

Eton West Construction

64 Delamere Road, Hayes

Transport Statement

June 2021

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

Contents

1	INTRODUCTION.....	1
2	EXISTING SITUATION	2
	The Site and Surrounding Area	2
	Local Highway Network	3
3	ACCESSIBILITY	4
	Pedestrians and Cyclists	4
	Public Transport Accessibility	5
4	POTENTIAL TRANSPORT AND HIGHWAYS IMPLICATIONS.....	7
	Trip Generation.....	7
	Public Transport	8
	Parking.....	8
5	SUMMARY AND CONCLUSION	10
	Summary	10
	Conclusion	10

Appendices

Appendix A	-	Site Location & Layout Plans
Appendix B	-	TfL PTAL Rating
Appendix C	-	Swept Path Analysis

1 INTRODUCTION

- 1.1 Caneparo Associates are appointed by Eton West Construction to provide traffic and transport advice for the retrospective change of use application for 64 Delamere Road, Hayes ("the site"), located in the London Borough of Hillingdon (LBH).
- 1.2 The site is situated to the west of Delamere Road and north of The Broadway. Delamere Road serves a mostly residential neighbourhood with a small number of commercial properties situated close to the junction between Delamere Road / The Broadway.
- 1.3 The proposal seeks to formalise the change of use of the existing site from builders merchant yard (Use Class B8) to provide a vehicle repair garage with MOT services (Sui Generis). The Architect's proposed site and layout plans are provided at **Appendix A**.
- 1.4 This report considers the effect of the proposed change of use in terms of accessibility, servicing and, in particular, considers the effect on on-street parking.
- 1.5 This report has been prepared in recognition of the National Planning Policy Framework (NPPF), which states at paragraph 109 that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*. This report concludes that there will not be an unacceptable impact on transport and highways and the change of use should therefore be allowed.
- 1.6 The remainder of this report is set out as follows:
- Section 2 - Existing Situation;
 - Section 3 - Accessibility;
 - Section 4 - Transport & Highways Implications; and
 - Section 5 - Summary and Conclusions.

2 EXISTING SITUATION

The Site and Surrounding Area

- 2.1 The site is located west of Delamere Road and north of The Broadway, bordered by commercial space to the south and residential developments to the north. The site is situated approximately 170m from Hayes Bridge Retail Park which offers a range of retail amenities. The site location in context to the surrounding area is detailed within **Figure 2.1** below.

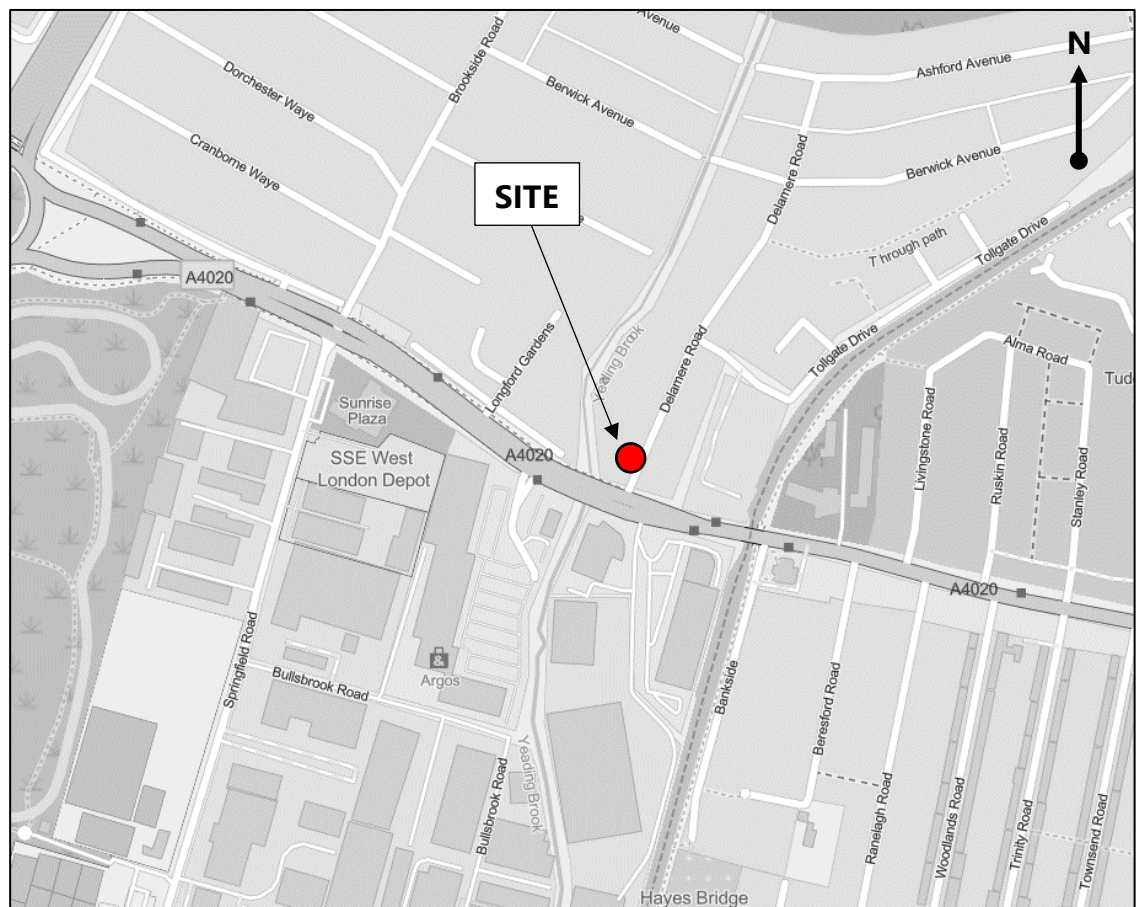


Figure 2.1 Site Location Plan

Source: ArcGIS Pro 2021

Local Highway Network

- 2.2 The main highway which directly serves the site is Delamere Road which operates in a broadly north to south direction, joining with The Broadway in the south and Ashford Avenue in the north. Delamere Road provides two-way traffic flow operating on a single carriageway with uncontrolled on-street parking located on either side of the carriageway. The frontage of the site is controlled by the display of double yellow lines and double line blips preventing stopping and loading on-street at all times.
- 2.3 Delamere Road meets with The Broadway in the south which operates in a broadly east to west orientation joining with Uxbridge Road in both the east and the west. The Broadway offers two-way traffic flow which is segregated by a middle island refuge. The northern side of The Broadway displays a bus lane which is controlled 07:00-10:00 and 16:00-19:00.

