



St Andrew's Park, Uxbridge

**Planning, Design and Access Statement (PDAS) in support of Cycle Hire
Docking Station Planning Application**

On behalf of **Client Name**



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1 Background

1.1 Introduction

- 1.1.1 Stantec have been commissioned by Vinci Plc. St. Modwen (VSM) to prepare this Planning, Design, and Access Statement to support their planning application for a cycle hire docking station at St. Andrews Park, Uxbridge. Over the past few months, VSM have been in discussions with London Borough of Hillingdon (LB Hillingdon) and NextBike with the aim of securing the provision of a cycle hire docking station.
- 1.1.2 St. Andrews Park is a mixed-use site which consists of residential dwellings, a primary school and additional community and recreational facilities. The residential Travel Plan for the development has the overarching aim to reduce the reliance of people travelling to and from the site via private car, and to increase travel choice for residents. The proposed cycle hire docking station is in line with this aim as it would provide a reliable and convenient sustainable mode of travel on site which may encourage the uptake of cycling for residents and visitors for local trips.

1.2 Santander Cycles University Challenge

- 1.2.1 In 2017, Santander funded a competition which was open to universities to win capital costs (of approximately £100,000) in order to implement a cycle hire scheme on campus at Brunel University London (BUL) and within the local community. A total of 17 universities applied across the United Kingdom, and within phase one of this competition, BUL was shortlisted to the top 5.
- 1.2.2 To achieve this, BUL had to complete a feasibility study which illustrated that the university was prepared and committed to raise funds, had the necessary resources to implement a cycle hire scheme and included docking station locations which would benefit the wider community. This was further established in phase 2 of the competition when BUL raised the greatest amount of money from their crowdfunding campaign that included 468 pledges from local business partners, staff, and students from the university and local LB Hillingdon residents.
- 1.2.3 The campaign raised over £85,000 for the future running costs of the cycle hire scheme. **Figure 1-1** shows the cycles being used outside the entrance to Uxbridge Underground Station.

Figure 1-1: Santander Cycles

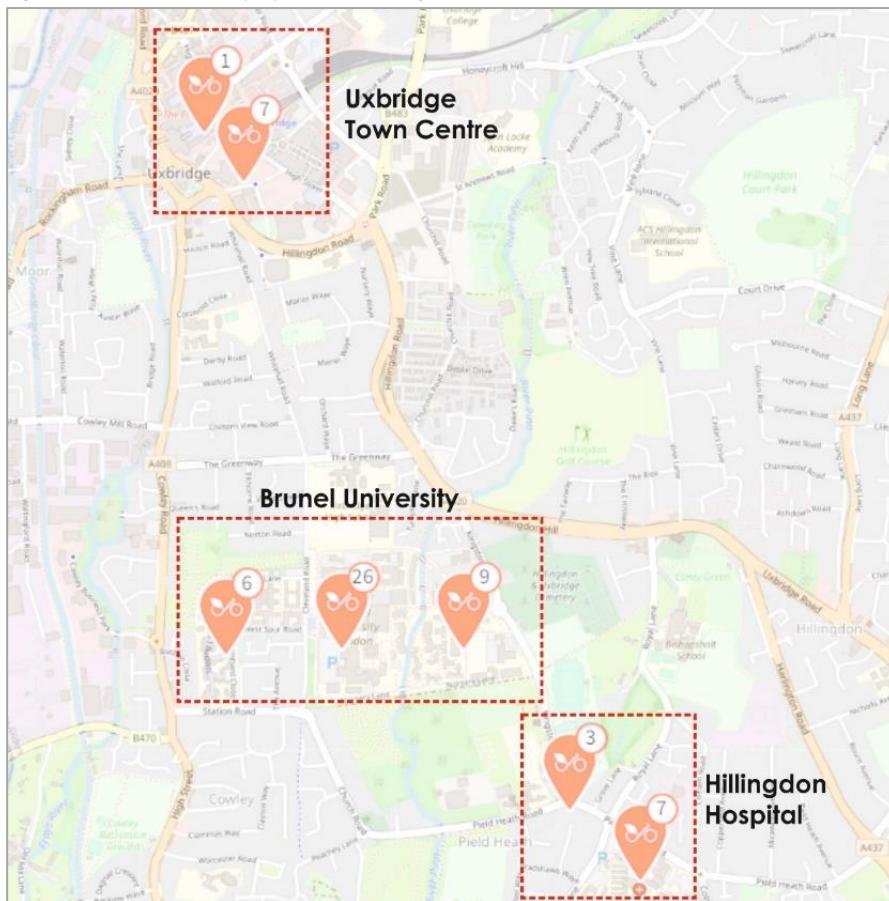


1.3 Scheme Overview

- 1.3.1 The full cycle hire scheme includes:

- 63 Bicycles
- 9 Docking Station Locations (See in **Figure 1-2**):
 1. Uxbridge Town Centre: 2 docking stations;
 2. Brunel University: 3 docking stations;
 3. Hillingdon Hospital: 1 docking station;
 4. Sport Pavilion: 1 docking station; and
 5. West Drayton: 2 docking stations.
- Total of 108 Docking Station Points
- There are several different membership options available:
 - Annual;
 - Monthly;
 - Student;
 - Business;
 - 'Pay As You Go'; and
 - Bikewise as Local Service Provider.

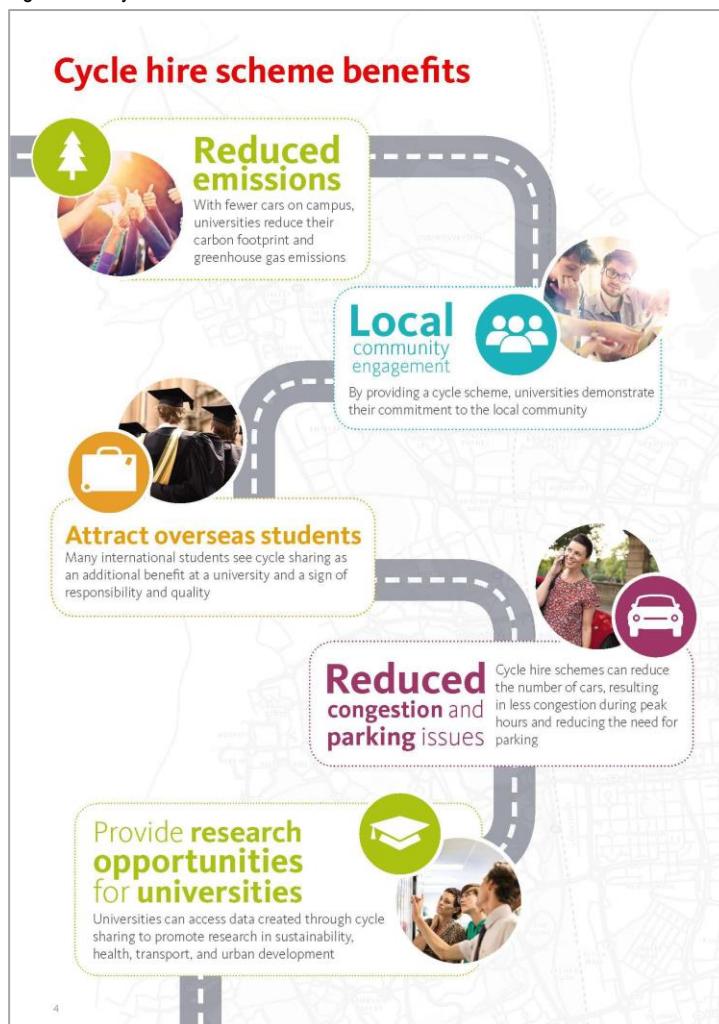
Figure 1-2: Brunel University Cycle Hire Docking Station Locations



1.4 St. Andrew's Park Residents Benefits

- 1.4.1 Cycle hire is a sustainable and healthy way for residents of St. Andrew's Park to travel to other key destinations in the local area, such as Uxbridge Town Centre and London Underground Station, Brunel University Campus, and Hillingdon Hospital. With a high number of people living in the development and making multiple trips every day, they are key to the success and further expansion of the scheme. Additionally, with new cycle hire docking stations coming forward as a part of a long-term programme (see **Section 7**) the introduction of a cycle docking station at St. Andrew's Park is considered to provide an opportunity to increase connectivity beyond the existing key destinations and to other residential and development areas.
- 1.4.2 St Andrews' Park is a large mixed-use residential-led development consisting of 1,340 residential units which has connections to Uxbridge centre and surrounding land uses. The proposed cycle hire docking station would enable residents and staff working at the development to incorporate cycling as part of their regular commute and daily activities.
- 1.4.3 Cycle hire can be complementary to public transport, for example it is often used as the first and last mile to add flexibility and convenience to journeys. Offered as a multi-modal package it becomes a more viable alternative to the car, supporting sustainable, healthy travel. See the cycle hire benefits in **Figure 1-3**.

