

A Planning Application by  
**J AND J TRANSPORT LTD**

In respect of  
**75a Bridge Road,  
UXBRIDGE**

## Transport Statement

March 2024



## Document Management

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### Document Review

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Issued by:

Bristol  
Cambridge  
London  
**Oxford**  
Welwyn Garden City

**Transport Planning Associates**  
Oxford House  
Parkway Court  
John Smith Drive  
Oxford  
OX4 2JY

01865 807284  
oxford@tpa.uk.com  
www(tpa.uk.com

<sup>a</sup> Team Comments

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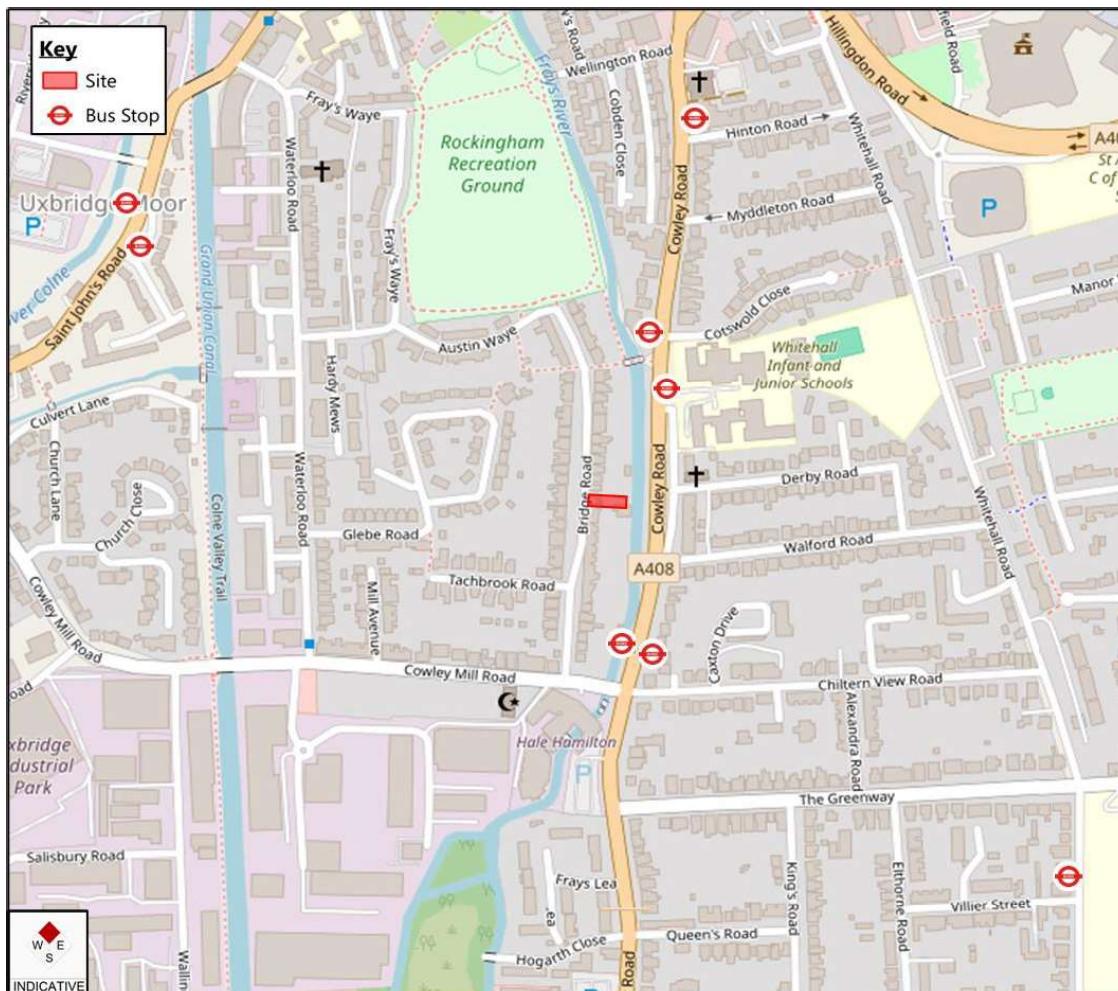
A	Proposed Site Layout
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## 1 Introduction

1.1 Transport Planning Associates (TPA) has been instructed by J and J Transport Ltd to provide transport planning consultancy services in support of a proposed residential redevelopment at 75a Bridge Road, Uxbridge in the London Borough of Hillingdon.

1.2 The site is located on the eastern side of Bridge Road in Uxbridge Moor, approximately 800m to the southwest of Uxbridge town centre. Uxbridge is a town situated in west London and is located approximately 8km north of Heathrow Airport, 9km northeast of Slough, 12km west of Ealing, 20km southeast of Wycombe and 27km west of Central London. The site location is outlined in **Figure 1.1**.

**Figure 1.1** Site Location Plan



Source: © OpenStreetMap Contributors

1.3 The redevelopment proposals consist of converting the existing two-story office building, with a floor area of 177sqm, into a residential development consisting of four one-bed flats. The proposed residential flats are to be 'car-free'. As such, no vehicle parking spaces will be provided on-site.

## Scope of Report

1.4 This Transport Statement has been prepared in support of the proposed redevelopment of 75a Bridge Road. It considers the likely transport and highway impacts of the proposed redevelopment and why the provision of a 'car-free' scheme is appropriate.