3 ACCESSIBILITY

Pedestrians and Cyclists

- 3.1 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end, TfL has defined 20 minute walking and cycling distances as an Active Travel Zone (ATZ).
- 3.2 The site is accessible by non-car modes, with footways located on either side of Delamere Road and The Broadway. A signalised pedestrian crossing is located 95m southwest of the site on The Broadway, offering pedestrian priority to Hayes Bridge Retail Park. The crossing is accommodated with tactile paving and dropped kerbs for pedestrian of all abilities.
- 3.3 The site is located nearby to a number of amenities which fall within a 20 minute walking distance from the site. These amenities and their distance from the site are detailed within **Table 3.1** below.

Table 3.1: Approximate Distances to Local Amenities			
Amenity	Location	Distance (m/km)	Approximate Walking Time (minutes)
Public Transport			
Bus Stop	Hayes Bridge	120m	2 minutes
	Delamere Road	130m	2 minutes
Amenities			
Metro Bank	Hayes Bridge Retail Park	210m	3 minutes
Medical Centre	Woodlands Road	450m	6 minutes
Screwfix	Springfield Road	500m	6 minutes
Sainsbury's	Lombardy Retail Park	1.0km	13 minutes
Lombardy Retail Park	Lombardy Retail Park	1.0km	13 minutes
Hillingdon Cycle Circuit	Springfield Road	1.1km	14 minutes

- 3.4 Accepted guidance suggests that for journeys up to a 20 minute cycling distance represents an important mode of transport. Much of South Ruislip, Hanwell, Cranford, Hayes and Hillingdon Heath fall within a 20 minute cycle of the site.

- 3.5 Located approximately 300m east of the site there is the Quietway 16 cycle route which operates along the canal offering access north towards the A40 Northolt and south towards the Grand Union Canal Walk. This cycle route mostly operates off-road and offers a safe cycle network for novice riders. The off-road canal route also offers access into central London via Alperton, Kensal Town and Paddington.

Public Transport Accessibility

Bus Services

- 3.6 The closest bus stop is located The Broadway, stops Hayes Bridge (120m / 2 minute walk) and Delamere Road (130m / 2 minute walk) which offer a variety of services. All local bus services within a 20 minute walking distance from the site are detailed in **Table 3.2** below.

Table 3.2: Bus Services and Frequency				
Route No	Route	Frequency (in minutes)		
		Weekdays	Saturday	Sunday
95	Southall Broadway – Shepherd's Bush Green	10 - 13	12	20
105	Heathrow Central – Greenford Station	10 - 13	10 - 13	15
120	Hounslow Bus Station – Northolt Station	9 - 13	10 - 13	11 - 13
207	White City – Hayes By-Pass	4 - 8	4 - 8	6 - 10
427	York Road – King Street	6 - 9	10 - 13	8 - 12
E5	Perivale Tesco – Toplocks Estate	10 - 13	11 - 14	20

National Rail Services

- 3.7 There are no rail / underground stations within the appropriate 20 minute walking distance from the site. The nearest station to the site is Southall, located approximately 22 minutes walk / 1.7km south-east of the site which equates to a 7 minute cycle.
- 3.8 Southall station offers a TfL rail and Great Western rail service between London Paddington, Hayes & Harlington, Heathrow Terminal 4 and Reading. Southall station will benefit from Crossrail services, which are hoped to commence in 2022.

Public Transport Accessibility Level (PTAL) Rating

- 3.9 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.
- 3.10 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.
- 3.11 The site has a PTAL Rating of 2 which translates to a relatively poor level of accessibility by public transport. However, as some bus services / stops fall just outside the 960m cut off distance for inclusion in the PTAL calculation this somewhat underestimates the accessibility of the site.
- 3.12 **Appendix B** includes a copy of TfL's PTAL calculation for the site.

4 POTENTIAL TRANSPORT AND HIGHWAYS IMPLICATIONS

Trip Generation

Existing Builders Merchants

- 4.1 The TRICS database was unable to be interrogated for the existing builders merchant yard due to the small scale of the site. Despite this, it can be considered that the existing use of the site would generate a reasonable volume of vehicle trips which would have been consistent throughout the day, associated with deliveries dropping off supplies and customers picking up supplies. Additionally, it can be distinguished that many of the vehicles travelling to the existing site would be transit vans, or mid/large sized delivery vehicles. Very few, if not any trips would have been undertaken by sustainable modes due to the use of the site.

Proposed Vehicle Repair Garage

- 4.2 Due to the limitations of TRICS with vehicle repair sites of this size (423sqm), a detailed TRICS assessment was unable to be undertaken. Despite this, the occupiers of the site have provided details of the number of employee, client and delivery trips they typically generate.
- 4.3 The site operates 09:00 – 17:00, Monday to Saturday with a total of 6 members of staff being on-site at once. Staff travel to site via a mix of private vehicle, motorcycle, pedal cycle, foot and public transport. With a total of 6 members of staff on-site daily this would generate approximately 6 trips 'in' during the AM peak (08:00-09:00) and 6 trips 'out' during the PM peak (17:00-18:00) equating to a total of 12 movements across the day. It is worth noting that a number of employee trips are undertaken by sustainable modes due to their living arrangements being close to the site, which reduces the number of vehicle trips travelling to the site.
- 4.4 The site typically generates 2 customer trips a day in and 2 out, giving an approximate total of 16 movements across the day (including employee trips). This figure is expected to represent a decrease in comparison to its former use as a builders merchants, such that no impact in terms of traffic movement or parking demand results.

Trip Generation Summary

- 4.5 Furthermore, it is worth noting that the existing builders' merchants would have generated a greater number of trips across the day of which most if not all would be undertaken by vehicles. Therefore, it can be considered that the proposed change of use to a vehicle repair garage will generate a significant reduction in vehicle trips throughout the day, generating a positive impact on the local highway network.

Public Transport

- 4.6 The site is accessible by non-car modes being within walking and cycling distance of public transport services. Regular rail services can be accessed from Southall Station respectively, located approximately 1.7km (or 7 minute cycle). Additionally, the site is located an approximate 2 minute walk from the nearest bus stop which offers a variety of services which are detailed within Section 3 of this report.

