



ttp consulting
transport planning specialists

Hillingdon Council

Lobster Pot Car Park,
Cricket Field Road, Uxbridge

Transport Statement

October 2026

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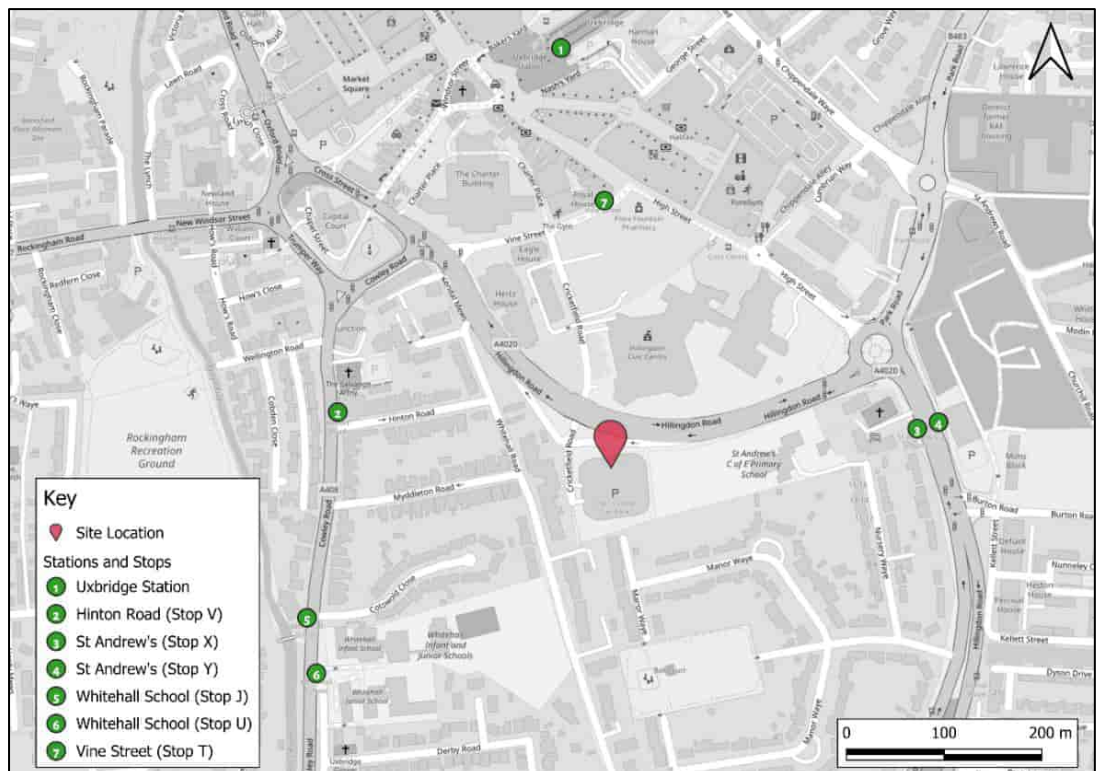
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1 INTRODUCTION

- 1.1 This Transport Statement has been prepared by TTP Consulting on behalf of the applicant, Hillingdon Council, to accompany a planning application for a new 160-bed residential care home on the Hillingdon Civic Centre Car Park site, on Cricket Field Road, locally known as the 'Lobster Pot', located in Uxbridge UB8. The site location is shown on the plan in Figure 1.1.

Figure 1.1 – Site Location Plan



- 1.2 The site is currently occupied by a three-storey multi-level car park providing 373 spaces, primarily for Civic Centre staff and visitors during weekdays, and open to the public on Saturdays. The proposed development comprises a specialist residential care home providing accommodation for up to 160 residents requiring 24-hour nursing, dementia and complex care support (Use Class C2). Car parking will be provided in accordance with local standards, as well as cycle parking and refuse storage facilities.
- 1.3 This report considers the potential highways and transport effects of the proposals with particular reference to the loss of the car park in relation to the wider town centre. It assesses the transport effects of development in relation to policy, accessibility, access, car and cycle parking provision, servicing, and trip generation.

1.4 The remainder of the report is structured as follows:

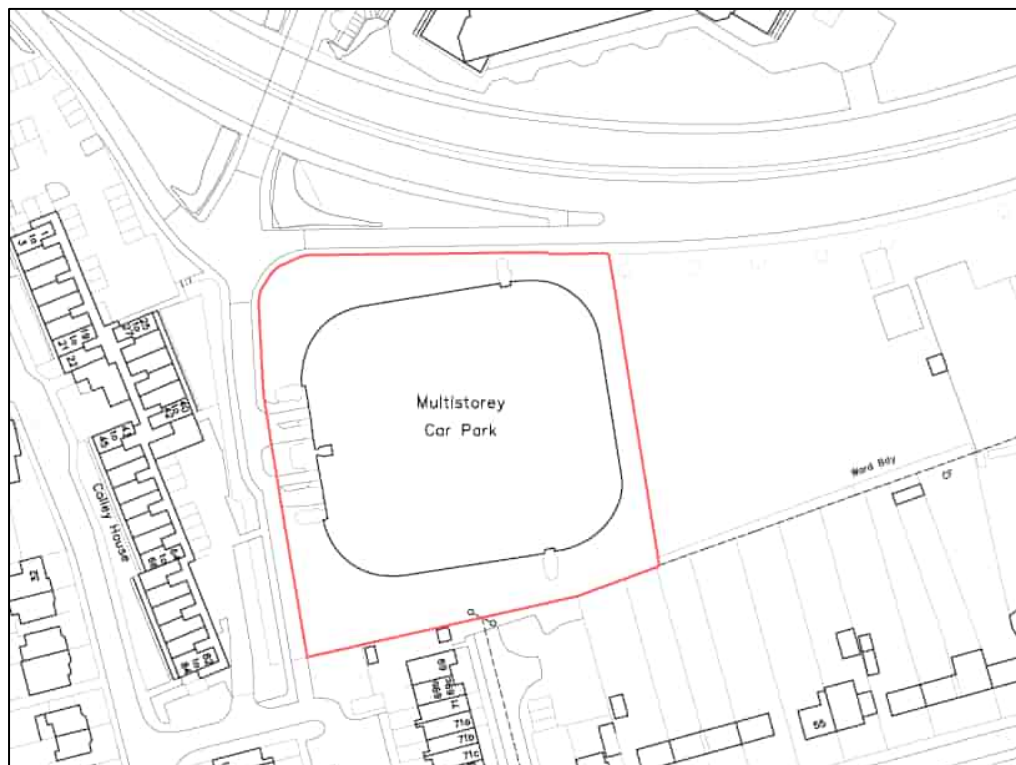
- Section 2 summarises the existing situation.
- Section 3 describes the site's accessibility by non-car modes.
- Section 4 reviews relevant transport policies.
- Section 5 sets out the development proposal and effects.
- Section 6 provides a parking statement.
- Section 7 provides a summary and conclusion.

2 EXISTING CONDITIONS

The Site and the Surrounding Area

- 2.1 The Lobster Pot Car Park is located to the south of the A4020 Hillingdon Road, in Uxbridge. The multi-storey car park can accommodate up to 373 cars across three levels, with access taken from Cricket Field Road. The red line site boundary is shown on the plan in Figure 2.1.

Figure 2.1 – Site Boundary Plan

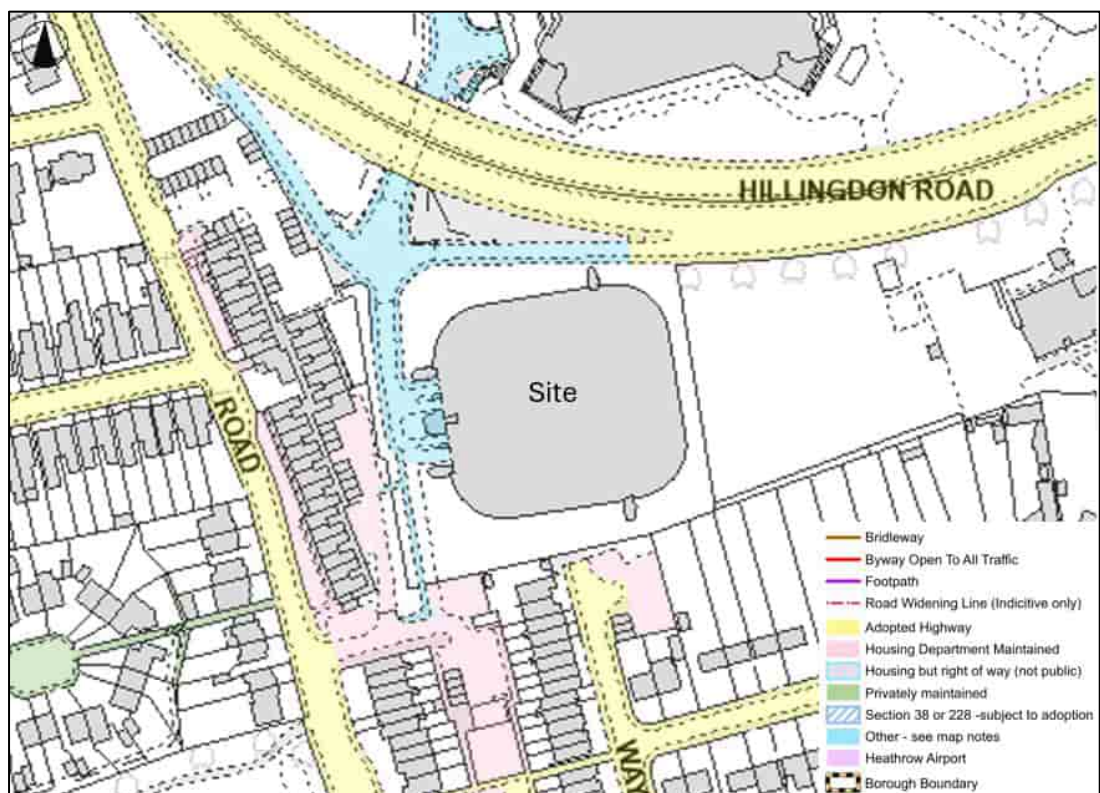


- 2.2 The Lobster Pot Car Park is reserved for staff and visitors to the Hillingdon Civic Centre during weekdays, and open to the public on Saturdays. Hillingdon Civic Centre is located 250m walk to the north of the site.
- 2.3 The site is bound by the slip road off the A4020 Hillingdon Road to the north, by residential properties to the south and west and with St. Andrew's Church of England Primary School playing fields to the east. It is located on the southern edge of Uxbridge Town Centre to the north of the A4020 Hillingdon Road with largely residential to the east, west and south.
- 2.4 The site sits adjacent to community uses, including St Andrew's Church of England Primary School, St Andrew's Church and Hillingdon Civic Centre itself.

The Highway Network

- 2.5 The A4020 Hillingdon Road which runs in a broadly east – west orientation to the north of the Site is a dual carriageway with two-lanes in each direction; it is one of the primary routes through Uxbridge providing connections to the A312, A40 and M4 to the east, north and south respectively. Data from the Department for Transport (DfT) website suggests that the traffic flows are in the order of 28,563 – 29780 two-way based on count sites to the north (27092) and south (56944) respectively, with approximately 6% classified as HDV.
- 2.6 Cricket Field Road is a single carriage road with one lane in each direction that runs between the mini-roundabout immediately north of the Site and Vine Street in the Town Centre, passing under the A4020 with ramped connections for east – west travel. The road facilitates access to the Civic Centre along with other buildings in the town centre. Access to the Lobster Pot Car Park is through an in / out arrangement from Cricket Field Road.
- 2.7 Highway boundary data shown in Figure 2.2 indicates that Cricket Field Road is not adopted; it is Council owned, corporate property. The report is contained in Appendix A.

Figure 2.2 – Highway Boundary Data



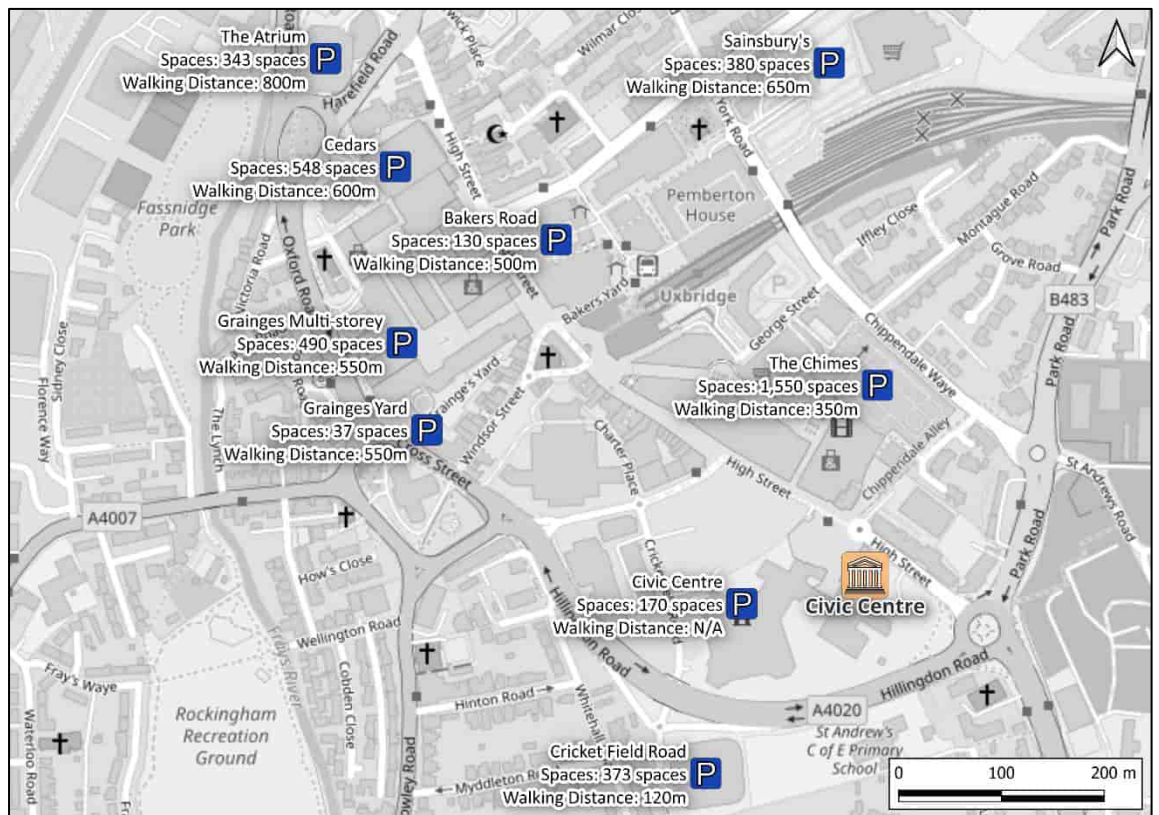
Town Centre Car Parks

2.8

There are a range of uses in the town centre which includes the Civic Centre along with a number of shopping centres such as The Chimes and The Pavilions and with Sainsbury's all of which have dedicated car parking. There are five Council-managed car parks which Hillingdon Council staff can use during the week through a permit-system including the Lobster Pot Car Park, Cedars Car Park, Grainges Car Park, Grainges Yard and the basement / mezzanine levels of the car park beneath the Civic Centre. Between these five car parks there are approximately 1,500 parking spaces. The privately-operated car parks provide a further 2,400 paid-for parking spaces. Table 2.1 provides a summary of the capacity of existing town centre car parks within Uxbridge and Figure 2.3 indicates each car park's position in relation to Hillingdon Civic Centre.

