4 Eskdale Road, Uxbridge

Transport Statement

Client: Cloud IX Kitchens Ltd

i-Transport Ref: VP/JN/AT/AH/ITL18484-002a

Date: 07 March 2024

4 Eskdale Road, Uxbridge

Transport Statement

Client: Cloud IX Kitchens Ltd

i-Transport Ref: VP/JN/AT/AH/ITL18484-002a

Date: 07 March 2024

i-Transport LLP
33 Queen Street
London
EC4R 1AP

Tel: 01256 898366

www.i-transport.co.uk

Quality Management

Report No.	Comments	Date	Author	Authorised
ITL18484-001	Final	07/03/2024	JN/AT/AH	VP

File Ref: L:\PROJECTS\18000 SERIES\18484 - Go Kitchen - 4 Eskdale Road, Uxbridge\Admin\Report and Tech Notes\ITL18484-002a Transport Statement.docx

Contents

SECTION 1	INTRODUCTION	1
SECTION 2	POLICY CONTEXT	3
SECTION 3	EXISTING CONDITIONS	7
SECTION 4	THE DEVELOPMENT	11
SECTION 5	TRIP GENERATION	12
SECTION 6	SUMMARY AND CONCLUSIONS	18

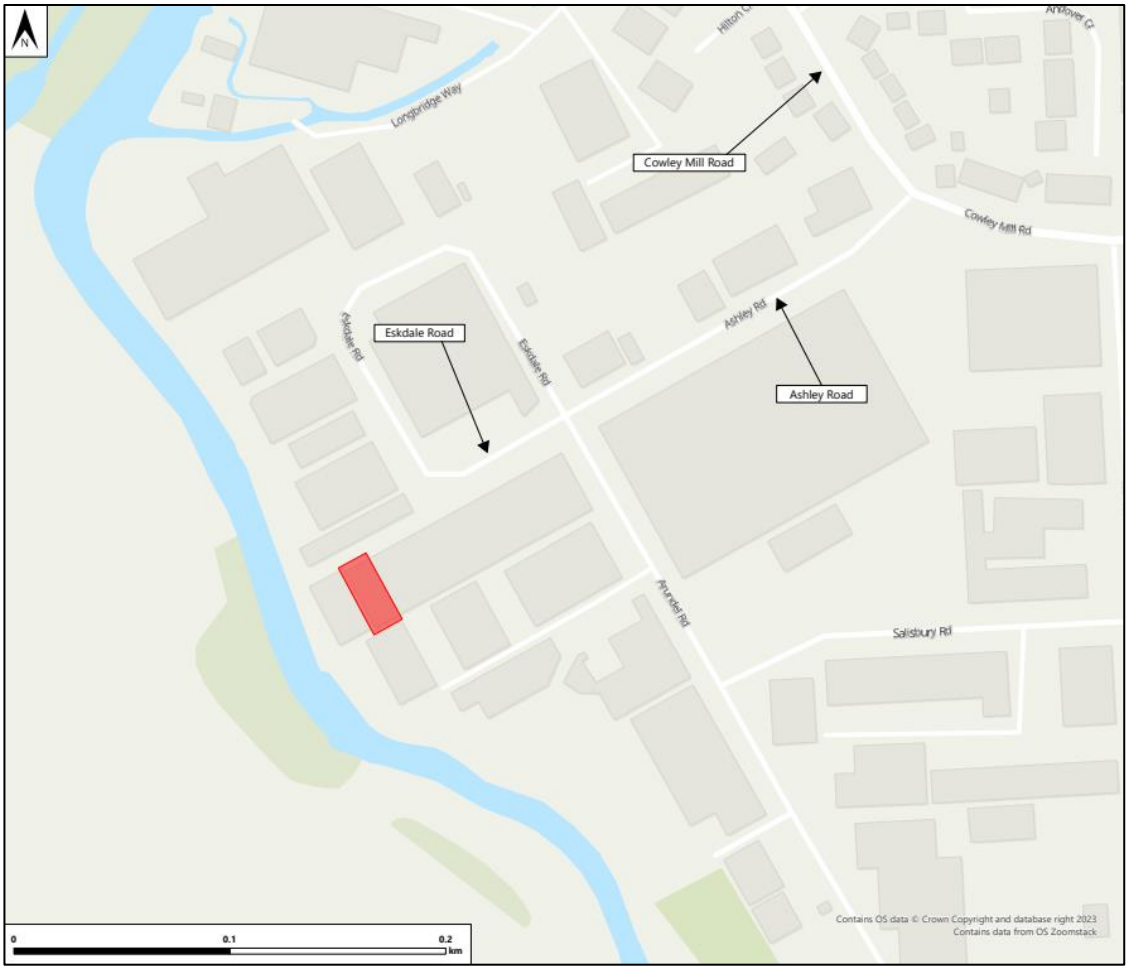
SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 Cloud IX Kitchens Ltf has appointed i-Transport LLP to provide highways and transport advice in respect of a retrospective change of use planning application from an industrial unit to industrial (commercial) kitchens to serve food delivery companies. The site is already operational with 12 kitchen areas and associated storage areas, chillers and a reception / security area.