Figure 1-3: Cycle Hire Scheme Benefits



Source: PDAS Santander Cycles Brunel University London

2 Design Statement

2.1.1 The information below relates to the standard design of Brunel University Cycle Hire Docking Stations. Specific information about the proposed cycle hire docking station at St. Andrew's Park is included in **Section 5** of this report.

2.2 Docking Station Design

2.2.1 A docking station comprises a terminal, docking points and signage, as illustrated in the example in **Figure 2-1**. They can be located on existing footways, carriageways, hard-standing areas, or areas to be converted to hard-standing.

2.2.2 Each docking station may vary in regard to the layout, the number of docking points and, depending on the available space, the proximity of the docking station to surrounding buildings. Furthermore, the presence of street furniture and other relevant criteria may also differ per docking station.

2.2.3 The terminal is a metal post with an information board and acts as a visual sign to users of the presence of the cycle docking station.

Figure 2-1: Docking Station and Terminal



Docking Points

2.2.4 The docking points each secure one cycle and are laid out to provide a minimum of 0.75 metres between the centre point of the cycles once docked. The docking points area is designed so that the cycles can be angled at either 45 or 90 degrees within the site. See example of Santander Cycle docking point in **Figure 2-3**, located on Uxbridge High Street.

Figure 2-3: Santander Cycle Docking Point



2.2.5 The cycle can be locked by the user via the following process:

- The cycle is returned to any Santander Cycle docking station which is included within the scheme;
- The user pushes the lock cable through the docking station rack and fork to secure the cycle;
- The user pushes the lock and checks the lock is secure; and
- The user presses 'OK' on the 'userpad' on the bike to end the hire session and waits for the 'Returned' confirmation message.

2.2.6 Foundations are specified by the contractor based on the requirements of the proposed location.

2.3 Operation

Operating Hours

2.3.1 The docking station will be operational for 24 hours a day, seven days a week. The peak periods of use are anticipated to be during weekday mornings and early evenings. Santander members (see **Section 6**) will be able to unlock the bike or type in their registered mobile number and 6-digit code. Pay as you go users will register via the mobile app and receive a code to release a cycle. They will then enter this code into the numbered pad located above rear wheel mudguard.

Noise Levels

2.3.2 The noise level associated with use of the docking station can be compared to the use of a ticket machine at a bus stop, or to people viewing Legible London wayfinding maps.

Light Levels

2.3.3 Each docking station is located in an area that benefits from existing suitable lighting for users to access the cycles. Therefore, the docking station does not emit any further light to the area.

Locking Mechanism

2.3.4 The locking mechanism is a cable lock. When the cycle is in use the basket can be used to hold the lock. The cable lock allows that the user to lock the bicycle in away from a terminal. This

provides an extra level of convenience for users of the scheme, especially for those who may want to use the bikes for an extended period. The design has been carefully optimised to minimise the risk of cycles being stolen.

2.3.5 The design of the docking points allows users to guide the wheel of the cycle into the correct position to easily engage the locking mechanism and to be able to remove the bicycle with minimal disruption to nearby footfall. The design minimises the impact of the street furniture, through the use of curved edges on equipment and the selection of robust materials and finishes that are easy to maintain.

2.4 Maintenance and Distribution

2.4.1 NextBike and the Local Service Provider (Bikewise, Ickenham) have a contract in place covering maintenance, repair, and replacement to preserve the appearance of the docking station. Maintenance staff inspect and maintain every docking station to ensure the equipment is fully functional and to maintain a high standard of station cleanliness. Any damage or faults which are observed by staff are either repaired on site, where possible, or reported for follow-up action if necessary.

2.4.2 Bikewise is a long-established bike shop in the area which has taken over the Local Service Provider role from Recycle a Bike in September. They have shown interest in taking on the additional work generated by the expanded scheme.

