843 Uxbridge Road
Hayes

Transport Statement

For

Stuart Greenberg

26 FEB 2018

motion

Document Control Sheet

Transport Statement

843 Uxbridge Road, Hayes

Stuart Greenberg

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
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1.0 Introduction

1.1 This Transport Statement has been prepared by Motion in relation to development proposals at 843 Uxbridge Road, Hayes within the London Borough of Hillingdon (LB Hillingdon).

1.2 The site is located to the immediate south of the A4020 (Uxbridge Road) approximately 800 metres to the south east of Hillingdon Heath and 3 kilometres to the north west of Hayes Town and Hayes & Harlington Station.

1.3 The site is located within a line of terraced buildings comprising retail and restaurant uses at ground floor level with residential and offices uses above. The wider area is comprised of predominantly residential land uses.

Site History

1.4 A planning application for the site was submitted in August 2017 for the change of use from A1 retail to a mixed-use A3/sui generis restaurant/shisha lounge (planning reference: 630/APP/2017/2334). The application was subsequently refused in November 2017. With regard to transport, the following reason for refusal was stated:

"In the absence of any transport/traffic assessment, the applicant has failed to demonstrate that the proposal would not have an unacceptable impact upon highway and pedestrian safety in conflict with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012)."

1.5 This Transport Statement has been prepared to support a new application for the change of use of the existing A1 retail unit to a mixed-use A3/sui generis restaurant/shisha lounge. It considers the transport implications of the current proposals.

Report Structure

1.6 Following the introduction, the Transport Statement is split into 4 sections as follows:

- Section 2 outlines the transport planning policies that are considered to be pertinent to this application;
- Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
- Section 4 provides an overview of the proposed development and potential trip generation of the proposals; and,
- Section 5 summarises the key findings and conclusions of this report.

2.0 Policy

2.1 This section summarises the relevant transport policy documents against which the development proposals would be considered at a national, regional and local level. The most relevant policy documents relating to this study are detailed below:

- National Planning Policy Framework (March 2012);
- The London Plan – consolidated with alterations since 2011 (March 2016); and,
- Hillingdon Local Plan: Part Two – Saved Unitary Development Plan Policies (November 2012).

National Planning Policy

National Planning Policy Framework (March 2012)

2.2 The National Planning Policy Framework (NPPF) was published in March 2012. The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 29 of the NPPF states that:

2.3 *"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."*

2.4 Paragraph 32 states that:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

2.5 In order to promote opportunities for the use of sustainable travel, the NPPF advises that:

- *"..developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport."*

Regional Planning Policy

The London Plan – consolidated with alterations since 2011 (March 2016)

2.6 The London Plan is the Mayor's Planning Strategy for London. The purpose of the London Plan is to promote economic, social development and the environmental improvement of Greater London.

2.7 With regard to assessing the impact of development on transport capacity, Policy 6.3 states:

"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network."

2.8 With regards to cycling, Policy 6.9 states that:

"Developments should:

- *Provide secure, integrated and accessible parking facilities in line with minimum standards;*
- *Provide on-site changing facilities and showers for cyclists;*
- *Facilitate the Cycle Super Highways; and,*
- *Facilitate the central London hire scheme."*

Local Policy

Hillingdon Local Plan: Part Two – Saved Unitary Development Plan Policies (November 2012)

2.9 The Hillingdon Local Plan outlines the planning policies and considerations within the Borough. A selection of policies were saved form the Unitary Development Plan which now form a basis for the local plan.

2.10 Policy AM7 considers the effect of development traffic, stating:

"The local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic.

The local planning authority will not grant permission for developments whose traffic generation is likely to:

- *Unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or,*
- *Prejudice the free flow of traffic or conditions of general highway or pedestrian safety; or,*
- *Diminish materially the environmental benefits brought about by new or improved roads; or,*
- *Infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied."*

3.0 Baseline Conditions

3.1 The site is located to the immediate south of the A4020 (Uxbridge Road) approximately 800 metres to the south east of Hillingdon Heath and 3 kilometres to the north west of Hayes Town and Hayes & Harlington Station.

3.2 The site is located within a line of terraced buildings comprising retail and restaurant uses at ground floor level with residential and offices uses above. The wider area is comprised of predominantly residential land uses. The site location in relation to the surrounding area is shown in **Figure 3.1**.

Local Highway Network

3.3 The A4020 (Uxbridge Road) is a dual carriageway subject to a 40 miles per hour speed limit in the vicinity of the site. The A4020 passes through Acton, Ealing, Hanwell, Southall, Hayes and Hillingdon and forms part of the strategic road network in west London passing through many retail and large residential districts.

3.4 The A4020 provides several transport connections for commuters including access to a range of London Underground stations and several London bus routes.

3.5 There are a number of parking opportunities in the vicinity of the site including unrestricted parking bays along the southern side of Uxbridge Road adjacent to the site frontage. Additional unrestricted parking opportunities are available along Morgan's Lane to the east of the site as well as pay and display parking bays located on the northern side of Uxbridge Road.

Parking Stress Surveys

3.6 In order to determine the existing level of parking stress in the area surrounding the site, parking beat surveys were undertaken on Thursday 25th January and Saturday 27th January 2018 and covered the time period of 12:00 – 00:00.

