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Redevelopment of Paddington Packet Boat Public House, Uxbridge

Ground Construction Ltd

Transport Statement
February 2024





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Contents

Document Control.....	1
1 Introduction	3
2 Site Location and Adjacent Highway Network	5
3 Development Proposals	11
4 Parking Provision	13
5 Traffic Impact	15
6 Influencing Travel Behaviour	16
7 Student Moving In/Moving Out Management Strategy.....	17
8 Conclusions.....	18

List of Figures and Tables

Figure 2.1: Site Location Plan	3
Figure 2.2: Collision Data Extract.....	5

Appendices

- Appendix A – Pedestrian Assessment (TN01)
- Appendix B – Site Layout Plan
- Appendix C – Proposed Footway and Road Marking Plan
- Appendix D – Land Dedication Plan



1 Introduction

General

- 1.1 This Transport Statement has been prepared to consider the transportation issues in support of a planning application for the redevelopment of the Paddington Packet Boat Public House, Uxbridge.
- 1.2 The Paddington Packet Boat public house is located on the junction of Packet Boat Lane and High Road, Uxbridge. The site comprises a public house which is currently vacant, and associated car parking.
- 1.3 The proposed redevelopment comprises student accommodation including 61 student rooms which will be single bed studio apartments (C2 Use Class), with 52 cycle parking spaces and 3 motorcycle parking spaces on site. There is nil car parking provided on site.
- 1.4 The public house has been vacant since 2017. It is understood that when in use the venue was open from 11am until midnight and comprised a variety of entertainment uses including food and drink served 7 days a week and was a live music venue at the weekends with a capacity for up to 200 persons.
- 1.5 The floor plans of the redevelopment proposal have been submitted separately as part of this planning application.
- 1.6 The proposed development is considered to be in a sustainable location with access to the local university campus via sustainable modes of travel. There are 52 cycle parking spaces available on site, 3 motorcycle parking spaces and nil car parking spaces. This is considered to be suitable for the site's location which is on public transport routes, and with good cycle parking and walking provisions and therefore providing future occupants with sustainable travel options.
- 1.7 Planning permission for the redevelopment of the site was granted by the London borough of Hillingdon (LBH) in September 2023 (ref: 1058/APP/2021/3423). It is now proposed to resubmit the original scheme for a revised planning permission, with the only change being the removal of affordable housing provision. All other elements of the proposal including the quantum of development, design and transport elements remain as per the consented development. As such, there should be no transport reasons why this planning application could also not be granted planning permission.
- 1.8 This provides an update to the Transport Statement submitted in support of the approved planning application and includes:
 - (i) A review of the site and its context within the local highway network, including a review of the pedestrian, cycle and public transport provision. This is considered in **Chapter Two**;
 - (ii) The redevelopment proposals including the access provision and proposed half on-half off loading bay are defined in **Chapter Three**;



- (iii) The proposed nil parking provision and cycle/motorcycle parking on site are discussed in **Chapter Four**;
- (iv) The traffic impact of the site is investigated in **Chapter Five**;
- (v) **Chapter Six** outlines the Travel Plan and travel planning measures to influence student and staff travel behaviour;
- (vi) The student moving in/out management strategy has been prepared under separate cover and is summarised in **Chapter Seven**. This details the measures which the operators will put in place to ensure there is no adverse effect on the operation of the local highway network during this period; and
- ix) **Chapter Eight** concludes the report.

2 Site Location and Adjacent Highway Network

Site Location and Composition

- 2.1 The site is located to the south of Cowley and to the north of West Drayton in Uxbridge. The site is bound to the northeast by High Road, to the west by Packet Boat Lane, and to the south by industrial and storage uses. The location of the site is shown in **Figure 2.1**.

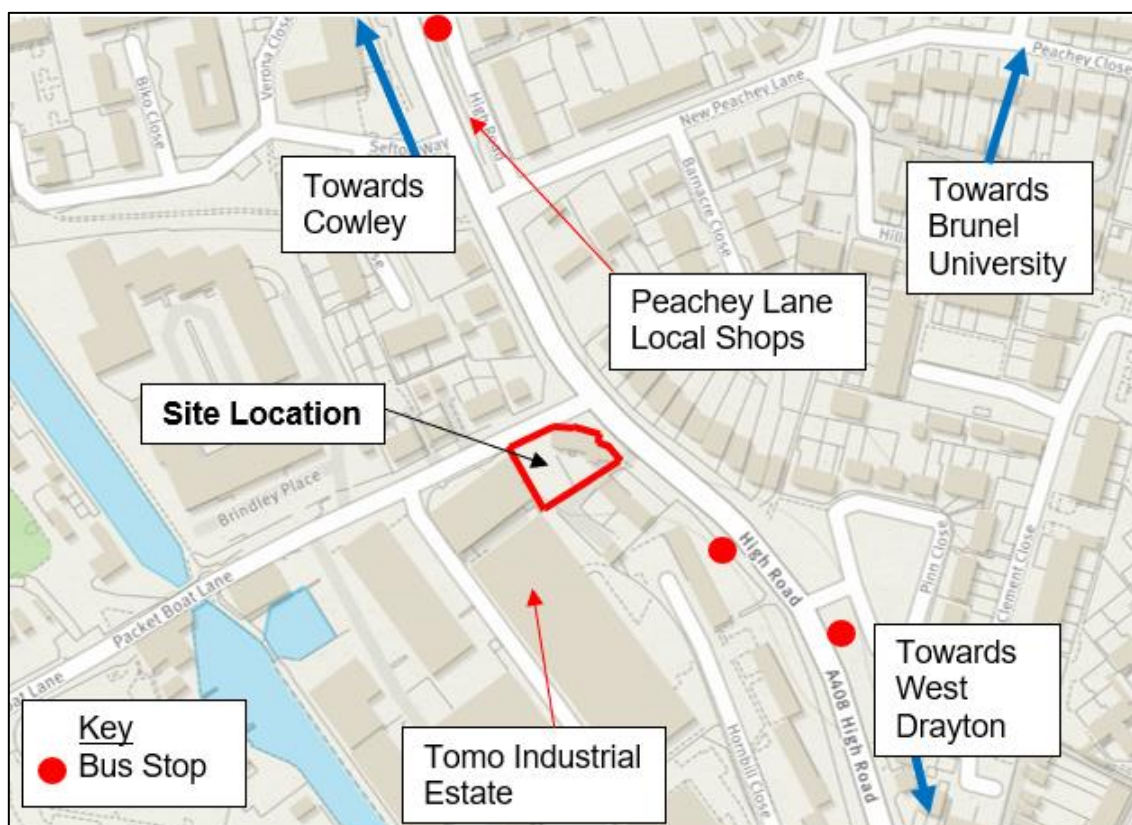


Figure 2.1 – Site Location Plan

- 2.2 The site currently comprises a vacant public house which had capacity for live music for up to 200 persons. There are approximately 20 car parking spaces provided on site associated with the public house.
- 2.3 A vehicular access is currently provided onto Packet Boat Lane to the west of the site. Pedestrian access when the site was in operation was located on the corner of the junction of High Road and Packet Boat Lane. The vehicular and pedestrian accesses are currently boarded up.
- 2.4 All of the roads in the immediate vicinity of the site are street lit and subject to a 30mph speed limit. Existing loading and waiting restrictions are in place along both sides of Packet Boat Lane within the vicinity of the site. Adjacent to the site this comprises no stopping between midnight and 8am for 5 tonnes vehicles, and no stopping between 6.30pm and midnight for buses. On the northern side of the carriageway, the restrictions include no stopping between 6.30pm and 8am On Monday to Saturday.



