

SITE 4 - BRUNEL UNIVERSITY

TRANSPORT STATEMENT

PROPOSED CHANGE OF USE OF WYEVALE GARDEN CENTRE TO CAR PARKING FOR HILLINGDON HOSPITAL STAFF

JULY 2018

1. INTRODUCTION

- 1.1 COTTEE Transport Planning (CTP) are instructed by Brunel University London to prepare a Transport Statement (TS) to accompany a planning application for the change of use of the Wyevale Garden Centre, Pield Heath Road, Uxbridge from the existing garden centre to car parking for Hillingdon Hospital staff.
- 1.2 The site contains two buildings and 124 parking spaces. In addition to the Garden Centre there was a car valeting business and timber yard.
- 1.3 This Transport Statement will examine the existing transport network and review the transport impacts of the proposed development.

2. THE SITE AND EXISTING TRANSPORT NETWORK

- 2.1 The site is located on the north side of Pield Heath Road in Uxbridge with a school to the east, a small residential area and the River Pinn to the west and open land to the north which is part of the Brunel University estate Site 4.
- 2.2 The access to the site is on Pield Heath Road in the form of a priority junction. A site location plan is included at **Appendix A**, a site context plan at **Appendix B** and the Brunel Estate Plan is included at **Appendix C** together with a plan of the car park.
- 2.3 Hillingdon Hospital is about 600m walking distance along Pield Heath Road to the east.

Local Road Network

- 2.4 To the east Pield Heath Road passes Hillingdon Hospital and leads to the A437 Harlington Road. To the west it leads to Church Road, Station Road and the A408 High Street.
- 2.5 About 200m east of the site access is the junction with Kingston Lane which leads north to the main access of the Brunel University Campus and 850m to the north west is the junction with Cleveland Road which passes through the Brunel Campus on the west side.
- 2.6 There are footways both sides of Pield Heath Road east of the site access and one footway on the north side, west of the access. These footways are of good quality.
- 2.7 The road is subject to a 30mph speed limit.

Parking

- 2.8 The site is not within a Controlled Parking Zone (CPZ) but 40m east of the site access there is a CPZ which operates Monday – Friday between the hours of 0900 and 1700.
- 2.9 In the vicinity of the site access, Pield Heath Road has double yellow lines which do not permit parking on street at any time.

Public Transport

- 2.10 The nearest bus stops are located immediately adjacent and opposite the site access. The buses using these stops are the U3 and U5.
- 2.11 Bus services U1, U2, U4 and U7 are nearby in Kingston Lane. The site has a Public Transport Accessibility Level (PTAL) 2. A public transport plan is included at **Appendix D**.
- 2.12 The nearest underground station is Uxbridge in the town centre about 3km to the north operating services on the Metropolitan and Piccadilly lines.

Cycling and Walking

- 2.13 The nearest cycle route is to the west on Cleveland Road. Kingston Lane to the east is a route recommended for cyclists with another cycle route further to the east on Royal Lane. The cycle network is illustrated on the plan at **Appendix E**.
- 2.14 The local road network has footways to ensure pedestrians can walk in all directions.

3. PROPOSED DEVELOPMENT

- 3.1 The proposals involve the change of use from a garden centre to car parking for Hillingdon Hospital staff. The number of car parking spaces will remain at 124 and no physical alterations are proposed for the buildings.

4. TRIP GENERATION

- 4.1 The Trip Rate Information and Computer System (TRICS) database has been examined to establish vehicle trip rates for the existing use in order to provide a comparison of traffic movements.

Existing Vehicle Trip Generation

- 4.2 The existing development has a total GFA of 3,572 sqm consisting of the following:
- **3040 sqm GFA of the main building; and**
 - **532 sqm GFA of the aquatic building.**
- 4.3 The TRICS database includes details of vehicle surveys for garden centres.
- 4.4 The TRICS output is attached at **Appendix F**, whilst the vehicle trip rates has been summarised in the following table.

Time period	Trip Rate per 100 sqm Arrivals	Trip Rate per 100 sqm Departures	Trip Rate per 100 sqm Total
Weekday daily (08:00-20:00)	16.621	16.754	33.375

- 4.5 For the existing garden centre use assuming 3,572 sqm GFA the following number of vehicle trips can be expected during a weekday:

Time period	Existing Arrivals (3,572 sqm)	Existing Departures (3,572 sqm)	Existing Total (3,572 sqm)
Weekday daily (08:00-20:00)	593	598	1191

- 4.6 Garden Centres tend to be busier at weekends than during the week and so are likely to generate higher flows than this on a Saturday and Sunday.