3.7 The surveys accounted for parking opportunities on Uxbridge Road and Morgan's Lane in the vicinity of the site. As the nearby parking opportunities are unrestricted the level of available parking has been assessed using the assumption of 5 metres being required to park a car. On that basis, Uxbridge Road provides a theoretical capacity of 22 car parking spaces with Morgan's Lane providing an additional 34 spaces.

3.8 Table 3.1 summarises the demand for parking in the vicinity of the site whilst full results, including the scope of survey, are attached at **Appendix A**.

	Thursday 25/01/2018		Saturday 27/01/2018	
	Vehicles Parked	**Occupancy (%)**	**Vehicles Parked**	**Occupancy (%)**
Uxbridge Road	20	91%	19	105%
Morgan's Lane	27	79%	27	79%
Total	**48**	**84%**	**46**	**88%**

Table 3.1 Existing Parking Stress

3.9 It is noted that gas works were being undertaken on the Saturday which reduced the number of spaces available accounting for the occupancy of 105%. Despite this, Table 3.1 demonstrates that the whilst parking stress is high in the vicinity of the site, there was spare capacity of upwards of 10% equating to approximately 7 car parking spaces.

Sustainable Transport Accessibility

3.10 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
- The bicycle is a potential mode of transport for all journeys under five miles (approximately 8 kilometres) (Planning for Cycling, 2015); and,
- Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations (Planning for Walking, 2015).

3.11 The Chartered Institution of Highways and Transportation (CIHT) 'Guidelines for Providing Journeys on Foot' (2000) suggests acceptable, desirable and preferred maximum walking distances ('acceptable' walking distances would vary between individuals). Table 3.2 summarises the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

	Town Centres	Commuting/Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200
Source: 'Providing for Journeys on Foot', CIHT, 2000			

Table 3.2 Suggested Walking Distances (metres)

3.12 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

Accessibility by Foot

3.13 Footways, with regular street lighting, are provided along both sides of Uxbridge Road in the vicinity of the site. A signalised crossing is located approximately 100 metres to the north west of the site and provides links to the eastern side of Uxbridge Road as well as a number of the neighbouring residential areas. **Figure 3.2** highlights the areas within a convenient walking distance of the site from which future customers are likely to travel.

Accessibility by Cycle

3.14 There are dedicated cycle lanes on both sides of Uxbridge Road in vicinity of the site. In addition to this, there are a number of recommended roads to use for cycling, including Morgan's Lane to the south east of the site and West Drayton Road to the south west of the site. A summary of the local cycle routes is provided in **Figure 3.3**.

Public Transport Accessibility Level (PTAL)

3.15 The application site achieves a Public Transport Accessibility Level (PTAL) score of 2 which indicates that the site benefits from relatively poor accessibility by public transport. A copy of the PTAL report is attached at **Appendix B**. Notwithstanding this relatively low PTAL rating, there are a number of public transport services within vicinity of the site, which are described below.

Accessibility by Bus

3.16 The nearest bus stops are located approximately 90 metres to the east of the site on Uxbridge Road and 150 metres to the west of the site on the B465 (West Drayton Road). Table 3.3 summarises the frequency of the bus services operating within the vicinity of the site. The relevant TfL bus route map is shown at **Appendix C**.

Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
427	York Road – Uxbridge Station – Ealing Broadway Station – Acton Old Town Hall	7-11 minutes	6-10 minutes	9-13 minutes
697	Whittington Avenue – Hillingdon Station – Ickenham Station	School Service	-	-
698	West Drayton Station – Hayes & Harlington Station – Ickenham Station	School Service	-	-
H98	School Road – Hounslow West Station – Wood End Green Road	8-12 minutes	9-12 minutes	-
U7	Uxbridge Station – Brunel University – Lombardy Retail Park	30 minutes	30 minutes	30 minutes

Table 3.3 Local Bus Services

3.17 In addition, service N207 also provides a night bus from Uxbridge Station to Bloomsbury Square, every day between 01:00 – 06:00 hours at a frequency of approximately every 20-30 minutes.

3.18 Table 3.3 demonstrates that the site is well located with regard to local bus services which offer access to a range of local stations and as such could form part of a longer onward journey by public transport.

Accessibility by Rail

3.19 The nearest station to the site is Hayes & Harlington Station, located approximately 3 kilometres to the south east. The station provides access to London Paddington, Heathrow and Reading, among other destinations. Table 3.4 summarises the local rail services.

Destination	Route	Frequency		
		Mon-Fri	Saturday	Sunday
London Paddington	Hayes & Harlington – Ealing Broadway – London Paddington	5-10 minutes	5-10 minutes	15-20 minutes
Heathrow (T2 and T3)	Hayes & Harlington – Heathrow Terminals 2 and 3	30 minutes	30 minutes	60 minutes
Reading	Hayes & Harlington – Slough – Taplow – Maidenhead – Twyford – Reading	10-15 minutes	10-15 minutes	30 minutes
Didcot Parkway	Hayes & Harlington – Langley – Tilehurst – Pangbourne – Cholsey – Didcot Parkway	30 minutes	30 minutes	60 minutes

Table 3.4 Local Rail Services

3.20 It is noted that several of the above services provide connections to London underground stations including those at Ealing Broadway and London Paddington. The former is served by the District and Central lines whilst London Paddington is located on the Circle and District, Hammersmith & City and Bakerloo lines providing access across the majority of central London.

4.0 Development Proposals

Overview

4.1 The proposals comprise the change of use from a retail unit (Use Class A1) to a mixed-use development of a restaurant/shisha lounge (Use Class A3/sui generis) and a single storey extension. The proposed restaurant/shisha lounge will have 30 seats and will operate between the hours of midday and midnight.