Local Highway Network

High Road

- 2.5 High Road (A408) provides a link locally between Cowley in the north and West Drayton in the south. To the north of Cowley the A408 links with Uxbridge, and in the south the A408 provides access to the M4 approximately 4km from the site.
- 2.6 The carriageway has 2-lanes of traffic in each direction. Street lighting is provided in the vicinity of the site.
- 2.7 It is subject to a 30mph speed limit in the vicinity of the site. The speed limit is enforced by 'Slow' road markings in the vicinity of the site, and the presence of a permanent speed camera located on the southern arm of the junction of High Road and Packet Boat Lane.
- 2.8 There are footways on both sides of the carriageway with the footways being typically at least 2m wide.
- 2.9 The site is located on the southwest corner of the ghost island priority junction of Packet Boat Lane and High Road. All three arms of the priority junction have pedestrian crossings available.
- 2.10 Two pedestrian crossings comprising dropped kerbs and tactile paving are provided on the High Road to the north and south of the junction with Packet Boat Lane. One is located directly adjacent to the site on High Road (southern arm of the priority junction) and the second is provided on High Road approximately 30m to the north of the site (northern arm of the priority junction). Both crossings have a central refuge island.
- 2.11 Dropped kerbs with a refuse island is provided on the Packet Boat Lane arm of the junction with High Road. No tactile paving is provided.

Packet Boat Lane

- 2.12 Packet Boat Lane is approximately 800m long from the junction with High Road through to a no-through road at the River Colne and Little Britain Lake. Approximately 200m from the end of the lane, the road splits northwards into Old Mill Lane and provides access to the B470.
- 2.13 Packet Boat Lane provides access to a mix of residential and employment uses. Industrial estates to the south of the site including the Tomo industrial estate, a scrap yard, a mechanics, plant and machinery hire, as well as Packet Boat Marina.
- 2.14 A footway is provided along the northbound side of the carriageway between the junction with High Road and the Packet Boat Marina located approximately 180m to the south of the junction with High Road. This section of Packet Boat Lane is also street lit.
- 2.15 The carriageway is generally wide enough for two cars to pass. There are two bridges where the carriageway is narrowed to single width. The bridge located adjacent to the Marina entrance is controlled though the use of shuttle signal traffic lights. The bridge further south of the marina is single vehicle width but does not have signal controls.

Highway Safety

- 2.16 Personal Injury Collision (PIC) data has been obtained from the Crashmap website for the highway network in the vicinity of the site for the most recent five year period available - 2018-2022.
- 2.17 The search area includes the length of High Street from approximately 250m to the north and south of the site as well as Packet Boat Lane to the west and New Peachey Lane to the east. The extract from Crashmap is shown in **Figure 2.2** below.

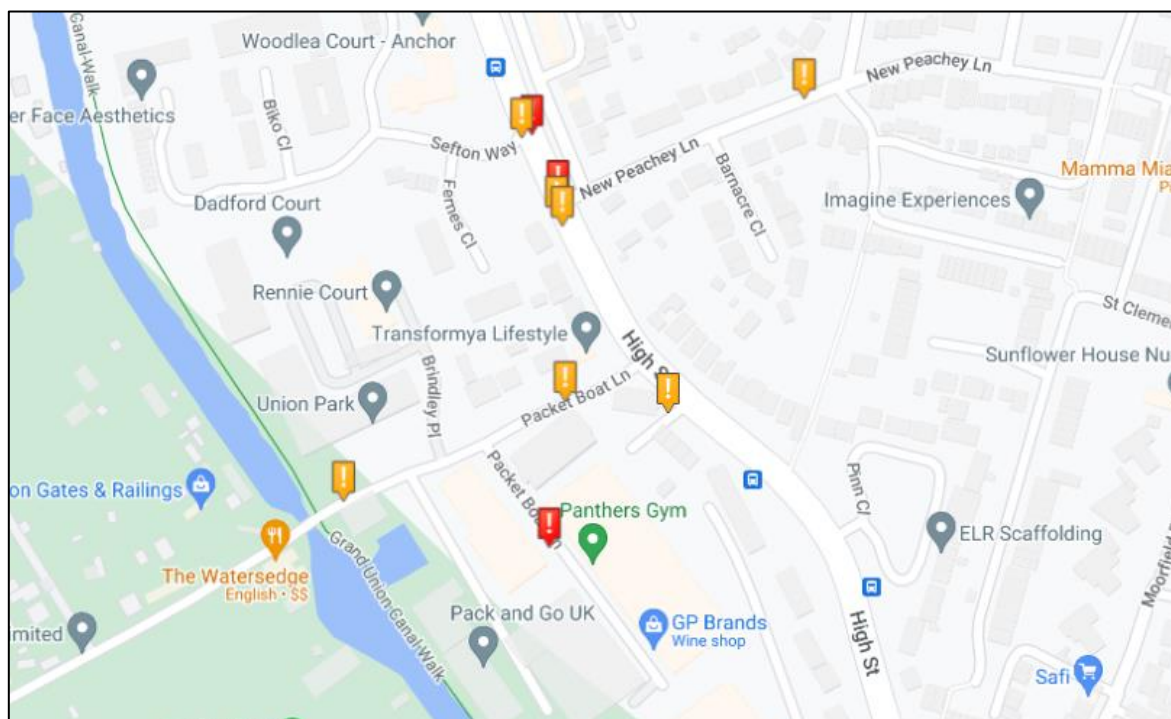


Figure 2.2: Collision Data Extract (source Crashmap.co.uk)

- 2.18 The review identified that 10 collisions were recorded occurring over the five-year period, within the vicinity of the application site, resulting in seven slight and three serious injuries.
- 2.19 One of the three serious collisions in the search area occurred on 29 June 2018 on Packet Boat Lane. It was located adjacent to the gym within the Tomo industrial Estate located approximately 160m to the south of the site. The collision involved a car and a pedestrian, where an adult pedestrian was seriously injured. This was one of three collisions occurring on Packet Boat Lane during the time period. However, all three collisions happened at different locations, so it is not considered to show a pattern or a highway safety concern. As the proposed development will be car-free, and so generate only occasional vehicle trips, there will be no increase in traffic flows on Packet Boat Lane/
- 2.20 Three collisions occurred at the junction of High Street and New Peachey Lane one of which was classified as serious. The serious collision occurred on 22 March 2022 involving a car and a motorcyclist where the motorcyclist was injured.



- 2.21 The third serious collision occurred at the junction of High Street and Sefton Way on 12 November 2020. This involved a car turning right out of Sefton Way colliding with a motorcycle proceeding normally along High Street. There was also a slight collision at this junction. It is considered that these collisions are not related and do not show that there is a highway safety concern at this location.
- 2.22 The final two collisions occurred on Linden Terrace in 2018 and on New Peachey Lane in 2020. Both of these were classified as slight.
- 2.23 The recorded collisions within the five-year study are considered to have no common trends and are most likely considered to have occurred as a result of driver, pedestrian or cycle error rather than being attributable to the geometry of the local highway network.
- 2.24 It can therefore be concluded that there are no existing highway safety patterns or trends within the three-year study period within the vicinity of the site which need to be considered as part of this assessment given the very low vehicular trip attraction of the proposal. Improvements are proposed to pedestrian and cyclist infrastructure as set out in **Chapter 3**.