- 4.7 This assessment does not include for the car valeting business or the timber yard.

Proposed Vehicle Trip Generation

- 4.8 The proposed development does not include any alterations to the existing building. 124 spaces in the car park will be used for daily parking of hospital staff.

- 4.9 The hospital have advised as to how the parking will be used:

- The hospital shifts for the staff cover 24 hours with the predominant days of use being Monday to Friday;
- Most staff would park for 7-8 hours but there are some part time staff who would park for up to 5 hours;
- Most of the staff would probably be parked within the 9am - 5pm period so the majority of parking will occur from 8.30am to 5.30pm; and
- Other shift staff (nurses etc), not on day shifts, would park between 8pm and 7.30am.

- 4.10 On this basis, if all 124 spaces allocated to the staff were used during the day the vehicle movements through the day would be 248. There would be some further vehicle movements associated with overnight shifts.

- 4.11 This demonstrates that daily flows will be significantly less than the existing garden centre traffic.

Operational Arrangements

- 4.12 The disabled parking on site will not be used by disabled staff as they will be able to park at the hospital.

- 4.13 Staff using the car park will be given permits. The access will have a gate linked to a control room and staff will be able to open the gate using cards.

- 4.14 The car park is well lit and monitored by CCTV.

Sustainable Travel Modes

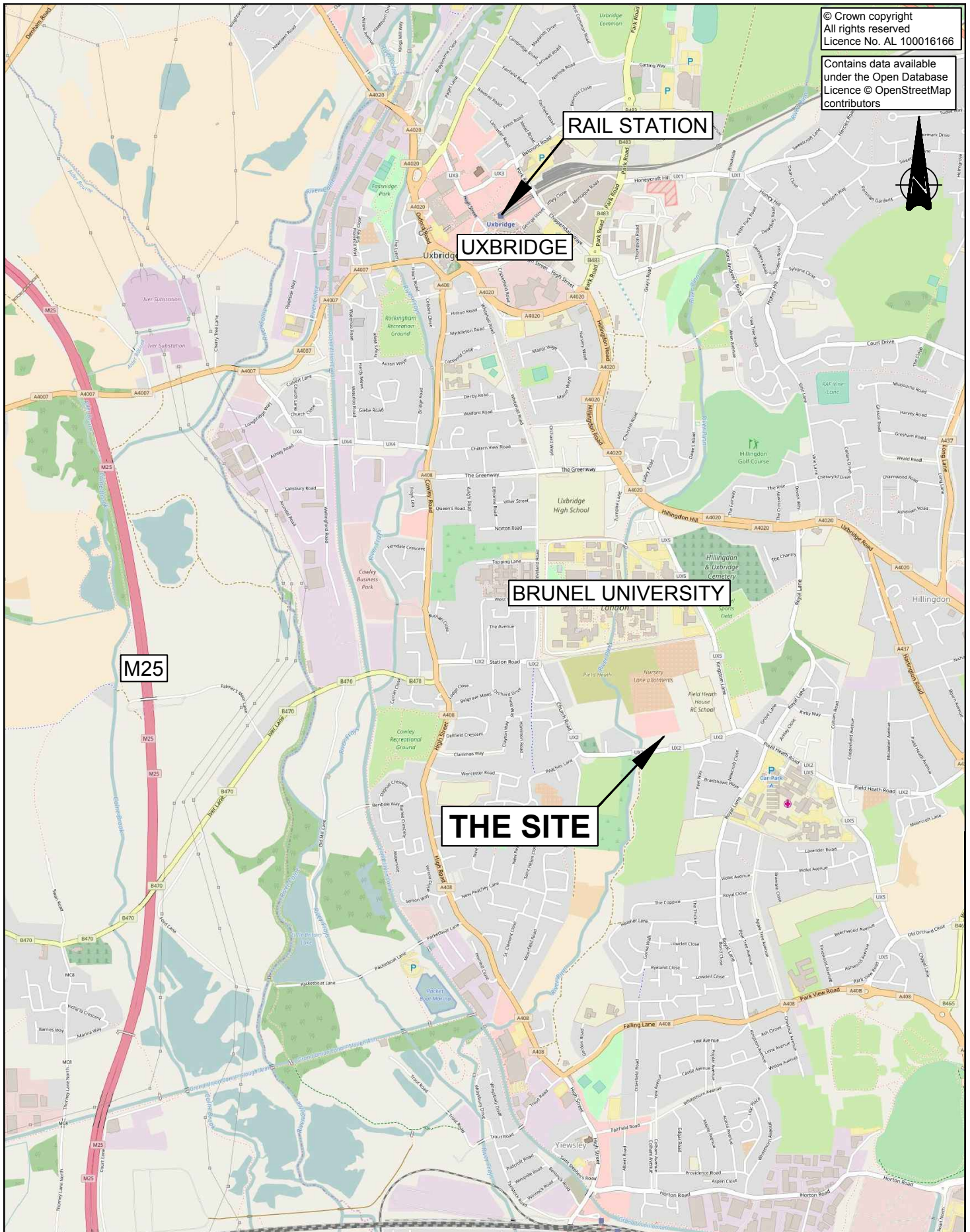