Table 2.1 – Summary of Town Centre Public and Council Staff Car Parks			
Car Park		Capacity	Comment
Council-managed	Lobster Pot, Cricket Field Road	373 spaces (6 disabled)	The car park is closed to the public during the week and open 0830 – 1800 on Saturday where charges apply with £4.90 for 2hrs through to a maximum charge of £8.50
	Cedars	548 spaces (34 disabled)	The car park is open 0630 – 2000 Monday through Saturday and 0900 – 1800 on Sunday. There is a minimum charge of £3.00 for the first 2hrs through to a charge of £1,600 for a year, with a flat charge of £3.80 on Sunday.
	Grainges Multi-storey	490 spaces (33 disabled)	The car park is open 0630 – 2000 Monday through Saturday and 0900 – 1800 on Sunday. There is a minimum charge of £3.00 for the first 2hrs through to a charge of £1,600 for a year, with a flat charge of £3.80 on Sunday.
	Grainges Yard	37 spaces (4 disabled)	The car park is open Mon-Sat 08:30 - 18:00, with maximum 4 hour stay.
	Hillingdon Civic Centre Basement and Mezzanine	170 spaces	The car park is closed to the public and is used by staff and visitors to the Hillingdon Civic Centre
Privately-operated	The Chimes	1,550 spaces (incl. disabled)	Level 1 is a 24hr car park, with Levels 2 – 6 open 0600 – 0100 daily. There is a minimum charge of £2.50 for the first 2hrs through to a charge of £25 for 24hrs, with a flat charge of £3 on Sunday.
	The Atrium	343 spaces	The car park is open 1730 – 2200 weekdays and 0800 – 2000 on the weekend. There is a maximum charge of £4 to use the car park in the week and between £2 and £10 over the weekend.
	Baker Road	130 spaces	The car park is open 0500 – 0000 daily with charges applying ranging from £1.00 for 30min through to £50 for a week
	Sainsbury's	380 spaces	The car park is free for the first 30minutes with a maximum duration of 2hrs permitted subject to a charge of £3.00

Figure 2.3 – Car Park Locations



Lobster Pot Car Park Survey

2.9 A survey at the Lobster Pot Car Park was carried out in order to understand the general levels of vehicle movements both in terms of demand for parking from Civic Centre staff during the week and from the general public on the weekend. The survey took place on Friday 17th and Saturday 18th July 2026 between 00:00-00:00 at 15-minute intervals. A summary of the net hourly movements is provided at Table 2.2. A copy of the survey results are contained in Appendix B.

Table 2.2 – Lobster Pot Car Park In/Out Survey Results						
Time	In/Out Movements					
	Friday 17 th July			Saturday 18 th July		
	In	Out	Net	In	Out	Net
00:00 – 06:00*	0	0	0	0	0	0
06:00 – 07:00	2	0	+2	0	0	0
07:00 – 08:00	33	0	+33	1	1	0
08:00 – 09:00	72	4	+68	0	0	0
09:00 – 10:00	59	10	+49	1	1	0
10:00 – 11:00	17	6	+11	1	0	+1
11:00 – 12:00	12	6	+6	0	1	-1
12:00 – 13:00	7	17	-10	0	0	0
13:00 – 14:00	6	12	-6	1	1	0
14:00 – 15:00	3	17	-14	8	2	+6
15:00 – 16:00	9	28	-19	0	3	-3
16:00 – 17:00	6	42	-36	0	3	-3
17:00 – 18:00	2	60	-58	1	0	+1
18:00 – 19:00	0	18	-18	0	1	-1
19:00 – 20:00	1	4	-3	1	1	0
20:00 – 21:00	0	3	-3	0	0	0
21:00 – 22:00	0	3	-3	0	0	0
22:00 – 23:00	0	3	-3	0	0	0
23:00 – 00:00	0	0	0	0	0	0
00:00 -00:00	229	233		14	14	
*Compressed hours as car park is closed.						

2.10 The results show that on Friday the peak hour for arrivals occurred between 08:00–09:00, with 72 arrivals recorded. The peak hour for departures occurred between 17:00–18:00, with 60 departures. The profile indicates that arrivals begin to increase from approximately 07:00, reaching a peak between 08:00–09:00 before gradually declining over the remainder of the day. Net in/out movements peak between 08:00–09:00, with departures exceeding arrivals from 12:00–13:00 onwards.

2.11 The data on Saturday shows very low activity across the day, with net in/out movements peaking between 14:00 – 15:00, with 8 arrivals and 2 departures. It suggests that the car park is not well known to be available for the public to use on weekends or it is less convenient for shoppers.

- 2.12 To assess parking demand at the Lobster Pot Car Park, a parking accumulation assessment has been undertaken using the count data above. An hourly summary of the survey results is shown in Table 2.3.

Table 2.3 – Lobster Pot Car Park Parking Accumulation				
Time	Peak Hourly Observed Parking			
	Friday 17 th July		Saturday 18 th July	
	Parked	Demand	Parked	Demand
00:00 – 06:00*	0	0%	0	0%
06:00 – 07:00	0	0%	0	0%
07:00 – 08:00	18	5%	1	0%
08:00 – 09:00	79	21%	0	0%
09:00 – 10:00	148	40%	0	0%
10:00 – 11:00	163	44%	1	0%
11:00 – 12:00	171	46%	1	0%
12:00 – 13:00	169	45%	0	0%
13:00 – 14:00	160	43%	1	0%
14:00 – 15:00	153	41%	5	1%
15:00 – 16:00	139	37%	6	2%
16:00 – 17:00	120	32%	3	1%
17:00 – 18:00	83	22%	0	0%
18:00 – 19:00	28	8%	1	0%
19:00 – 20:00	10	3%	0	0%
20:00 – 21:00	8	2%	0	0%
21:00 – 22:00	5	1%	0	0%
22:00 – 23:00	3	1%	0	0%
23:00 – 00:00	0	0%	0	0%
*Compressed hours as car park is closed.				

- 2.13 The profile on Friday shows that parking demand gradually rises from around 09:00 until around midday, and then the parking demand begins to fall gradually until 18:00, where after this few parked cars are remaining. A peak accumulation of 171 parked cars was recorded on the Friday between 11:00 - 12:00 (at 11:45), representing an occupancy rate of 46%.
- 2.14 The profile on Saturday shows a peak of 6 parked cars when the car park is open to the public between 15:00 – 16:00.
- 2.15 The data indicates that the car park is generally underutilised during the week, with a very low level of use at weekends.

Collision Data

- 2.16 Collision data from Transport for London (TfL) has been obtained for the key local walking routes for the latest 5-year period. A review of the Killed and Seriously Injured (KSI) data has revealed a total of 65 collisions within the study area, of which 57 were recorded as slight in severity and 8 were serious. There were no collisions reported to have occurred on Cricket Field Road. The closest collision to the site was recorded to have taken place on Whitehall Road and was classified as slight. The largest cluster of collisions occurred to the northwest at the Hillingdon Road/Cross Street roundabout where 8 were recorded, 1 of which was serious and 7 were slight. This area is circa 350m northwest of the site.

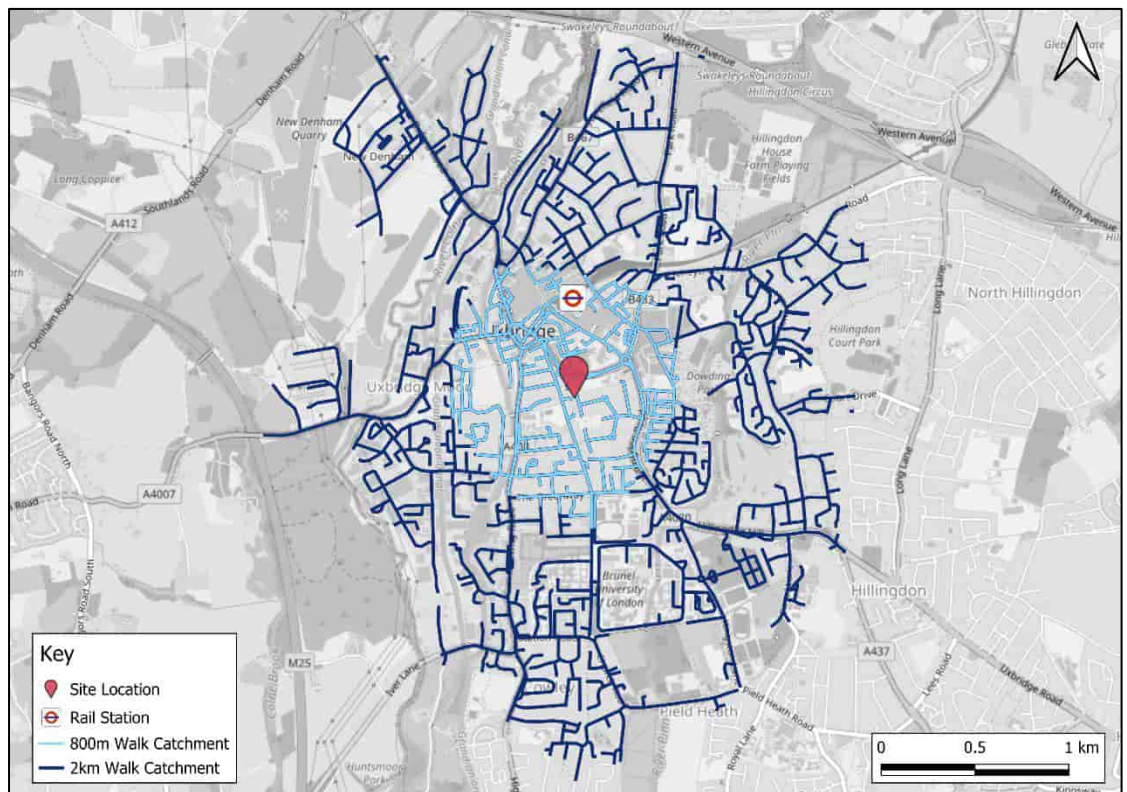
3 SITE ACCESSIBILITY

- 3.1 The accessibility of the site has been considered in regards to the future scenario where staff and visitors may choose to access the site by non-car modes. Given the location of the site, just south of the A4020 and within walking and cycling distance of Uxbridge Town Centre which has good public transport links, it is considered that there are real opportunities for active and sustainable travel.

Walking

- 3.2 Like much of London the site benefits from being within a short walking distance of public transport opportunities, local facilities and amenities as well as residential areas.
- 3.3 There are footways along one or both sides of all streets in the immediate vicinity, including the A4020 Hillingdon Road, with crossings provided with dropped kerbs and tactile paving. The closest bus stop is located on Vine Street in the town centre approximately 300m to the north with further stops on Hillingdon Road to the east and Cowley Road to the west, both of which are 300 – 350m away. Uxbridge Underground station is located approximately 520m to the north of the site in the town centre.
- 3.4 Roughly half of all walking journeys in London are part of longer public transport journeys, for example walking to or from the bus stop or tube / train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.
- 3.5 Figure 3.1 provides details of an 800m and 2km catchment zone surrounding the site. The map shows that a number of retail and employment areas could be accessed on foot, as well as a number of bus stops and Underground stations.

Figure 3.1 – Walking Isochrone Map



3.6 Table 3.1 sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 3.1 – Approximate Distances to Local Public Transport Opportunities			
Stop / Station	Location	Distance	Approximate Walking Time*
Vine Street (T)	Vine Street	330m	4 minutes
St Andrew's Church (X & Y)	Hillingdon Road	420m	5-6 minutes
Hinton Road (V)	Cowley Road	450m	6 minutes
Whitehall School (J & U)	Cowley Road	500m	6-7 minutes
Uxbridge Station	High Street	520m	7 minutes
*Based on 80m per minute			

Cycling

- 3.7 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are commonplace. Figure 3.2 shows a 5km and 8km cycling catchment from the site. A number of towns are within an 8km cycle of the site, including but not limited to Hillingdon, Hayes, Ruislip, West Drayton, Langley and Denham. Whilst many of the locations have alternative routes via public transport this offers staff living up to 8km away an alternative if they wish to cycle.

Figure 3.2 – Cycling Isochrone Map



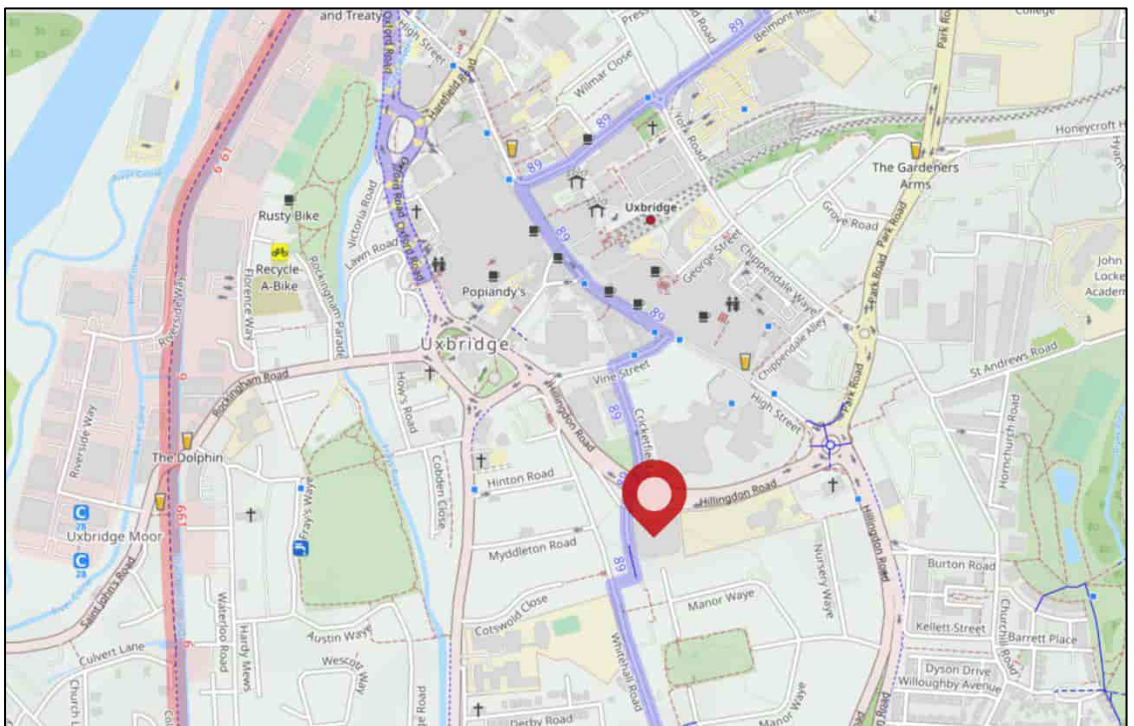
- 3.8 More locally, Local Cycle Route 89 passes in front of the site on Cricket Field Road and offers a cycle-friendly route to Uxbridge Station, Cowley to the south and West Ruislip to the north. The sections along Vine Street and High Street are along shared surfaces with the majority of the other sections on a mix of quieter or busier routes with on-road and off-road sections. Route 89 is signposted near to the site and features on-road and off-road sections along the access road as shown in Figure 3.3 below.