Local Facilities and Amenities

- 2.25 The redevelopment site is located to the south of Cowley High Street which is located approximately 700m to the north of the site, and to the north of West Drayton town centre which is located approximately 800m to the south of the site.
- 2.26 The area comprises a mix of existing residential, retail, employment, commercial and leisure land uses. Hillingdon Hospital and Brunel University are both located approximately 1.3km (as the crow flies) from the site. Google Maps indicates that the identified walking route between the redevelopment site and the centre of the Brunel University Campus is a 1.6km (around 17 minute) walk via New Peachey Lane. Cowley recreation ground is located approximately 700m to the north of the site.
- 2.27 Paragraph 4.4.1 of Manual for Streets (MfS) states that a walkable neighbourhood is typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 2.28 A good number of existing services and amenities required on a daily basis are located within 800m walking and cycling distance of the site.
- 2.29 The local facilities and amenities in the area are summarised below. A Pedestrian Assessment (Technical Note 01) includes further details and is provided in **Appendix A**.
- 2.30 The following facilities and likely destinations for students within 800m walk or cycle distance are set out as follows:-
- (i) Bus stops (closest bus stop is approximately 80m walking distance);
 - (ii) Tomo industrial estate including a fitness gym (approximately 170m walking distance);
 - (iii) High Road Cowley Peachy local shops including a convenience store, newsagents, laundrette, café, take-aways (approximately 185m walking distance);



- (iv) Cowley and Zodiac Retail Parks including Farmfoods and Smyths Toy Store (approximately 500m walking distance);
- (v) Tesco Express foodstore and an ATM (approximately 600m walking distance);
- (vi) Moorfield Road Local Shops including a pizza takeaway, a Turkish take away, bagel shop (approximately 550m walking distance);
- (vii) Tesco Superstore and Pharmacy (approximately 750m walking distance); and
- (viii) Yiewsley Library (approximately 750m walking distance).

2.31 The following facilities and likely destinations for students between an 800m to 2.0km walk or cycle distance are set out as follows:-

- (i) Aldi foodstore (approximately 850m walking distance);
- (ii) Delfield Parade local shops including, Post Office, Florist, take aways, beauticians, barbers, convenience store, ATM (approximately 900m walking distance);
- (iii) West Drayton town centre including coffee shops, cafés, restaurants, Wilko, fast food take aways, Post Office, public houses (approximately 1.1km to 1.4km walking distance);
- (iv) Otterfield Medical Centre (approximately 1.3km walking distance);
- (v) Yiewsley Recreational Ground (approximately 1.3km walking distance);
- (vi) Yiewsley Heath Centre (approximately 1.4km walking distance);
- (vii) West Drayton Rail Station (approximately 1.5km walking distance);
- (viii) Brunel University (1.6km walking distance); and
- (ix) Hillingdon Hospital (approximately 1.9km walking distance).

Proximity to Universities

2.32 The residents of the student accommodation are most likely to attend the Brunel University which is easily accessible by walking and cycling.

2.33 The Brunel University is located a 1.6km walking distance, northwest of the redevelopment site. This is easily accessed on foot (an approximate 20-minute walk based on a walking speed of 80 metres per minute as set out in the IHT document 'Providing for Journeys on Foot' (2000)) or by bicycle (an approximate a 5 minute cycle ride based on a cycling speed of 320 metres per minute as set out in the DfT document 'Cycle Infrastructure Design' (2008)).

2.34 The close proximity of the proposed development to the University is likely to result in a high number of residents travelling to the University on foot or by bicycle.

Public Transport Provision

Bus Services

2.35 The application site is conveniently located in relation to access for local bus services to the surrounding area. Bus service 222 is accessible from the Packet Boat Lane bus stop located



approximately 80m walking distance from the site. This service provides a 24 hour bus route between the site and Hounslow Bus Station and Uxbridge. During daytime hours, between 6am and midnight the service runs every 9-13 minutes and the night service between these times run every 15-30 minutes.

- 2.36 The service includes stopping at West Drayton Rail Station which interchanges with London Overground and National Rail Services. Other bus routes available from West Drayton Rail Station include services U1, U3, U5 and 350.

Rail Services

- 2.37 West Drayton Rail Station is located approximately 1.5km from the site which is around a 19 minute walk or just under a 5 minute cycle ride. Cycle parking is provided on the Station approach in the form of 9 Sheffield type stands providing parking for up to 18 bicycles.
- 2.38 Services from West Drayton Rail Station provide access to rail stations between Reading and London Paddington. London Overground services run approximately every half an hour during the weekday daytime, and the National Rail Service run approximately 12-15 minutes during the weekday daytime.

Summary

- 2.39 The site is considered to be sustainably located with suitable access to local services and amenities future students would require on a day to day basis, supported by suitable pedestrian, cycle linkages and public transport.



3 Development Proposals

The Scheme

- 3.1 The proposed redevelopment comprises student accommodation including 61 student rooms which will be single bed studio apartments (C2 Use Class), with 52 cycle parking spaces and 3 motorcycle/scooter parking spaces on site. Nil car parking is proposed on site.
- 3.2 The ground floor of the proposals comprise a mix of associated student uses including a communal lounge, reception area and landscaped courtyard as well as student rooms.
- 3.3 Planning permission for the redevelopment of the site was granted by the London borough of Hillingdon (LBH) in September 2023 (ref: 1058/APP/2021/3423). It is now proposed to resubmit the original scheme for a revised planning permission, with the only change being the removal of affordable housing provision. All other elements of the proposal including the quantum of development, design and transport elements remain as per the consented development.
- 3.4 The Architects ground floor site plan is included as **Appendix B**.

Proposed Site Access Arrangements

- 3.5 The existing public house has a pedestrian access on the corner of Packet Boat Lane and High Road. The proposed student accommodation also has its main pedestrian access to the building and reception area at this location.
- 3.6 The existing vehicle access onto Packet Boat Lane will be stopped up.
- 3.7 Where appropriate, the footway will be reinstated to tie into the existing footways either side of the existing vehicle access and provide a continuous 2.5m wide footway from High Road along Packet Boat Lane along the boundary of the site. This is an improvement over the existing situation whereby the footway measures 0.4m wide in places.
- 3.8 The proposed footway and road marking are provided in the drawing at **Appendix C**.

Servicing and Vehicular Access

- 3.9 All servicing for the site will be undertaken via the single yellow lines proposed adjacent to the site on Packet Boat Lane. The land ownership for the works includes land owned by the highway authority and land controlled by applicant. The proposed land dedication plan are illustrated on the drawing contained in **Appendix D**.
- 3.10 The refuse and recycle stores are located within the building accessed from Packet Boat Lane. Refuse and recycling collections associated with the student accommodation will take place from Packet Boat Lane. The refuse store is proposed to be located within 20 metres from the likely position of the refuse vehicle in accordance with current guidance.
- 3.11 A fire tender would be able to utilise the existing highway network on Packet Boat Lane and High Road.