Access

- 4.7 There is to be no change to the existing vehicle access into the site, just alterations to the location of on-site parking bays which will be formalised. Following a site visit a swept path analysis has been undertaken and displayed at **Appendix C** of a large car assessing and egressing all parking spaces on-site. This swept path analysis displays that all vehicles can successfully access the proposed on-site parking spaces.

Parking

Car Parking

- 4.8 A total of 4 car parking spaces will be allocated on-site for the use of clients and employees of the development. There is a lack of recent policy guidance from both the London Plan and Hillingdon's Local Plan regarding car parking standards for the proposed use. Hillingdon's Unitary Development Plan (UDP) 2001, Appendix 1 – Revised Parking Standards, states that service and repair garages (Use Class Sui Generis) generate a maximum standard of 1 space per 50sqm, equating to a maximum demand for 9 car parking spaces. Therefore, the provision of 4 on-site parking spaces falls within the required parking standards and does not exceed the maximum requirements.

Cycle Parking

- 4.9 Appropriate cycle parking will be accommodated within the site which will be safe secure and sheltered. Both Hillingdon's Local Plan (part 1 & 2) and the London Plan do not provide cycle parking guidance for this type of use, therefore cycle parking has been based on a judgement of the existing use of the site (Class B8) which would require a demand for 1 cycle parking space on-site for staff and 1 space for visitors.

Servicing and Refuse

- 4.10 The proposed change of use is not expected to result in an increase in servicing activity, rather a significant decrease in the number of deliveries / servicing vehicles. The existing builder's merchants would have generated a volume of deliveries of materials / supplies to the merchants' yard. The site is only expected to generate in the region of 2 – 3 deliveries per day.
- 4.11 It is envisaged that refuse collection will take place on-street as per the existing situation with bins being transferred kerbside, within the site boundary and not conflicted with the footway on collection days. This will have no impact on the local highway network as this collection will merely mirror the strategy of how waste was previously collected for the builders merchant's yard.

5 SUMMARY AND CONCLUSION

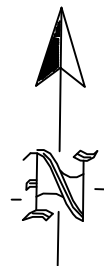
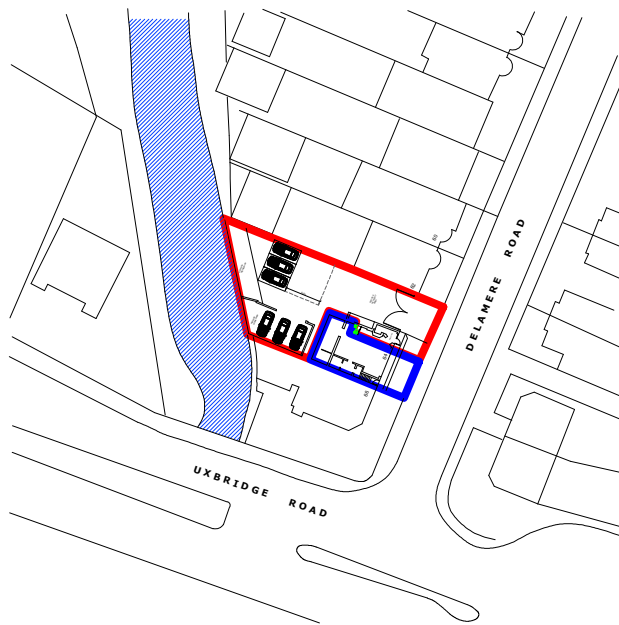
Summary

- 5.1 Caneparo Associates has been appointed by Eton West Construction to provide traffic and transportation advice associated with the retrospective proposed change of use of 64 Delamere Road, from Use Class B8 builders merchants to a vehicle repair garage (Sui Generis).
- 5.2 Parking and loading arrangements within the site will be formalised, with 4 car parking spaces located on-site and cycle parking for 2 bikes will also be provided. All parking of vehicles being worked on or awaiting collection will be accommodated on-site with no potential overspill expected to occur on Delamere Road.
- 5.3 Servicing and refuse collection will continue as existing. Delivery and servicing trips are likely to be reduced compared to the former use which will have a positive impact on the local highway network.
- 5.4 The change in use is expected to reduce the number of vehicles trips traveling to / from the site. Furthermore, the proposed use is expected to increase the number of trips undertaken by sustainable modes compared to the existing use, with some staff and customers (after having dropped off a vehicle, or when on the way to collect a vehicle) using these modes.
- 5.5 Paragraph 109 of the National Planning Policy Framework (NPPF) states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*. It is evident from this report that the change of use would not result in an unacceptable impact on transport grounds.

Conclusion

- 5.6 In light of the above, we consider that the change of use is acceptable in traffic and transport terms and should not be prevented.