1.5 The Transport Statement will be structured as follows:

- **Chapter 2** – sets out the Baseline Transport Conditions around the site and within the local area;
- **Chapter 3** – sets out the Car and Cycle Parking Standards;
- **Chapter 4** – confirms the Redevelopment Proposals and sets out the proposed access, servicing and parking arrangements;
- **Chapter 5** – reviews the likely Impact of the proposed redevelopment in terms of car parking;
- **Chapter 6** – provides a Delivery and Serving Plan Framework;
- **Chapter 7** – provides a Construction Logistics Plan Framework; and
- **Chapter 8** – sets out the Summary and Conclusions of the report.

## Report Conclusions

1.6 This Transport Statement concludes that the proposed redevelopment is located in a highly sustainable location that is suitable to support a 'car-free' development. Furthermore, the proposals will not result in a detrimental impact on the highway network. As such, there are no transport or highway reasons for the refusal of the planning application.

## 2 Baseline Transport Conditions

### Site Location

- 2.1 The site is located on the eastern side of Bridge Road in Uxbridge Moor, approximately 800m to the southwest of Uxbridge town centre. Uxbridge is located approximately 8km north of Heathrow Airport, 9km northeast of Slough, 12km west of Ealing, 20km southeast of Wycombe and 27km west of Central London.
- 2.2 The site is bound by the other residential properties of Bridge Road to the north and south, Frays' River to the east and Bridge Road to the west.
- 2.3 Access to the site currently consists of a 2.8m wide undercroft which is currently accessed via a vehicle crossover from Bridge Road. The undercroft currently provides access for pedestrians, cyclists and vehicles.