Figure 3.3 – Local Cycle Route 89 on Cricket Field Road



3.9 National Cycle Network (NCN) Route 6 is also close to the site and is accessible within a four-minute cycle to the west of the site. The route follows the Grand Union Canal up to Watford in the north and heads away from the canal route at Cowley where it transitions into the National Cycle Network 6. Figure 2.5 shows the local cycle routes in the vicinity of the site.

Figure 3.4 – Local Cycle Routes (Courtesy of OpenCycleMap)



Healthy Streets Approach

- 3.10 The Healthy Streets Approach is a long-term plan for improving Londoners' and visitors' experience of streets, helping everyone to be more active and enjoy the health benefits of using streets on a daily basis.
- 3.11 An Active Travel Zone (ATZ) Assessment has been undertaken to assess walking and cycling routes that site users are likely to use. The scope has been agreed with the highway officer and included routes to local bus stops, Uxbridge Town Centre, Uxbridge station, Manor Way Recreation Ground, The Chimes Car Park and National Cycle Network 6.
- 3.12 The Active Travel Zone assessment is contained in Appendix C. It concludes that many of the routes score well and do not require any improvement however there are minor improvements such as provision of a mirror on the lamppost column on the walking route to Manor Way Recreation Ground would allow people to see around the corner, and would be a benefit to the local area.

By Bus

- 3.13 The closest bus stops are on Cowley Road to the west of the site, Vine Street to the north and Hillingdon Road to the east. More routes are also available from Uxbridge Station and Park Road. There are night bus services available. Table 3.2 provides a summary of the local bus routes and TfL Bus Spider Maps are included at Appendix D.

Table 3.2 – Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
Vine Street (T) ¹	427	York Road – Bridge Road	7-11	8-12	11-15
	U1	Ruislip Station – West Drayton Station	11-15	15	30
	U3	Uxbridge Station – Heathrow Central Bus Station	10-13	10-15	20-30
	U4	Prologis Park – Belmont Road	8 - 12	9-12	11-15
	U7	Uxbridge Station – Lombardy Retail Park	30	30	30
	N207	Uxbridge – Holborn	30 (night service)	30 (night service)	30 (night service)
Hinton Road (V) ²	222	Uxbridge Station – Hounslow Bus Station	8-12	9-13	11-13
	U5	York Road – Blyth Road	10 – 13	11-12	30
Uxbridge Station	331	Ruislip Station – Belmont Road	20-30	20-30	30
	U2	Brunel University – Belmont Road	9-13	10-20	20
	U9	Uxbridge Station – Harefield Hospital	20-30	20-30	60
	U10	Uxbridge Station – Glenhurst Avenue	90	90	N/A

St Andrew's Church (X)	A10	Uxbridge Station – Heathrow Central Bus Station	20-30	20-30	30
Park Road	SL8	Uxbridge Station – White City Bus Stop	7-11	7-11	9-12
¹ Services also available from St Andrew's Church (Stops X & Y)					
² Services also available from Whitehall School (Stops J & U)					

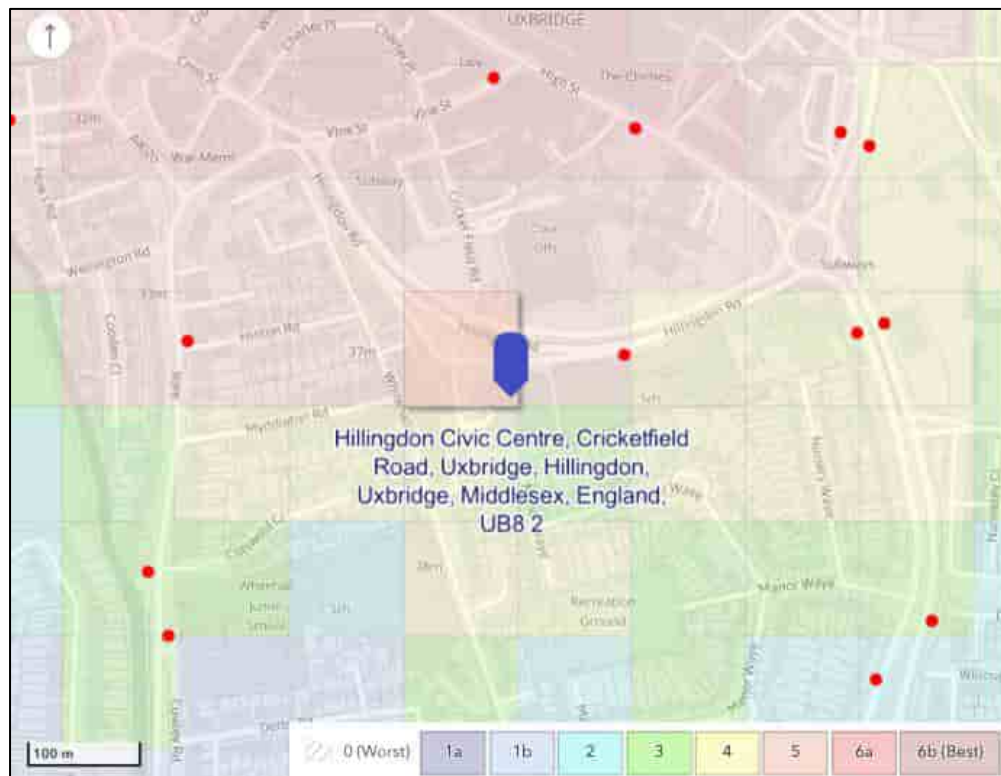
By Underground / Rail

- 3.14 Uxbridge Underground station is the closest to the site, located 520m to the north, approximately 6-7 minute walk. It is the terminus for the Piccadilly and Metropolitan lines. During the day, on the Piccadilly line there are 3 trains per hour in either direction between Uxbridge and Cockfosters, and on the Metropolitan line there are 8 trains per hour in either direction between Uxbridge and Aldgate. Services on the Metropolitan and Piccadilly lines start running around 05:00 and finish around midnight. There is step-free access from the street to the platform at Uxbridge Underground station.

Public Transport Accessibility Level (PTAL)

- 3.15 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given 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 a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating high level of accessibility.
- 3.16 The site has a PTAL level of 4-5, demonstrating that it has a 'good to very good' level of accessibility to public transport. Figure 3.5 shows an extract of the PTAL map. The PTAL report is included at Appendix E.

Figure 3.5 - PTAL Rating (Source WEBCAT PTAL)



Travel to Work

- 3.17 Table 3.3 sets out the mode share for travel to work for the local area [Hillingdon 015] workplace population based on data from the 2011 Census; although data from the 2021 Census is now available, it is not deemed representative given it was undertaken during the COVID-19 pandemic when more people than normal were either working from home or not working. The data suggests that 60% of people working in the area travel by car with 27% using public transport and 12% active modes.

Table 3.3 – Summary of Census Mode Share Travel to Work	
Mode	Percent
Underground, metro, light rail or tram	10%
Train	4%
Bus, minibus or coach	13%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	57%
Passenger in a car or van	3%
Bicycle	2%
On foot	10%
Total	100%

Department for Transport Connectivity Tool

- 3.18 The Department for Transport (DfT) Connectivity Tool has been used to assess the site's accessibility by sustainable transport modes. The tool generates a connectivity score by evaluating access to a range of everyday destinations, including employment, education, healthcare, retail and public transport, based on travel times by walking, cycling and public transport. The resulting score provides an objective measure of the site's overall connectivity and demonstrates the extent to which future users can access local services without relying on the private car.
- 3.19 The findings of the assessment are summarised in Table 3.4 below, indicating that the site is very highly connected in terms of non-car modes with an overall score of 83. The output shows that the site has a higher-than-average connectivity by all modes overall.

Table 3.4 - DfT Connectivity Score					
Journey Purpose	Mode of Travel				
	Overall (except driving)	Public Transport	Walking	Cycling	Driving
Overall	83	83	82	80	93
Education	81	88	75	86	83
Leisure	83	83	83	81	91
Health	78	82	71	81	87
Shopping	90	90	88	93	97
Residential	76	77	74	80	95
Workplaces	73	75	66	72	88
KEY	0	25	50	75	100

4 POLICY CONSIDERATIONS

National Planning Policy Framework

- 4.1 The National Planning Policy Framework, published August 2026, provides the plan-making and national decision-making policies for development proposals in England. It is a material consideration of critical importance. Chapter 15 focuses on promoting sustainable transport with the objective of ensuring transport considerations are taken into account fully in the preparation of development plans and in the evolution of assessment of development proposals.
- 4.2 Policy TR1: Vision-led approach to planning for transport requires that development must be located where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure.
- 4.3 Policy TR2: Local parking standards requires that development plans set local parking standards for residential and non-residential development, taking into account the connectivity of locations.
- 4.4 Policy TR3: Locating development in sustainable locations requires development to be located where it can support sustainable patterns of movement and enable good accessibility.
- 4.5 Policy TR4: Street design, access and parking seeks to create well-designed places by ensuring transport considerations are integrated into the design of development. Priority must be given to walking, wheeling and cycling. The arrangement of streets and other routes must help to create places that are safe, inclusive and attractive for all users (particularly women and girls, and other groups vulnerable to crime or fear of crime). It must also meet the needs of disabled people, older people and children in relation to all modes of transport.
- 4.6 Policy TR5: Roadside facilities must ensure development proposals meet an evidenced need to improve safety and welfare of users whilst also improving access to electric charge infrastructure or alternative fuels if new or expanded facilities are proposed.
- 4.7 Policy TR6: Assessing transport impacts requires development proposals that are likely to generate significant amounts of movement to be supported by a transport statement or transport assessment, proportionate to the nature and scale of the development, and a travel plan which indicates how sustainable transport objectives will be delivered.

London Plan

- 4.8 The London Plan is a Spatial Development Strategy which sets out the framework for the development of London over a period of 20-25 years and was published in March 2021. The document strives to promote a healthier and more active London with improving air quality and reducing car parking provision at the forefront of the plan.
- 4.9 Policy T1, 'Strategic Approach to Transport' states that new development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.
- 4.10 Policy T2, 'Healthy Streets' states that proposals should demonstrate how they will deliver improvements that support the Ten Healthy Streets Indicators in line with Transport for London guidance, reduce the dominance of vehicles on London's streets and be permeable by foot and cycle, connecting to local walking and cycling networks as well as public transport.
- 4.11 Policy T5 'Cycling' suggests that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle through supporting the delivery of the London-wide cycle networks, securing the appropriate provision of cycle parking in accordance with the minimum standards set out in Table 10.2 and layout cycle parking in accordance with the guidance contained within the London Cycling Design Standards.
- 4.12 The Policy T7 requires development proposals to support safe, clean and efficient deliveries, servicing and construction, with adequate off-street provision wherever possible. Construction Logistics Plans and Delivery and Servicing Plans should be prepared in line with TfL guidance, reflect the scale of the development, enable out-of-peak deliveries where appropriate, and consider measures to reduce failed deliveries and freight trips.

Draft London Plan

- 4.13 A draft London Plan was issued on 16th July 2026 with a consultation period open until 15th October 2026, after which an Examination in Public is expected during 2027 and adoption in early 2028. The importance of applying a Healthy Streets approach to public realm is maintained, with new development expected to contribute towards high-quality walking and cycling connections and wider public realm improvements for major development projects.
- 4.14 Insofar as the transport policies relate to the proposals at the Lobster Pot Car Park, the draft London Plan advises that in their plan-making Boroughs should seek to manage and reduce road traffic, adhere to (not fall below) the minimum cycle parking standards set out or exceed the maximum car parking standards. Development proposals should enable safe and efficient deliveries and servicing.

- 4.15 Car parking for residential use should be minimised with nil parking in locations with the highest level of accessibility to public transport. Blue badge parking should be provided on site where achievable with suitable on-street provision if not.

Hillingdon Local Plan

- 4.16 The Hillingdon Local Plan Part 1 Strategic Policies was adopted in November 2012 and is the key strategic planning document for Hillingdon. It sets out a long-term spatial vision and objectives for the Borough, what is planned to happen and where / how it will be achieved. This Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications.
- 4.17 Policy DMT1 'Managing Transport Impacts' states that development proposals will need to address their transport impacts in a sustainable manner and in order for developments to be acceptable they are required to be accessible by non-car modes and provide safe and convenient access for all users.
- 4.18 Policy DMT2 'Highways Impacts' notes that development proposals must ensure that they provide safe and efficient access for vehicles, cyclists and pedestrians and minimise impact on local amenity and congestion.
- 4.19 In terms of parking Policy DMT6 'Vehicle Parking' states that development proposals must not lead to a deleterious impact on street parking provision and provide a transport appraisal and travel plan.
- 4.20 The Hillingdon Local Plan Part 2 Development Management Policies was adopted in January 2020 and was published to provide detailed policies to inform the decision-making process for individual planning applications. This includes borough-wide parking standards. With regard to the site, the parking standards for care homes are set out below in Table 4.1.

Table 4.1 – Hillingdon Parking Standards		
Use Class	Car & Other Vehicle Parking (Maximum requirement)	Bicycle Parking (Maximum requirement)
Residential Institution (including Care Homes)	Either using a transport assessment and travel plan, or 1 space per four dwelling units, minimum 2 spaces, plus 1 space for warden. Where relevant provision is also to be made for emergency vehicle parking, loading and unloading.	(a) Care homes - 1 per 3 staff (b) Other uses – level of provision subject to appraisal.

Policy Summary

- 4.21 Overall, policy seeks to prioritise sustainable travel, support safe and inclusive access for all users, reduce reliance on private car travel, and ensure development is appropriately supported by walking, cycling and public transport infrastructure. The policies also require transport impacts to be assessed and mitigated where necessary, with suitable provision made for parking, cycle parking, deliveries, servicing, construction activity and emergency access.
- 4.22 For the proposed care home, the key policy considerations therefore relate to demonstrating safe and suitable access, encouraging sustainable travel choices, managing delivery and servicing activity, and ensuring that parking provision is appropriate for the site's accessibility and operational requirements.