Proposed Single Yellow Lines

- 3.12 The scheme proposes single yellow lines are provided adjacent to the site on Packet Boat Lane. These will form part of the adopted highway and the restrictions will be in accordance with the existing highway network on Packet Boat Lane. The amendment will be subject to a TRO application which would be made at the reserved matters stage.
- 3.13 The footway and single yellow lines would be secured via appropriate highways agreement post grant of planning consent. The proposed road markings are indicated on the plan provided at **Appendix C**.

Parking

Car Parking

- 3.14 The redevelopment proposal is provided with nil car parking. Considering the location of the proposed student accommodation, is close to public transport services and within walking and cycling distance to education, retail and other facilities and amenities this considered suitable to encourage sustainable modes of travel.
- 3.15 It is proposed that the half on-half off loading bay will be utilised at the beginning and end of terms as part of the Moving In/Out Strategy for the building.
- 3.16 It is the intention that the occupiers of the student accommodation will sign a condition as part of the lease agreement confirming that they will not bring a car on site. Any residents requiring accessible car parking will be able to apply and utilise their Blue Badge on the surrounding highway network, although such residents may decide to live on university campus where possible.

Cycle and Motorcycle Parking

- 3.17 A total of 52 secure and covered cycle parking spaces will be provided in the form of one Sheffield stand located at the entrance to the building (storing 2 bicycles), and 50 spaces in the form of a two-tiered racking system for use by students and employees located in an undercover secure location on the ground floor of the site. A separate access to the cycle store is achieved from Packet Boat Lane.
- 3.18 Three motorcycle spaces are provided adjacent to the main pedestrian access to the building.
- 3.19 The appropriateness of this parking provision is considered in **Chapter Four**.

4 Parking Provision

Parking Guidance

- 4.1 Hillingdon's parking guidance is contained within the Local Planning Policy 2 (LPP2) dated January 2020. It provides advice on levels of car, cycle and other types of parking in new development.
- 4.2 The LPP2 advises that car parking should be provided with a justification for the provision in a Transport Statement or Travel Plan. The LPP2 provides cycle parking standards for student accommodation advising that a minimum of one cycle space should be provided for every student.
- 4.3 Cycle parking will also be provided with reference to the London Plan 2021 which advise that for student accommodation one space should be provided for every 0.75 student beds.
- 4.4 Based on pre-application discussions with highway officers at Hillingdon Borough Council (HBC), Rappor understand that car parking in this instance should be provided with reference to location of the site, and that HBC would expect car parking provision on site to provide for demand so that parking associated with the development does not occur on local streets, including during moving in and out at the start and end of the academic year.

Proposed Cycle Parking Provision

- 4.5 There are a total of 64 cycle parking spaces proposed on site. There are 62 cycle parking spaces provided in the student cycle store in the form of two-tiered cycle racks. This provision is considered to be safe, secure and convenient. The two-tiered stands enable a higher number of cycle parking spaces to be provided and hence maximising efficient reuse of land.
- 4.6 Visitor cycle parking spaces will be provided in the form of a Sheffield Type stand located adjacent to the reception area providing parking for two bicycles.
- 4.7 The provision of 64 secure and covered cycle parking spaces on site is in line with the minimum standards required in the London Plan (requiring 46 stands) but is below the standards requested by the LPP2 which requires 61 stands.
- 4.8 The provision of covered and secure and conveniently located cycle parking provision is of high importance to encourage cycling to and from the accommodation by students.

Proposed Car Parking Provision

- 4.9 The provision of nil parking spaces on a site is one of the key factors in influencing travel choice. This is reinforced by the students of the accommodation signing leases not to bring a car to the site.
- 4.10 It is considered that good accessibility from the site to local neighbourhood centres, retail and leisure facilities, public transport, Brunel University and cycle parking availability on site, would make the need for parking provision or car ownership for students unnecessary.



Parking Management - Moving In/Out Strategy

- 4.11 The Moving In/Out Strategy approved as part of the previous planning permission outlines management at the beginning and end of the academic year.
- 4.12 In summary, the document outlines that the two spaces (provided within the proposed 12m long half on-half off servicing layby on Packet Boat Lane adjacent to the site) is appropriate for the moving in and out of the student accommodation at the start and end of the academic year, and for some students at the start and end of term as necessary.
- 4.13 The strategy proposes that moving in should take place over two weekends (four days), for eight hours each day. Therefore 15 students ($61 \text{ students} / 4 \text{ days} = \text{approx. } 15$) will arrive each day. It is anticipated that 2-3 students will arrive per hour and students will be informed of their half an hour slot before arrival. Each student will be allocated a half an hour slot to unpack their vehicle and settle into the accommodation before finding alternative parking arrangements. There is a contingency of 1 or 2 half an hour slots per hour for early/late arrivals on the day so that parking does not occur on the surrounding highway network when loading/unloading. Arriving/departing students will communicate with the moving in/out co-ordinators on site so they are able to manage the loading bay use appropriately.

5 Traffic Impact

Forecast Vehicular Trips

- 5.1 As previously stated, the redevelopment proposal will not provide any car parking spaces on site for students. Students will be required to sign a lease agreement, which will not allow them to bring a car on the site. As such, car travel to and from the site will be extremely limited.
- 5.2 The extant use of the site as a public house with c.20 car parking spaces on site would have significantly had more vehicle trips associated with the site. As such the vehicle impact of the proposals on the highway network will not be material as there will be a negative net impact.
- 5.3 The vehicle trips arising from the redevelopment proposal will have an immaterial impact on the local highway network given its sustainable location (walking and cycling distance to Brunel University, and close to existing public transport links) which will encourage travel by sustainable modes of transport. The provision of nil car parking on site, and the good level of cycle/motorcycle parking provided will also encourage sustainable travel.
- 5.4 It is concluded that the vehicle trips arising from the redevelopment proposal are unlikely to have a severe impact on the safe and efficient operation of the local highway network.



6 Influencing Travel Behaviour

Travel Plan

- 6.1 A Travel Plan (TP) prepared by Rappor is submitted alongside this document, setting out the strategy anticipated to encourage sustainable travel activities associated with the site once occupied, with a view to minimising single occupancy vehicular trips on the local highway network. It is anticipated that this will be implemented prior to the occupation of the site.
- 6.2 The Travel Plan also provides details of the travel information leaflet which will be provided to new students and employees upon occupation of the student accommodation.



7 Student Moving In/Moving Out Management Strategy

- 7.1 In transport terms, the management of the arrival and departures of students at the start and end of the academic year, is important. This strategy focuses on providing a suitable procedure for nil car parking provision on site, and the use of the proposed 12m long half on-half off servicing and loading bay adjacent to the site Outlined below is the strategy that would be adopted.
- 7.2 Essentially, students will be given specific time slots to arrive on site when moving in where their vehicle will promptly be unloaded by baggage handlers and once unloaded removed from the site.
- 7.3 The Student Moving In/Moving Out Management Strategy document approved as part of the previous planning permission confirms that arrivals and departures can be adequately managed at the beginning and end of academic year to minimise any inconvenience to the safe and efficient operation of the local highway network.



