312 | | | 2.434 | |

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 20 | 0.000 | 4 | 20 | 0.338 | 4 | 20 | 0.338 |
| 08:00 - 09:00 | 4 | 20 | 0.000 | 4 | 20 | 0.325 | 4 | 20 | 0.325 |
| 09:00 - 10:00 | 4 | 20 | 0.050 | 4 | 20 | 0.100 | 4 | 20 | 0.150 |
| 10:00 - 11:00 | 4 | 20 | 0.050 | 4 | 20 | 0.087 | 4 | 20 | 0.137 |
| 11:00 - 12:00 | 4 | 20 | 0.050 | 4 | 20 | 0.087 | 4 | 20 | 0.137 |
| 12:00 - 13:00 | 4 | 20 | 0.037 | 4 | 20 | 0.037 | 4 | 20 | 0.074 |
| 13:00 - 14:00 | 4 | 20 | 0.063 | 4 | 20 | 0.075 | 4 | 20 | 0.137 |
| 14:00 - 15:00 | 4 | 20 | 0.075 | 4 | 20 | 0.063 | 4 | 20 | 0.137 |
| 15:00 - 16:00 | 4 | 20 | 0.175 | 4 | 20 | 0.075 | 4 | 20 | 0.250 |
| 16:00 - 17:00 | 4 | 20 | 0.175 | 4 | 20 | 0.025 | 4 | 20 | 0.200 |
| 17:00 - 18:00 | 4 | 20 | 0.150 | 4 | 20 | 0.000 | 4 | 20 | 0.150 |
| 18:00 - 19:00 | 4 | 20 | 0.250 | 4 | 20 | 0.013 | 4 | 20 | 0.263 |
| 19:00 - 20:00 | 4 | 20 | 0.087 | 4 | 20 | 0.013 | 4 | 20 | 0.100 |
| 20:00 - 21:00 | 4 | 20 | 0.050 | 4 | 20 | 0.000 | 4 | 20 | 0.050 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | 1.211 | | | 1.237 | | | | 2.448 |