Access and Parking Arrangements

- 5.4 The proposal will retain access from Cricket Field Road to the west of the building as per existing albeit with the vehicle entrance to the car park moved approximately 20m to the north. Cricket Field Road is not public highway and any changes required to allow access to the development will require agreement with the Council as it is in corporate ownership. No Entry markings will be required on the road beyond the vehicle entrance to the site. The existing island that is part of the Route 89 cycle lane will be relocated approximately 5.50m to the north to allow for the swept path of larger vehicles exiting the site.
- 5.5 The vehicle entrance will measure 6.0m in width and the southern exit point will measure 7.0m wide, which is appropriate for the swept paths of vehicles serving the site. A 2.0m wide footway will be provided in front of the site which will enhance the pedestrian network. There will be dropped kerbs and tactile paving either side of both access points. A pedestrian route from the road to the building will be delineated across the car park.
- 5.6 Pedestrian intervisibility splays are shown and planting in these areas will be kept below 600mm. Appropriate visibility splays for a 30mph road of 2.4m x 43m are shown from the vehicle exit albeit speeds will be slower given the nature of the road. Visibility to the south is also achieved with regard to the Route 89 cycle track. The trees within the splays are existing and are not considered an issue as this is commonplace and given there have been no collisions recorded on this road in the latest period. The predominance will be for drivers to consider cyclists on the road, many of which will travel at slower speeds albeit electric bikes are a consideration. Both pedestrian intervisibility and vehicle splays are shown on the drawing contained in Appendix G.
- 5.7 In total there will be 36 marked spaces in the car park with provision as follows:
- 34 parking spaces, of which 30 will be standard bays that measure 2.4m x 4.8m and 4 will be disabled parking bays that have 1.2m transfer zone around three sides of the bays in accordance with best practice. A proportion of parking spaces will provide electric charge facilities.
 - There will be a dedicated loading bay for deliveries that will measure 3m x 7.5m.
 - Ambulances will be able to access and egress the site in forward gear, with a designated emergency vehicle space provided close to the building entrance, measuring 3m x 7.5m.

- 5.8 Fire tender access will be accommodated within the site with tracking to demonstrate that fire appliances can enter, manoeuvre and leave the site in forward gear. Refuse vehicles will also be able to enter the site car park and exit in forward gear. A copy of the swept path analysis for a large car, ambulance, fire tender and refuse vehicle is included in Appendix H.
- 5.9 To the northeast of the site, proposed works include a new close boarded fence with a gate, intended for emergency escape in the event of a fire and for maintenance access.

Car Parking

- 5.10 Car parking provision has been assessed against the adopted standards. The Hillingdon Local Plan Part 2 sets out the parking standards for care homes for both vehicles and cycles. The standard requires 1 space per 4 dwelling units, minimum 2 spaces, plus 1 space for warden. The proposed development would require a maximum of 40 car parking spaces. As described, there will be 34 parking spaces in total including 30 standard bays and 4 disabled bays. This is considered appropriate provision and is below the maximum provision set out in Hillingdon's parking standards, which will help to promote sustainable travel. Electric vehicle charge is provided for 7 spaces (20%) from the outset including disabled and standard spaces, with passive provision for the remainder.
- 5.11 Consideration is given in Section 6 to the displacement parking that will occur as a result of the closure of the Lobster Pot Car Park.

Cycle Parking

- 5.12 Cycle parking provision has been assessed against Hillingdon Council's standards. Whilst there will be 120 members of staff employed at the care home, shift patterns will see approximately 40 staff members on site at any one time. The standard requires a maximum of 1 space per 3 staff which equates to 13 cycle parking spaces. There will be a store inside the building for 9 bicycles provided through a row of 4 double stacked racks and 1 wide Sheffield stand, and a storage area outside the building for 8 bicycles, provided through 4 Sheffield stands. In total, provision is made for 17 cycle parking spaces which is in excess of the maximum standard.
- 5.13 The store inside the building also has space for residents buggies and there is flexibility to provide a different mix of buggy and cycle parking spaces depending on requirements once the building is operational.

Highway Works

- 5.14 The Applicant considers it beneficial to propose pedestrian crossing improvements at the junction of Cricket Field Road and the Hillingdon Road slip, with details and approval subject to the appropriate agreement.

Deliveries and Servicing

Delivery Strategy

- 5.15 All deliveries would take place on-site with vehicles stopping within the designated loading bay in the car park. Deliveries to the care home would vary in nature and a TRICS assessment suggests there could be 20 vehicles per day. This is likely to comprise food and catering supplies, clinical and medical supplies, healthcare supplies, linen deliveries, other miscellaneous items and daily refuse collection. The majority of vehicles making deliveries are expected to be transit or similar-sized vehicles. Deliveries would be scheduled and would avoid typical morning and evening peak hours where possible. The site is also available for overnight deliveries if required, given that it is staffed 24-hours a day.

Refuse & Recycling Storage Strategy

- 5.16 A dedicated refuse and recycling store is provided at basement level. Waste storage has been appropriately allocated having regard to the different waste streams generated by the development. Provision is made for the segregation of general waste, dry recycling, clinical waste and food waste as follows:
- 5 x 1,100L (5,550L) storage for general waste.
 - 4 x 1,100L (4,440L) storage for dry recycling.
 - 3 x 1,100L (3,330L) storage for clinical waste.
 - 8 x 240L (1,920L) storage for food waste.
- 5.17 Bins will be transported from the basement refuse store to the car park via the servicing lift and presented for collection by the on-site management team. Collections will be scheduled to ensure waste is only moved in advance of agreed collection times, thereby minimising the duration for which bins are held within external areas.
- 5.18 Waste collections would be arranged via a private contractor and would be undertaken within the car park. Clinical waste will be removed by a licensed contractor in accordance with the relevant requirements.

Trip Generation

- 5.19 The proposal will result in the loss of a 373-space multi-storey car park (Lobster Pot) being replaced by a 160-bedroom care home with parking for up to 34 cars; as such, notwithstanding the existing occupancy / usage, at its peak the car park would have generated more vehicular traffic and pedestrian movements with people walking to / from their place of work than the proposed development. On these grounds, one would be able to conclude that the proposed development would have a lesser impact on the local highway and transport network.
- 5.20 Setting aside policy to encourage people to use sustainable and in particular active modes of transport, it is anticipated that the use of the car park has declined due to working habits. As such, a trip generation exercise has been undertaken for the proposed development to set out the potential number of trips for completeness.
- 5.21 Trip rates have been gathered based on multi-modal trip rate information from the TRICS database considering surveys in the residential assisted living category in edge of town centre locations; there are no London surveys, with surveys from sites in Northwich, Bournemouth, Hadleigh and Cookstown. A copy of the full report is included in Appendix I.
- 5.22 Table 5.1 provides a summary of weekday trip rates and resultant number of trips for total person movements and car movements respectively, for hourly periods between 0700 – 1000 and 1600 – 1900, as well as daily 0700-1900. The data does not provide trip rates beyond 1900 in the evening albeit the care home will generate trips by staff on night shifts.

Table 5.1 – Trip Rates and Resultant Movements (Proposed Development)				
Time	Person Trip Rates		Person Movements	
	Arrive	Depart	Arrive	Depart
0700 – 0800	0.026	0.042	4	7
0800 – 0900	0.174	0.079	28	13
0900 – 1000	0.211	0.205	34	33
1600 – 1700	0.179	0.158	29	25
1700 – 1800	0.121	0.153	19	24
1800 - 1900	0.079	0.084	13	13
0700 - 1900	2.159	2.189	345	350
Time	Vehicle Trip Rates		Vehicle Trips	
	Arrive	Depart	Arrive	Depart
0700 – 0800	0.016	0.016	3	3
0800 – 0900	0.068	0.037	11	6
0900 – 1000	0.1	0.079	16	13
1600 – 1700	0.089	0.084	14	13
1700 – 1800	0.058	0.089	9	14
1800 - 1900	0.047	0.053	8	8
0700 - 1900	0.962	0.979	154	157

- 5.23 The table shows there is expected to be a fairly steady flow of trips to and from the care home each day and will comprise staff trips, visitors and occasional residents trips. During the morning peak hour which for the care home would be between 0900 – 1000, there would be 67 two way total person movements, of which 29 would be by vehicle. The evening peak hour would coincide with the typical commuter peak at 1700 – 1800 where there are expected to be 44 two-way total person movements, of which 23 would be by vehicle.
- 5.24 With good public transport connections from local bus stops and Uxbridge station it is expected that public transport will be a feasible and realistic choice for many staff and visitors to the care home. There will be cycle parking to encourage staff to cycle to work, and an improved footway provision at the front of the site will promote walking. There is not expected to be a noticeable impact on local public transport, walking or cycling networks as a result of the development.
- 5.25 A comparison is made between the existing Lobster Pot car park counts and the proposed care home vehicle trips, as summarised in Table 5.2. This demonstrates that there will be a lower number of vehicle movements each hour in the proposed scenario. It is worth noting that the Lobster Pot car park is currently operating at less than 50% capacity and will have historically generated a much higher number of vehicular trips each hour.

Table 5.2 – Comparison Existing and Proposed				
Time	Existing Lobster Pot Car Park Count		Proposed Care Home	
	In	Out	In	Out
0700 – 0800	33	0	3	3
0800 – 0900	72	4	11	6
0900 – 1000	59	10	16	13
1600 – 1700	6	42	14	13
1700 – 1800	2	60	9	14
1800 - 1900	0	18	8	8
0700 - 1900	226	220	154	157

- 5.26 The site will have 15 staff on-duty overnight. There is likely to be more staff that choose to drive for night shifts who will be accommodated within the car park.
- 5.27 Historically the Lobster Pot car park will have generated more weekend usage than it currently does where there is now very low usage. The care home will bring an increase in activity on Saturdays and Sundays. It is worth acknowledging that whilst the care home will generate trips at the weekend, the level is not expected to have a material impact on local networks but will prove beneficial in activating the area.

Mitigation Measures

Travel Plan

- 5.28 Employees and visitors at the proposed development will be encouraged to travel to the site by sustainable modes through the implementation of a Travel Plan. A draft Travel Plan has been prepared and included as a separate document as part of the planning application.

Parking Management Plan

- 5.29 A Parking Management Plan has been prepared to support the application. The document sets out how car and cycle parking will be managed, including the allocation of spaces. It is a live document that will be updated as and when necessary.

Delivery & Servicing Plan

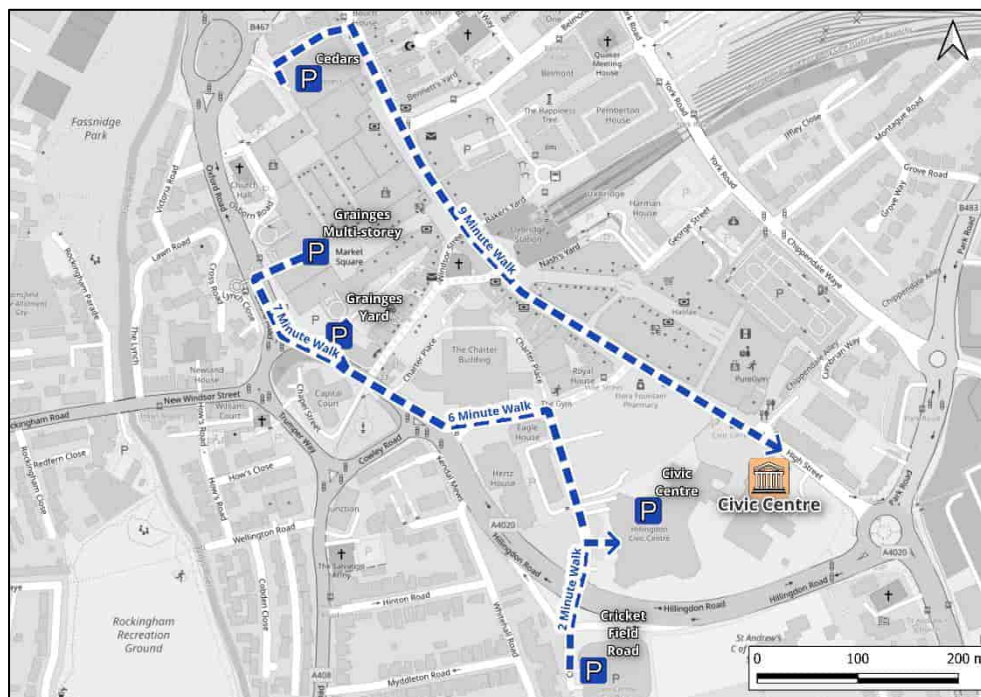
- 5.30 A Delivery & Servicing Plan will be implemented at the development to manage deliveries to ensure they are carried out as efficiently as possible. The document also contains further information about the refuse collection strategy.

6 PARKING STATEMENT

Parking Strategy Overview

- 6.1 The removal of the Lobster Pot Car Park will result in the displacement of Civic Centre staff cars that will need to relocate to other car parks within the town centre.
- 6.2 Civic Centre staff that currently park in the Lobster Pot Car Park will be directed to use the following Council-managed car parks that also operate the Council permit scheme:
- Cedars Car Park (548 spaces)
 - Grainges Multi-storey Car Park (490 spaces)
 - Grainges Yard Car Park (33 spaces)
 - Hillingdon Civic Centre Basement / Mezzanine Car Park (170 spaces)
- 6.3 It is expected that those with Blue Badges would be prioritised for access to the Civic Centre car park due to proximity and ease of use.
- 6.4 Figure 6.1 shows the location of the Council-managed car parks and the walk time that it would take to get to the Civic Centre. As shown, there would be little difference between the time it would take staff to get to work from the alternative car parks compared to where they currently park in the Lobster Pot Car Park. The walk from Grainges will take 7 minutes and the walk from Cedars will take 9 minutes.

Figure 6.1 – Council-Managed Car Parks



Walking Route Condition from Council-Managed Car Parks

- 6.5 Given the potential of staff cars being displaced to nearby car parks, a review of the routes and condition of the car parks has been undertaken:

Cedars Car Park

- 6.6 The route between Cedars car park and the Civic Centre is a straight and direct route along the High Street which does not require any crossings. The High Street is pedestrianised for the majority, and as such provides a suitable and safe route for staff with visual or physical impairments. The car parking spaces are in good condition with the bays clearly marked. The car park facilities, e.g. stairwell, lifts and entrances, are in relatively poor condition: unclean, poorly lit or ventilated.

Grainges Multi-Storey Car Park

- 6.7 The route to and from the Civic Centre to the Grainges Multi-storey car park follows Cricket Field Road to the north, Vine Street, Cross Street and Oxford Road; alternatively, pedestrians can also travel along High Street and access the car park via The Pavilion shopping centre. Crossings along the route are provided with dropped kerbs and tactile paving. An access ramp provides access from Oxford Road, which is clean and adequately lit. The car park also offers stairwell and lift access to each floor, which are in good condition, as well as direct access into The Pavilion shopping centre.