Appendix A

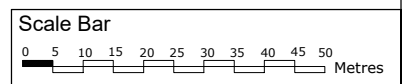


LOCATION PLAN

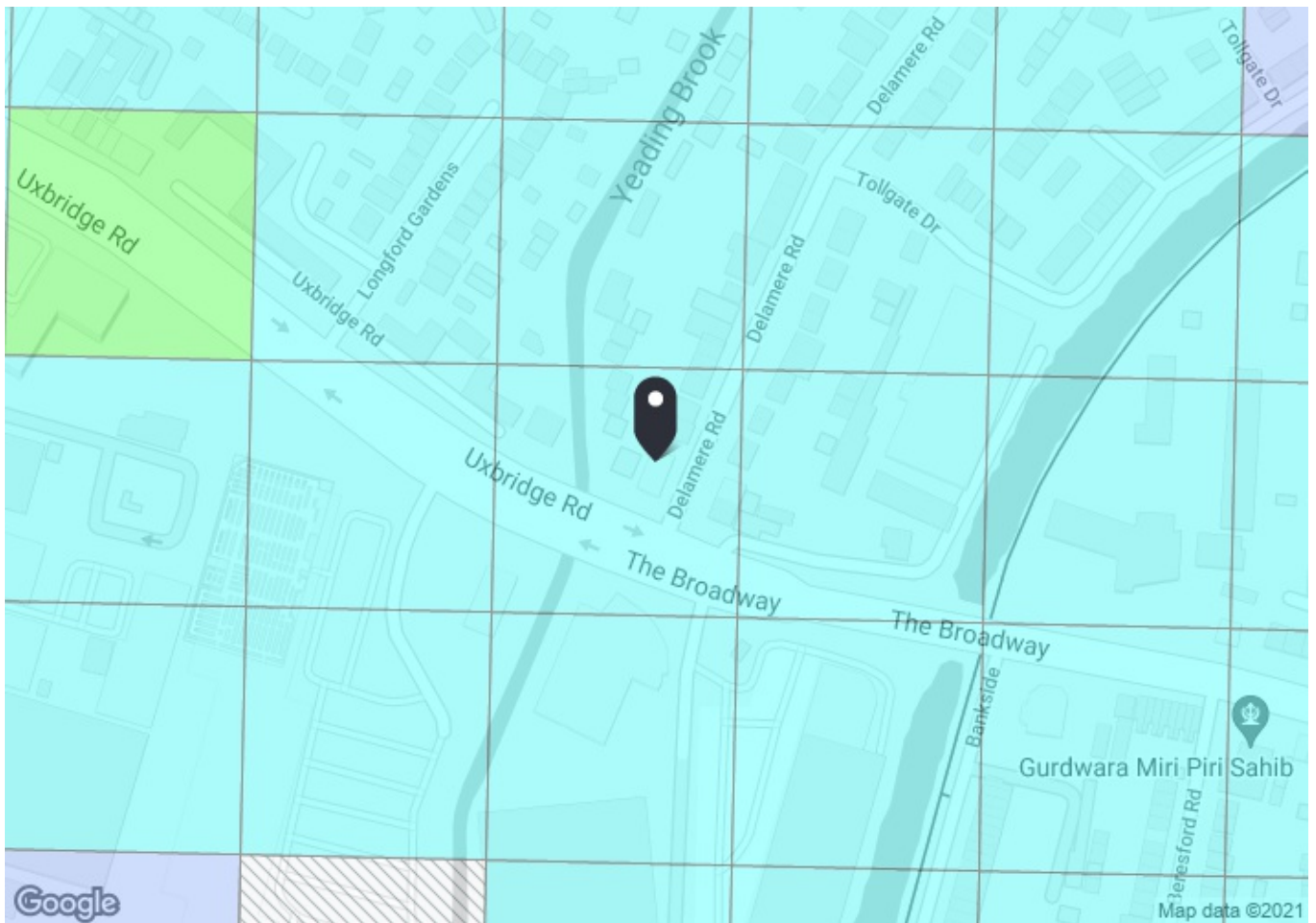
ADDRESS

*64 Delamere Road,
Hayes, UB4 0NN*

SCALE 1:1250



Appendix B



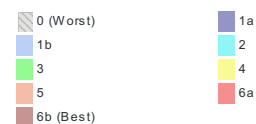
PTAL output for Base Year 2

64 Delamere Rd
64 Delamere Rd, Hayes UB4 0NN, UK