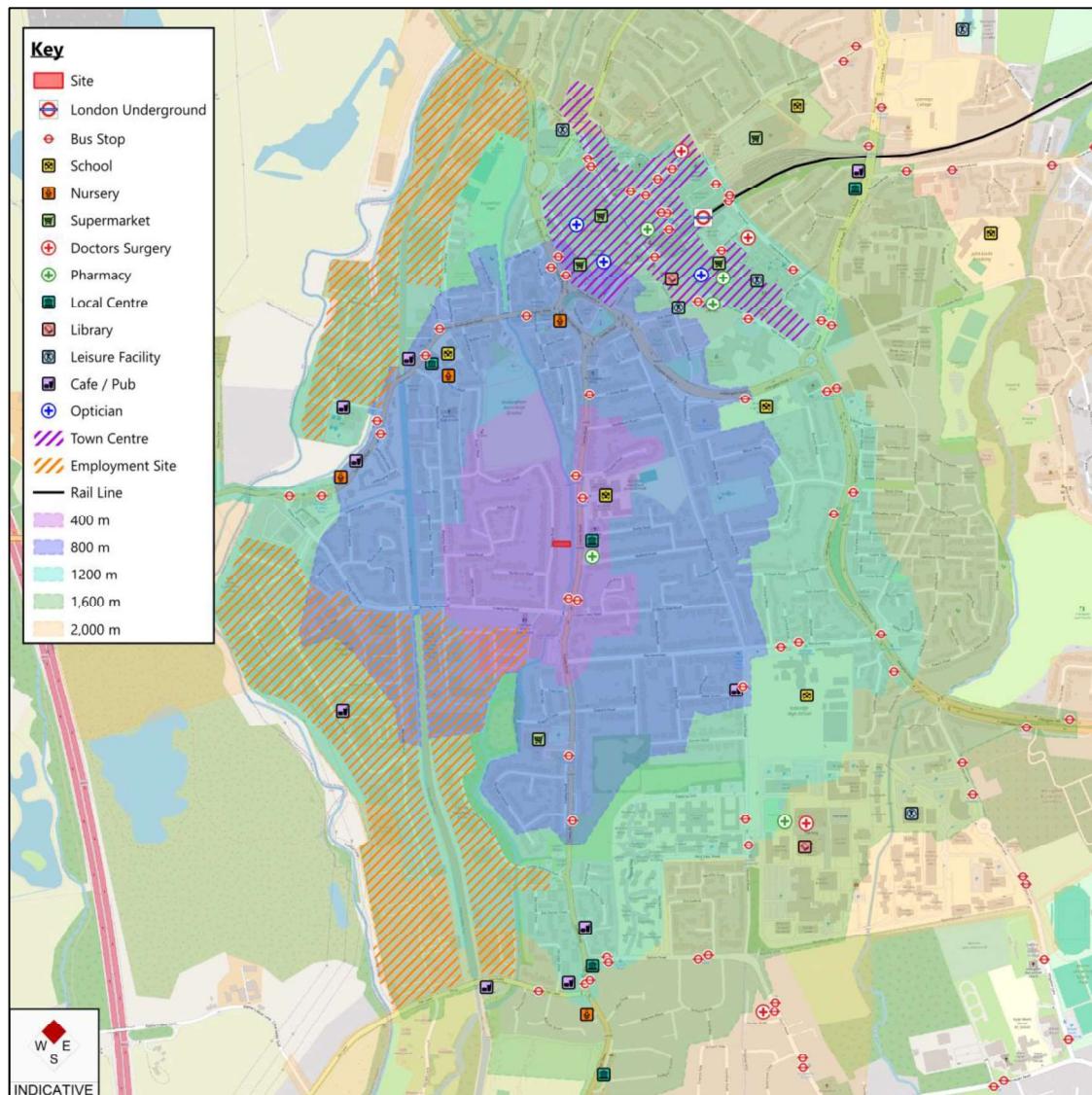
### Walking

- 2.4 There are pedestrian footways located along both sides of Bridge Road. The footways along Bridge Road have varying widths of between 2m and 2.6m, although there are marked car parking bays which are located partially on the footway and this reduces the available footway width along sections of Bridge Road. At the northern end of Bridge Road, there is a Public Right of Way with a bridge over the Fray's River that provides a link to Cowley Road (A408).
- 2.5 The Public Right of Way and footways along Bridge Road connect the site to the local bus stops, local centre, primary school and a network of other footways / footpaths in the local area including along Cowley Mill Road, Cowley Road (A408), Austin Waye and Waterloo Road, as well as the majority of the streets within the vicinity of the site.
- 2.6 A signalised pedestrian crossing, with tactile paving and dropped kerbs, is provided approximately 220m to the north of the site on Cowley Road. In addition, signalised pedestrian crossings are provided at the Cowley Mill Road / Cowley Road / Chiltern View Road junction, which is located approximately 230m to the south. The signalised crossings at the Cowley Mill Road / Cowley Road / Chiltern View Road junction benefit from dropped kerbs and tactile paving and help to support movement through the local area.
- 2.7 In addition to the above, the local junctions in the immediate area around the site benefit from the provision of tactile paving and / or dropped kerbing, making the routes accessible to pedestrians who are mobility impaired.

2.8 Street lighting is also provided along the local highway network for the convenience and safety of pedestrians.

2.9 The local facilities together with 400m increment walk distances, up to a maximum walking distance of 2km, from the proposed redevelopment site are shown in **Figure 2.1** below.

**Figure 2.1 400m Increment Walk Distances and Local Facilities**



Source: ©OpenStreetMap-contributors. Contains OS data © Crown copyright [and database right] [2023].

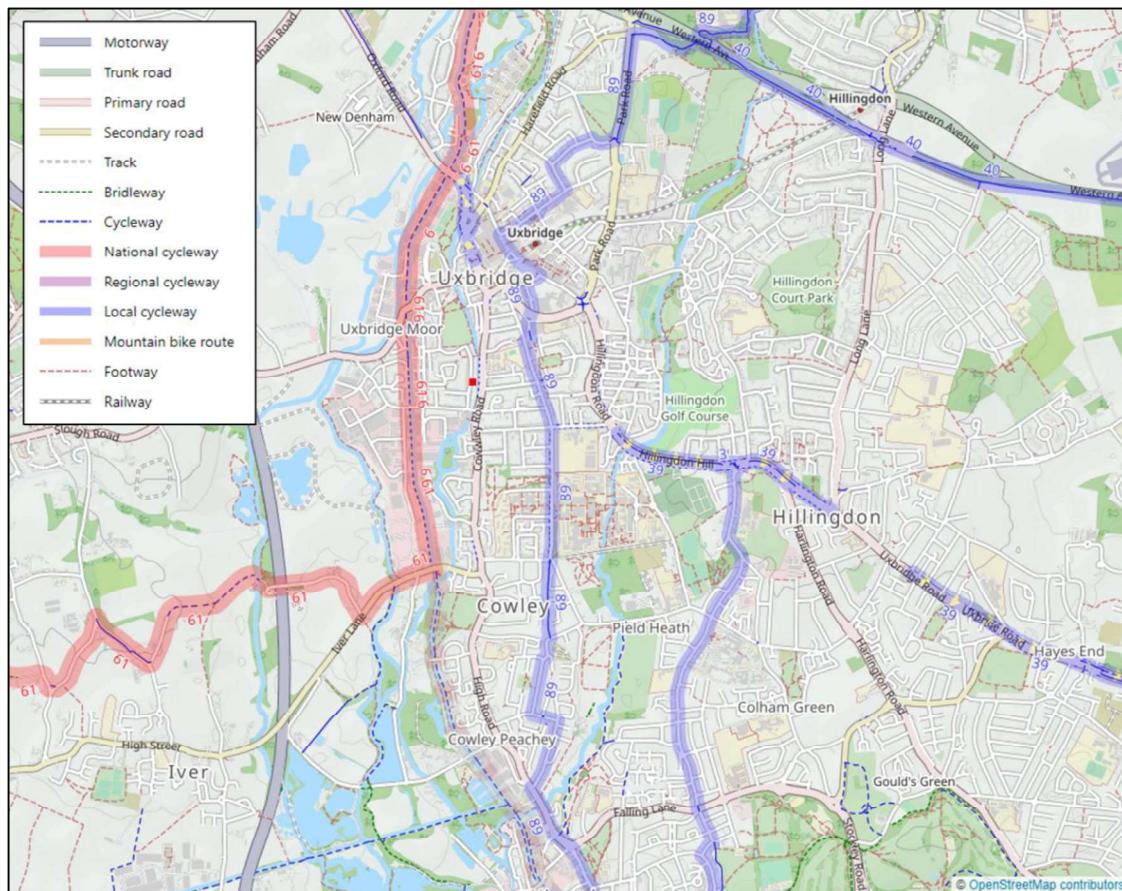
2.10 As demonstrated in **Figure 2.1**, there is a wide range of facilities and services located within walking distance of the site including a number of bus stops, Uxbridge town centre, supermarkets, Uxbridge Underground station, employment areas and a range of day-to-day services.

## Cycling

2.11 Cycle users can access National Cycle Routes (NCR) 6 and 61 which run along the Grand Union Canal, approximately 500m to the west of the site. NCR 6 runs from Uxbridge to the Lake District, locally it provides access to Denham, Harefield, Rickmansworth and Watford. NCR 61 runs from Maidenhead to NCR 1 near Hoddesdon, locally NCR 61 passes through Iver, Langley, Slough, Denham, Harefield and Rickmansworth.