2.4.3 In the role of Local Service Provider (LSP), Bikewise will be responsible for:

- Regularly servicing the bikes to ensure they are functioning to expectations;
- Regularly cleaning and maintaining the appearance of the bikes, including the removal of any graffiti. This preserves their longevity and attractiveness to users;
- Promptly repairing any faults which are reported with the cycles;
- Redistributing the bikes every morning to their 'starting positions' to ensure the scheme is convenient to users by allowing them to access a cycle from their nearest docking station; and
- Monitoring use of the cycles via the online portal and relocating cycles as required to serve demand. For example, Uxbridge station is likely to have high demand in the mornings and early evenings due to a high proportion of staff and student commutes.

3 Access Statement

3.1.1 The information below sets out standard access considerations of Brunel University Cycle Hire Docking Station. The specific considerations for the proposed access arrangements to the cycle hire docking station at St. Andrew's Park is included in **Section 5** 'Application'.

3.2 Pedestrian Circulation

3.2.1 The location for the proposed docking station has been selected to avoid obstructing pedestrians or vehicles. Those which are situated near carriageways are typically located up against the kerb. In these instances, space is provided to enable users to use the terminal and docking points without having to step out into traffic.

3.2.2 The design of the docking station aims to maximise pedestrian circulation within and around the docking points and terminal. Each docking point has a gap either side to allow ease of cycle docking, and undocking, and to allow pedestrian movement between the docking points when they do not contain docked cycles.

3.3 Inclusive Design

3.3.1 Information provided on the terminal is positioned at a suitable height for the majority of users. The mapping and text comply with accessibility standards, in addition to being an appropriate size, font, colour and contrast to the background.

4 Policy, and Guidance

4.1 Introduction

4.1.1 This section first provides an assessment of the extent to which the proposal supports relevant policies at national, regional, and local level as follows:

National Level

- National Planning Policy Framework (2021)

Regional Level

- The London Plan (2021)
- Mayor's Cycling Vision (2013)

Local Level

- London Borough of Hillingdon Local Plan Part 1 (Strategic Policies – Adopted 2012)
- London Borough of Hillingdon Local Plan Part 2 (Development Management Policies – Adopted 2020)
- London Borough of Hillingdon Climate Strategy (2021).

4.2 National Planning Policy Framework (NPPF) 2021

4.2.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied.

4.2.2 Paragraph 104 of the NPPF 2021 states that transport issues should be considered from the earliest stages of plan-making so that, amongst others, opportunities to promote walking cycling and public transport use are identified and pursued.

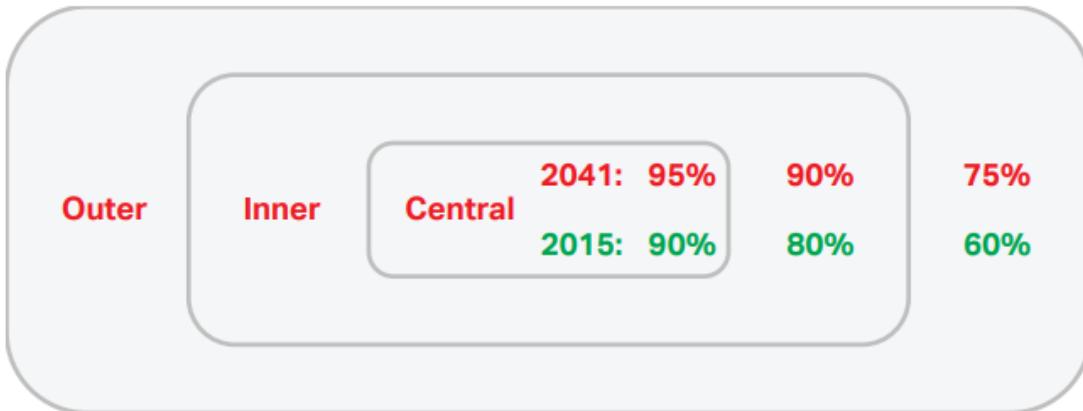
4.2.3 The proposed cycle hire docking station directly supports the above policy by creating an opportunity to promote cycling.