1.1.2 The site is located to the west of Eskdale Road, accessed via a spur from Eskdale Road, with the spur also serving five other units , in the London Borough of Hillingdon (LBH), as shown at **Image 1.1** below.

Image 1.1: Site Location



1.1.3 A LBH managed car parking area is provided to the south of the site, accessed via Arundel Road. This area is unmarked but provides a circa 2,000sqm area for parking. The site operates from 09:00 to 03:00 with some of the kitchen units operating between 17:00 and 02:00.

1.2 Scope and Structure of the Report

1.2.1 This Transport Statement (TS) has been prepared to provide detail with respect to the following matters: the transport planning policy context; the existing transport conditions surrounding the site, extant operation, access arrangements, parking and trip generation of the site with a view to confirming there are no adverse transport impacts of the existing site operation.

1.2.2 Accordingly, the remainder of this report is set out as follows:

- Section 2 – Policy Context;
- Section 3 – Existing Transport Conditions;
- Section 4 – The Development
- Section 5 – Trip Generation; and
- Section 6 – Summary and Conclusions.

SECTION 2 POLICY CONTEXT

2.1 Overview

2.1.1 This section sets out a review of the national, regional and local transport policy and guidance against which the development is assessed.

2.2 National Policy

National Planning Policy Framework (NPPF) (2023)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision makers both in drawing up plans and as material consideration in determining applications. An updated version was published in December 2023.

2.2.2 The specific transport policies are contained within Section 9 of the NPPF. This sets out the importance of facilitating sustainable development by reducing the need to travel and offering a 'genuine' choice of transport in favour of sustainable modes.

2.2.3 The NPPF requires all developments that generate significant amounts of movement provide a travel plan, and to be supported by either a Transport Statement or Transport Assessment. The updated NPPF has four key transport tests set out in Paragraph 114:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***Safe and suitable access to the site can be achieved for all users;***
- ***The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
- ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."***

2.2.4 With regards to highways matters, it is clear 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." *(ref: NPPF, Paragraph 115)*

2.3 Regional Policy

The London Plan (March 2021)

2.3.1 The London Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. The following transport policies are relevant to the application site:

2.3.2 ***Policy T4 – Assessing and Mitigating Transport Impacts*** states that transport assessments should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.

2.3.3 ***Policy T5 – Cycling*** requires that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This is achieved through supporting the delivery of a London-wide network of cycle routes, and appropriate cycle parking, that is designed and laid out in accordance with the guidance contained in the London Cycling Design Standards (LCDS).

2.3.4 ***Policy T6 – Car Parking*** states where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes and adequate provision should be made for efficient deliveries and servicing and emergency access

2.3.5 ***Policy T7 – Deliveries, Servicing and Construction*** states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London (TfL) guidance and in a way which reflects the scale and complexities of developments.

2.4 Local Policy

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

2.4.1 The Hillingdon Local Plan - Part 1 - Strategic Policies is the key strategic planning document for Hillingdon and will support delivery of the spatial elements of the Sustainable Community Strategy. It sets out a long-term vision and objectives for the Borough. The primary matter relating to transport notes LBH has an overall aim of improving quality of life and reducing private car dependency.