Easting: 511662, Northing: 180657

Grid Cell: 81128

Report generated: 04/06/2021

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

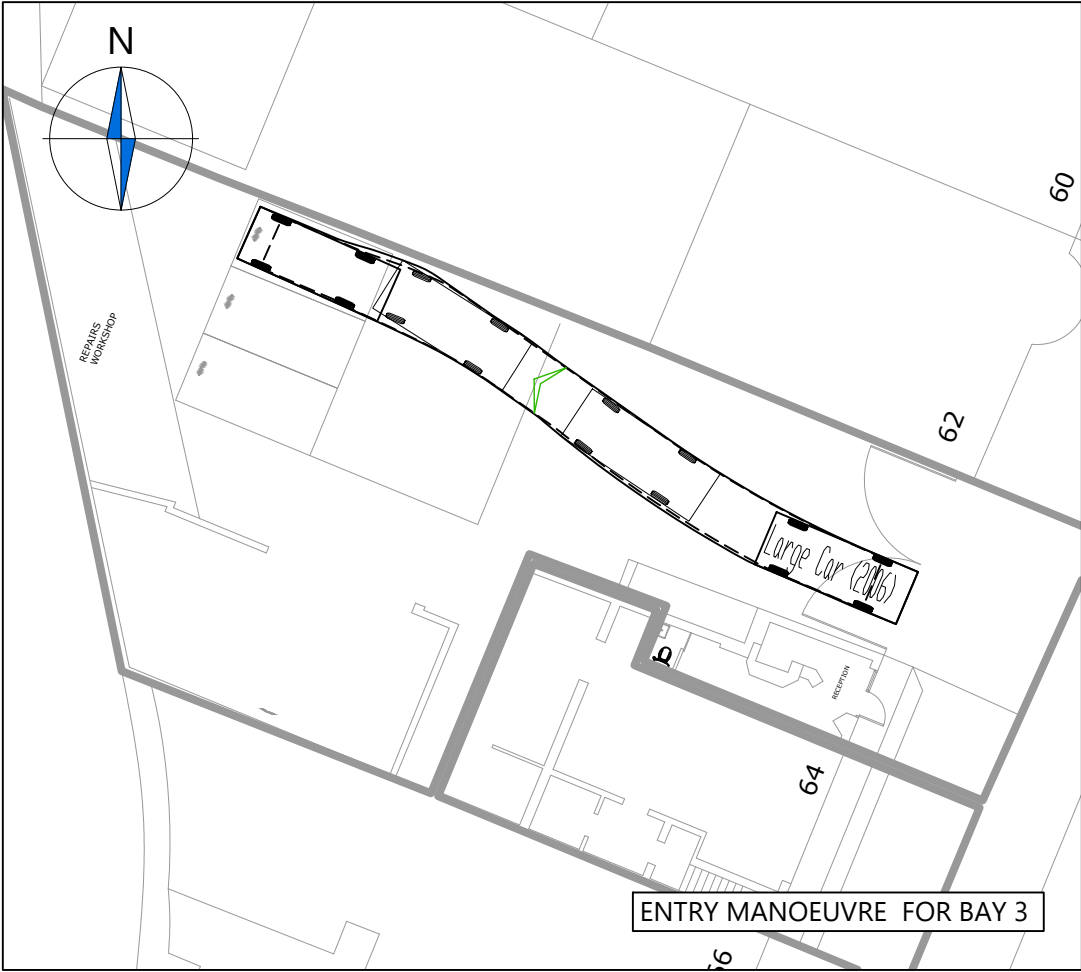
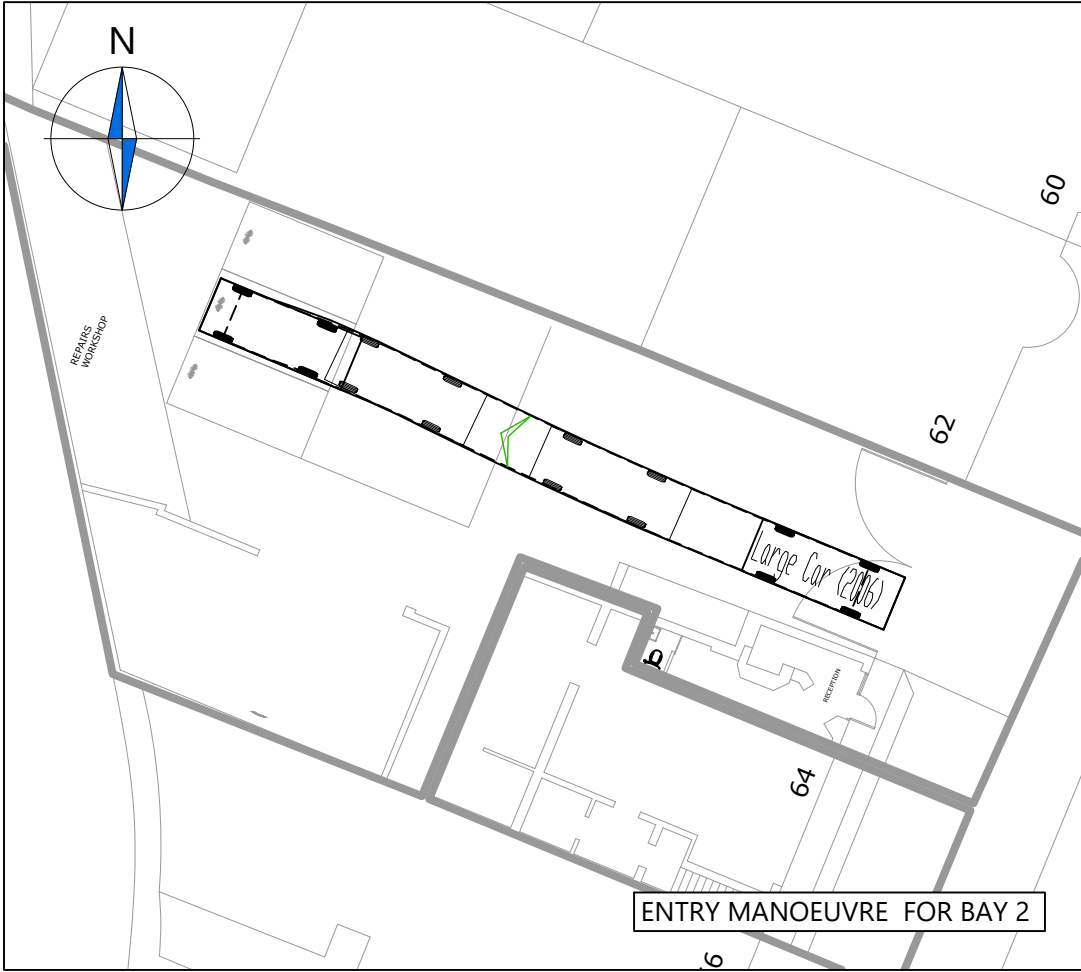
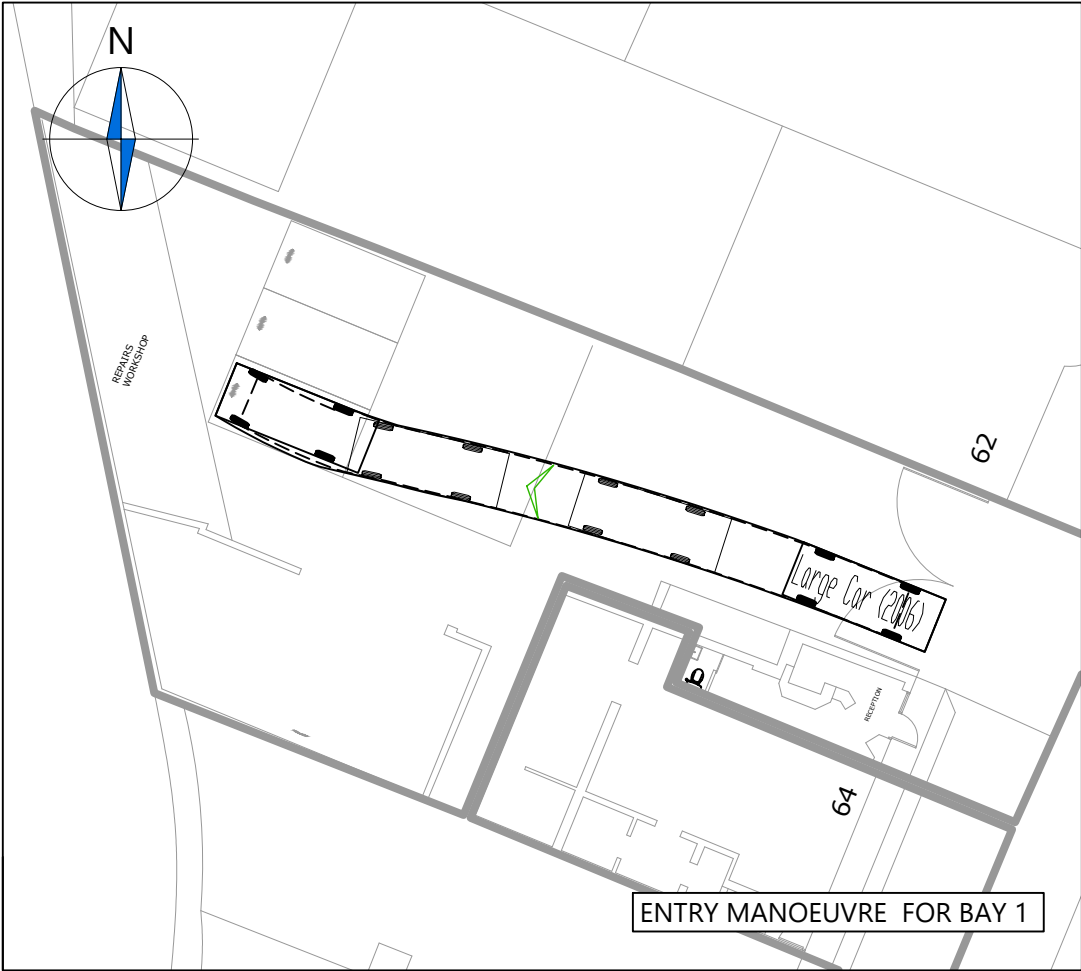