Grainges Yard Car Park

- 6.8 Grainges Yard is a surface level car park, accessed by vehicles and pedestrians via Grainges Yard. The route between Grainges Yard and the Civic Centre would require pedestrians to follow Cricket Field Road to the north, Vine Street and Cross Street; crossings along the route are provided with dropped kerbs and tactile paving. The car park itself is in good condition, with all spaces, standard and blue badge, clearly marked.

Parking Analysis

- 6.9 Estimated peak occupancy rates have been provided by Hillingdon Parking Services for the two largest Council-managed car parks; Cedars and Grainges Multi-storey, which can be used by Civic Centre staff through the permit scheme. Data is not available for the Grainges Yard nor Civic Centre Car Park.
- 6.10 Cedars is known to operate at a peak of 45% occupancy on weekdays and Grainges at 65%. This data has been summarised in Table 2.4.

Table 2.4 – Town Centre Council Managed Car Parks Occupancy			
Car Park	No. of parking spaces	Peak occupancy rate	Available spaces
Cedars	548	45%	301
Grainges Multistorey	490	65%	172
Grainges Yard*	33	-	-
Civic Centre Basement / Mezzanine*	170	-	-
Total			473
*occupancy data not available			

- 6.11 The data indicates that Cedars car park generally has over 301 available spaces and Grainges over 172 available spaces, total of 473 spaces.
- 6.12 This indicates that there is capacity for the displaced vehicles from the Lobster Pot Car Park (171 cars) to be relocated and there would still be available spaces. Moreover, the Lobster Pot Car Park can accommodate 373 vehicles, therefore, even in a theoretical worst-case scenario where the full capacity is displaced, this could be accommodated within the aforementioned car parks, while still retaining over 100 spaces in spare capacity.
- 6.13 Whilst the loss of the car park will lead to the redistribution of parking at other town centre car parks, the analysis demonstrates that sufficient capacity exists to accommodate this demand and that the likelihood of any overspill parking on local streets would be negligible. On this basis and having regard to the wider town centre parking supply, the loss of the Lobster Pot car park is considered acceptable in highways and transport terms.
- 6.14 Those members of the public that currently use the Lobster Pot Car Park at the weekend will relocate to the other Council-managed or privately operated town centre car parks, the latter of which includes The Chimes (1,550 spaces), The Atrium (343 spaces) and Bakers Road (130 spaces).

Hillingdon Council Mitigation

- 6.15 As part of a holistic approach to meeting sustainable development objectives, Hillingdon Council could consider implementing its own Travel Plan. This could formalise and build upon measures already in place, including cycle parking, lockers and showers to encourage cycling, together with home and flexible working arrangements that reduce the need to travel. In addition, a strategy to progressively reduce the number of free staff parking permits available for Council-managed car parks would help to reduce car-driver trips generated by the Council staff and demonstrate exemplary practice to other developers.

7 SUMMARY AND CONCLUSION

- 7.1 This Transport Statement has been prepared in support of an application for full planning permission for the redevelopment of the Lobster Pot Car Park to be replaced with a 160-bedroom care home.

Summary

- 7.2 In summary:

- The existing site comprises the Lobster Pot Car Park on Cricket Field Road, which forms part of the staff car parking supply serving Hillingdon Civic Centre during the week and is open for public use at weekends.
- The site benefits from a PTAL rating of 4-5, reflecting good accessibility by public transport and proximity to local walking and cycling routes.
- Vehicular access will be retained from Cricket Field Road, with the access realigned and supported by improved pedestrian and cycle connections.
- The proposed highway works will be secured through the appropriate agreement with the Council as owners of Cricket Field Road and will enhance the site frontage and active travel environment.
- There will be 34 car parking spaces including 4 disabled bays. In addition, there will be a loading bay and an ambulance bay.
- Cycle parking will be provided for staff and visitors, including long-stay and short-stay spaces positioned conveniently to support sustainable transport.
- Waste collection arrangements will be managed within the servicing strategy, with collection activity coordinated to minimise disruption to Cricket Field Road.
- The trip generation assessment demonstrates that the proposed care home would generate fewer vehicle movements than the former multi-storey car park use.
- The site's accessibility, proximity to walking and cycling routes, ATZ assessment findings and restrained parking provision will support sustainable transport choices in accordance with local, regional and national policy.
- Mitigation measures in the form of a Travel Plan, Parking Management Plan and Delivery & Servicing Plan will be implemented at the development.
- A parking assessment has been undertaken, and it is concluded that the displaced staff cars currently parking in the Lobster Pot Car Park can be accommodated within the other Council-managed car parks.

Conclusion

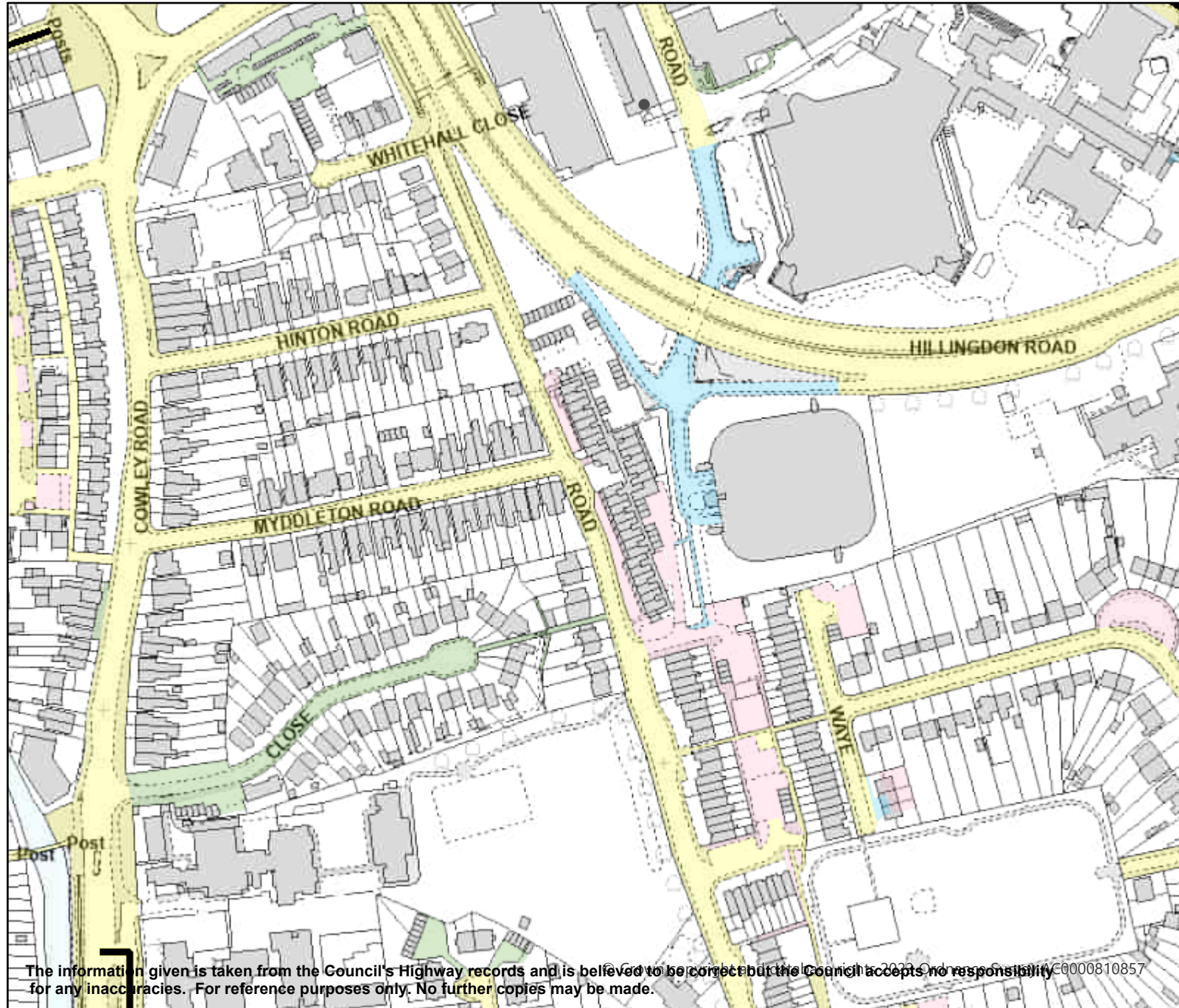
- 7.3 To conclude, the proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts.

Appendix A

(Highway Boundary Data)

A4LandscapeHighwaysRegisterQueries

- Bridleway
- Byway Open To All Traffic
- Footpath
- Road Widening Line (Indicative only)
- Adopted Highway
- Housing Department Maintained
- Housing but right of way (not public)
- Privately maintained
- Section 38 or 228 -subject to adoption
- Other - see map notes
- Heathrow Airport
- Borough Boundary



Map Notes

The information given is taken from the Council's Highway records and is believed to be correct but the Council accepts no responsibility for any inaccuracies. For reference purposes only. No further copies may be made.

0.0 0.10 0.20 0.30 0.40 0.60 0.70 0.9 0.1 0.120 0.140 0.150 0.170 0.18 0.2 0.210 0.23
km

Appendix B

(Lobster Pot Car Park Survey Data)

Site: Civic Centre Car Park

Location: Cricket Field Road, Uxbridge, UB8 2BX

Date: Friday 17th & Saturday 18th July 2026

Time: 00:00-00:00 (24 Hrs) x2 days

Civic Centre Car Park

Ground Floor -

Regular bays - 176 bays.

Disabled bays - 6 bays.

Brown Badge Holders Only - 2 bays.

First Floor -

Regular Bays - 193 bays.

Second Floor - There is an unknown amount of Regular Bays on this floor. As per the site images, there are no bay markings so it is not possible to determine the capacity of the second floor. It would be safe to assume that the second floor capacity is the same as the middle floor, as it's the same layout albeit with no support pillars.

Regular Bays - Approx 193 bays.

Total available vehicle bays (Floors 1-3) - Approx 570





Key	0%
	50%
	100%

Civic Centre Car Park In & Out Count (00:00-00:00) 15-minute intervals																
	MOVEMENT 1								MOVEMENT 2							
	FROM CRICKET FIELD ROAD							TOTAL	FROM CIVIC CENTRE CAR PARK							TOTAL
	INTO								OUT TO							
	CIVIC CENTRE CAR PARK								CRICKET FIELD ROAD							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	
0000-0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100-0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115-0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130-0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200-0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215-0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230-0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300-0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315-0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400-0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415-0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430-0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500-0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515-0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530-0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600-0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615-0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630-0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645-0700	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0700-0715	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
0715-0730	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
0730-0745	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
0745-0800	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
0800-0815	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
0815-0830	17	0	0	0	0	0	0	17	1	0	0	0	0	0	0	1
0830-0845	21	0	0	0	0	0	0	21	1	0	0	0	0	0	0	1
0845-0900	26	0	0	0	0	0	0	26	2	0	0	0	0	0	0	2
0900-0915	27	0	0	0	0	0	0	27	4	0	0	0	0	0	0	4
0915-0930	19	0	0	0	0	0	0	19	2	0	0	0	0	0	0	2
0930-0945	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
0945-1000	5	0	0	0	0	1	0	6	2	0	0	0	0	0	0	2
1000-1015	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
1015-1030	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
1030-1045	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
1045-1100	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
1100-1115	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
1115-1130	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
1130-1145	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
1145-1200	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
1200-1215	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
1215-1230	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
1230-1245	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
1245-1300	1	0	0	0	0	1	0	2	3	0	0	0	0	0	0	3
1300-1315	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
1315-1330	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
1330-1345	2	0	0	0	0	0	0	2	1	0	0	0	0	1	0	2
1345-1400	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
1400-1415	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
1415-1430	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
1430-1445	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
1445-1500	0	1	0	0	0	0	0	1	7	0	0	0	0	0	0	7
1500-1515	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
1515-1530	5	0	0	0	0	0	0	5	12	0	0	0	0	0	0	12
1530-1545	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
1545-1600	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
1600-1615	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
1615-1630	0	0	0	0	0	0	1	1	10	0	0	0	0	0	0	10
1630-1645	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
1645-1700	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
1700-1715	2	0	0	0	0	0	0	2	23	0	0	0	0	0	2	25
1715-1730	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
1730-1745	0	0	0	0	0	0	0	0	15	0	0	0	0	0	1	16
1745-1800	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	6
1800-1815	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
1815-1830	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
1830-1845	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
1845-1900	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
1900-1915	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
1915-1930	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
1930-1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945-2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000-2015	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2015-2030	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2030-2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045-2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100-2115	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2115-2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130-2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2145-2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200-2215	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2215-2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230-2245	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2245-2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300-2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345-0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000-0000	225	1	0	0	0	2	1	229	225	1	0	0	0	2	5	233

Civic Centre Car Park Parking			
Accumulation (Approx 570 available bays / spaces)			
	PARKED VEHICLES	SPACES AVAILABLE	%STRESS
00:00	0	570	0.0%
00:15	0	570	0.0%
00:30	0	570	0.0%
00:45	0	570	0.0%
01:00	0	570	0.0%
01:15	0	570	0.0%
01:30	0	570	0.0%
01:45	0	570	0.0%
02:00	0	570	0.0%
02:15	0	570	0.0%
02:30	0	570	0.0%
02:45	0	570	0.0%
03:00	0	570	0.0%
03:15	0	570	0.0%
03:30	0	570	0.0%
03:45	0	570	0.0%
04:00	0	570	0.0%
04:15	0	570	0.0%
04:30	0	570	0.0%
04:45	0	570	0.0%
05:00	0	570	0.0%
05:15	0	570	0.0%
05:30	0	570	0.0%
05:45	0	570	0.0%
06:00	0	570	0.0%
06:15	0	570	0.0%
06:30	0	570	0.0%
06:45	0	570	0.0%
07:00	2	568	0.4%
07:15	6	564	1.1%
07:30	10	560	1.8%
07:45	18	552	3.2%
08:00	35	535	6.1%
08:15	43	527	7.5%
08:30	59	511	10.4%
08:45	79	491	13.9%
09:00	103	467	18.1%
09:15	126	444	22.1%
09:30	143	427	25.1%
09:45	148	422	26.0%
10:00	152	418	26.7%
10:15	158	412	27.7%
10:30	161	409	28.2%
10:45	163	407	28.6%
11:00	163	407	28.6%
11:15	164	406	28.8%
11:30	167	403	29.3%
11:45	171	399	30.0%
12:00	169	401	29.6%
12:15	166	404	29.1%
12:30	162	408	28.4%
12:45	160	410	28.1%
13:00	159	411	27.9%
13:15	160	410	28.1%
13:30	159	411	27.9%
13:45	159	411	27.9%
14:00	153	417	26.8%
14:15	151	419	26.5%
14:30	146	424	25.6%
14:45	145	425	25.4%
15:00	139	431	24.4%
15:15	138	432	24.2%
15:30	131	439	23.0%
15:45	124	446	21.8%
16:00	120	450	21.1%
16:15	102	468	17.9%
16:30	92	478	16.1%
16:45	90	480	15.8%
17:00	83	487	14.6%
17:15	62	508	10.9%
17:30	49	521	8.6%
17:45	34	536	6.0%
18:00	28	542	4.9%
18:15	21	549	3.7%
18:30	18	552	3.2%
18:45	16	554	2.8%
19:00	10	560	1.8%
19:15	9	561	1.6%
19:30	8	562	1.4%
19:45	8	562	1.4%
20:00	8	562	1.4%
20:15	6	564	1.1%
20:30	5	565	0.9%
20:45	5	565	0.9%
21:00	5	565	0.9%
21:15	3	567	0.5%
21:30	3	567	0.5%
21:45	3	567	0.5%
22:00	3	567	0.5%
22:15	2	568	0.4%
22:30	2	568	0.4%
22:45	0	570	0.0%
23:00	0	570	0.0%
23:15	0	570	0.0%
23:30	0	570	0.0%
23:45	0	570	0.0%
00:00	0	570	0.0%