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

2.4.2 The Local Plan Part 2, adopted in January 2020, provides revised development management policies and replaces the Unitary Development Plan (1998) saved policies. The relevant policies are as follows:

- ***Policy DMT 1 – Managing Transport Impacts – Development will be required to be accessible by sustainable modes of travel, adequately address delivery, servicing and drop-off requirements and have no significant adverse transport or associated air quality and noise impacts on the local and wider environment.***
- ***Policy DMT 2 – Highways Impacts – Development must provide safe and suitable access for all users;***
- ***Policy DMT 4 – Public Transport - The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services;***
- ***Policy DMT 5 – Pedestrians and Cyclists - Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network.***
- ***Policy DMT 6 – Vehicle Parking – Development must comply with the standards outlined at Appendix C in order to facilitate sustainable development. The Council may agree to vary these requirements when:***
    - ***the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or***
    - ***a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.***

- ***All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.***

2.5 Summary

2.5.1 From a transport perspective, National policy establishes that development should only be prevented where the impact of the development on transport networks is considered 'severe'. In addition, developments should provide safe and convenient access arrangements.

SECTION 3 EXISTING CONDITIONS

3.1 Existing Highway Network

3.1.1 The site is accessed via a spur from Eskdale Road. Eskdale Road is an industrial road of circa 7.5m width, albeit on-carriageway parking narrows this in places. There are no parking restrictions on Eskdale Road.

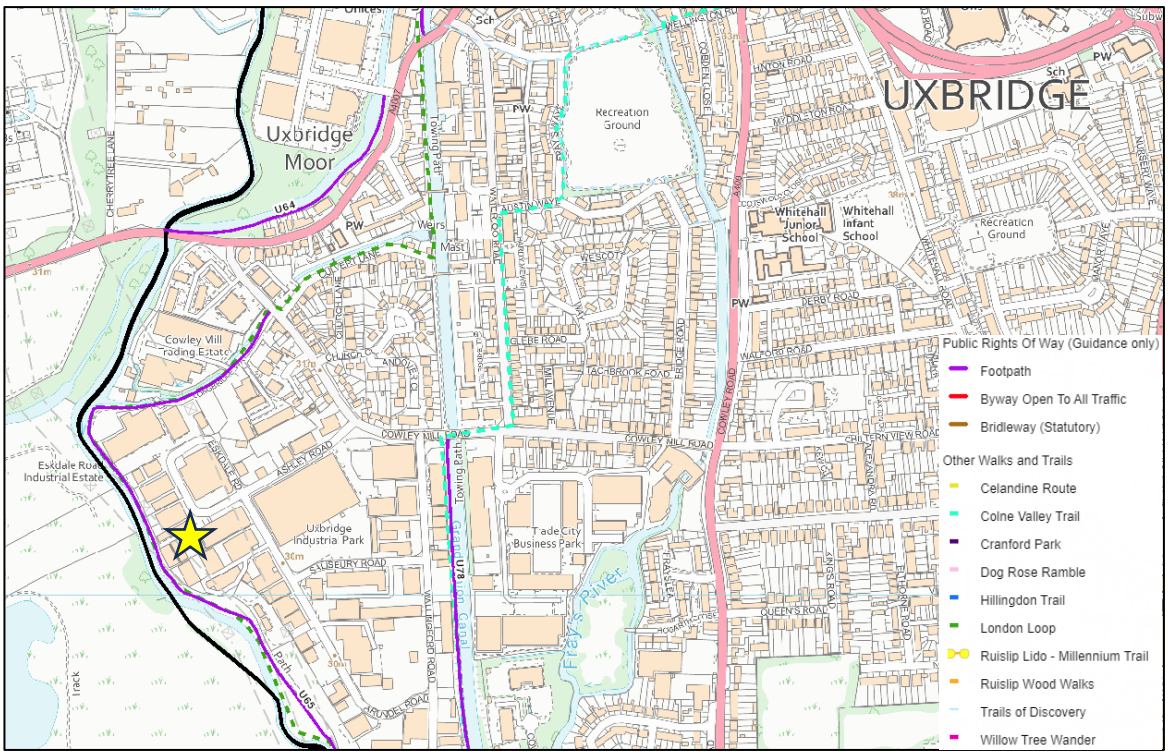
3.1.2 Eskdale Road forms a loop road, returning to meet Ashley Road and Arundel Road circa 100m east of the site at a crossroads junction (with Eskdale Road forming the northern and western arms of the junction). A LBH public car park is provided to the south of the site, accessed via Arundel Road. This area is unmarked but provides a circa 2,000sqm area for parking.