- 4.15 The site benefits from a very good network of pedestrian facilities and cycle routes providing safe and convenient access from the surrounding area. The 600m walk between the site and the hospital will be undertaken in less than 8 minutes. There are footways on both sides of Pield Heath Road and there is a traffic signal controlled pedestrian crossing point at the junction of the main hospital access and Pield Heath Road
- 4.16 In addition to the walking and cycling facilities there are 6 regular bus services in the area.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement supports a planning application for the change of use of Wyevale Garden Centre, Church Road in Uxbridge to car parking up to 124 spaces for Hillingdon Hospital staff.
- 5.2 The existing development has two buildings with a total GFA of 3,572 sqm. The proposals do not change the floor area of the buildings.
- 5.3 The site has an access on Pield Heath Road in the form of a priority junction.
- 5.4 The roads in the area all have footways for use by pedestrians and there are cycle routes nearby.
- 5.5 The nearest bus stops are located adjacent and opposite the site access on Church Road. There are 6 regular bus services in the area.
- 5.6 The proposed use will have very low traffic flows compared to the garden centre use.
- 5.7 This Transport Statement indicates that the proposed development will result in an overall reduction in vehicle movements. The proposed development will therefore not have a material impact on the surrounding highway network and it is therefore considered the proposed change of use is acceptable in transport terms.