4.3 London Plan 2021

4.3.1 The London Plan is the overall strategic plan for London, and sets out a fully integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years. Strategic principles are fundamental to the overall London Plan.

4.3.2 Policy T1 (Strategic approach to transport) states that "*development plans should support and facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. [...] This would achieve sustainability, whilst also being the only long-term solution to the road congestion challenges that threaten London's status as an efficient, well-functioning globally-competitive city.*" This is illustrated within **Figure 4-1**.

Figure 4-1: 'Change in Mode Shares within Central, Inner and Outer London Expected to be Required for a City-Wide Shift from 63 to 80% Share for Walking, Cycling and Public Transport'



(Source: London Plan 2021)

4.3.3 Policy T2 (Healthy Streets) states all development proposals must support the ten Healthy Streets indicators (see **Figure 4-2**), aim to reduce the dominance of vehicles on London's streets, whilst connecting to local walking, cycling and public transport networks, supporting the delivery of the Mayor's aim to have all Londoner's undertake 20 minutes of active travel everyday by 2041.

Figure 4-2: The Ten Healthy Streets Indicators (Source: London Plan 2021)



4.3.4 Policy T5 states that "development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle."

4.3.5 It is considered that the proposed cycle hire docking station would directly support the above London Plan policies, by:

- Encouraging trips to be undertaken by cycle and therefore facilitating the MTS target to be met.
- Supports the Healthy Streets indicators by encouraging active travel and helping to reduce car dominance in the Uxbridge area.

- Helping to remove barriers to cycling and creating an environment conducive to more cycling.

4.4 Mayor's Cycling Vision (2013)

4.4.1 The London Mayor's cycling vision for London calls on all boroughs to increase cycling provision. Hillingdon Council runs various activities (led rides, Dr Bikes) that promote cycling throughout the borough.

4.4.2 The proposed cycle hire docking station would further encourage residents, staff and visitors St. Andrew's Park to shift to cycling for local journeys to key destinations served by the Brunel University Cycle Hire Scheme.

4.5 London Borough of Hillingdon Local Plan Part 1 (Strategic Policies – 2012)

4.5.1 The LB Hillingdon Local Plan was adopted in 2012 and sets out the long-term vision and objectives for the Borough, what is going to happen, where, and how this will be achieved.

4.5.2 Strategic Objective 12 (SO12) of the LP is to *"Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans."*

4.5.3 SO18 of the LP is to *"improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport."*

4.5.4 It is considered that the proposed cycle hire docking station would directly support the above strategic objectives, by:

- Promoting a safe and sustainable form of transport and therefore reducing reliance on car use.
- Improving accessibility to local services and facilities, such as Uxbridge town centre and LU station, Brunel University and Hillingdon hospital.

4.6 London Borough of Hillingdon Local Plan Part 2 (Development Management Policies – 2020)

4.6.1 This document forms a part of the London Borough of Hillingdon Local Plan Part 2 and aims to set out policies that may inform the basis of planning application decision making.

4.6.2 Within the Environmental Protection and Enhancement section of the document is Policy DMEI 2 'Reducing Carbon Emissions', there is reference to all developments being required to *'make the fullest contribution to minimising carbon dioxide emissions in accordance with London plan targets'*.

4.6.3 Chapter 7 of the document considers Community Infrastructure. Policy DMCI 2 'New Community Infrastructure B states that *'Proposals for the provision of new community facilities will be supported where they i) are located within the community or catchment that they are intended to serve; ii) are sited to maximise shared use of the facility, particularly for recreational and community uses; and iv) make provision for community access to the facilities provided.'*

- 4.6.4 In regard to transportation, Chapter 8 includes Policy DMT 4 which is associated with public transport. This states that the Council will support and promote the enhancement of public transport facilities which includes improvements to infrastructure to support cycling.
- 4.6.5 Furthermore, Policy DMT 5 'Pedestrians and Cyclists' includes the requirement to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on site and connects it to the wider network. This includes the provisions of high quality and safe public realm that facilitates convenient and direct access to the site for pedestrians and cyclists.