3.1.3 Further east, Ashley Road meets Cowley Mill Road, a key local link which provides onward connection to the A4007 Slough Road/St John's Road in the north and the A408 Cowley Road in the east.

3.2 Walking and Cycling

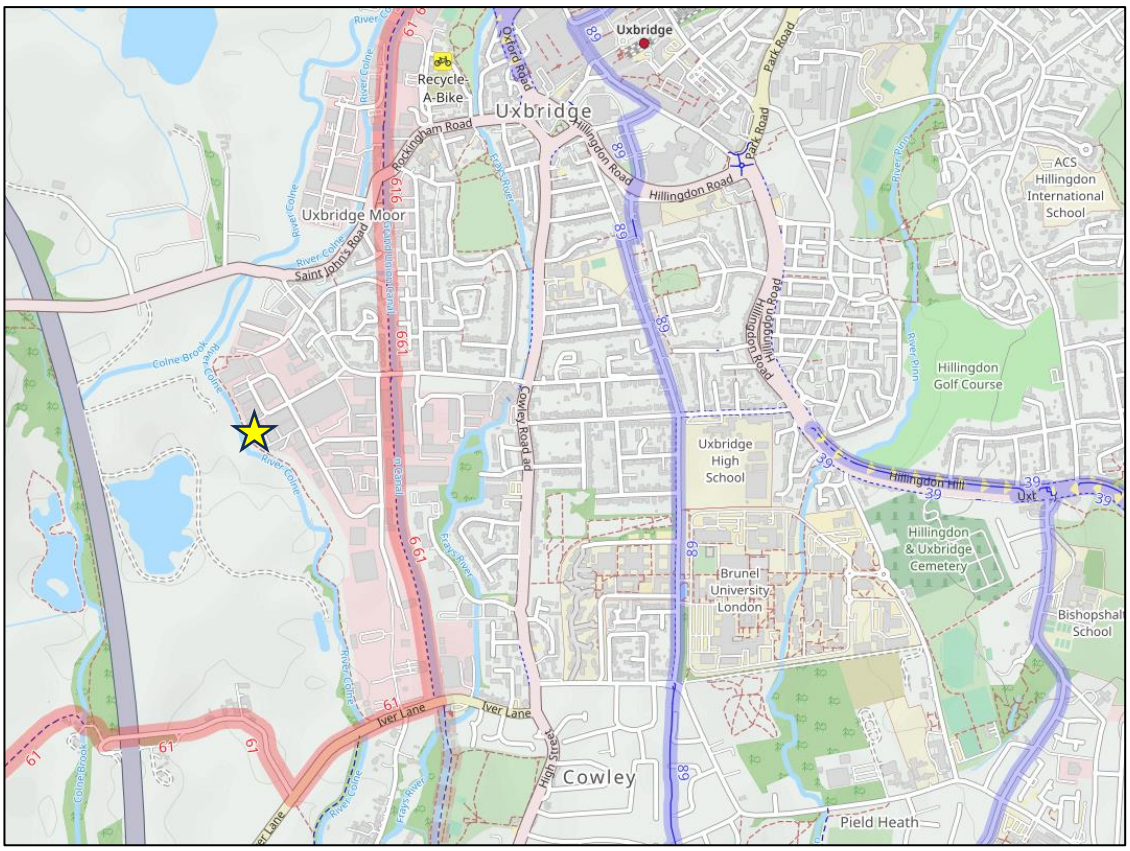
3.2.1 Footways are provided on both sides of the carriageway throughout Eskdale Road Industrial Estate. There is a pedestrian access to the west of the site which provides access to a riverside footpath (Public Right of Way U65). The PROWs in the vicinity of the site are illustrated on Image 3.1.