APPENDIX A

SITE LOCATION PLAN



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Drawn	FPEC	Checked	GK
Scale	NTS	Date	MAR 2017
Drawing No.	1729/04		
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Project

BRUNEL UNIVERISTY
WYVALE GARDEN CENTRE
BRUNEL SITE 4
SITE LOCATION PLAN

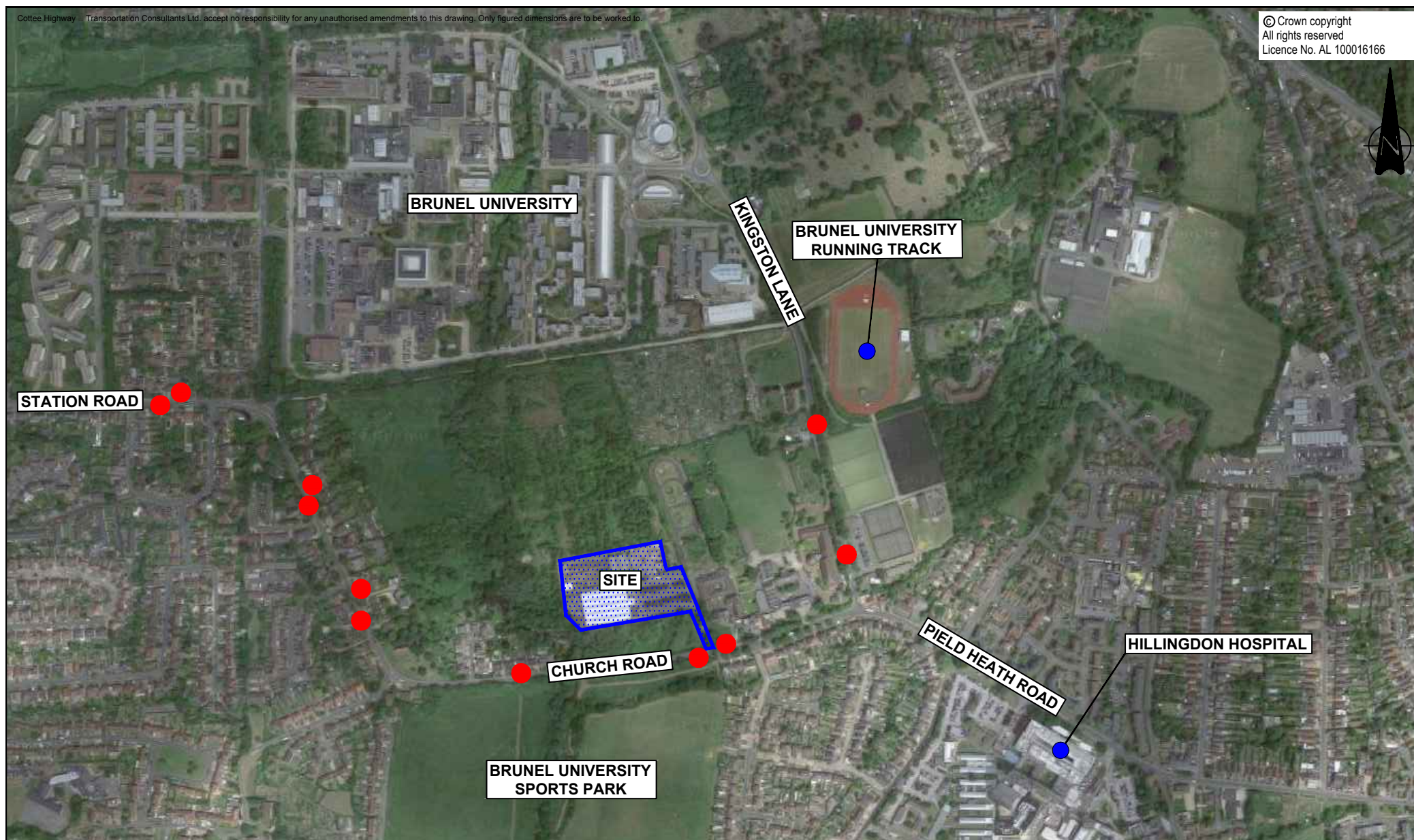
COTTEE
Transpot Planning

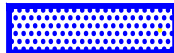
Fir Lodge
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APPENDIX B

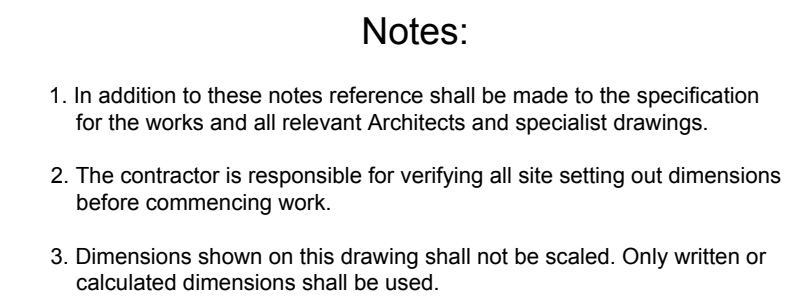
SITE CONTEXT PLAN



Drawn FPEC	Checked GK	BRUNEL UNIVERSITY WYEVALE GARDEN CENTRE BRUNEL SITE 4 SITE CONTEXT PLAN	COTTEE Transport Planning Fir Lodge Threshelfords Business Park Feering Essex CO5 9SE Tel : 01376 573400 Fax : 01376 573480 email : info@cottee-tp.co.uk www.cotteetransportplanning.co.uk	KEY: INDICATIVE SITE BOUNDARY  BUS STOP 
Scale NTS	Date MAR 2017			
Drawing No. 1729/01				