4.7 London Borough of Hillingdon Climate Strategy (2021)

- 4.7.1 The LB Hillingdon Climate Strategy was adopted in 2021 and provides the framework for LB Hillingdon's response to the climate change emergency and challenges faced by the borough to achieve its target to be carbon neutral by 2030.
- 4.7.2 Strategic Objective C8 of the LB Hillingdon Climate Strategy sets out the actions required to reduce the number of cars on the roads and increasing sustainable transportation. These are:
 - "Produce a sustainable transportation strategy that reflects the objectives and commitments in this strategy.
 - Work with TfL to improve bus connectivity and services.
 - Identify opportunities for improved cycleways, cycle paths and public rights of way.
 - To promote cycling opportunities through campaigns and awareness events.
 - To secure improved cycling facilities across the borough.
 - To develop an electric vehicle charging action plan that will commit to increasing the availability of electric charging points across the borough.
 - To ensure the council's Air Quality Action Plan aligns with the objectives in this plan to ensure a safe transition to increased levels of cycling and walking in urban areas."
- 4.7.3 The proposed cycle hire docking station directly supports LB Hillingdon's Strategic Objective by securing cycling facilities within the borough of Hillingdon.

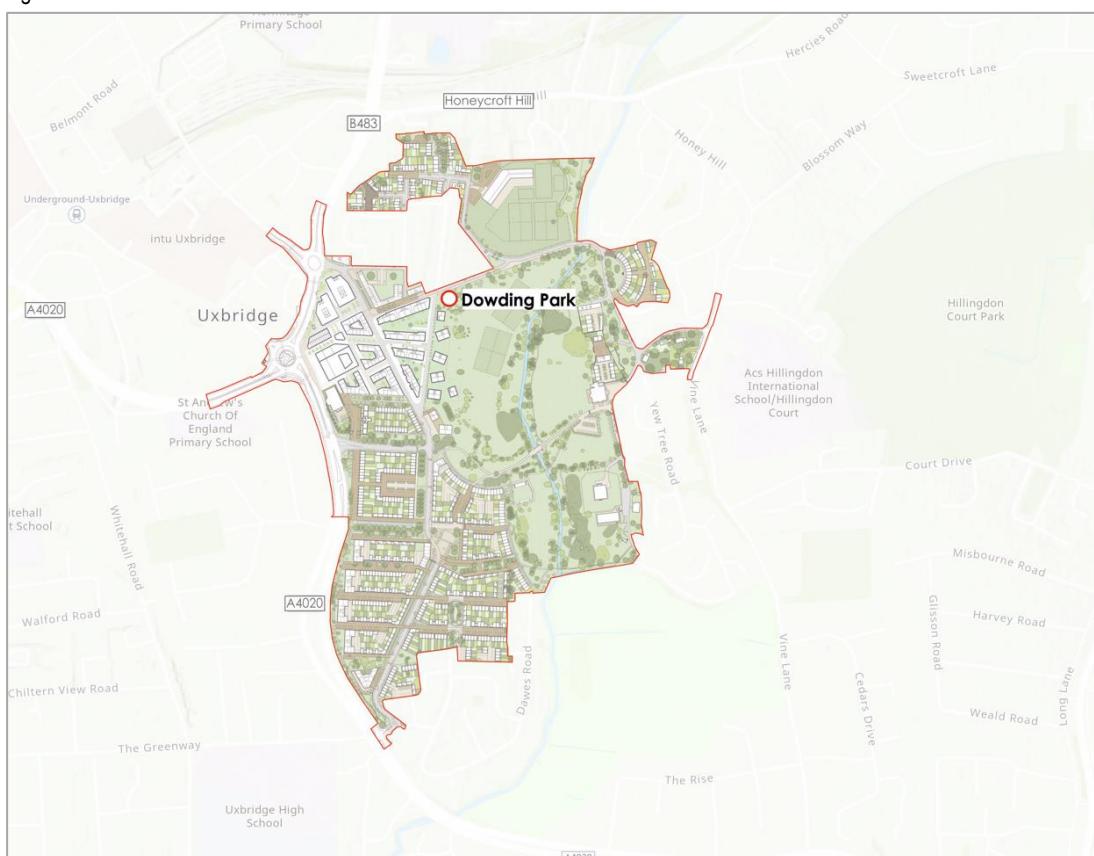
5 Application

5.1 Site Characteristics

Location

5.1.1 The proposal consists of a new 10-rack cycle hire docking station, located in Dowding Park, immediately east of the start of the recently introduced footpath that runs from the north-western corner of the park, near the St Andrew's Park / Hornchurch Road junction, in a south-east direction. The proposed location is shown in **Figure 5-1** below.