Civic Centre Car Park In & Out Count (00:00-00:00) hourly totals																
	MOVEMENT 1								MOVEMENT 2							
	FROM CRICKET FIELD ROAD								FROM CIVIC CENTRE CAR PARK							
	INTO								OUT TO							
	CIVIC CENTRE CAR PARK								CRICKET FIELD ROAD							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL
0000-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015-0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030-0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045-0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115-0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130-0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145-0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215-0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230-0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315-0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330-0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415-0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430-0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445-0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515-0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530-0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545-0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600-0700	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0615-0715	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
0630-0730	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
0645-0745	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
0700-0800	33	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0
0715-0815	37	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0
0730-0830	50	0	0	0	0	0	0	50	1	0	0	0	0	0	0	1
0745-0845	63	0	0	0	0	0	0	63	2	0	0	0	0	0	0	2
0800-0900	72	0	0	0	0	0	0	72	4	0	0	0	0	0	0	4
0815-0915	91	0	0	0	0	0	0	91	8	0	0	0	0	0	0	8
0830-0930	93	0	0	0	0	0	0	93	9	0	0	0	0	0	0	9
0845-0945	79	0	0	0	0	0	0	79	10	0	0	0	0	0	0	10
0900-1000	58	0	0	0	0	0	1	59	10	0	0	0	0	0	0	10
0915-1015	38	0	0	0	0	0	1	39	7	0	0	0	0	0	0	7
0930-1030	23	0	0	0	0	0	1	24	6	0	0	0	0	0	0	6
0945-1045	19	0	0	0	0	0	1	20	5	0	0	0	0	0	0	5
1000-1100	17	0	0	0	0	0	0	17	6	0	0	0	0	0	0	6
1015-1115	12	0	0	0	0	0	0	12	6	0	0	0	0	0	0	6
1030-1130	13	0	0	0	0	0	0	13	7	0	0	0	0	0	0	7
1045-1145	14	0	0	0	0	0	0	14	6	0	0	0	0	0	0	6
1100-1200	12	0	0	0	0	0	0	12	6	0	0	0	0	0	0	6
1115-1215	12	0	0	0	0	0	0	12	10	0	0	0	0	0	0	10
1130-1230	8	0	0	0	0	0	0	8	13	0	0	0	0	0	0	13
1145-1245	6	0	0	0	0	0	0	6	17	0	0	0	0	0	0	17
1200-1300	6	0	0	0	0	0	1	7	17	0	0	0	0	0	0	17
1215-1315	6	0	0	0	0	0	1	7	13	0	0	0	0	0	0	13
1230-1330	7	0	0	0	0	0	1	8	11	0	0	0	0	0	0	11
1245-1345	7	0	0	0	0	0	1	8	8	0	0	0	0	1	0	9
1300-1400	6	0	0	0	0	0	0	6	11	0	0	0	0	1	0	12
1315-1415	4	0	0	0	0	0	0	4	12	0	0	0	0	1	0	13
1330-1430	2	0	0	0	0	0	0	2	14	0	0	0	0	1	0	15
1345-1445	2	0	0	0	0	0	0	2	16	0	0	0	0	0	0	16
1400-1500	2	1	0	0	0	0	0	3	17	0	0	0	0	0	0	17
1415-1515	5	1	0	0	0	0	0	6	19	0	0	0	0	0	0	19
1430-1530	10	1	0	0	0	0	0	11	26	0	0	0	0	0	0	26
1445-1545	8	1	0	0	0	0	0	9	30	0	0	0	0	0	0	30
1500-1600	9	0	0	0	0	0	0	9	28	0	0	0	0	0	0	28
1515-1615	6	0	0	0	0	0	0	6	42	0	0	0	0	0	0	42
1530-1630	1	0	0	0	0	0	1	2	40	0	0	0	0	0	0	40
1545-1645	5	0	0	0	0	0	1	6	39	0	0	0	0	0	0	39
1600-1700	5	0	0	0	0	0	0	6	41	1	0	0	0	0	0	42
1615-1715	7	0	0	0	0	0	1	8	46	1	0	0	0	0	2	49
1630-1730	7	0	0	0	0	0	0	7	49	1	0	0	0	0	0	52
1645-1745	3	0	0	0	0	0	0	3	58	1	0	0	0	0	0	62
1700-1800	2	0	0	0	0	0	0	2	56	0	0	0	0	1	3	60
1715-1815	0	0	0	0	0	0	0	0	40	0	0	0	0	1	1	42
1730-1830	0	0	0	0	0	0	0	0	30	0	0	0	0	1	1	32
1745-1845	0	0	0	0	0	0	0	0	17	0	0	0	0	1	0	18
1800-1900	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
1815-1915	1	0	0	0	0	0	0	1	13	0	0	0	0	0	0	13
1830-1930	1	0	0	0	0	0	0	1	11	0	0	0	0	0	1	12
1845-1945	1	0	0	0	0	0	0	1	9	0	0	0	0	0	1	10
1900-2000	1	0	0	0	0	0	0	1	3	0	0	0	0	0	1	4
1915-2015	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
1930-2030	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
1945-2045	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
2000-2100	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
2015-2115	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
2030-2130	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2045-2145	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
2100-2200	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
2115-2215	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
2130-2230	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
2145-2245	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
2200-2300	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
2215-2315	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2230-2330	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2245-2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300-0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Civic Centre Car Park Survey - Uxbridge - July 2026

Civic Centre Car Park Survey - Uxbridge - July 2026

Appendix C

(Active Travel Zone Assessment)

Hillingdon Council

Lobster Pot Car Park,
Cricket Field Road,
Uxbridge

Active Travel Zone Assessment

October 2026

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Introduction

An Active Travel Zone Assessment evaluates the accessibility of a site by walking, wheeling and cycling. The assessment identifies opportunities and constraints within the surrounding network to determine how well the site supports sustainable travel choices. The assessment is measured against the 10 Healthy Street Indicators, with a view to making streets attractive and encouraging active travel. The Healthy Streets indicators are evidence-based criteria that:

“must be prioritised and balanced to improve social, economic and environmental sustainability through how our streets are designed and managed.”

The ten indicators are shown in the wheel to the right, courtesy of Lucy Saunders and the [Healthy Streets website](#).



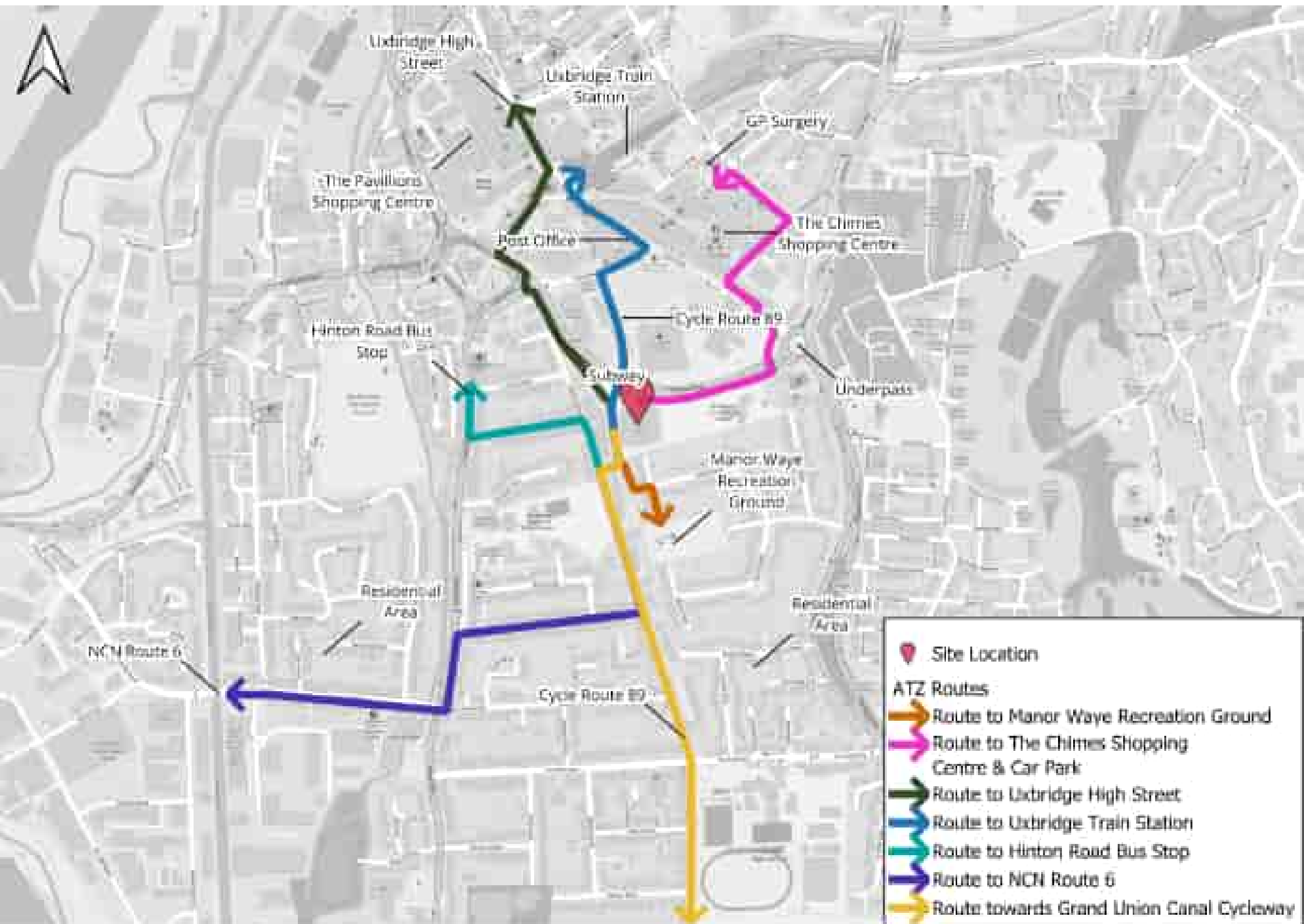
Source: Lucy Saunders, Healthy Streets

Assessment Scope

The assessment has been undertaken to support the associated Transport Statement and Travel Plan. The assessment covers an approximately 20-minute walking / cycling catchment from the site to key destinations that people using the proposed development are likely to travel to. The following routes were assessed:

- Route to the Manor Way Recreation Ground;
- Route to The Chimes Shopping Centre & Car Park;
- Route to Uxbridge High Street;
- Route to Uxbridge Train Station;
- Route to Hinton Road Bus Stop (Stop V);
- Route to National Cycle Network Route 6; and
- Route to Grand Union Canal.

The assessment was undertaken between 12:30 and 15:00 on Tuesday the 14th of July 2026. The weather conditions were dry and sunny. A map of the routes assessed is shown on the overleaf, and an audit of each route is provided thereafter. The scope was agreed with highways officers at Hillingdon Council.



Route to Manor Way Recreation Ground

Manor Way Recreation Ground is located on Manor Way and can be accessed via the southern end of the street. The site is approximately 220m from the application site and provides access to an area of open space, including a children's playground. The route is direct and largely follows a straight path along Cricketfield Road, before continuing via a pedestrian cut-through onto Manor Way, which leads directly to the recreation ground.