APPENDIX C

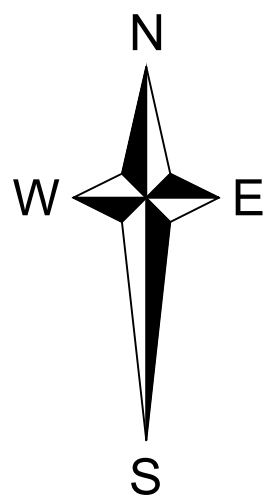
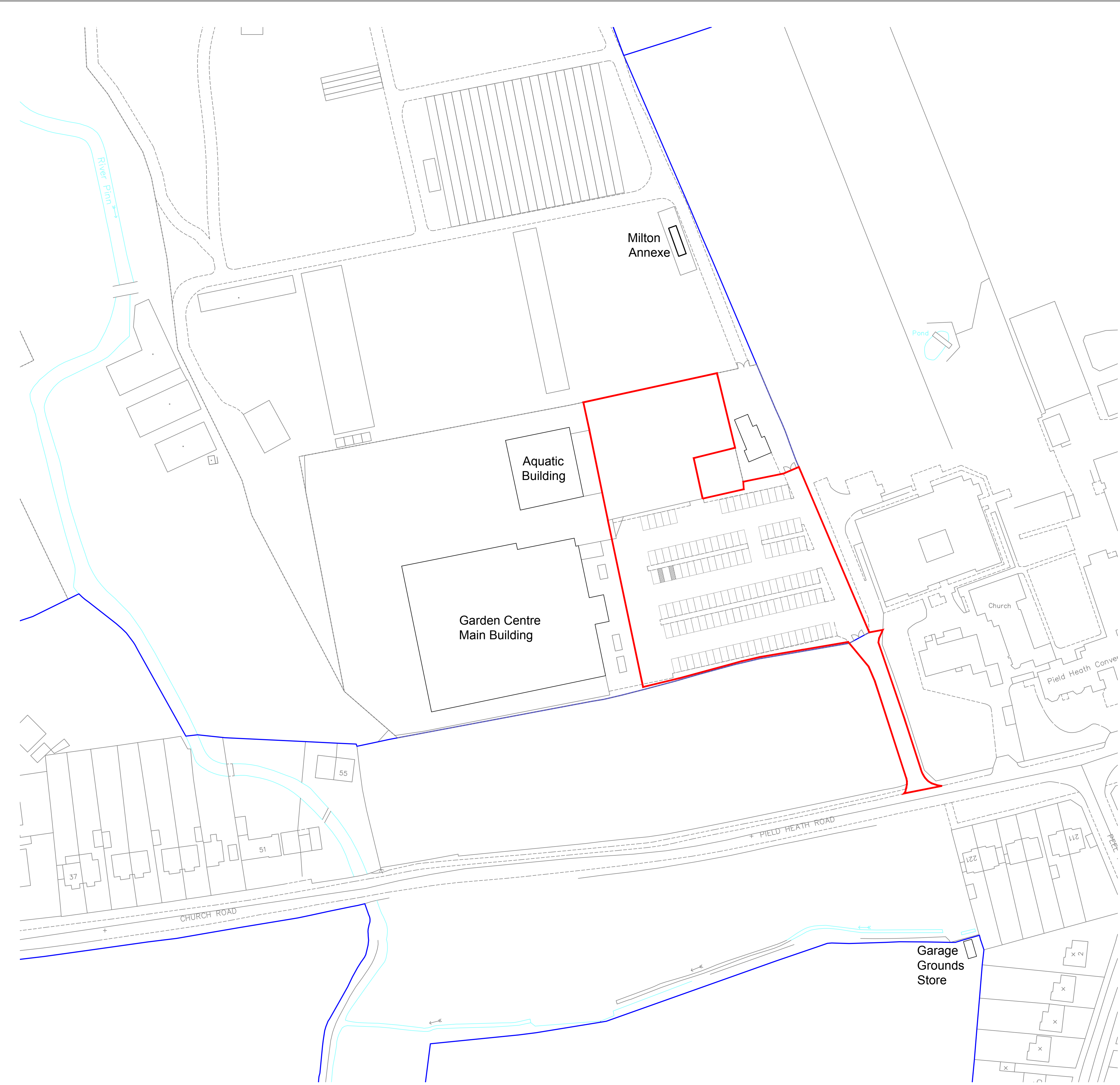
BRUNEL ESTATE PLAN



EXISTING GARDEN CENTRE SITE:



0	13.03.17	GENERAL REVISION		PAD			
Rev	Date	Purpose of revision		Drawn	Checked	Approved	
 Brunel University London				BRUNEL UNIVERSITY LONDON ESTATES DEPARTMENT KINGSTON LANE UXTORRE MIDDLESEX UB8 3PH TEL: 01895 274400			
Project				BRUNEL UNIVERSITY ESTATE			
Drawing title BRUNEL UNIVERSITY PLANNING APPLICATION - LOCATION PLAN PROPOSED BRUNEL UNIVERSITY LONDON USAGE							
Drawing status PLANNING APPLICATION							
Drawn By:	PAD	Checked By:	Date:		07.03.17		
Scale:		1:500 @ A3		Project Ref No:			
Building Name:		UXTORRE CAMPUS					
Drawing number BUGDRN-GW-00-LOC-002							Rev B
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BRUNEL OWNED LAND BOUNDARIES: 