Access

4.2 As per the existing situation, no vehicular access is to be provided to the site. Pedestrian access will continue to be taken from Uxbridge Road utilising the existing access.

Parking

4.3 As per the existing situation, it is proposed that the site be car free and as such no car parking will be provided. Whilst no cycle parking is proposed as part of the development, it is noted that there are existing public cycle parking spaces located within 150 metres of the site adjacent to Hayes Police Station.

Servicing and Deliveries

4.4 It is envisaged that the majority of servicing and deliveries, including refuse collection, associated with the existing use of the building are undertaken on-street using the existing on-street loading opportunities in the vicinity of the site. Delivery and servicing arrangements for the proposed development will continue to be undertaken as per the existing arrangements, utilising the on-street loading opportunities.

Effect of Development

4.5 The TRICS database does not contain trip data relating to similar sites in London and as such details on likely trip attraction have been obtained from the applicant. The following has been determined:

- The site is likely to attract 50 daily person trips, equating to approximately 4 per hour;
- The peak hours will be 1200-1400 and 2000-2200; and,
- The majority of visitors will arrive on foot or use public transport.

4.6 It is understood from the above that the development will likely have different peak hours to the neighbouring retail land uses and as such the additional trips should not adversely impact the local transport network or parking stress in the vicinity of the site.

4.7 It is therefore concluded that the development proposals would not result in a material effect on the highway network local to the site and no further assessment of trips associated with the site is considered necessary.

5.0 Summary and Conclusions

5.1 This Transport Statement has been prepared by Motion in relation to development proposals at 843 Uxbridge Road, Hayes within the London Borough of Hillingdon (LB Hillingdon).

5.2 The site is located to the immediate south of the A4020 (Uxbridge Road) approximately 800 metres to the south east of Hillingdon Heath and 3 kilometres to the north west of Hayes Town and Hayes & Harlington Station.

5.3 A planning application for the site was submitted in August 2017 for the change of use from A1 retail to a mixed-use A3/sui generis restaurant/shisha lounge (planning reference: 630/APP/2017/2334). The application was subsequently refused in November 2017. With regard to transport, the following reason for refusal was stated:

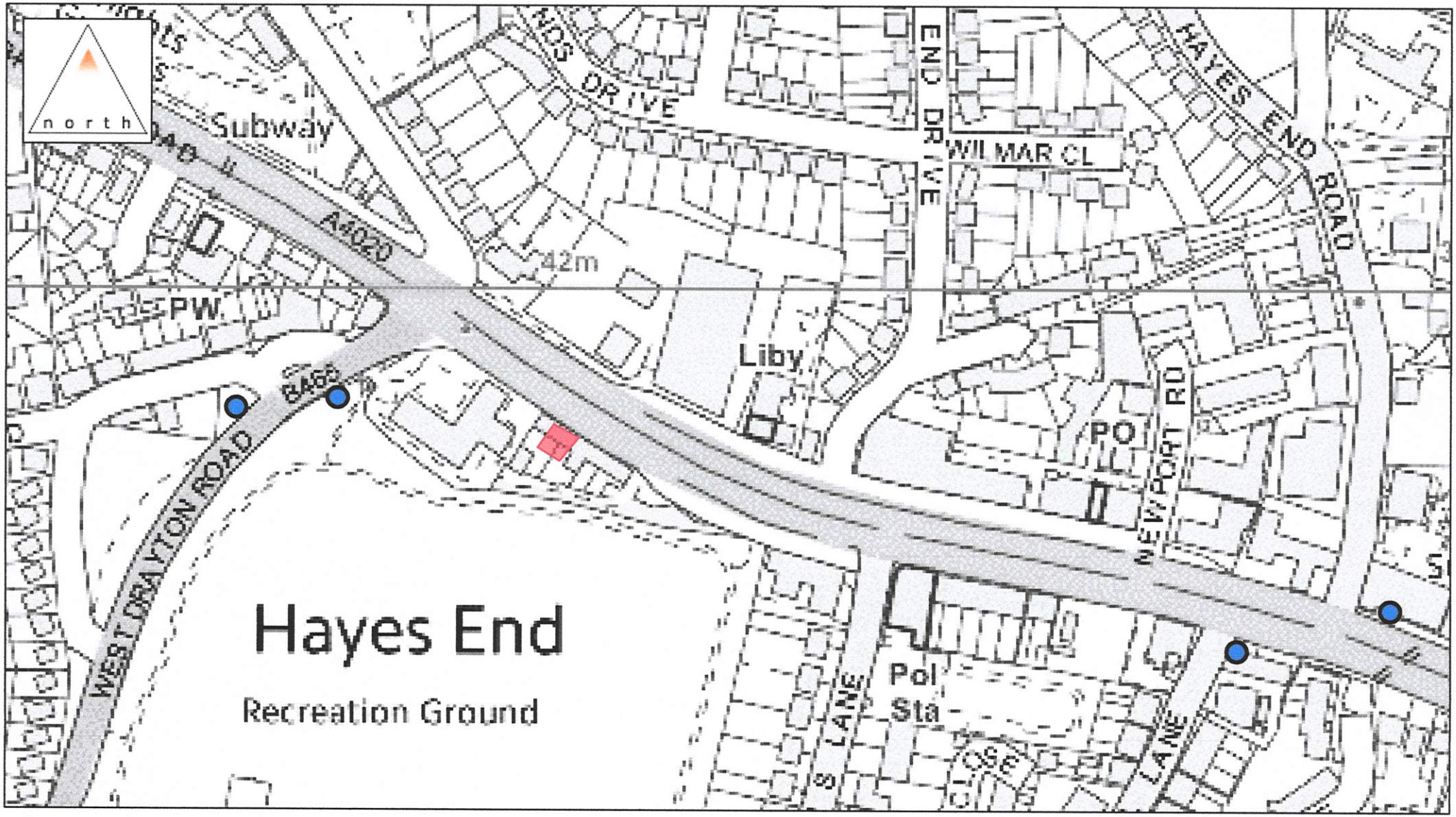
"In the absence of any transport/traffic assessment, the applicant has failed to demonstrate that the proposal would not have an unacceptable impact upon highway and pedestrian safety in conflict with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012)."