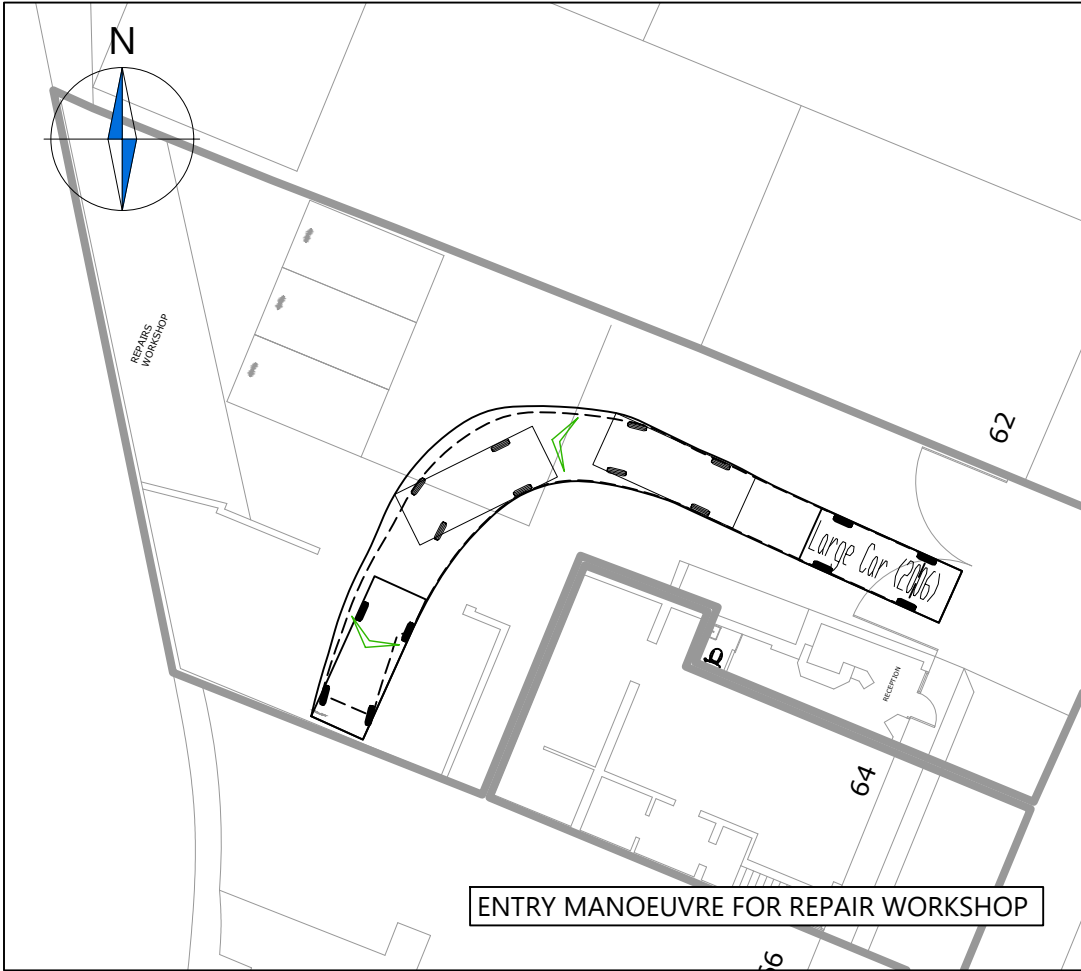
Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WAGGON & HORSES	427	70.83	7.5	0.89	6	6.89	4.36	0.5	2.18
Bus	WAGGON & HORSES	207	70.83	12	0.89	4.5	5.39	5.57	1	5.57
Bus	WAGGON & HORSES	607	70.83	6	0.89	7	7.89	3.8	0.5	1.9
Total Grid Cell AI:										9.65