EXISTING GARDEN CENTRE CAR PARK SITE: 

SITE AREA: 6352m²
1.57 Acres
0.635 Hectares

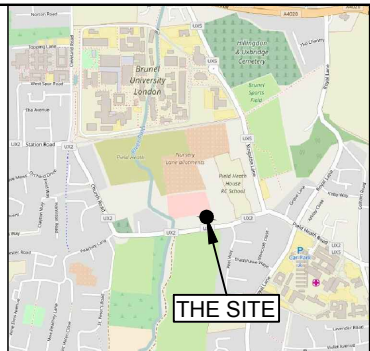
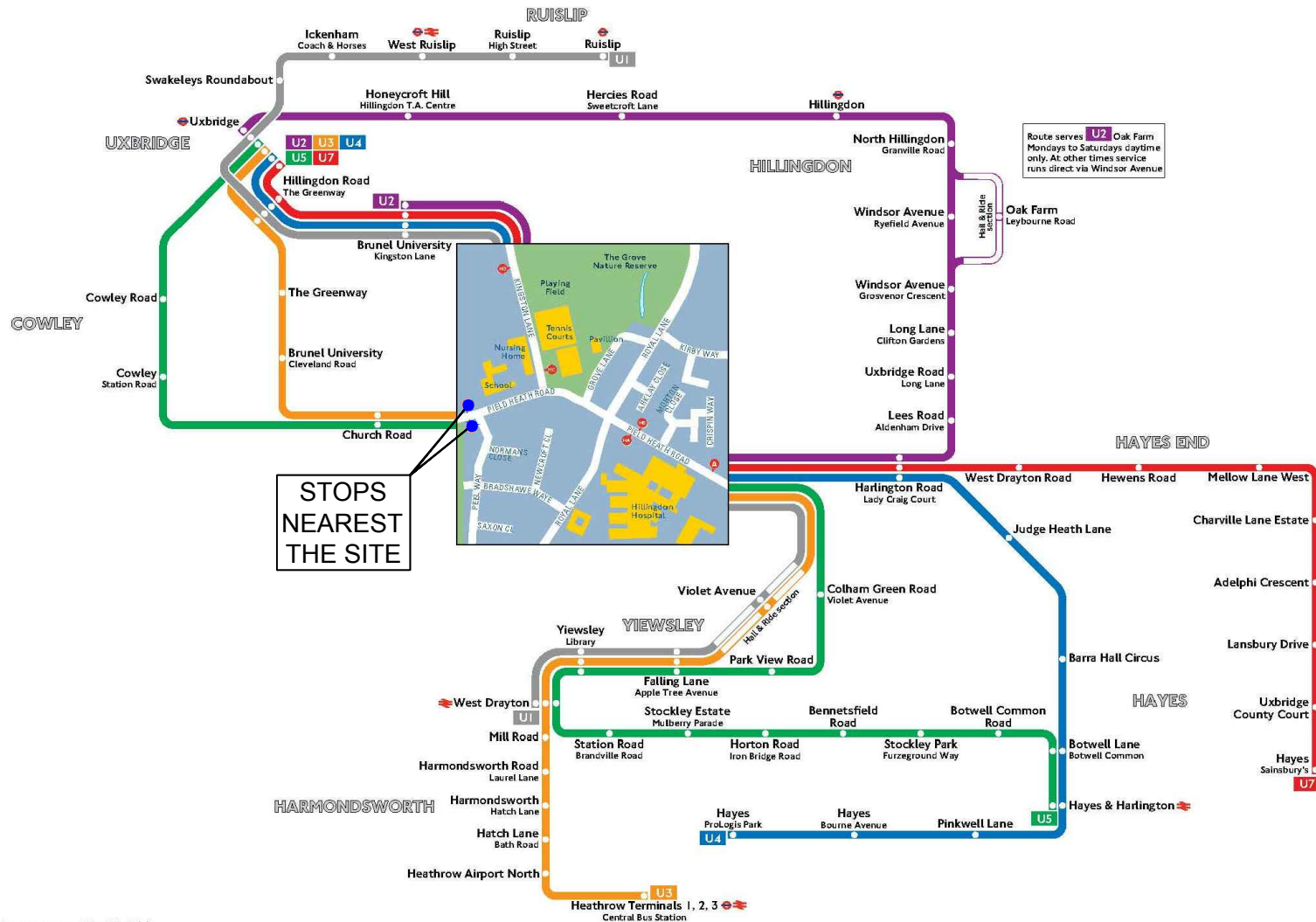
PARKING: Existing Spaces 124