Image 3.1: PROWs



3.2.2 Two National Cycle Routes travel along the Grand Union Canal, which is 385m to the east of the site. Route 6 connects London to the north and Route 61 travels from Maidenhead to Hatfield, Welwyn Garden City and Hertford before ending near Hoddesdon. The cycle routes are illustrated in Image 3.2.

Image 3.2: Cycle Routes



Source: OpenCycleMap.org

3.3 Accessibility

Public Transport

3.3.1 The nearest bus stops are located on St Johns Road, approximately 650 metres away (8-minute walk). Additional stops are located 850 metres to the east of the site on Cowley Mill Road, which can be accessed in an approximate 11-minute walk. The services provided at these stops are summarised in **Table 3.1** overleaf**.**

Table 3.1: Bus Services

Service	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
St Johns Road				
3	Slough, Wellington Street - Uxbridge Rail Station	Every 30 minutes from 06:13-19:25	Every 30 minutes from 07:04-19:27	Every hour from 07:37-18:37
583	Hedgerley, Stevenson Road - Uxbridge, York Road	3 per day at 09:38, 11:33, 13:53	3 per day at 09:38, 11:33, 13:53	No service
Cowley Mill Road				
222 (24hr service)	Uxbridge - West Drayton - Hounslow	Every 10 minutes	Every 10 minutes	Every 12 minutes
U5	Uxbridge - Cowley - Hillingdon Hospital - Yiewsley - West Drayton - Stockley Estate & Park - Hayes & Harlington Station	Every 12 minutes 05:00-00:00	Every 20 minutes from 05:40-07:20, then every 12-15 minutes until 20:22, then every 20 minutes until 00:44	Every 30 minutes from 06:20-09:20, then every 20 minutes until 00:42

Source: Traveline (Accessed January 2024)

3.3.2 The site has two bus stops located within 850 meters walk of the site. They provide up to 13 services per hour on a weekday and Saturday. Importantly, route 222 provides a 24hr service. All services provide a direct route to Uxbridge Station.

3.3.3 Uxbridge Station is located 1.6 km to the north-east of the site. This is accessible in a 29 minute walk, 10 minute cycle or 20 minute combined walk / bus journey on the number 3, 583, 222 or U5 services. From here, London Underground Metropolitan and Piccadilly line services are available.

3.4 Summary

3.5 The site is located close to a number of bus services, which provide regular services to Slough, Uxbridge, Hounslow and Hayes and Harlington Station. This includes a service which operates 24hrs per day between Uxbridge and Hounslow. This provides staff with a realistic opportunity to travel to the site by public transport.

SECTION 4 THE DEVELOPMENT

4.1 Development Description

4.1.1 The development consists of 12 individual commercial kitchens, with associated car and motorcycle/scooter parking. The site is operational.

4.2 Access Proposals

Vehicular Access

4.2.1 Access to the site is via a spur from Eskdale Road serving this and other adjacent units. The development has a right of way over this link with vehicles able to reach and park adjacent to the unit. During delivery hours from the site, motorcycles and scooters are permitted to drive via this link to park adjacent the unit; any other vehicle trip is directed to Eskdale Road.

Pedestrian Access

4.2.2 Pedestrian access is from Eskdale Road to the east of the site and from PRoW U65 to the west. Within the immediate vicinity of the site, the link operates as a shared surface with no formally provided footway. The spur road does not form part of PRoW U65.

4.3 Parking

Car Parking

4.3.1 Eskdale Road provides unrestricted parking, along with the formal staff parking area to the rear of the site, which is utilised by the development.

Cycle Parking

4.3.2 Six cycle parking spaces are provided to the front of the unit.

4.4 Deliveries and Servicing

4.4.1 Kitchen operators have deliveries made to/from the site (i.e. for the supply of goods in and for hot food orders out).

4.4.2 Deliveries are typically made to the site (goods in) during the morning periods. During the evenings, and during peak times for food order out deliveries (goods out), large delivery vehicles do not typically attend the site.