5.4 This Transport Statement has been prepared to support a new application for the change of use of the existing A1 retail unit to a mixed-use A3/sui generis restaurant/shisha lounge. It considers the transport implications of the current proposals.

5.5 It is anticipated that the proposals will generate up to 50 daily person trips, a total of 4 trips per hour. It is considered that this will have a negligible effect on the operation of the surrounding highway network. Furthermore, it is understood that the development will likely have different peak hours to the neighbouring retail land uses and as such the additional trips should not adversely impact the local transport network or parking stress in the vicinity of the site.

5.6 Based on the above, it is concluded that the proposals accord with national, regional and local transport related policies and can be accommodated without detriment to the local transport network. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Figures



Legend:

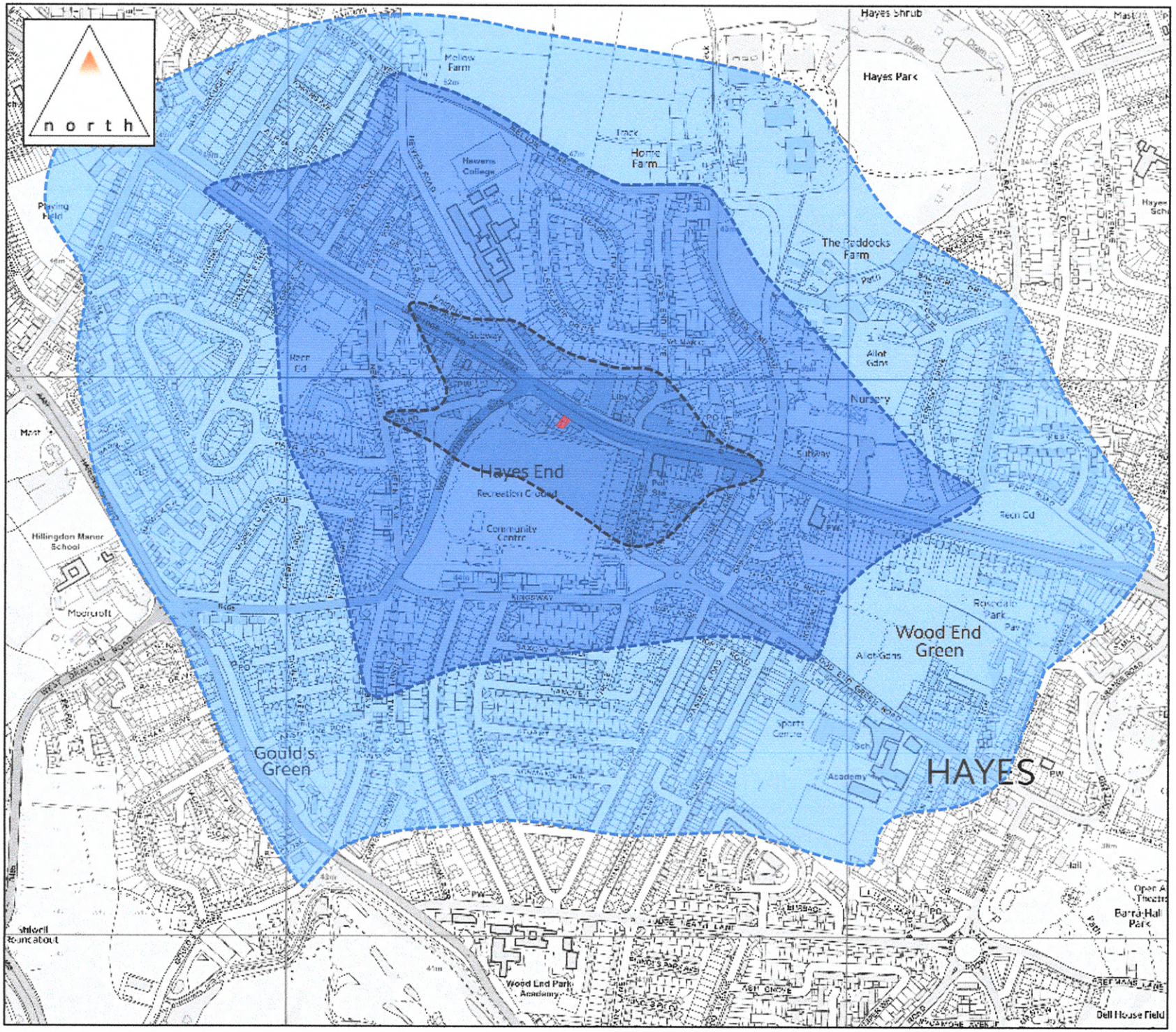
- Site Location
- Local Bus Stops

843 Uxbridge Road,
Hayes

Figure 3.1 Site Location Plan

Not to Scale

motion



Legend:

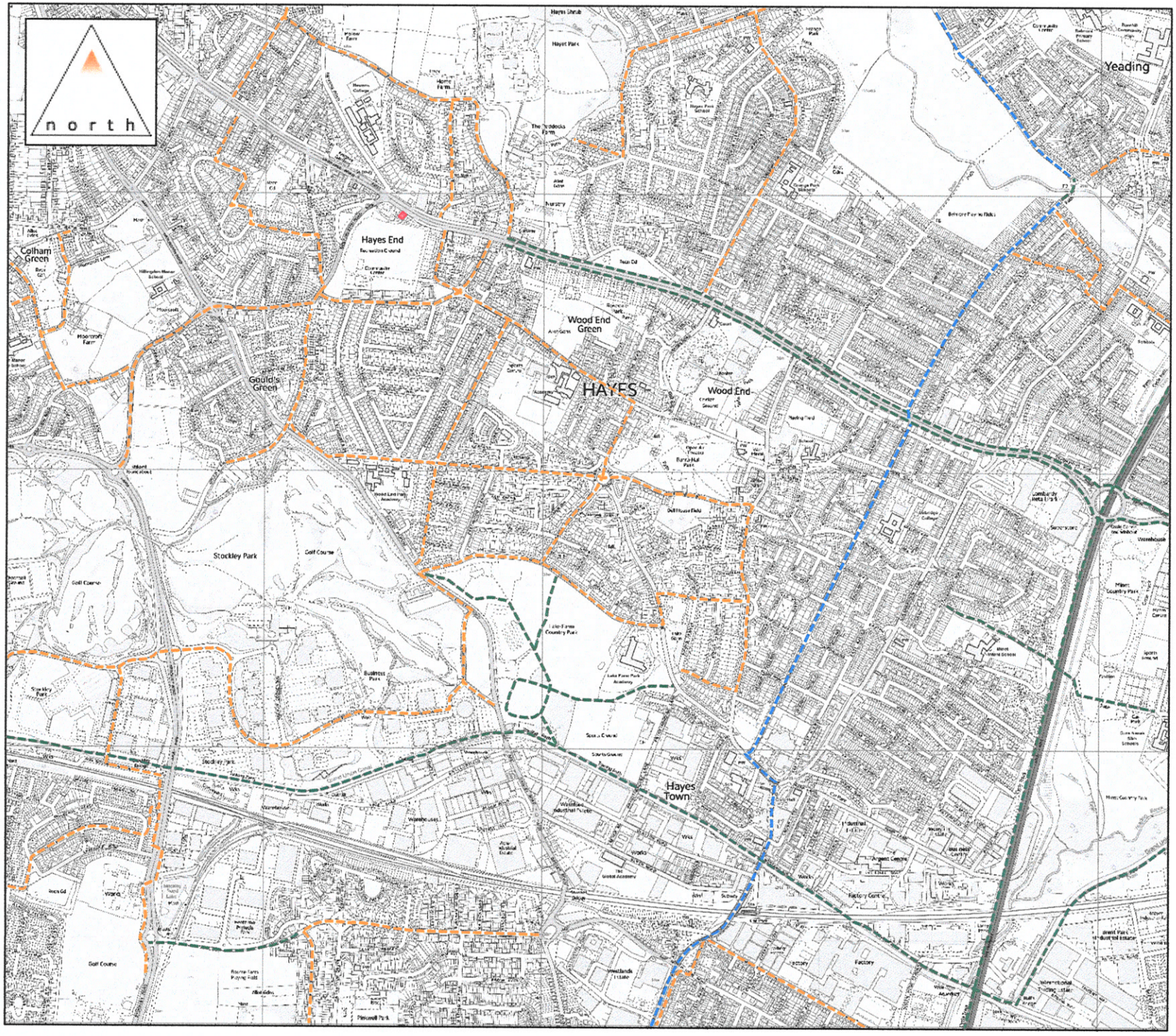
- 400 metre walking distance
- 800 metre walking distance
- 1200 metre walking distance
- Site Location

843 Uxbridge Road,
Hayes

Figure 3.2 Walking Distances

Not to Scale

motion



Legend:

- Off-road Route
- Signed Route
- Recommended Routes
- Site Location

843 Uxbridge Road,
Hayes

Figure 3.3 Cycle Route Map

Not to Scale

motion

Appendix A

Parking Beat Survey Results

UXBRIDGE ROAD, HAYES - PARKING OCCUPANCY SURVEY - WEDNESDAY 24/01/2018

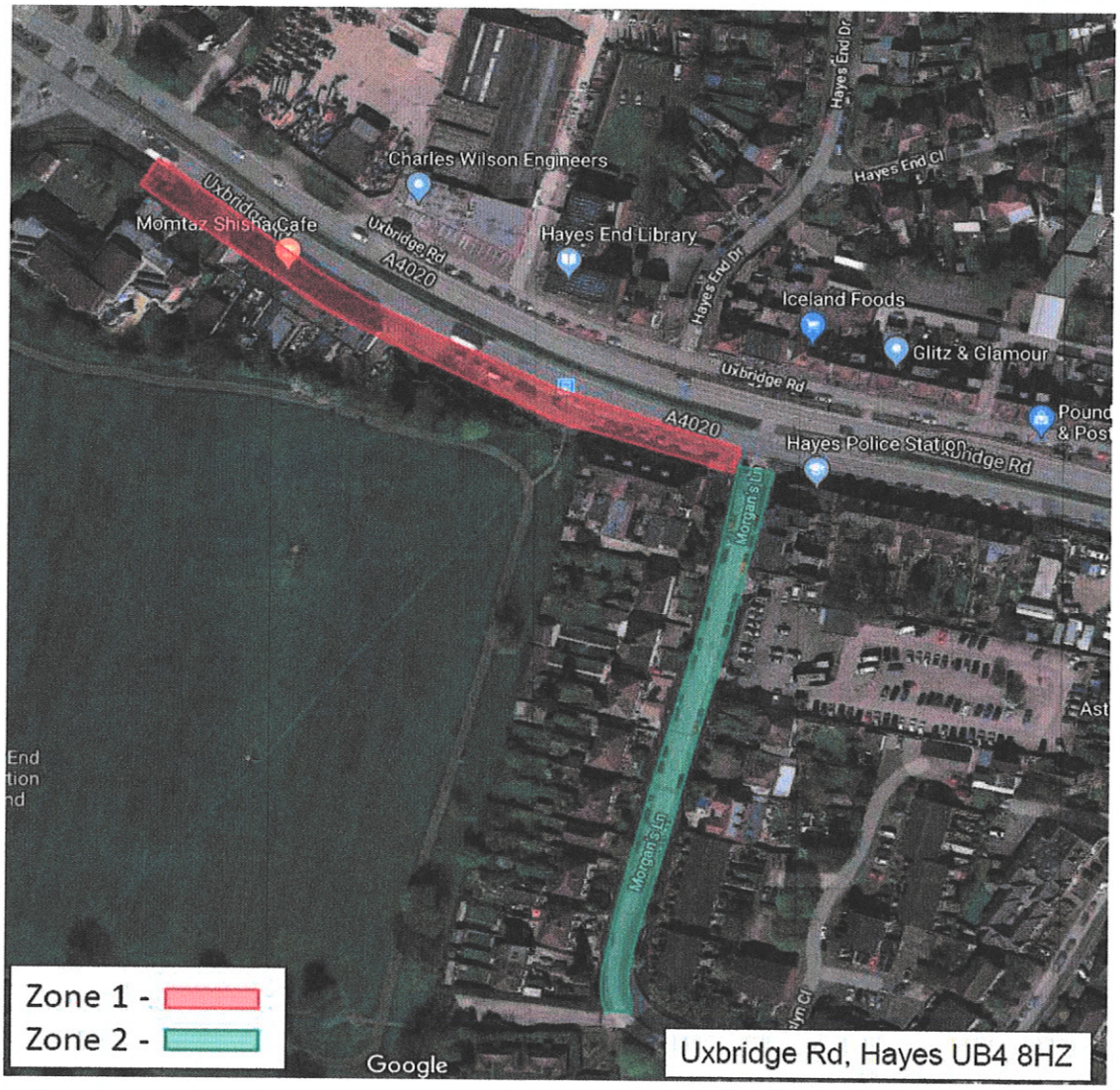
TIME OF OBSERVATION	ZONE 1		ZONE 2		ZONE 1 + ZONE 2	
	NUMBER OF VEHICLES PARKED	PARKING OCCUPANCY %	NUMBER OF VEHICLES PARKED	PARKING OCCUPANCY %	NUMBER OF VEHICLES PARKED	PARKING OCCUPANCY %
12:00	14	74	31	91	45	85
12:30	14	74	31	91	45	85
13:00	14	74	31	91	45	85
13:30	14	74	28	82	42	79
14:00	16	84	27	79	43	81
14:30	16	84	31	91	47	89
15:00	17	89	28	82	45	85
15:30	17	89	28	82	45	85
16:00	17	89	29	85	46	87
16:30	14	74	30	88	44	83
17:00	16	84	33	97	49	92
17:30	18	95	33	97	51	96
18:00	22	116	29	85	51	96
18:30	22	100	21	62	43	77
19:00	20	91	23	68	43	77
19:30	21	95	24	71	45	80
20:00	24	109	26	76	50	89
20:30	32	145	23	68	55	98
21:00	32	145	26	76	58	104
21:30	32	145	25	74	57	102
22:00	28	127	26	76	54	96
22:30	25	114	25	74	50	89
23:00	24	109	25	74	49	88
23:30	21	95	25	74	46	82
24:00	20	91	24	71	44	79

Parking Capacity (5m / space)
Zone 1 Pre 18:30 (SYL) = 19 vehicles, Post 18:30 = 22 vehicles
Zone 2 = 34 vehicles