8 Conclusions

- 8.1 This Transport Statement has been prepared to consider the transportation issues in support of a planning application for the redevelopment of the Paddington Packet Boat Public House, Uxbridge.
- 8.2 The proposed student development comprises 61 student studio flats (C2 Use Class) with cycle and motorcycle parking. Nil car parking is provided on site.
- 8.3 Planning permission for the redevelopment of the site was granted by the London borough of Hillingdon (LBH) in September 2023 (ref: 1058/APP/2021/3423). It is now proposed to resubmit the original scheme for a revised planning permission, with the only change being the removal of affordable housing provision. All other elements of the proposal including the quantum of development, design and transport elements remain as per the consented development.
- 8.4 This report investigates the potential transportation issues resulting from the redevelopment of this site and concludes that:
- (i) The site is sustainably located and the nil level of car parking proposed on site and good cycle parking provision will result in a large number of trips being made by sustainable modes of transport;
 - (ii) There is not an existing highway safety issue within the local area;
 - (iii) The proposed provision of single yellow lines located adjacent to the site is safe and appropriate and in accordance with the existing regulations in the vicinity of the site on Packet Boat Lane;
 - (iv) A 2.5m wide footway will be provided adjacent to the site on Packet Boat Lane. This is an improvement over the existing footway which measures 0.4m in places;
 - (v) A student moving in/out management strategy will be implemented to ensure there is no adverse effect on the operation of the local highway network during this period; and
 - (vi) a Travel Plan outlining travel planning measures to influence student travel behaviour has been prepared and will be implemented as part of the redevelopment proposal.
- 8.5 There are therefore no highways or transportation reasons why the proposed redevelopment of this site should not be permitted.

Appendix A – Pedestrian Assessment (TN01)

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Redevelopment of Paddington Packet Boat Public House, Uxbridge

Ground Construction Ltd

Pedestrian and Cycle Assessment
February 2024





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Contents

Document Control.....	i
1 Introduction	1
2 Assessment Criteria	2
3 Accessibility to Universities and Colleges.....	4
4 Accessibility to Public Transport Facilities	5
5 Facilities and Amenities Accessibility.....	6
6 Summary and Conclusions.....	8

List of Figures and Tables

Figure 1.1: Site Location Plan.....	1
Figure 2.1: Pedestrian and Cycle Routes.....	3

1 Introduction

- 1.1 Rappor Consultants Ltd (Rappor) has been appointed by Ground Construction Ltd to prepare a Pedestrian and Cycle Assessment in support of a proposed redevelopment at the former Paddington Packet Boat Public House, Uxbridge.
- 1.2 The proposed redevelopment comprises student accommodation including 61 student rooms which will be single bed studio apartments (C2 Use Class), with 52 cycle parking spaces and 3 motorcycle parking spaces on site. The proposals also include a servicing and delivery layby adjacent to the site on Packet Boat Lane. There are nil car parking spaces provided on site to encourage travel by sustainable modes.

Site Location

- 1.3 The site is located to the south of Cowley and to the north of West Drayton in Uxbridge. The site is bound to the northeast by High Road, to the west by Packet Boat Lane, and to the south by industrial and storage uses. The site location is shown in **Figure 1.1**.

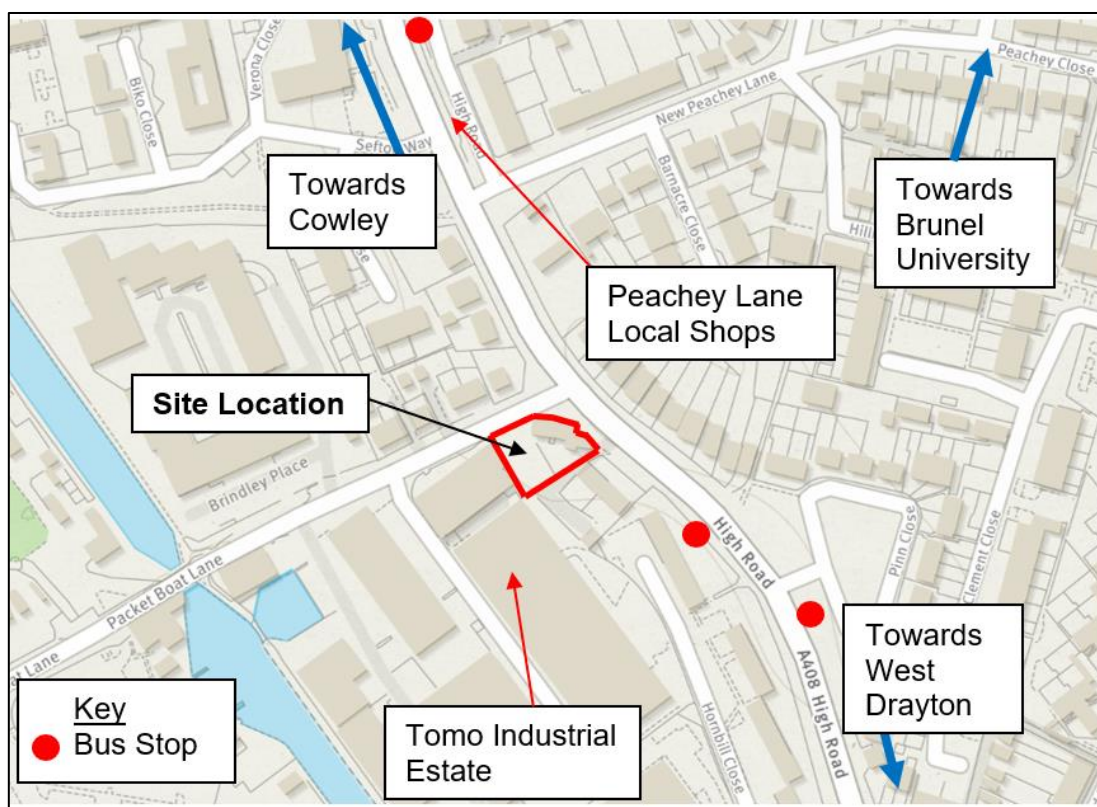


Figure 1.1: Site Location



2 Assessment Criteria

- 2.1 This Pedestrian and Cycle Assessment reviews the existing environment in a qualitative format around the proposed development with reference to accessing locations on existing and forecast desire lines. The key issues to be addressed and reviewed within this report include key routes to destinations, available crossings and suitable provision of links (e.g. footways, footbridges, subways etc.) in the area.
- 2.2 The redevelopment site is located to the south of Cowley High Street which is located approximately 700m to the north of the site, and to the north of West Drayton town centre which is located approximately 800m to the south of the site.
- 2.3 The area comprises a mix of existing residential, retail, employment, commercial and leisure land uses. Hillingdon Hospital and Brunel University are both located approximately 1.3km (as the crow flies) from the site. Google Maps indicates that the identified walking route between the redevelopment site and the centre of the Brunel University Campus is a 1.6km (around 17 minute) walk via New Peachey Lane. Cowley recreation ground is located approximately 700m to the north of the site.
- 2.4 Paragraph 4.4.1 of Manual for Streets (MfS) states that a walkable neighbourhood is typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km. These thresholds have therefore provided the basis of this assessment.
- 2.5 This report provides information in relation to walking and cycling and uses the following criteria to provide walking and cycling times and speeds. Walking times and speeds are based on 80 metres per minute, as set out in the IHT document 'Providing for Journeys on Foot' (2000)). For cycling times and speeds, cycle rides are based on a cycling speed of 320 metres per minute as set out in the DfT document 'Cycle Infrastructure Design' (2008)).
- 2.6 The pedestrian and cyclist walking routes to key destinations included within this assessment are illustrated in **Figure 2.1**.