2.12 In addition to the NCRs, cyclists can access a number of local cycle routes in the surrounding area including those along the Grand Union Canal, Whitehall Road, Hillingdon Hill and along the River Colne. The local cycle routes provide connections to Cowley, West Drayton, Hillingdon, Ruislip, Hayes, Harlington, Southall and Heathrow Airport. The local cycle network is outlined in **Figure 2.2**.

**Figure 2.2 Local Cycle Routes**



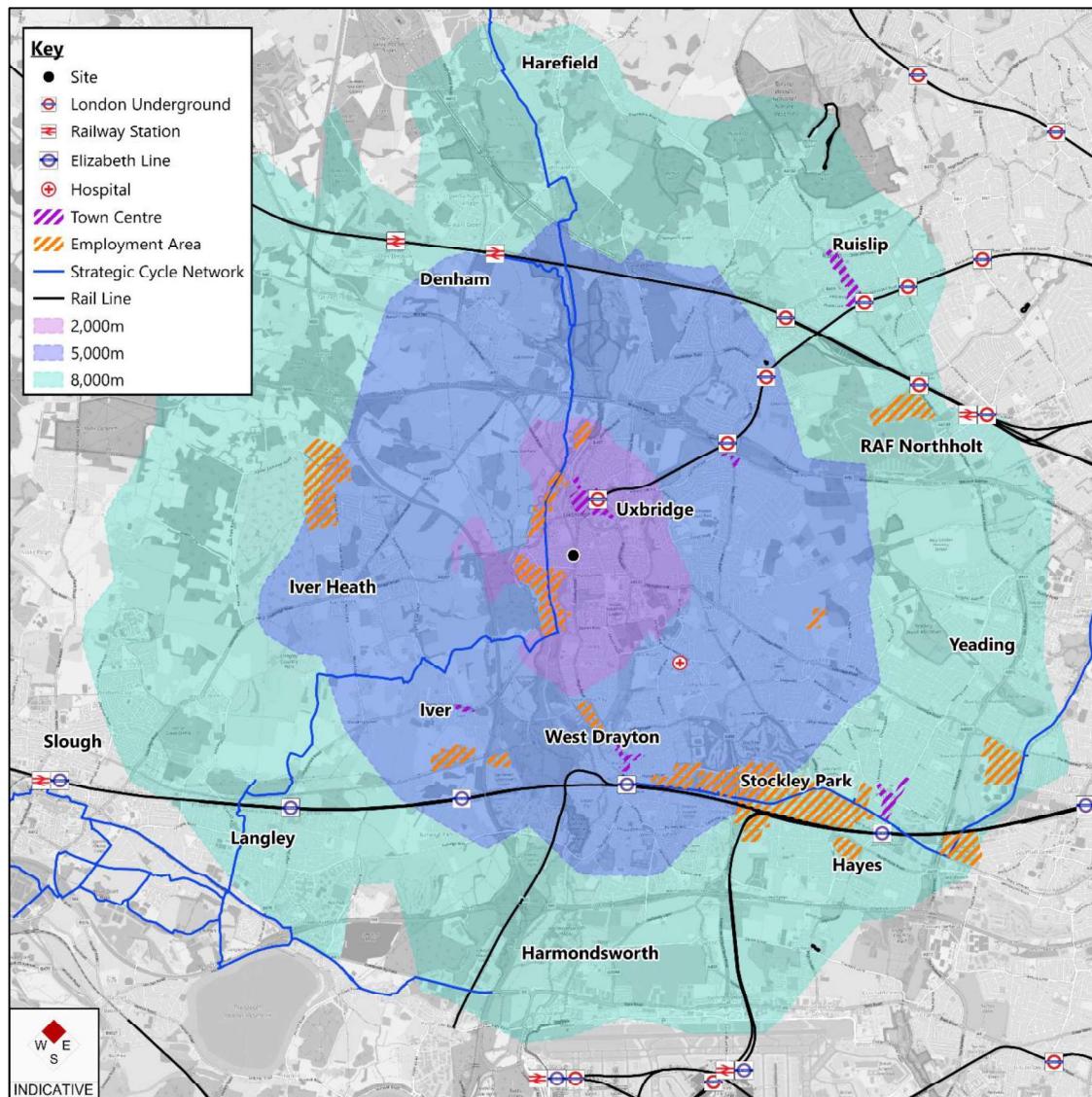
Source: © OpenStreetMap contributors.

2.13 Cycle parking is provided throughout the local area with cycle parking stands provided in Uxbridge, West Drayton, Ruislip, Iver, Langley, Yeading and at the Brunel University, Hillingdon Hospital and the local secondary school (Uxbridge High School).

2.14 Cycling has the potential to substitute short car trips, particularly those less than 5km, and to form part of a longer journey made by public transport. In addition, the Department for Transport's (DfT) 'Cycle Infrastructure Design' (October 2008) states that a cycle trip distance of over 8km is not uncommon. A 5km cycle will take approximately 15 minutes at an average speed of 320m per minute and an 8km cycle will take approximately 25 minutes.