SECTION 5 TRIP GENERATION

5.1 Overview

5.1.1 This section sets out the multi-modal trip generation of the site, including the delivery and servicing vehicle movements.

5.2 Extant Trip Generation

5.2.1 Order information has been provided by the operator (from July 2023) to establish typical extant trip generation of the 12 kitchens at the site. The order information identifies the peak periods of operation at the site at 1900 – 2000 on weekdays and 1700 – 1800 at weekends. A summary of the observed trip generation of the site is provided at Table 5.1 for the weekday and weekend peak hours.

Table 5.1: Trip Generation – Commercial Kitchens

	Trip Generation		
	Arr	Dep	Two-Way
Weekday Peak Hour (1900-2000)	34	34	68
Weekend Peak Hour (1700-1800)	22	22	44

Source: Cloud IX Kitchens Ltd

5.2.2 Accordingly, the data identifies circa 30 orders in the busiest hour are completed in a weekday peak and circa 20 orders in a weekend peak. Assuming a worst case that all orders are delivered individually, this is equivalent to one order every 2-4 minutes for the whole site.

5.2.3 Given the popularity of online food delivery services, many delivery riders are already on the local network awaiting collection of orders from a vast number of restaurants in the local area, both those with customer facing areas and those without. The kitchens receive food orders from a number of online platforms (i.e. Just East, Uber Eats, Deliveroo etc) in the same way that a vast number of restaurants in the local area also do. Therefore, a single rider can respond to an order from this site just as they can from a restaurant elsewhere within the vicinity. Riders can also collect multiple orders and 'combine' trips, noting this occurs in high demand peak times meaning vehicle activity is overstated in the remainder of this report since it addresses each order as a single trip, whereas in reality trips will be combined and will largely be by vehicles already on the network i.e. they are not newly created trips.

Assessment

5.2.4 Based on the same survey information, order collection vehicle type is also recorded (allowing derivation of a bike/scooter or car vehicle split). The survey indicates that approximately 75% of collections were undertaken by bike/scooter, and 25% were undertaken by car. During the weekday peak hour, a total of 34 orders were made, of which 26 were undertaken by bike/scooter and eight were undertaken by car.

5.2.5 The 34 orders are equivalent to an order every circa 2 minutes, with a car arriving every 5 minutes and a bike arriving every circa 3 minutes. These trips can be comfortably accommodated within the industrial estate.

5.2.6 As stated at subsection 5.2.3, during the period of high demand, riders will combine trips, and therefore the vehicle trips will be lower than the order numbers presented.

5.2.7 Notwithstanding, each order typically requires up to a 5-minute period at the site per visit to accommodate arriving at the site, collection of the order (or orders) from the kitchen(s), loading of scooter/bicycle/car with order(s) and leaving the site to complete delivery/deliveries.

5.2.8 Based on this duration of stay and with a car arriving every circa 5 minutes, it is likely a maximum of two cars would be parked to collect orders from the site at any one time. In addition, with a scooter/bicycle arriving every three minutes, a maximum of 3 scooters/bicycles would be expected at any one time (accounting for overlap of a vehicle arriving, one collecting and one departing).

5.2.9 Given the peak periods of demand fall outside of the network peak hours, as well as the operational hours for the majority of the adjacent industrial uses (at which point parking on local roads has significantly reduced compared to daytime hours), there is ample opportunity on the local highway network for such vehicle demands to be accommodated.

Trips by Staff

5.2.10 The trip generation of staff trips is derived on a first-principles approach. Due to the nature of the site, kitchens are often not all occupied at the same time, and occupiers change on a frequent basis given the nature of commercial kitchen space.

5.2.11 Accordingly, a worst-case assessment is made, assuming the following:

- All 12 kitchens are occupied; and

- Each kitchen is occupied by 2/3 employees (Cloud IX Kitchens Ltd have advised up to three employees are typically associated with each kitchen unit, albeit there are usually two within the kitchen space at any one time; for a worst-case it is assumed that each kitchen accommodates 2.5 staff at the same time, which results in 30 staff across the 12 kitchens).