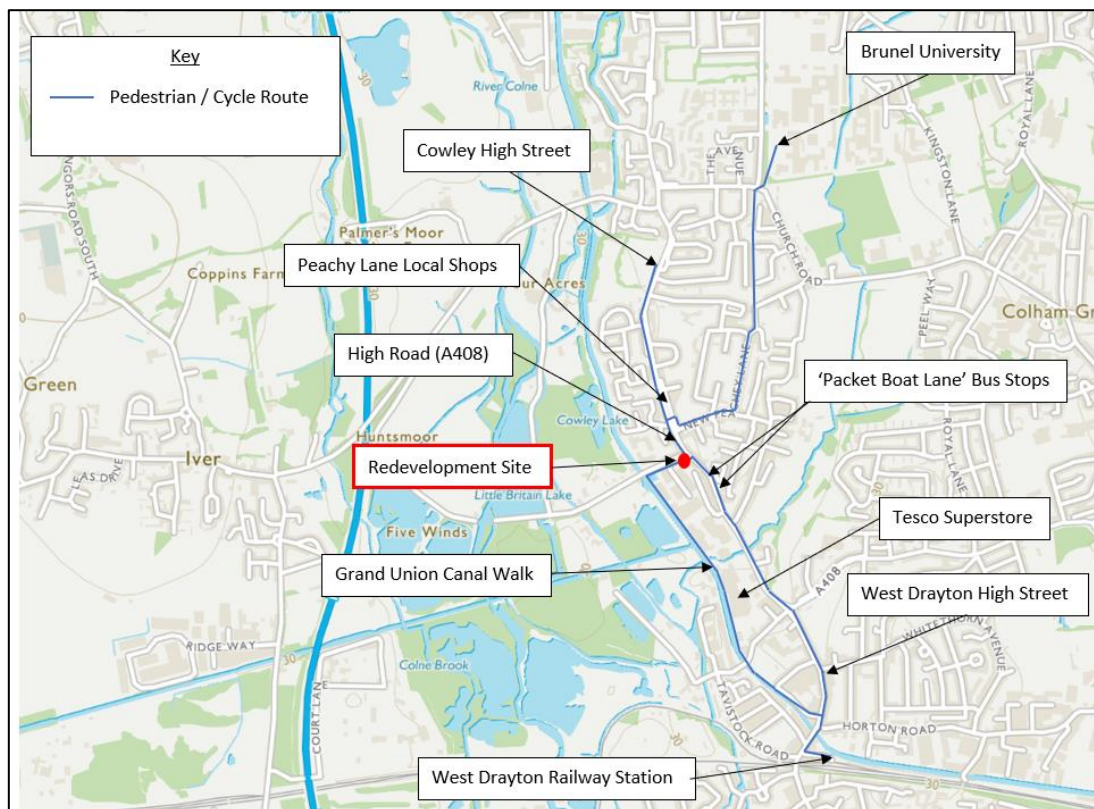


Figure 2.1: Pedestrian and Cycle routes to key destinations



3 Accessibility to Universities and Colleges

- 3.1 The residents of the student accommodation are most likely to attend the Brunel University which is easily accessible by walking, and cycling. There are no direct bus routes to the university from the site and therefore the focus will be on walking and cycling to connect the student to their place of study. Other universities and colleges within the area have been considered and due to the location have not been included within this assessment.

Brunel University

- 3.2 The residents of the student accommodation are most likely to attend the Brunel University which is easily accessible by walking and cycling.
- 3.3 The Brunel University is located a 1.6km walking distance, northwest of the redevelopment site. This is easily accessed on foot (an approximate 20-minute walk) or by bicycle (an approximate a 5 minute cycle ride).
- 3.4 The close proximity of the proposed development to the university campus is likely to result in a high number of residents travelling to the University on foot or by bicycle.
- 3.5 The route uses existing pedestrian routes including footways and footpaths separate from traffic. Cycle Route No.89 provides a cycle and walking route separate from traffic which is on the desire line to connect the site with the university. The route is street lit and has cycle advance road markings and signage.
- 3.6 In terms of crossings, High Road can be crossed at three possible locations between the site and the junction with New Peachy Lane, and include:
- i. A crossing located at the junction with Paddington Packet Boat comprising dropped kerbs with central reserve island.
 - ii. A crossing located 30m to the northwest of the site comprising dropped kerbs and tactile paving with central reserve island.
 - iii. A crossing located at the junction with New Peachy Lane comprising pelican crossing with refuge island.
- 3.7 All three crossing options offer a safe point for residents to cross High Road to access facilities located on the eastern side of the carriageway, including Brunel University Campus.
- 3.8 The links for pedestrians are provided in the form of footways adjacent to the carriageway which in most parts are present on both sides of the carriageway. Footpath links between the site and the university are also provided separate from traffic providing a good environment for walking that is direct in terms of the pedestrian desire lines. Overall, the route appears to provide a good connection using existing infrastructure in the area.



4 Accessibility to Public Transport Facilities

- 4.1 Bus stops are located within 80m of the site on High Road and provide buses in both a north and southbound directions.
- 4.2 Services are available 7 days a week and operate for 24-hours a day.
- 4.3 Footways are provided on both sides of the carriageway and pedestrian crossing facilities are available on Packet Boat Lane at the junction with High Road adjacent to the site, and on High Road in the form of dropped kerbs with tactile paving and a central reserve island.
- 4.4 The routes have a paved footway on both sides of the carriageway, suitable crossing facilities and the area is suitable street lit.
- 4.5 West Drayton Rail Station is approximately 1.5km walking distance to the south of the site. The station is accessible by direct bus service from High Road in the vicinity of the site. It is also accessible by walking and cycling.
- 4.6 The walking and cycling route to the rail station is direct, comprising the use of the existing footways and carriageway on High Road to arriving at Station Approach. The footways are generally in good condition and comprise a minimum of 2m width along the route. Cycle parking is available at the rail station. The area is generally residential or has retail uses and is street lit, and therefore considered suitable for walking and cycling from the site.



5 Facilities and Amenities Accessibility

- 5.1 The following facilities and likely destinations for students within 800m walk or cycle distance are set out below.

Tomo Industrial Estate

- 5.2 Directly adjacent to the site is the Tomo industrial estate, which includes a fitness gym and is approximately 170m walking distance. This will provide students the opportunity to have a health and fitness facility which may be used frequently or even daily by some students, within the local vicinity of the accommodation which can be accessed through the footways on the existing local highway network.

Towards Cowley (north of the site)

- 5.3 To the north of the site towards Cowley there are two destinations within the local vicinity of the site including the Peachy Road local shops on High Road including a convenience store, newsagents, laundrette, café, take-aways which are approximately a 185m walking distance from the site. A Tesco Express foodstore is approximately 600m walking distance to the north of the site located on High Road. The retail amenities are provided on High Road and are accessible directly from the site using High Road through footways located on both sides of the carriageway which are generally a minimum of 2m wide along the route.
- 5.4 Pedestrian crossing facilities are provided on High Road at various intervals and include dropped kerbs with tactile paving and a pelican crossing is provided adjacent to the Peachey local shops. The existing footways to the north of the site, and the crossing facilities are suitable for use by the students to access retail opportunities which they may require on a frequent or daily basis.