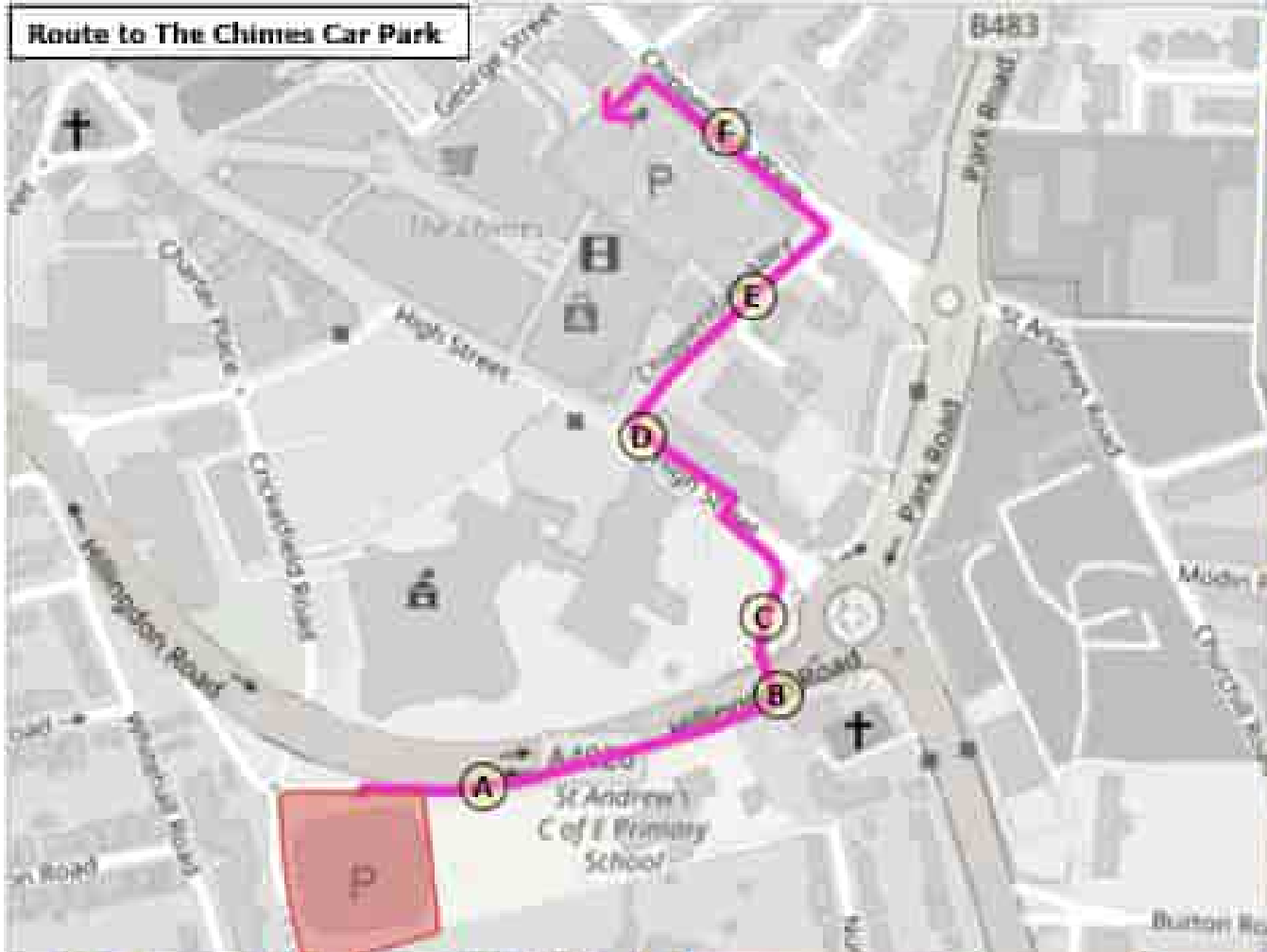


Healthy Streets Indicator	Existing Characteristics	Improvement measures
Everyone feels welcome	Manor Waye Recreation Ground provides areas of open green space which can be used for those wishing to walk, exercise, walk their dog, etc. A children's play park is also provided as shown in Image E.	No improvement suggestion.
Easy to cross	This is a relatively short route which follows a number of residential streets; hence, there are no formal crossings.	No improvement suggestion.
Shade and shelter	This is a relatively short route, however, trees along the route and within Manor Waye Recreation Ground provided shade and shelter	No improvement suggestion.
Places to stop and rest	This route is relatively short; as such it is not expected that users would require a place to stop and rest.	There are large mounds of grass along the route (Image D) which could be levelled to allow for the introduction of seating within the shaded areas provided by the existing trees.
Not too noisy	Manor Waye is a cul-de-sac and provides access to private residential parking; as such is a quiet street and experiences low vehicle traffic.	No improvement suggestion.
People choose to walk and cycle	The walking route towards Manor Waye Recreation Ground is relatively short, hence it is expected that the majority of people would walk to and from the park.	As shown in Image B, there are blind spots along the route. A mirror could be provided on the lamppost to allow people to see around the corner.
People feel safe	The route between the site and park is well overlooked by dwellings along Manor Waye. Vehicle access is restricted for the majority of the route, and where permitted, the street design encourages low vehicle speeds.	No improvement suggestion.
Things to see and do	Manor Waye Recreational Ground provides a space for people to walk, exercise, relax, and for children to play.	No improvement suggestion.
People feel relaxed	Wayfinding signs are provided along the route to help guide people in the right direction.	No improvement suggestion.
Clean air	The route encourages travel by foot or bicycle, given that it follows quiet residential streets.	No improvement suggestion.

Route to The Chimes Car Park

The Chimes Car Park is located on Chippendale Way, south of the junction with George Street. The route follows Hillingdon Road eastbound before crossing at the signalised crossing and onto the High Street via the cut-through – providing a convenient route away from the roundabout junction just east. The route then continues northwest up the High Street before turning right up a cut-through that leads onto Cumbrian Way and onto Chippendale Road.

Route to The Chimes Car Park



Healthy Streets Indicator	Existing Characteristics	Improvement measures
Everyone feels welcome	The footways are a suitable width however are broken and raised along Cumbrian Way, as shown in Image E. The second half of the route takes place in the pedestrianised realm of the High Street with opportunities for a traffic-free route, as shown in Images C and D. The route from the High Street up to Chippendale Way has a slightly steep gradient that may be harder to access for those with wheelchairs, scooters and buggies.	The footway flagstones on Cumbrian Way could be improved but is considered adequate. As the route has a steep gradient an alternative route via ‘The Piazza’, slightly east of the cut-through, could be signposted for those with wheelchairs/buggies/scooters.
Easy to cross	All crossings have suitable infrastructure and there is a signalised crossing on Hillingdon Road with pedestrian refuge island with rotator cones and a maximum wait time of 30 seconds, as shown in Image B.	No improvements suggested.
Shades and shelter	The tree cover at certain points along the route offer suitable shade along the route, as shown in Images A and C.	No improvements suggested.
Places to stop and rest	There are opportunities to rest on the grass, as per Image C and there are further seating opportunities along the High Street. The bus stops on Chippendale Way could benefit from shelters with seating areas, however owing to footway width this wouldn’t be a suitable place for shelters.	No improvements suggested.
Not too noisy	Hillingdon Road is a highly trafficked road, and the footway is parallel to the road and experiences higher volumes of noise.	No improvements suggested.
People choose to walk and cycle	Uxbridge town centre is for pedestrians and cyclists only and therefore offers a good environment for walking and cycling.	Additional cycle wayfinding signs along route would benefit cyclists, especially along the cut-through from the High Street to Cumbrian Way as there’s no signs, see Image D.
People feel safe	The route offers wide footways next to roads with higher traffic as well as the High Street being pedestrianised with a lot of the route open with natural surveillance.	The cut through is long and narrow, see Image D, with a lack of surveillance, provision of cameras may improve the area in terms of safety.
Things to see and do	There are limited things to see and do along the first section of the route however the High Street offers numerous retail and eatery opportunities	More planting opportunities along the High Street and the route along Cumbrian Way and Chippendale Way would provide a more attractive walking environment.
People feel relaxed	The route from the cut-through to the Chimes car park has less footfall than the High Street with dark stairwells that could cause people to feel unrelaxed, as shown in Image F.	Well-lit stairwells, and a greener environment would create a calmer environment especially along Cumbrian Way and Chippendale Way.
Clean air	The High Street is pedestrianised but there are vehicles of varying size on Hillingdon Road and Chippendale Way, including buses as shown in Image F	A lot of buses are electric, and more people are opting for ULEV vehicles, as such air quality will improve over time.

Route to Uxbridge High Street

Uxbridge High Street is the main public thoroughfare through the centre of Uxbridge town providing connections to the shopping centres – The Chimes and The Pavilion – and the train station. The High Street connects from the roundabout with Hillingdon Road to the east and Oxford Road in the northwest. The High Street is a 700m walk away and heads in a general northern direction along Hillingdon Road before using the signalised crossing at the Cross Street roundabout onto Charter Place which joins up to the High Street near The Pavillion shopping centre.

Route to Uxbridge High Street



Healthy Streets Indicator	Existing Characteristics	Improvement measures
Everyone feels welcome	Most of the route has wide footways to accommodate pedestrian traffic with crossings fitted with rotating cones. From Windsor Street, the footways narrow, with street furniture causing further obstruction; see Image D, however those with mobility aids were using the local streets with plenty of parking for cycles in the town centre as shown in Images D & F, respectively.	Specified mobility aid parking locations may improve the public realm for those with motorised aid vehicles.
Easy to cross	Most crossings have dropped kerbs and tactile paving (e.g. Images A & C), however Windsor Street had no crossing facilities at any point after the junction with Cross Street, as seen in Image E, the footway doesn't continue on the eastern side as it connects onto the High Street.	Provision of some tactile paving at a suitable crossing point on Windsor Street to facilitate safer crossings for all users.
Shades and shelter	Shade is provided along Hillingdon Road as well as a sheltered bus stop with seating, as seen in Image B, as well as overhangs from buildings on Windsor Street and young trees along the High Street boulevard, as shown in Images D & F.	No improvements suggested.
Places to stop and rest	A bus shelter is available on Hillingdon Road provided a shaded and seated rest stop as well as plenty of opportunities on the High Street, seen in Images B & F.	No improvements suggested.
Not too noisy	Hillingdon Road experiences heavy volumes of traffic and a short section of the route is parallel to the road, as shown in Image B but traffic is reduced on Windsor Road with no vehicles on the High Street.	No improvements suggested.
People choose to walk and cycle	The route has on-road cycling available (see Image A) with cycle parking offered in abundance in the High Street (see Image F)	No improvements suggested.
People feel safe	There is good streetlighting and both passive and active surveillance with cameras positioned around the Hillingdon Road roundabout. The roundabout and road links have pedestrian guardrails separating traffic from those on the footways, seen in Image C.	No improvements suggested.
Things to see and do	There are many shops available from 6 minutes into the walk, and these continue into the High Street where more retail options are on offer (Images D-F). Trees are well maintained and offer a more enjoyable walking experience. Wayfinding maps are also situated in suitable locations.	No improvements suggested.
People feel relaxed	The footpaths are generally kept clear and are free from waste, lending to a calmer and more relaxed environment. Lighting is provided along the whole route, and the centre of Uxbridge is a lively centre with seating (see Image F) and some market stalls.	No improvements suggested.
Clean air	The High Street is traffic free and with the tree planting it provides a beneficial environment for clean air (see Image F). The proximity of part of the route to the highway increases the potential for inhaling pollution for the nearby traffic (see Image B).	Increase uptake of ULEV vehicles will see a reduction in pollution along highly trafficked routes.

Route to Uxbridge Underground Station

Uxbridge Underground Station is located on the High Street but can also be accessed via the side road Bakers Yard. The station is a 520m walk away and provides access to services on the Metropolitan and Piccadilly lines. The route primarily follows a northerly direction via Cricket Field Road, which passes under Hillingdon Road, before heading east on Vine Street that then connects onto the High Street.

Route to Uxbridge Underground Station



Healthy Streets Indicator	Existing Characteristics	Improvement measures
Everyone feels welcome	The footways along this route are relatively wide and well-maintained with a number of road users present including cyclists on-street (see Image B) with wayfinding signs at appropriate intervals (see Image D & E)	No improvements suggested.
Easy to cross	All crossings have dropped kerbs and tactile paving as a minimum (see Images A, C & E) with crossings present along desire lines towards the High Street.	No improvements suggested.
Shades and shelter	There are shade and shelter opportunities frequently along the High Street (Image E) with tree shade provided in abundance due to the season.	No improvements suggested.
Places to stop and rest	The High Street offers regularly seating opportunities however the rest of the route lacks formal stopping points albeit there are low walls that can be used for resting points (as seen in the distance of Image B).	No improvements suggested.
Not too noisy	The route follows a low-traffic route with no vehicles present along the High Street. Whilst the High Street is a lively environment, the noise is not overbearing.	No improvements suggested.
People choose to walk and cycle	The High Street is traffic-free (see Image F) with direct access to the train station, and the rest of the route favours sustainable travel options with bus stops provided on Vine Street (which is a bus and cycle lane only – see Image D), wayfinding signs are available (see Image E) as well the route following Cycleway 89 for its majority.	No improvements suggested.
People feel safe	There is a lot of pedestrian traffic along most of the route, albeit the underpass creates a slightly dark and claustrophobic environment but is well-lit and clear sight lines allow users to see the road ahead before entering the underpass (see Images A & C).	Adding low-level planting to the banks on either side of the underpass could improve the environment and potentially prevent loitering on the banks next to the underpass.
Things to see and do	Market stalls are available outside of the train station entrance/exit (see Image F) with shops offering outdoor seating along the High Street. This is a functional route as opposed to a route for leisure purposes. The station allows for good connectivity to Central London.	No improvements suggested.
People feel relaxed	The footways provide adequate space to walk and pass other users without issue. The majority of the route is vehicle free as Vine Street is a bus and cycle lane only and the High Street is pedestrians and cyclists only creating a lively and stress-free environment (see Images D & F).	No improvements suggested.
Clean air	The route is mostly vehicle free, and a lot of buses are ULEV/zero emission vehicles creating a clean air environment.	No improvements suggested.

Route to the Hinton Road Bus Stop (V)

The Hinton Road bus stop (V) is located on Cowley Road, north of the junction with Hinden Road. The stop is a 480m walk away and provides access to routes 222 (to Hounslow), and U5 (to Hayes Town). The route heads south on Cricket Field Road for 60m before heading a northerly direction via Whitehall Road and following Myddleton Road which joins onto Cowley Road at its western junction, from here the bus stop is 90m north.

Route to Hinton Road (Stop V) Bus Stop



Healthy Streets Indicator	Existing Characteristics	Improvement measures
Everyone feels welcome	There are smooth, well-maintained footways provided along this route, as shown in Image A & D.	No improvement suggestion.
Easy to cross	Dropped kerbs and tactile paving are provided at crossing points along the route, as shown in Image C.	No improvement suggestions.
Shades and shelter	The footways along Myddleton Street do not provide any trees or plants that offer areas of shade or shelter.	The route could benefit from extra trees planted to allow for additional shade.
Places to stop and rest	This is a destination route; therefore, it is unlikely that people will be seeking a place to and rest before reaching the bus stop.	No improvement suggestion. The bus stop provides seating, which is sheltered, allowing people to stop and rest.
Not too noisy	Some of the streets in the vicinity (including Myddleton Street along this route) are one-way, which reduces the amount of vehicular traffic that passes.	No improvement suggestion.
People choose to walk and cycle	A number of the roads on the route are quiet and residential in nature.	No improvements suggested.
People feel safe	The route is well-overlooked by a number of residential properties along Whitehall Road, Myddleton Road and Cowley Road. The bus stop screen is also transparent, allowing people waiting to be seen by others (Image F)	No improvement suggestion.
Things to see and do	There are a range of amenities provided at the end of this route, including a convenience store and fast-food takeaway restaurants.	No improvement suggestion.
People feel relaxed	The dropped kerbs along Cowley Road reduces the level of separation between the users of the footway and vehicle traffic.	Reduced vehicle speeds along this stretch of Cowley Road could help pedestrians feel more relaxed.
Clean air	There are no restrictions in place to reduce vehicle emissions along the route.	The route could promote cleaner air through the introduction of EV charging facilities along the route.

Route to the National Cycle Network Route 6

The National Cycle Network (NCN) Route 6 routes adjacent to the Grand Union Canal to the west of Waterloo Road. The route is a 1.1km walk away and provides access towards Harefield in the north and West Drayton to the south. The route primarily routes west but begins the route heading south down Whitehall Road for 350m before routing west along Walford Road and Cowley Mill Road. To be able to join the cycle route there is a separate shared footpath at the bridge on Cowley Mill Road.