Figure 5-1: Site Location



5.1.2 The site is located approximately a 10-minute walk / 4-to-5-minute cycle from Uxbridge Underground Station, which is at the western end of the Piccadilly and Metropolitan lines with convenient access to central London. Services run every 5 to 10 minutes, with signs along the route for assistance. The site is also approximately a 44-minute walk / 13-minute cycle from West Drayton Station, for alternative routes to Marylebone or Paddington. Rail services are available to main rail hubs, such as Reading and Slough which take approximately 30 minutes.

5.2 Site Identification Process

5.2.1 Various locations were considered for the cycle hire docking station to ensure it would be visible, viable, and useful to residents and visitors. Residents were consulted to determine whether they had a preferred location. Furthermore, a site visit was undertaken by representatives from LB Hillingdon, Stantec, VSM, NextBike, and a contractor on 24th August 2022 to discuss the potential locations.

5.2.2 During this visit, one site was disregarded due to the location of a recent out-door gym encroaching on the anticipated space that the cycle hire docking station would require. Therefore, the location which is subject to the planning application was agreed in principle with LB Hillingdon's Green Parks teams and the Transport Planning Team. When responding to residents regarding their consultation on the cycle hire scheme, they were informed of the proposed location.

5.3 Site Description

5.3.1 The proposed site is located directly next to the footway along St Andrew's Road, by the St Andrew's Road / Hornchurch Road junction. The site is also immediately east of the newly installed gate and path, which routes from St Andrews Road through Dowding Park. There is an existing fence along the edge of Dowding Park, part of which is a low wooden fence which is situated a taller chain link fence and the gate, as illustrated in **Figure 5-4**.

Figure 5-4: Street View Site Location



5.4 Proposal

5.4.1 The proposal is to install a single rack docking station of 10 Santander Cycles, within the location shown in **Figure 5-1**. The docking station will be 8.6m x 2.5m, and the bikes will be accessed via the footway along St Andrew's Road, with the front of the Santander Cycles facing towards the park. This allows bikes to be reversed safely out of the rack into the footway. See more information on the proposed docking station in **Figure 5-5**.

Figure 5-5: St Andrew's Park Cycle Docking Station Plan (10 Santander Cycles)



- 5.4.2 The proposed cycle docking points will sit on a metal plate (see **Figure 2-3**) which will be secured to the ground through 15cm long bolts which connect to the base of the docking station.
- 5.4.3 The base is 8.5m in length along the edge of the existing footway between the gate to the Dowding Park footpath, and the chain link fence which will have to be shortened by 550mm.
- 5.4.4 The terminal post will be located at the corner of the base, to the west of the line of cycle docks and will include the information board and cube to indicate the presence of the docking station to those nearby.

6 Membership and Accessibility

6.1 Membership Types

6.1.1 The pricing and membership costs are set up and run by the operator. There are three main membership types for the Santander Cycle Hire Scheme, the tariffs of which are set out below¹.

Pay as you go

- First 20 mins = £1
- Additional 20 mins = £1
- Maximum charge per day = £10

Monthly Membership

- Monthly: £12 (no commitment)
- First 30 mins = £0
- Additional 30 mins = 50p
- Maximum charge per day = £5

Annual Membership

- Monthly: £6.50 (12 months commitment)
- First 30 mins = £0
- Additional 30 mins = 50p
- Maximum charge per day = £5

6.2 Accessing Membership

6.2.1 To access either a 'pay-as-you-go', monthly or annual membership, all users must register using a credit or debit card and pay a £5 deposit which can be done on the phone, computer, bike computer or mobile app. Businesses and other organisations can also negotiate lower rates for employees through negotiations with NextBike.

¹ Source: Santander Cycles Brunel University London: www.nextbike.co.uk/en/brunel-university/prices/

7 Future Expansion

7.1.1 The proposed St. Andrew's Park Cycle Hire Docking Station complements the aspirations of LB Hillingdon and NextBike to expand the cycle hire service across the Borough. It is located in an area not currently served by a Docking Station and provides a mid-point between existing Docking Stations at Brunel University and Uxbridge High Street.