Towards West Drayton (south of the site)

- 5.5 To the south of the site towards West Drayton the following destinations are provided:
- i. Cowley and Zodiac Retail Parks including Farmfoods and Smyths Toy Store (approximately 500m walking distance);
 - ii. Moorfield Road Local Shops including take aways, and a bagel shop (approximately 550m walking distance);
 - iii. Tesco Superstore and Pharmacy Yiewsley (approximately 750m walking distance); and
 - iv. Yiewsley Library (approximately 750m walking distance).



- 5.6 The above facilities and amenities are provided in the local area for students to access and use regularly as they require. The facilities identified to the south of the site in the list above, are likely to be regular and necessary trips but not classed as frequent trips e.g. a weekly shop at the superstore, shopping occasionally at the retail park, a hairdressers appointment.
- 5.7 The pedestrian and cyclist route to these destinations utilises two options including the High Road to the south of the site, and the Grand Union Canal Walk.
- 5.8 Existing footways on both sides of the carriageway of High Road which are generally a minimum of 2m width along the route and in good condition, street lighting provision along the route and crossing facilities are provided on the carriageway at regular intervals. The walking route is urban in nature and has predominantly has residential or retail uses providing natural surveillance and therefore can help to provide the perceived feeling of safety when using the walking and cycling environment.
- 5.9 The Grand Union Canal Walk is accessed from Packet Boat Lane and comprises a route for pedestrian and cyclists. It is a direct route to West Drayton and is separate from traffic providing a good walking environment. It is not street lit and width varies along the route and therefore likely to be useful as a daytime walking link between the site and West Drayton. Access from the canal walk to High Street (A408) is provided along the route including through the Tesco Superstore car park, Trout Road and St Stephens Street.
- 5.10 The following facilities and likely destinations for students between an 800m to 2.0km walk or cycle distance are set out as follows:-
- i. Aldi foodstore (approximately 850m walking distance);
 - ii. Delfield Parade local shops including, Post Office, Florist, take aways, beauticians, barbers, convenience store, ATM (approximately 900m walking distance);
 - iii. West Drayton town centre including coffee shops, cafés, restaurants, Wilko, fast food take aways, Post Office, public houses (approximately 1.1km to 1.4km walking distance);
 - iv. Otterfield Medical Centre (approximately 1.3km walking distance);
 - v. Yiewsley Recreational Ground (approximately 1.3km walking distance);
 - vi. Yiewsley Heath Centre (approximately 1.4km walking distance);
 - vii. West Drayton Rail Station (approximately 1.5km walking distance);
 - viii. Brunel University (1.6km walking distance); and
 - ix. Hillingdon Hospital (approximately 1.9km walking distance).
- 5.11 These use the local highway network within the vicinity of the site as outlined above, and access is considered to be suitable for students of utilise.



6 Summary and Conclusions

- 6.1 In summary, the local highway network can be considered to provide a safe and suitable environment for walking and cycling to key destinations likely to be required by the students residing at the proposed student accommodation at the redevelopment site.
- 6.2 Access to Brunel University as well as retail and leisure facilities in the local area have been considered as having good accessibility based on the distance required to travel to reach the destination and the environment in which the travel takes place. The area is predominantly a residential area with paved footways and street lighting present. There are many opportunities for natural surveillance of walking and cycling routes through residential dwellings and retail areas.
- 6.3 Public transport facilities are easily accessible. Bus stops are provided on both sides of the carriageway of High Road within close walking distance of the site. There is a bus route connection available to West Drayton Rail Station which provides access to the London Overground services as well as National Rail services.
- 6.4 This report has reviewed the accessibility for existing pedestrian and cyclist routes in the local area and can conclude that the existing area provides suitable connections to a range of services and amenities. There were no immediate areas of concern which require intervention due to unsatisfactory provision.

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Appendix B – Site Layout Plan



GENERAL NOTES:

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DO NOT SCALE from this drawing. All dimensions should be checked and confirmed on site and any discrepancies reported to the architect. Any conflict or discrepancy between this drawing and any other information must also be reported and clarification sought.

All works are to be carried out in accordance with current Codes of Practice and British Standards unless specifically directed otherwise. It is the design sub-contractors responsibility to ensure that all dimensions and details

are appropriate to their installation. This drawing or any comments within should not be mis-constructed so as to relieve the sub-contractor of that responsibility.

All materials and components are to comply with specifications and should achieve all design performance and tolerances stated in specifications.

HEALTH AND SAFETY INFORMATION

All works should be carried out by a competent contractor working to an appropriate method statement and paying attention to current and relevant Construction (Design and Management) project documentation including the designers risk assessment.



SCALE

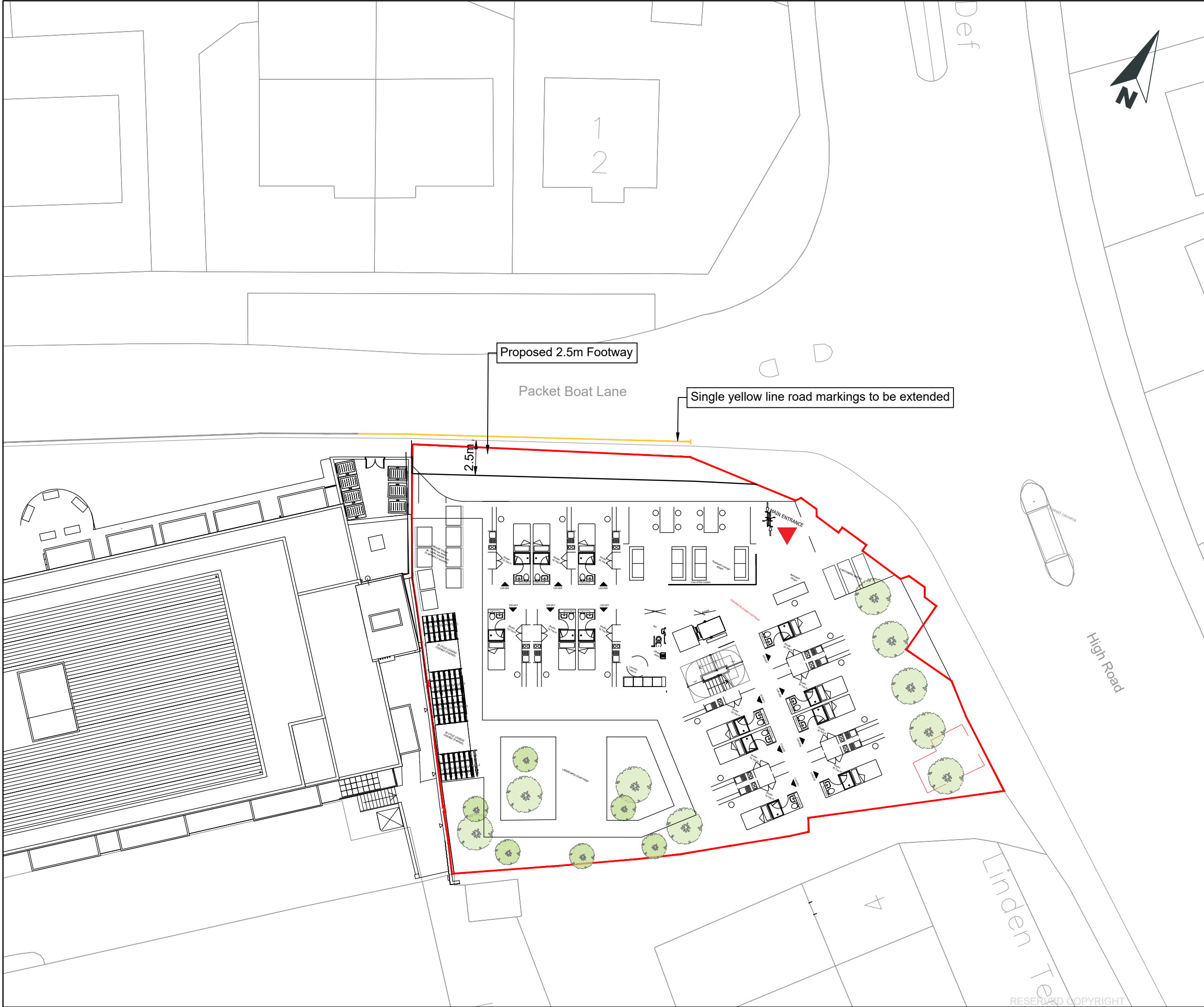
Date	Rev	First Issue (LMC)
24.06.2020		Footpath revised (AM)
02.07.2021	A	Design & Window position revised (AM)
15.02.2022	B	Window and layout amended (AM)
03.03.2022	C	Site layout amended (AM)
16.05.2022	D	