UXBRIDGE ROAD, HAYES - PARKING OCCUPANCY SURVEY - WEDNESDAY 24/01/2018

TIME OF OBSERVATION	ZONE 1		ZONE 2		ZONE 1 + ZONE 2	
	NUMBER OF VEHICLES PARKED	PARKING OCCUPANCY %	NUMBER OF VEHICLES PARKED	PARKING OCCUPANCY %	NUMBER OF VEHICLES PARKED	PARKING OCCUPANCY %
12:00	13	87	32	94	45	92
12:30	15	100	33	97	48	98
13:00	17	100	35	103	52	102
13:30	16	94	30	88	46	90
14:00	15	88	27	79	42	82
14:30	14	82	28	82	42	82
15:00	15	88	28	82	43	84
15:30	16	94	29	85	45	88
16:00	16	94	29	85	45	88
16:30	15	88	27	79	42	82
17:00	18	106	30	88	48	94
17:30	21	124	32	94	53	104
18:00	22	129	31	91	53	104
18:30	21	105	28	82	49	91
19:00	21	105	22	65	43	80
19:30	19	95	24	71	43	80
20:00	25	125	22	65	47	87
20:30	23	115	25	74	48	89
21:00	25	125	26	76	51	94
21:30	27	135	25	74	52	96
22:00	25	125	22	65	47	87
22:30	25	125	26	76	51	94
23:00	23	115	23	68	46	85
23:30	18	90	23	68	41	76
24:00	17	85	23	68	40	74

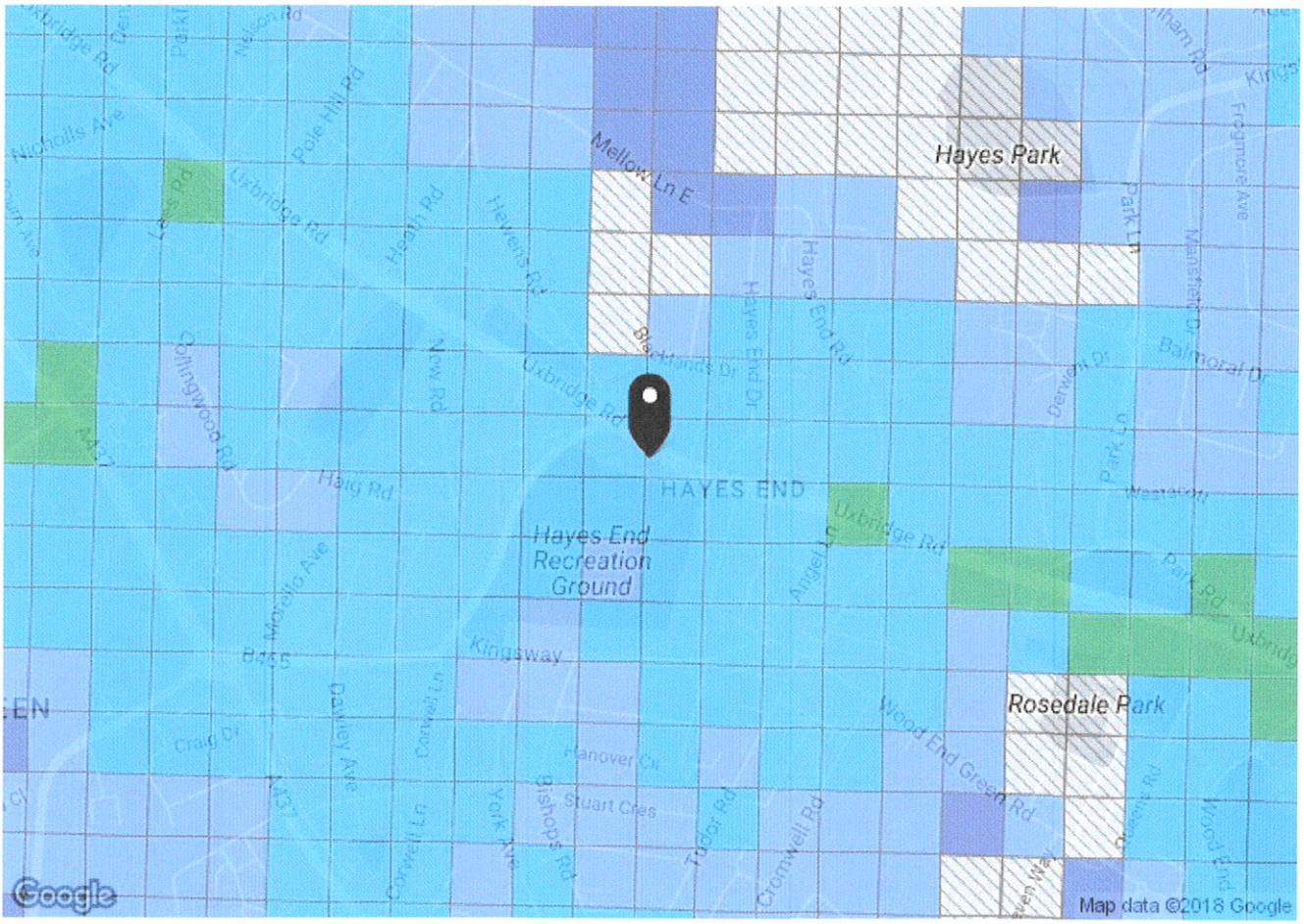
Parking Capacity (5m / space)
Zone 1 Pre 18:30 (SYL),12:00 -12:30 = 15 vehicles, 13:00 - 18:30 = 17 vehicles, Post 18:30 = 20 vehicles
Zone 2 = 34 vehicles


Charles Wilson Engineers
Momtaz Shisha Cafe
Uxbridge Rd
A4020
Hayes End Library
Hayes End Dr
Hayes End Cl
Iceland Foods
Glitz & Glamour
Uxbridge Rd
A4020
Hayes Police Station
Uxbridge Rd
Morgan's Ln
Morgan's Ln
Zone 1 -
Zone 2 -
Google
Uxbridge Rd, Hayes UB4 8HZ