Route to HCH Route 6



Healthy Streets Indicator	Existing Characteristics	Improvement measures
Everyone feels welcome	The footways along the southern side of Cowley Mill Road are narrow, and there are instances of vehicles overhanging onto the footway further reduce the available width, as seen in Image E.	Residents should be reminded to park considerately along Cowley Mill Road to ensure that the footway does not become blocked e.g. via signage or letters, etc.
Easy to cross	Signal-controlled crossings are equipped with tactile paving, dropped kerbs, green-man push-button facilities, and rotating cones as shown in Image D.	No improvement suggestion.
Shades and shelter	There are trees provided at intermittent intervals along the route which offers areas of shade and shelter.	No improvement suggestion.
Places to stop and rest	Bus stops along the route are provided seating, however, there are a lack of places for people to stop and rest.	There are wide footways along Cowley Road, south of the junction with Walford Road, which would benefit from benches or planters that would offer places for people to stop and rest.
Not too noisy	Cowley Road forms part of the local 'A' road network and, as such, experiences a high level of vehicle traffic.	No improvement suggestion.
People choose to walk and cycle	The route provides a link to Route 6 of the National Cycle Network, however, there is no cycle infrastructure provided at any point during the route.	This can be improved through additional signage and maps to help direct cyclists to join the cycle route.
People feel safe	There are signs located along Cowley Road that inform drivers of the recent road accident statistics and encourage drivers to drive safely. Street lighting is also provided at regular intervals along the route.	Further traffic calming measures such as speed humps and signposted speed limits would help people feel safer along the route.
Things to see and do	There is a convenience store located along the route, which provides a delivery collection point, as shown in Image C.	No improvement suggestion.
People feel relaxed	The footpaths along the route are generally kept clear and are free from waste, which lends to a calmer and more relaxed environment.	No improvement suggestion.
Clean air	There are no restrictions or measures in place to reduce vehicle emissions along the route.	The route could promote cleaner air through the introduction of EV charging facilities along the route.

Route to the Grand Union Canal Cycleway (to the south)

The Grand Union Canal Cycleway is located in West Drayton however there is an almost continuous cycle route from the site to the canal. The full walk/cycle is 3.8km however for the sake of the assessment, a section of the route has been documented. The route primarily follows a straight-line down Whitehall Road and Cleveland Road with both on-road and off-road cycle opportunities.

Route towards Grand Union Canal Cycleway



Healthy Streets Indicator	Existing Characteristics	Improvement measures
Everyone feels welcome	This is a functional route following Cycleway 89 down towards Grand Union Canal, however the route is primarily residential in nature and provides a calm, low-traffic environment. The cycle route offers on-road and off-road infrastructure with wayfinding signs present along the way (see Images C, D & F).	No improvements suggested.
Easy to cross	Most crossing points feature dropped kerbs and tactile paving however several side-streets don't have any crossing facilities including dropped kerbs (see Image B).	Improve provision of crossing facilities along the route with junctions featuring at least dropped kerbs and tactile paving as a minimum.
Shades and shelter	There is limited shade and shelter along the route with very few planting opportunities provided along Whitehall Road (see Image E).	No improvements suggested.
Places to stop and rest	Footways are wide enough to allow pedestrians to stop and not block the way for others, however there are no formal resting points available on route.	The small grass verge in Image F would be a good location for benches with shade provided by the trees.
Not too noisy	Whitehall Road is mostly residential in nature with a low-traffic environment	No improvements suggested.
People choose to walk and cycle	The route has multiple wayfinding signs for cyclists with details including distances to key destinations as well as wayfinding maps for pedestrians (see Images A, C & F).	No improvements suggested.
People feel safe	The residential street offers a lot of surveillance with cameras also situated on route to improve safety (see Image E). Side streets are also well-lit with clear views (see Images B & D)	No improvements suggested.
Things to see and do	This is a functional route as opposed to a route for leisure purposes.	Planters along the route would improve attractiveness of the route and benches would provide a more comfortable journey.
People feel relaxed	The route is clean and free of litter and bins (see Images A-F). Furthermore, due to the separation of cyclists and pedestrians this allows for a relaxed environment for all users (e.g. Images A, D & F).	No improvements suggested.
Clean air	Whitehall Road is low-traffic and residential, with unlikely levels of high pollution along the route.	No improvements suggested.

Summary and Conclusion

Whilst most routes were well maintained, some areas did not meet all of the indicators. Below are the identified locations with reported deficiencies and suggestions for improvements that are not set to be improved by the site proposals:

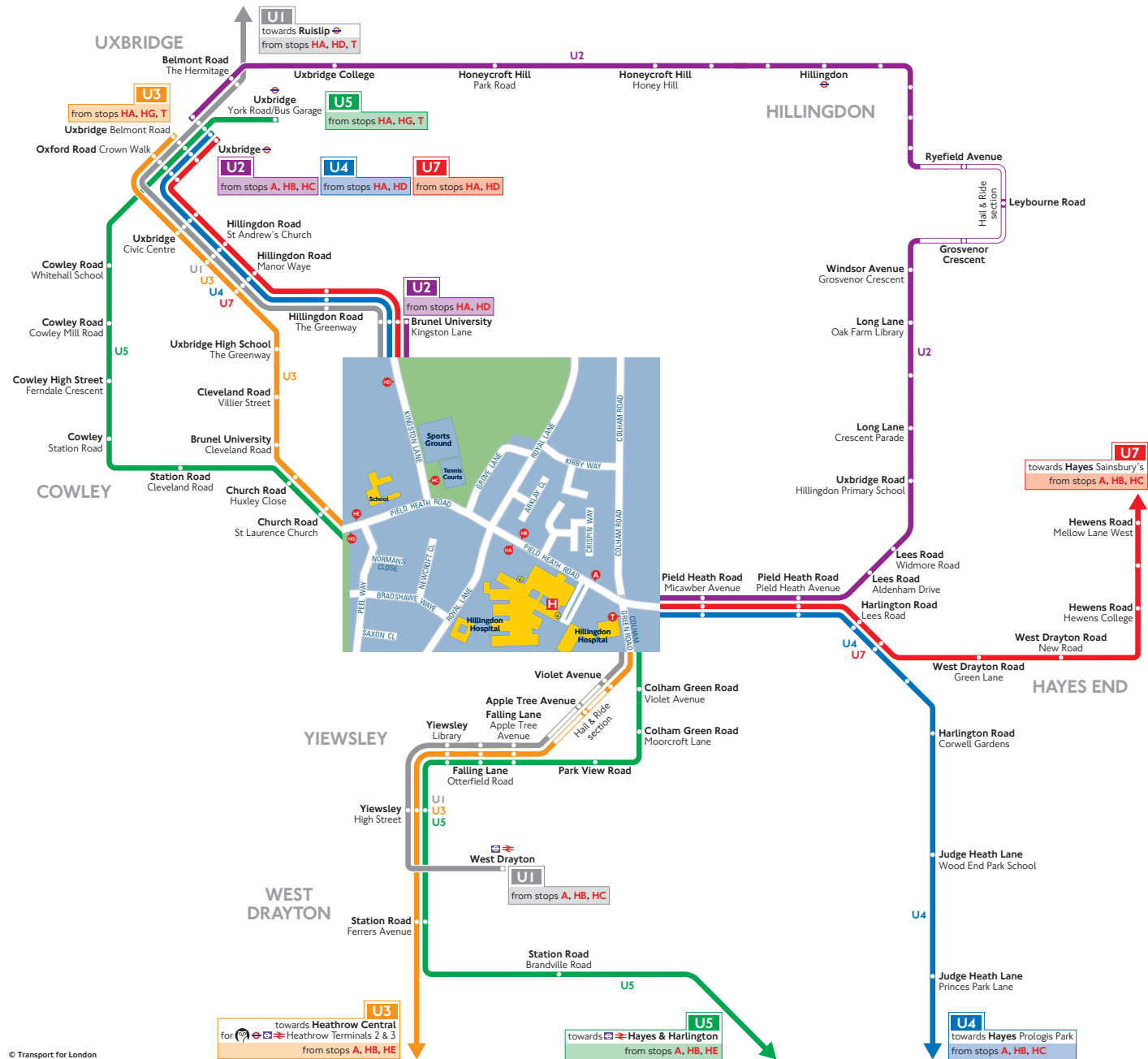
- A mirror could be installed on the lamppost column on the walking route to Manor Way Recreation Ground which would allow people to see around the corner and would be a benefit to the local area.
- The expansion of EV charging facilities, potentially through replacing standard parking bays along a number of residential streets in the vicinity, would support the transition to using cleaner vehicles and reducing emissions.
- The introduction of street furniture such as benches and planters along key pedestrian routes would provide opportunities for rest and encourage greater use of the public realm, particularly for older people and those with reduced mobility.

Although the implementation of the above would be a benefit to all, they are not considered necessary to make the development acceptable in highways planning terms.

Appendix D

(TfL Bus Map)

Buses from Hillingdon Hospital



How to use this map

- Find your destination on the map or in the Destination finder
- See the coloured lines on the map and numbers in the Destination finder for the bus routes that go to your destination
- Check the Destination finder and map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with Elizabeth line
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights

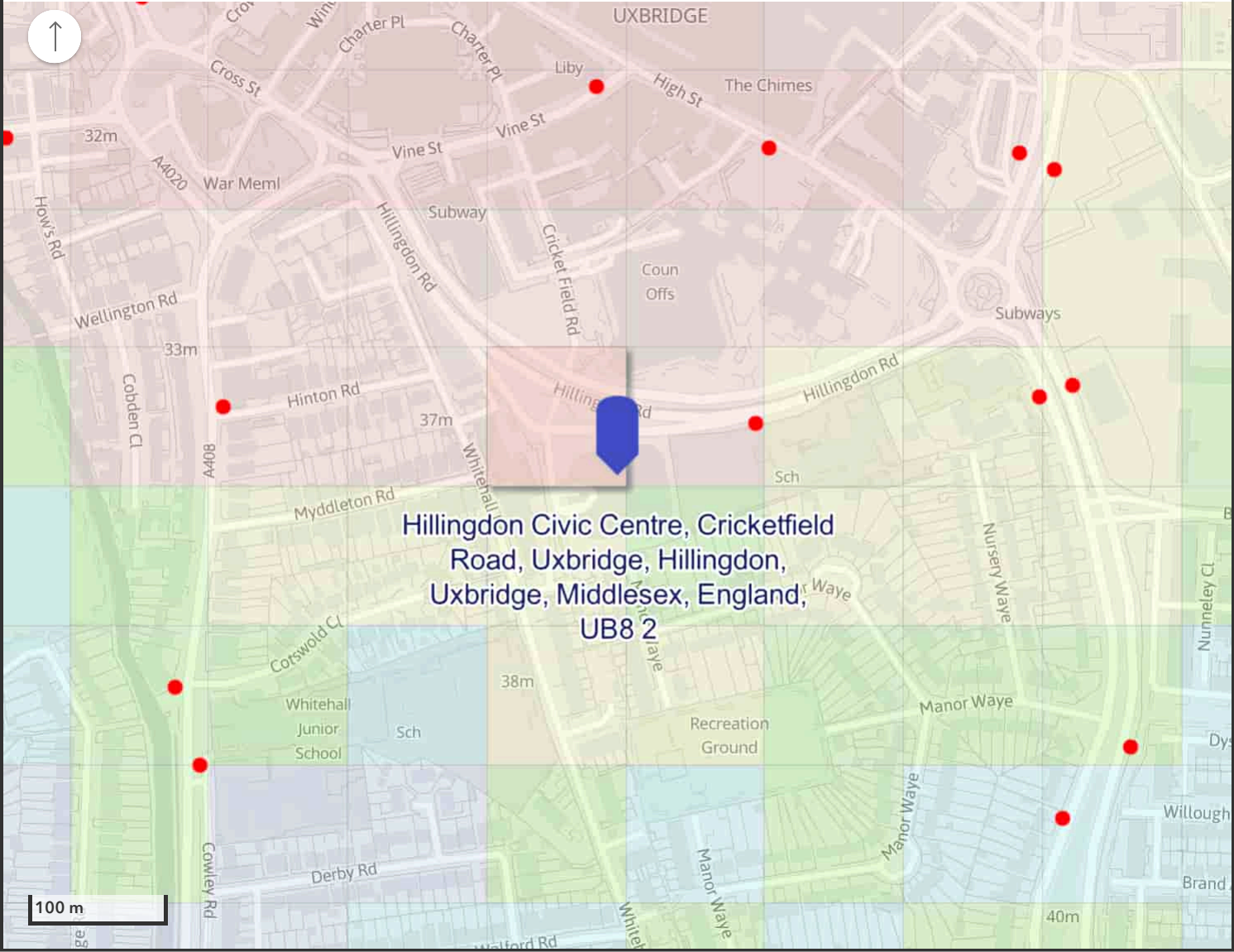
Ways to pay

- Pay as you go with contactless (card or device) or an Oyster card – touch in to pay the correct fare
- Download the free TfL Go app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/Oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited Bus and Tram journeys within the first hour of touching in for the price of a single fare (or for the price of one journey). Always use the same card or device when touching in
- If you fail to show on demand a valid ticket, smartcard or device or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecution

Appendix E

(PTAL Report)

PTAL Report



TfL Stations
Underground Stations



National Rail Stations Bus Stops



Elizabeth Line Stations



DLR Stations



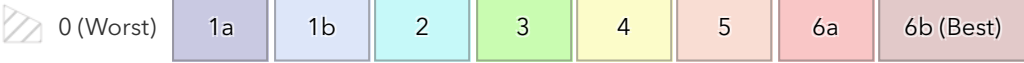
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

5

Grid ID: 96952
Coordinates: 505645,183752 (BNG)
Accessibility Index (PTAI) : 21.19

Calculation Parameters

Day of Week: Monday-Friday
Time Period: AM Peak
Walk Speed: 4.8 km per hour
Bus Walk Access Time Threshold: 8 mins
Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Civic Centre	427	7.50	314.69

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Civic Centre	U4	7.00	314.69

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Civic Centre	U3	5.00	314.69

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Hinton Road	222	6.00	414.56

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Park Road	SL8	6.00	485.77

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Hinton Road	U5	5.00	414.56

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Civic Centre	U1	4.00	314.69

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Uxbridge Station	U2	6.00	522.88
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	St Andrews Church	A10	3.00	480.09
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Uxbridge Station	331	3.00	522.88
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Civic Centre	U7	2.00	314.69
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Uxbridge Station	U9	2.33	522.88
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Unknown	3	2.00	430.11
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Uxbridge Station	U10	0.67	522.88
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	Uxbridge-Cockfosters	6.00	566.05
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	Uxbridge-Aldgate	4.67	566.05
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	Uxbridge-Baker	3.00	566.05
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	Oakwood-Uxbridge	1.67	566.05
Mode	Stop	Route	Service Frequency	Walk Distance (m)

LUL	Uxbridge	Baker	0.67	566.05
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Mode	Stop	Route	Service Frequency	Walk Distance (m)
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LUL	Uxbridge	Aldgate-Uxbridge	0.67	566.05
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Mode	Stop	Route	Service Frequency	Walk Distance (m)
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LUL	Uxbridge	Wembley	0.33	566.05
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Mode	Stop	Route	Service Frequency	Walk Distance (m)
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LUL	Uxbridge	South	0.33	566.05
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