2.15 The local cycle network and the 2km, 5km and 8km cycle distances from the site are shown in **Figure 2.3** below.

**Figure 2.3 Cycle Distance and Local Facilities**

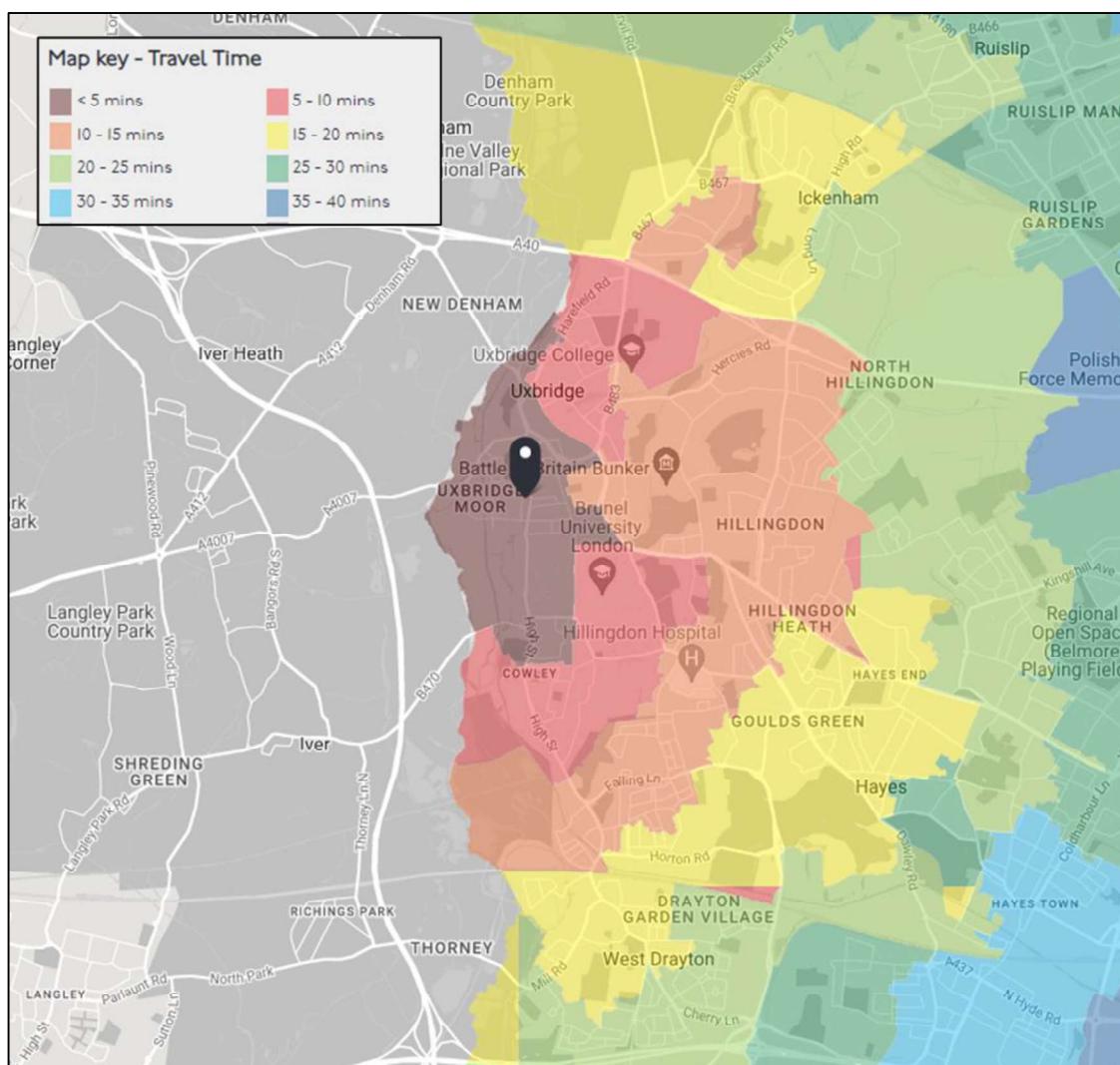


Source: ©OpenStreetMap-contributors. Contains OS data © Crown copyright [and database right] [2023].

2.16 As outlined above, Uxbridge, West Drayton, Iver, Langley, Denham, Hillingdon, Ruislip, Yeading, Hayes, Harlington, Stockley Park and Northolt are located within an acceptable cycle distance of the site.

2.17 An assessment of Transport for London's Time Mapping (TIM)<sup>1</sup> has been undertaken. The TIM mapping for those cycling to / from the site is shown in **Figure 2.4** below.

**Figure 2.4 TIM Mapping – Cycle**



Source: Transport for London.

2.18 Based on the TIM analysis it can be estimated that there are 38,618 jobs within a ten-minute cycle ride of the site and 58,887 jobs within a 20-minute cycle ride. In addition, there is one town centre within

<sup>1</sup> <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat?Type=TIM&scenario=Base%20Year&zoomLevel=10&places=Stations%20stops%20and%20piers%7CPTAL%20Values>

a ten-minute cycle ride of the site and two within a 20-minute cycle ride. This suggests that the site is located in a highly sustainable location with access to local services and employment opportunities.

## Local Amenities

2.19 The National Design Guide, 2019, suggests that walkable neighbourhoods should be within walking distance of local facilities, which is generally "**considered to be no more than a 10-minute walk (800m radius).**"

2.20 Manual for Streets suggests that "walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas... However, this is not an upper limit and.... walking offers the greatest potential to replace car trips, particularly those under 2km."

2.21 The Institute of Highways and Transportations '*Providing for Journeys on Foot, 2000*' suggests that walking distances will vary depending on the journey purpose and outlines these distances, which are reproduced in **Table 2.2**.

Table 2.1 IHT Suggests Acceptable Walking Distance

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Table 3.2 of the Institution of Highways & Transportation (IHT) publication '*Providing for Journeys on Foot, 2000*'

2.22 Taking all three documents into consideration, it is reasonable to allow differing distances based on age, mobility issues, journey type, nature of the local facility and local topography.