D	17.03.17	GENERAL REVISION	PAD		
C	17.03.17	SITE BOUNDARY MODIFIED	PAD		
B	14.03.17	GENERAL REVISION	PAD		
Rev	Date	Purpose of revision	Drawn	Checked	Approved
Brunel University London			BRUNEL UNIVERSITY LONDON ESTATES DEPARTMENT KINGSTON LANE UXBRIDGE MIDDLESEX UB8 3PH TEL: 01895 274000		
Project BRUNEL UNIVERSITY ESTATE					
Drawing title BRUNEL UNIVERSITY PLANNING APPLICATION - SITE PLAN PROPOSED AIRPORT PARKING USE					
Drawing status PLANNING APPLICATION					
Drawn By:	PAD	Checked By:		Date:	07.03.17
Scale:	1:500 @ A0				
Building Name:	UXBRIDGE CAMPUS				
Drawing number:	BUAPPK-GW-00-SIT-001				Rev
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APPENDIX D

PUBLIC TRANSPORT PLAN



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SERVICE FREQUENCY

Service	Mon-Fri	Sat	Sun
U3	10-12 mins	10-12 mins	20 mins
U5	10-14 mins	10-14 mins	20 mins

SOURCE: Transport for London

COTTEE Transport Planning

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Client

BRUNEL UNIVERSITY

Project

**WYVEALE GARDEN CENTRE
BRUNEL SITE 4**

Title

BUS ROUTE PLAN

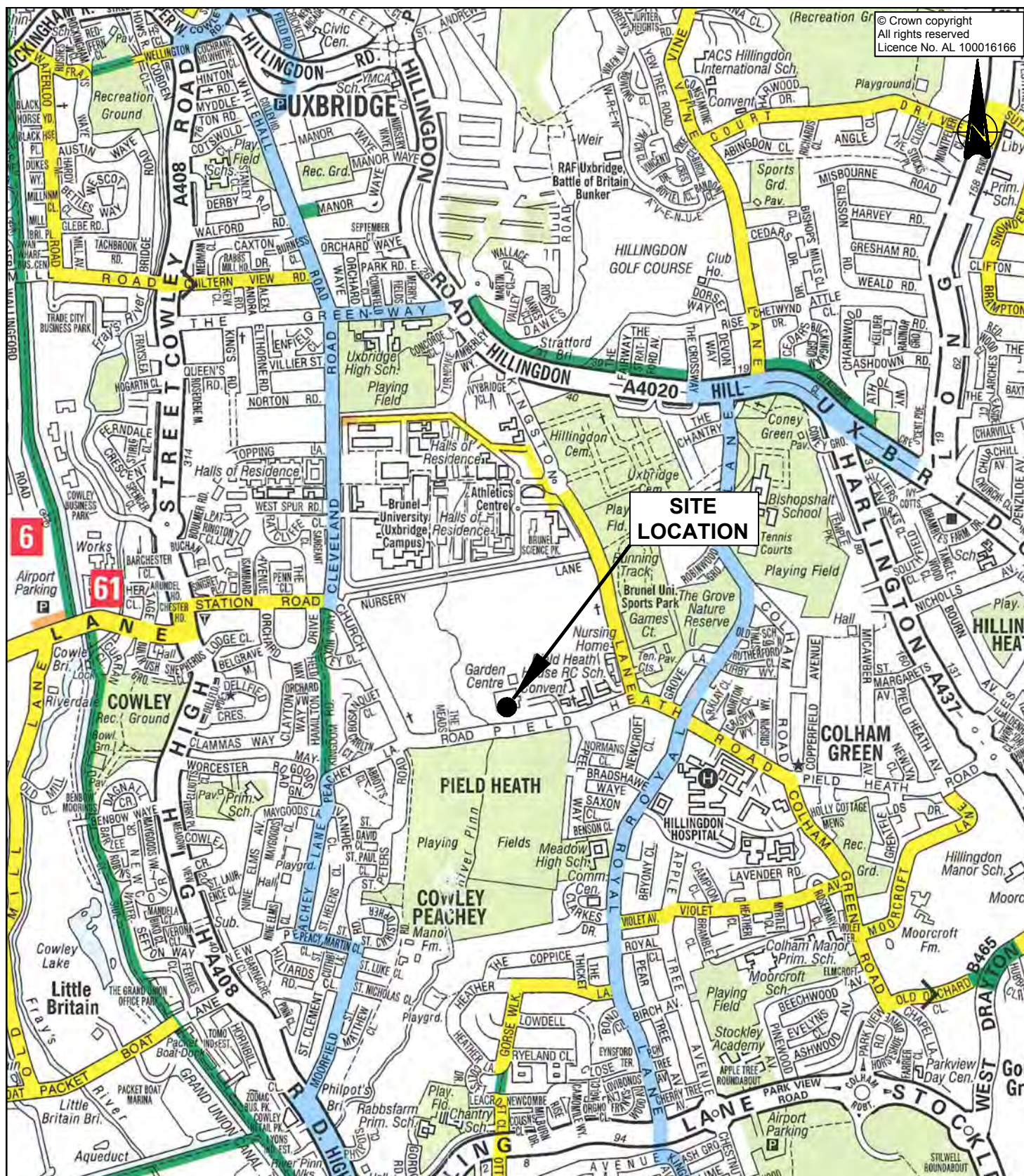
Drawn FPEC Checked GJK

Scale NTS Date MAR 2017

Drawing No. 1729/03

APPENDIX E

WIDER CYCLE NETWORK



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**SITE
LOCATION**

KEY



Routes signed for use by cyclists on a mixture of quiet and busier roads



Other roads that have been recommended by cyclists



Off-road routes (alongside roads, through parks, or along towpaths)

Source: London Cycle Guide booklet

Drawn	FPEC	Checked	GK
Scale	NTS	Date	MAR 2017
Drawing No.	1729/02		
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BRUNEL UNIVERSITY
WYVALE GARDEN CENTRE, BRUNEL SITE 4
CYCLE NETWORK PLAN

COTTEE Transport Planning

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APPENDIX F

TRICS OUTPUT – EXISTING GARDEN CENTRE USE

Calculation Reference: AUDIT-719701-170323-0350

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : H - GARDEN CENTRE
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1858 to 3700 (units: sqm)
Range Selected by User: 1500 to 4000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/95 to 08/06/13