Appendix B

PTAL Output Report

TRANSPORT FOR LONDON



PTAL output for Base Year
2

UB4 8HZ
Uxbridge Rd, Hayes UB4 8HZ, UK
Easting: 508503, Northing: 181922

Grid Cell: 87662

Report generated: 24/01/2018

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

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

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Calculation data

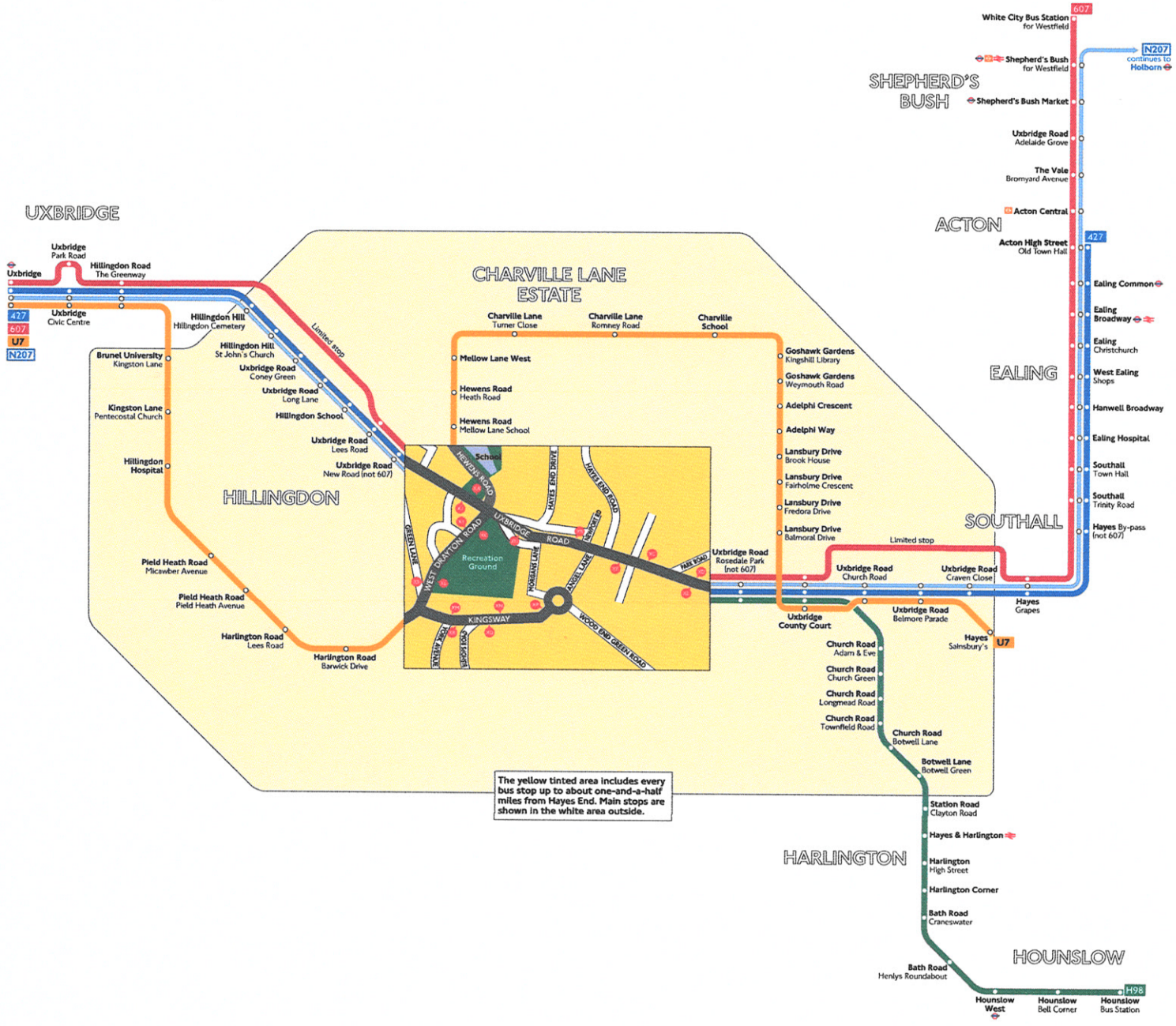
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAYES POLICE STATION	H98	188.67	7.5	2.36	6	8.36	3.59	0.5	1.79
Bus	HAYES POLICE STATION	427	188.67	7.5	2.36	6	8.36	3.59	1	3.59
Bus	HAYES POLICE STATION	607	188.67	6	2.36	7	9.36	3.21	0.5	1.6
Bus	HEWENS RD UXBRIDGE RD	U7	194.41	2	2.43	17	19.43	1.54	0.5	0.77
									Total Grid Cell AI:	**7.76**

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Appendix C

Bus Route Spider Map

Buses from Hayes End



Route finder

Day buses

Bus route	Towards	Bus stops
427	Acton	XA XB XC XD
	Uxbridge	XE XF XH XJ
607	Uxbridge ◆	XF
	White City ◆	XC
H98	Hounslow	XB XC XD XP XQ XR XS XT
U7	Hayes Sainsbury's	XS XT
	Uxbridge	XA XL

◆ Limited Stop

Night buses

Bus route	Towards	Bus stops
N207	Holborn	XA XB XC XD
	Uxbridge	XE XF XH XJ

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Information correct from February 2011