2.23 In addition, the Chartered Institute of Transportation's publication '*Planning for Walking 2015*' sets out that:

*"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800m, or 10 minutes' walk"*<sup>2</sup>.

<sup>2</sup> Page 29, Chartered Institute for Highways and Transportation's *Planning for Walking (2015)*

2.24 The range of amenities located within walking and cycling distance of the site is identified in **Table 2.2**.

Table 2.2 Local Amenities

Amenity		Distance	Walking Time (Mins)	Cycle Time (Mins)
<b>Transport Facilities</b>	Cowley Road Bus Stops	220m	3	1
	Rockingham Road	800m	10	3
	Uxbridge Station	900m	11	3
<b>Shopping &amp; Leisure Facilities</b>	Rockingham Recreation Ground	250m	3	1
	Cowley Road Local Centre (Convenience Stores, Off License, Pharmacy, Take-aways)	400m	5	1
	Lidl Supermarket	550m	7	2
	Uxbridge Town Centre (Supermarket, Non-food Retail, Multiple Café/Restaurants/Pub, Cinema, Shopping Centre, Gyms, Pharmacies, Opticians)	800m	10	3
<b>Healthcare Facilities</b>	Pharmacy	400m	5	1
	Multiple Opticians	800m	10	3
	Uxbridge Health Centre	1.2km	15	4
	Hillingdon Hospital	2.5km	31	8
<b>Education Facilities</b>	Whitehall Infant and Junior School	270m	3	1
	Nursery	600m	8	2
	Uxbridge High School	850m	11	3
	Brunel University	1.4km	18	4

Notes: Measured from the centre of the site. Based on Walking Speed of 1.33m/s and Cycle Speed of 5.33m/s

2.25 As outlined in **Table 2.2**, the site is within walking or cycling distance of numerous local facilities and amenities, which would serve resident's and visitors' day-to-day needs. The services include food and non-food retail, restaurants / pubs, healthcare facilities as well as educational facilities and therefore are considered to be appropriate to support a residential development.

2.26 As demonstrated, Uxbridge town centre is located within the acceptable walking distance of 800m and as such, this means that a full range of day-to-day amenities and services are located within walking distance of the site.