5.2.12 The likely mode split of the person trips to and from the site has been estimated using 2011 Census method of travel to work data for the local area. The 2011 Census method of travel to work data for the Middle Super Output Area in which the site is located (Hillingdon 016) has been examined to determine the likely mode share for employees at the site. Accordingly, Table 5.2 below sets out the anticipated person trips per mode, applicable to both arrivals and departures.

Table 5.2: Staff Trips – Mode Split by Period

Mode	Method of Travel to Work (%)	Arr	Dep	Total
Driving a car or van	65.4%	20	20	40
Bus	9.9%	3	3	6
Underground	8.5%	3	3	6
On foot	6.4%	2	2	4
Train	3.6%	1	1	2
Passenger in a car or van	3.5%	1	1	2
Bicycle	1.5%	0	0	1
Motorcycle	0.9%	0	0	1
Other	0.2%	0	0	0
Taxi	0.1%	0	0	0
Total	**100%**	**30**	**30**	**60**

Source: 2011 Census data. Note: Some numbers may not sum due to rounding.

5.2.13 Table 5.2 highlights that circa 65% of all trips to/from the site can be anticipated to travel by private car. Further, approximately 22% make use of public transport, whilst 8% of trips can be anticipated to be made on foot or by bicycle.

5.2.14 The development has access to on-street parking as well as the parking area accessed via Arundel Road and accordingly, it is anticipated such parking can be taken up without detriment to the local highway network.

5.2.15 A site visit was undertaken in February 2024, after 17:00 (when other users of the industrial site have generally started to depart and on-street parking capacity increases. Images 5.1 – 5.3 below/overleaf identify parking demand at 17:00, 20:00 and 23:00 respectively.

Image 5.1 – Eskdale Road Parking Conditions – 5pm

Image 5.2 – Eskdale Road Parking Conditions – 8pm

Image 5.3 – Eskdale Road Parking Conditions – 11pm

SECTION 6 SUMMARY AND CONCLUSIONS

6.1.1 Cloud IX Kitchens Ltd has appointed i-Transport LLP to provide highways and transport advice in respect of a retrospective change of use application at Eskdale Road, Uxbridge. The site is currently occupied and operates as industrial (commercial) kitchens.

6.1.2 This Transport Statement (TS) has been prepared to provide detail with respect to the following matters: the transport planning policy context; the existing transport conditions surrounding the site, extant operation and the operation, including access arrangements, loading/ unloading and parking arrangements and trip generation of the proposal. It supports the change of use application at the site to allow for the current use to continue.

6.1.3 The review of existing transport conditions surrounding the site identifies it is well located with respect to existing pedestrian and cycle networks and public transport services – particularly in relation to the bus stops on St John's Road and Cowley Road (the latter provides access to a 24hr bus service). This provides some opportunity for staff working at the development to travel to the site by non-car modes. This is in accordance with the NPPF and Local Plan policy DMT1.

6.1.4 The site has been surveyed to establish the trip generation during the weekday and weekend peak hours. The development generates 68 two-way trips during the weekday peak hour (1900-2000) and 44 two-way trips during the weekend peak hour (1700-1800), equivalent to 34 and 22 orders in the peak hour respectively.

6.1.5 Based on typical duration of stay and with a car arriving every circa 5 minutes, it is likely a maximum of two cars would be parked to collect orders at the site at one time. In addition, with a scooter/bicycle arriving every three minutes, a maximum of 3 scooters/bicycles would be expected at one time (accounting for overlap of a vehicle arriving, one collecting and one departing).

6.1.6 Given the peak periods of demand fall outside of the network peak hours, as well as the operational hours for a majority of the adjacent industrial uses (at which point parking on local roads has significantly reduced compared to daytime hours), there is ample opportunity on the local highway network for such vehicle demands to be accommodated. Accordingly, it is anticipated such parking can be taken up without detriment to the local highway network.

6.2 Conclusion

6.2.1 The development is not expected to give rise to any unacceptable impacts on highway safety nor is it expected to result in a severe impact on the local highway network.

i-Transport – Basingstoke | Manchester | London | Leeds | Solent
www.i-transport.co.uk