BENCHMARK
ARCHITECTS

Project Title: PADDINGTON PACKET BOAT
Drawing Title: LEVEL 00 SITE PLAN
Client: GROUND CONSTRUCTION LTD
Date: 23.06.2021
Scale: 1:200@A1, 1:400@A3

Project No: 105
Drawing No: 02-02-101
Revision: D

Appendix C – Proposed Footway and Road Marking Plan



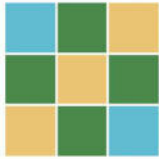
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architects layout received from Benchmark Architects on 24.06.21.

Key

— Site Boundary

Rev	Date	Details	Drawn by	Checked by
A	25.06.21	Proposed Footway Alignment	FA	MF



COTSWOLD
TRANSPORT
PLANNING

CLIENT: Paddington Packet Boat Developments Limited

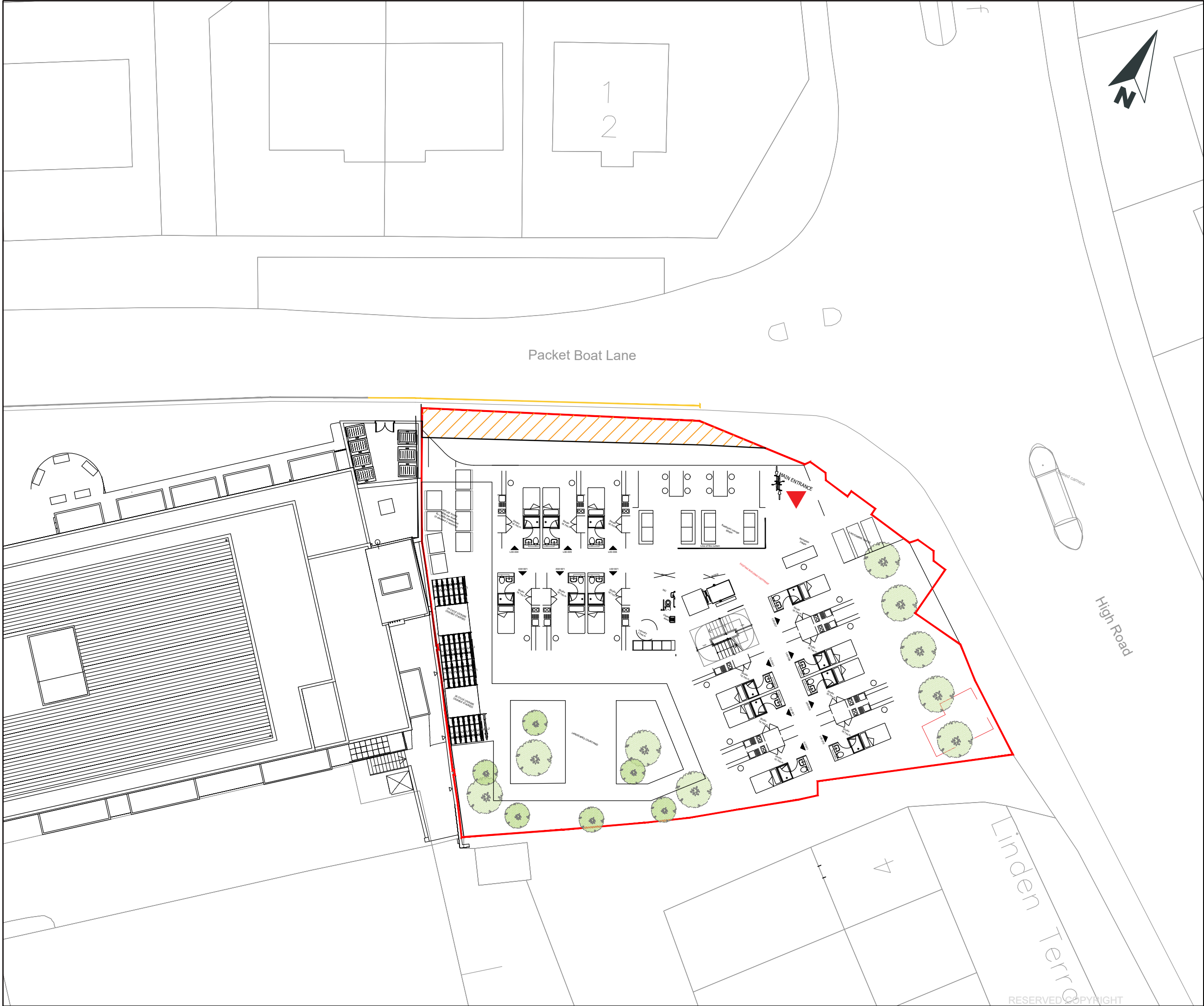
PROJECT: Paddington Packet Boat, Uxbridge

TITLE: Proposed footway & road markings

STATUS: **INFORMATION**

SCALE @ A3: 1:200	DATE: 05.03.21	DRAWN: MP	CHECKED: MF	APPROVED: MF
JOB NO: CTP-20-111		DRAWING NO: SK03		REVISION: A

Appendix D – Land Dedication Plan



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architects layout received from Benchmark Architects on 24.06.21.

Key

- Site Boundary
- Land to be dedicated to highway authority to facilitate footway widening

Rev	Date	Details	Drawn by	Checked by

CLIENT: Paddington Packet Boat Developments Limited

PROJECT: Paddington Packet Boat, Uxbridge

TITLE: Draft Land Dedication Plan

STATUS: **INFORMATION**

SCALE @ A3: 1:250	DATE: 25.04.22	DRAWN: FA	CHECKED: MF	APPROVED: MF
JOB NO: CTP-20-111	DRAWING NO: SK04	REVISION: -		

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