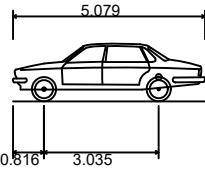
Appendix C



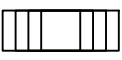
NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

Rev	Details	Drawn	Checked	Date
-----	---------	-------	---------	------

REVISION HISTORY

Status:	☐ Preliminary	☐ For Approval	☐ For Construction
	☒ For Information	☐ For Tender	☐ As Built

Client:

Eton West Construction

Project:

64 Delamere Road, Hayes

Drawing Title:

Vehicle Swept Path Analysis for a
Large Car

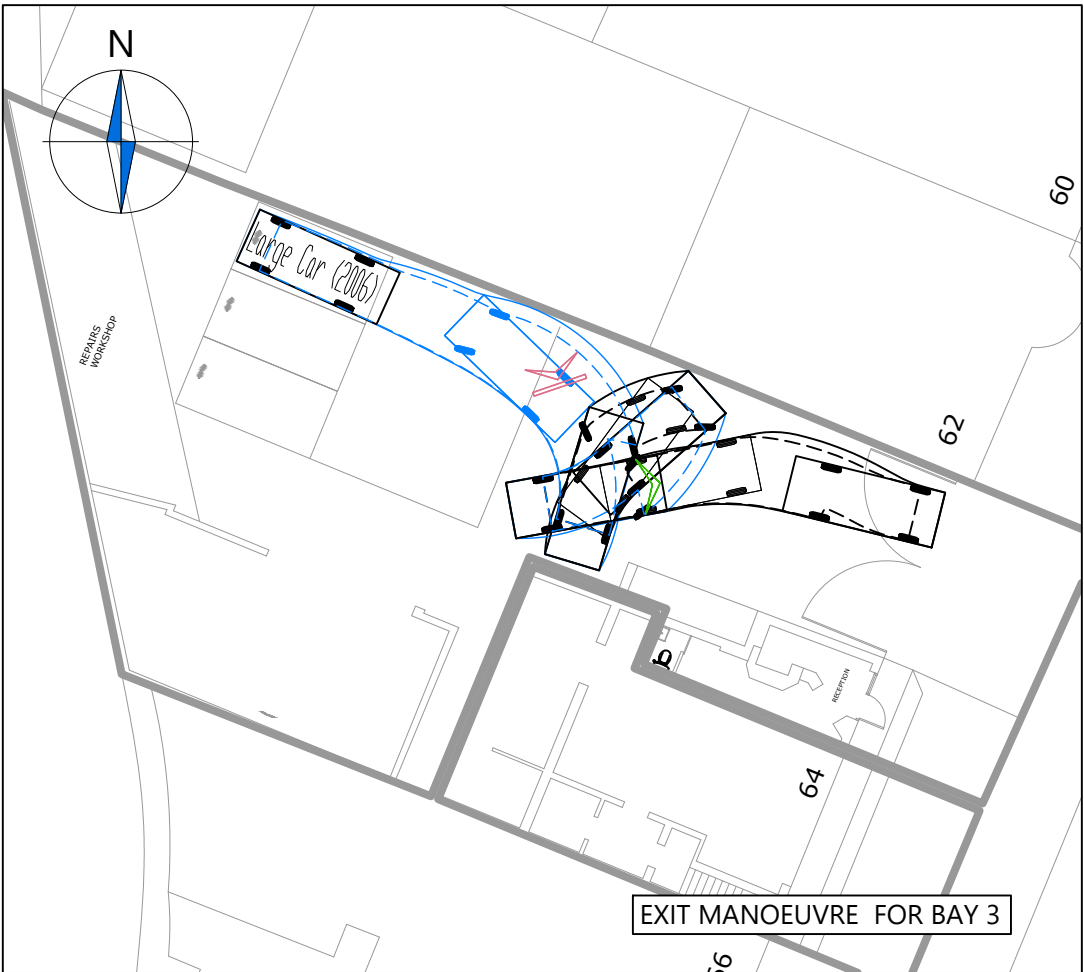
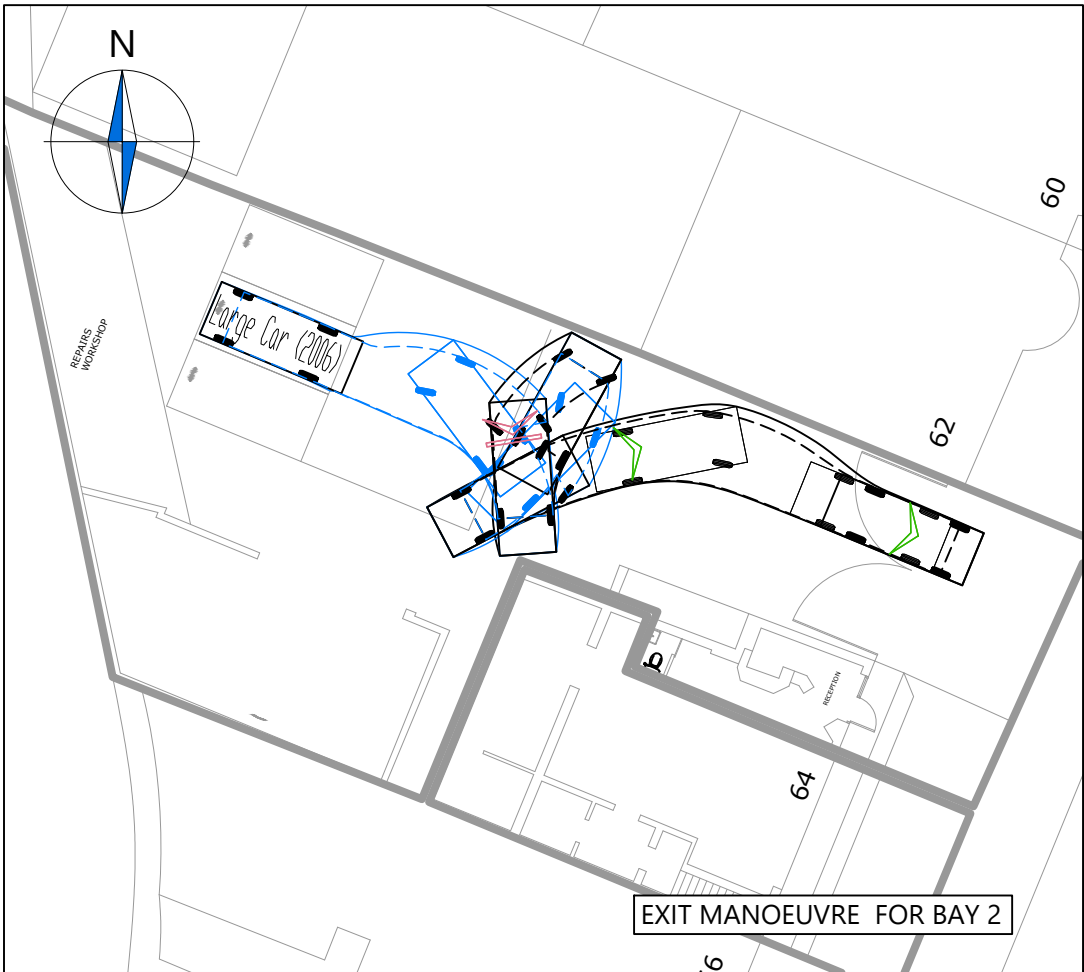
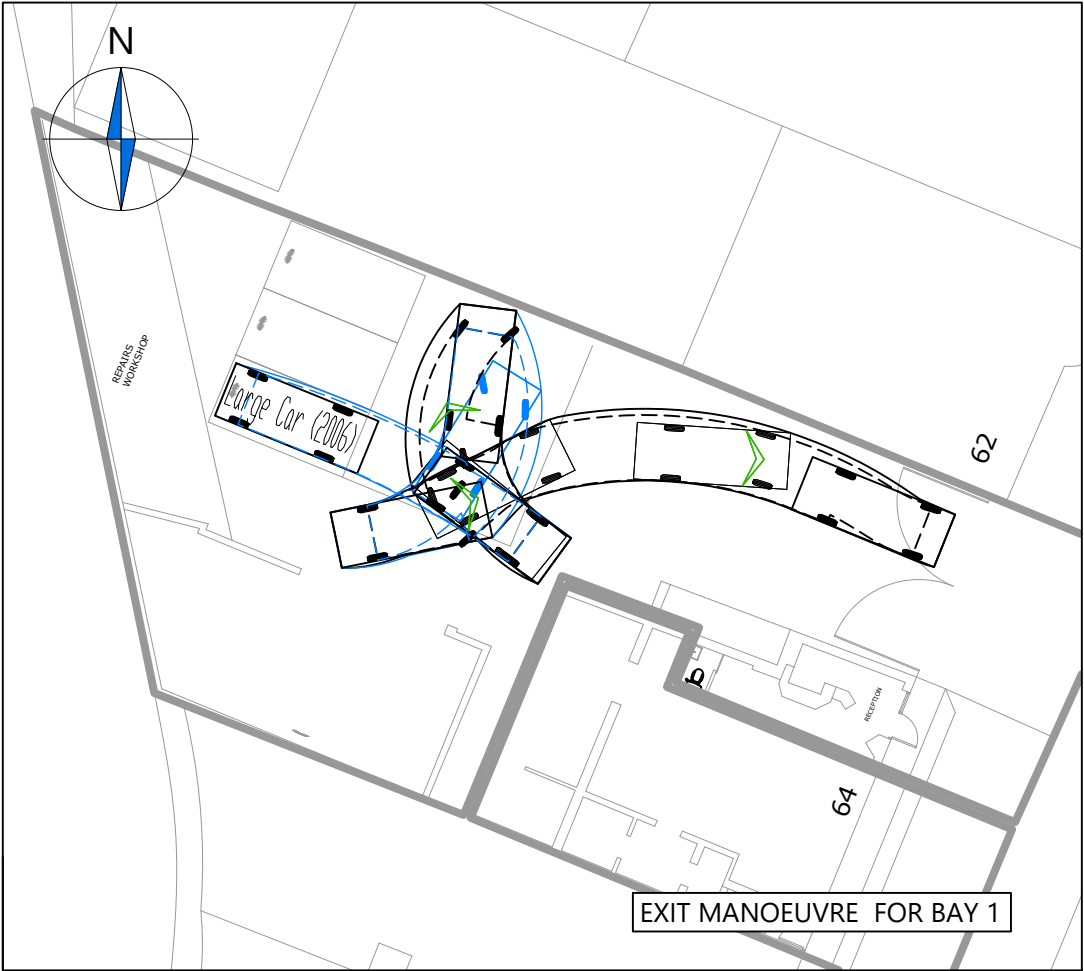
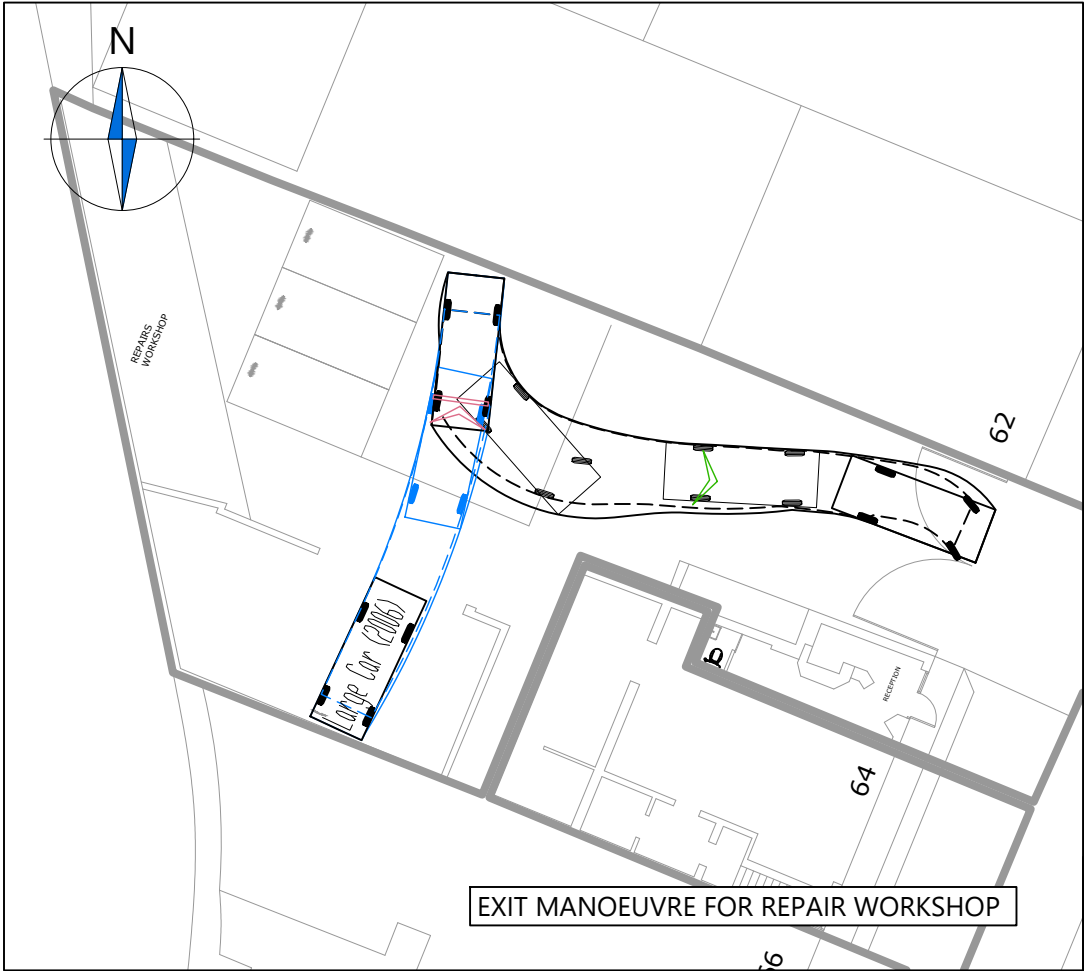
Scale:	1:250	Size:	A3
--------	-------	-------	----

Drawn by:	Checked by:	Date:
COS	SW	03.06.2021



21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

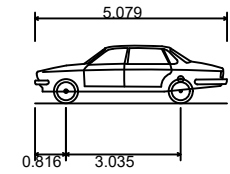
Scheme Ref:	Drawing No:	Sheet :	Rev:
4568	TR001	1 of 2	...



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

	FORWARD MOVEMENTS ARE SHOWN IN BLACK (<i>design speed - 5kph</i>)
	REVERSE MOVEMENTS ARE SHOWN IN BLUE (<i>design speed - 2.5kph</i>)

Rev	Details	Drawn	Checked	Date
...	...	...	...	...

REVISION HISTORY				
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client:

Eton West Construction

Project:

64 Delamere Road, Hayes

Drawing Title:

Vehicle Swept Path Analysis for a Large Car

Scale: 1:250 Size: A3

Drawn by: COS Checked by: SW Date: 03.06.2021

CANEPARO ASSOCIATES

Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 4568 Drawing No: TR001 Sheet: 2 of 2 Rev: ...