## Public Transport

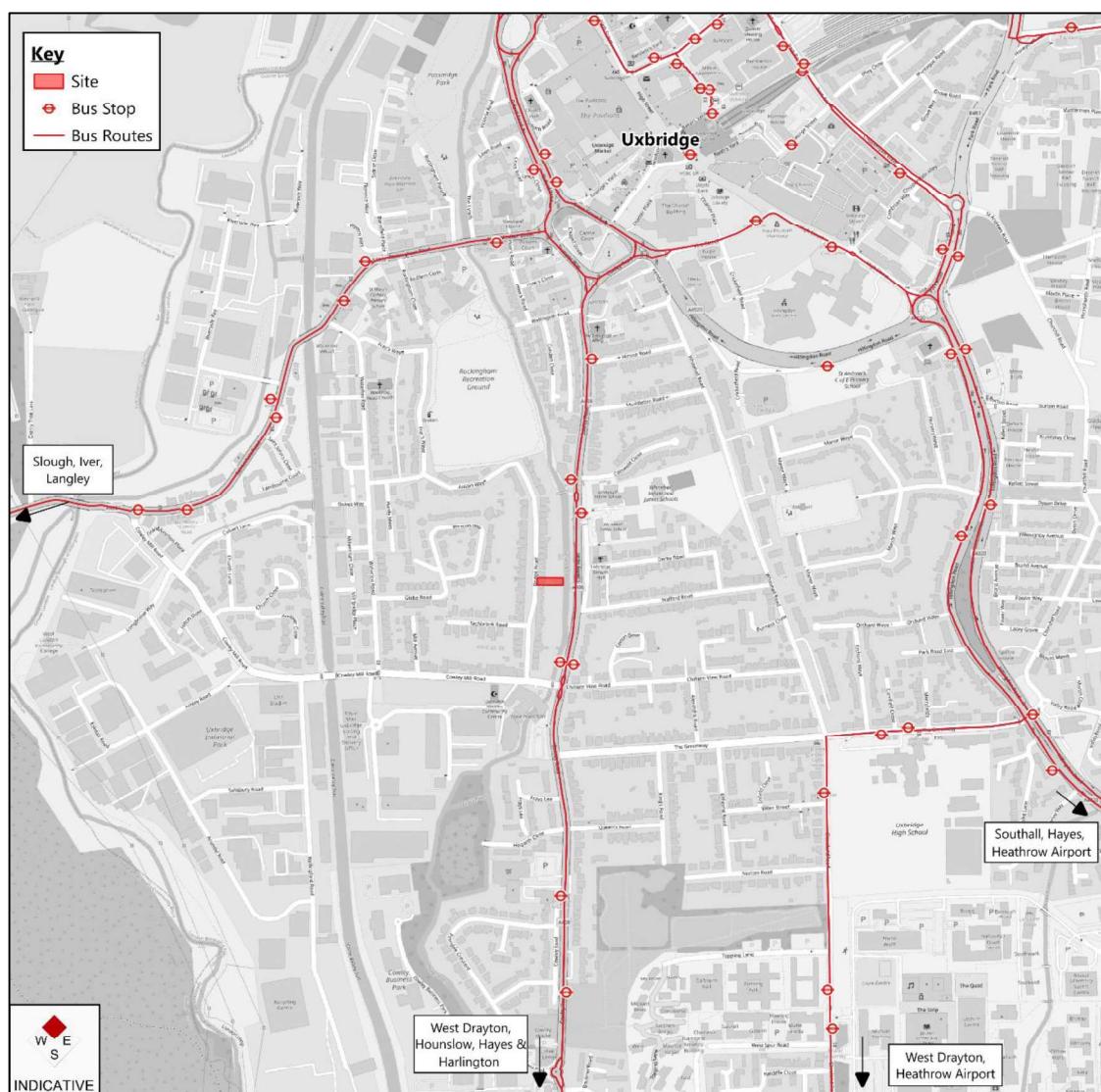
### *Bus Services*

2.27 The closest bus stops to the site are located on Cowley Road (A408), approximately 220m to the north of the site and therefore they are located well within the desirable walking distance of 400m for commuting trips. A signalised pedestrian crossing is provided on Cowley Road, in between the northbound and southbound bus stops, to allow pedestrians to access the southbound bus stop.

2.28 The bus stops on Cowley Road are serviced by bus routes 222 and U5 which provide connections to Uxbridge town centre, West Drayton, Cowley, Hounslow, Hillingdon Hospital, Stockley Park, Hayes and Harlington.

2.29 In addition, to the bus stops on Cowley Road, bus route 3 serving Slough, Iver and Langley, can be accessed from bus stops located on Rockingham Road (A4007), which are located within 800m of the site, which is an acceptable walking distance.

2.30 The local bus routes and stops are outlined in **Figure 2.5** below, with a summary of the local bus services outlined in **Table 2.3**.

**Figure 2.5 Local Bus Routes and Bus Stops**

Source: ©OpenStreetMap-contributors. Contains OS data © Crown copyright [and database right] [2023].

Table 2.3 Local Bus Services

Route No.	Route	Daytime Service Frequency		
		Mon-Fri	Saturday	Sunday
3	Slough - Langley - Iver - Uxbridge	Every 30 Minutes	Every 30 Minutes	Every 60-65 Minutes
222	Uxbridge - Cowley - Yiewsley - West Drayton - Cranford - 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	Every 12 Minutes	Every 20 Minutes

Source: Transport for London, First Berkshire & The Thames Valley

2.31 As demonstrated in **Table 2.3**, both bus routes 222 and U5 are high frequency services, which is defined by Transport for London as a "route [which] has five or more buses an hour"<sup>3</sup>.

2.32 The first and last bus times for the bus routes listed above are detailed in **Table 2.4**.

Table 2.4 Bus First and Last Service

Route	Direction of Travel	Towards Site		From Site	
		First Bus	Last Bus	First Bus	Last Bus
3	Uxbridge to Slough	0610	2001	0614	2004
	Slough to Uxbridge	0530	1912	0555	1936
222	24 Hour Service				
U5	Uxbridge to Hayes & Harlington	0500	0000	0505	0006
	Hayes & Harlington to Uxbridge	0010	0510	0045	0545

Source: Transport for London, First Berkshire & The Thames Valley

2.33 As outlined in **Table 2.4** above, the local bus routes operate throughout the day and overnight, providing local residents with realistic travel options at unsociable hours.

<sup>3</sup> <https://tfl.gov.uk/forms/14144.aspx>

## Rail Services

2.34 The closest rail station to the site is Uxbridge, which is part of the London Underground, and is located approximately 900m to the northeast of the site. within the preferred maximum walking distance for commuting trips.

2.35 Uxbridge station is located within London Fair Zone 6 and is situated on the Metropolitan and Piccadilly lines, with the station and all services operated by Transport for London. The station provides regular underground services to Central London, Hammersmith, Harrow, Wembley, Sudbury and Earls Court. A summary of the services from Uxbridge station is outlined in **Table 2.5**.

Table 2.5 Rail Services from Brentwood Rail Station (Weekday)

Operator	Destinations	Off Peak Frequency (Trains per hour)	Average Journey Time (minutes)
Metropolitan	Aldgate	8	55
	Wembley	8	25
	Baker Street	8	38
	Harrow	8	18
Piccadilly	Cockfosters	3	99
	Hammersmith	3	44
	Piccadilly Circus	3	60
	Earls Court	3	48

Source: Transport for London

2.36 **Table 2.5** shows that there are frequent services to a range of destinations, including Central London, within a 60-minute journey time.