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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

Selected Location Sub Categories:

Built-Up Zone	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

A1	4 days
----	--------

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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	3 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-01-H-04	GARDEN CENTRE	GREATER MANCHESTER
	BRADLEY FOLD ROAD		
	AINSWORTH		
	BURY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2787 sqm	
	Survey date: WEDNESDAY	03/05/95	Survey Type: MANUAL
2	GM-01-H-05	GARDEN CENTRE	GREATER MANCHESTER
	GREEN LANE		
	ALTRINCHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1858 sqm	
	Survey date: WEDNESDAY	26/04/95	Survey Type: MANUAL
3	HC-01-H-03	GARDEN CENTRE	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	3700 sqm	
	Survey date: MONDAY	19/11/07	Survey Type: MANUAL
4	KC-01-H-02	GARDEN CENTRE	KENT
	LONDON ROAD		
	ALLINGTON		
	MAIDSTONE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2100 sqm	
	Survey date: THURSDAY	09/11/95	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-01-H-02	too busy

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00	1	3700	0.351	1	3700	0.054	1	3700	0.405
09:00 - 10:00	4	2611	0.795	4	2611	0.469	4	2611	1.264
10:00 - 11:00	4	2611	1.465	4	2611	1.206	4	2611	2.671
11:00 - 12:00	4	2611	1.924	4	2611	1.781	4	2611	3.705
12:00 - 13:00	4	2611	1.695	4	2611	1.618	4	2611	3.313
13:00 - 14:00	4	2611	1.944	4	2611	1.829	4	2611	3.773
14:00 - 15:00	4	2611	2.106	4	2611	1.934	4	2611	4.040
15:00 - 16:00	4	2611	1.982	4	2611	2.202	4	2611	4.184
16:00 - 17:00	4	2611	1.111	4	2611	1.589	4	2611	2.700
17:00 - 18:00	4	2611	0.737	4	2611	1.130	4	2611	1.867
18:00 - 19:00	1	2787	1.686	1	2787	1.543	1	2787	3.229
19:00 - 20:00	1	2787	0.825	1	2787	1.399	1	2787	2.224
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		16.621			16.754			33.375	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 1858 - 3700 (units: sqm)
 Survey date range: 01/01/95 - 08/06/13
 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

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