## TIM Mapping

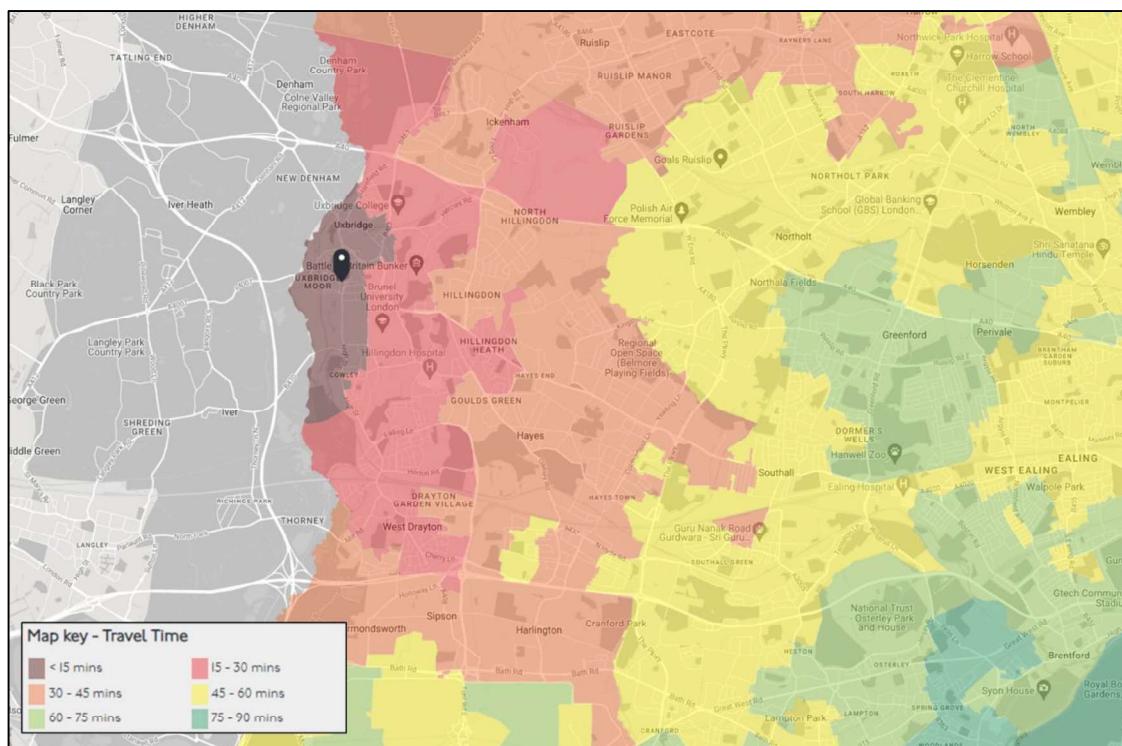
2.37 A review of Transport for London's TIM<sup>4</sup> has been undertaken to establish the destinations and distances that can be travelled within a 60-minute public transport journey. The TIM mapping only

<sup>4</sup> <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat?Type=TIM&scenario=Base%20Year&zoomLevel=10&places=Stations%20stops%20and%20piers%7CPTAL%20Values>

covers Greater London and as such no travel time is provided for destinations outside of London. Therefore, a wider public transport catchment has been undertaken, as set out later in this section.

2.38 The TIM mapping for the site is shown in **Figure 2.6** below.

**Figure 2.6 TIM Mapping - Public Transport**

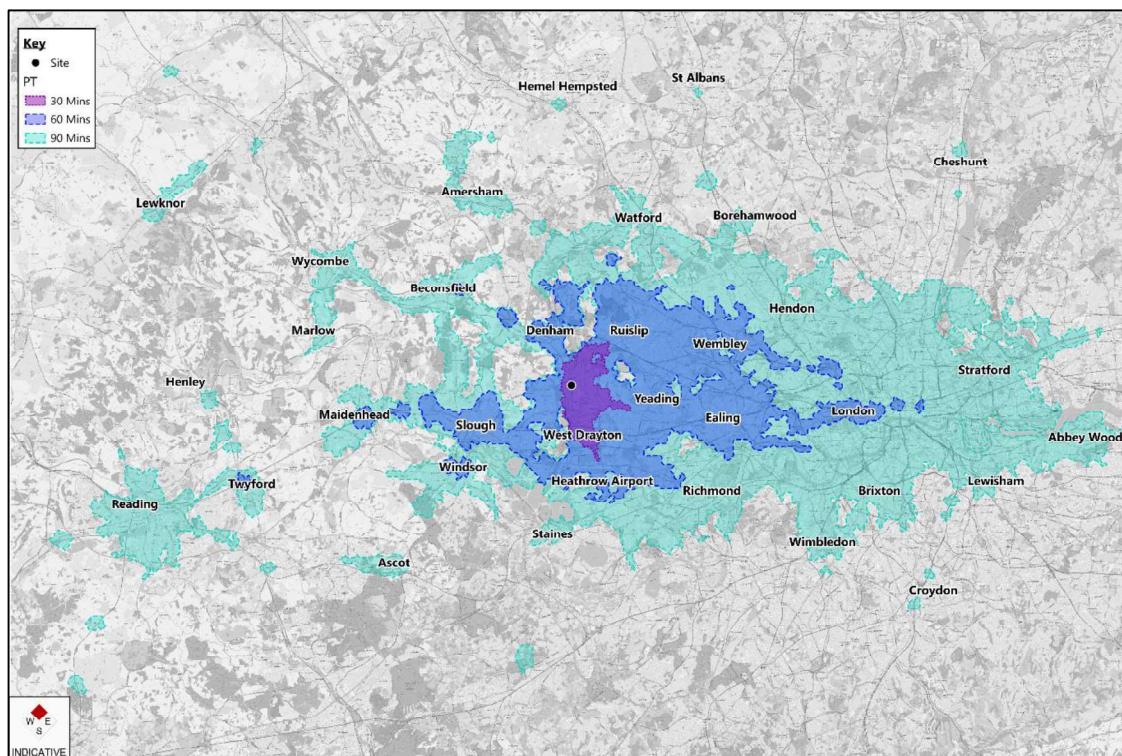


Source: Transport for London.

2.39 Based on the TIM analysis it can be estimated that there are 52,171 jobs within a 30-minute public transport journey and 401,358 jobs within a 60-minute public transport journey. In addition, there are two town centres within a 30-minute public transport journey and 24 town centres within a 60-minute public transport journey. This suggests that the site is located in a highly sustainable location with access to a comprehensive range of local services and employment opportunities.

### *Public Transport Catchment*

2.40 The public transport catchment of the site, based on data from the TimeTravel platform, is shown in **Figure 2.7** below.

**Figure 2.7 Public Transport Catchment**

Source: ©OpenStreetMap-contributors. Contains OS data © Crown copyright [and database right] [2023].

2.41 **Figure 2.7** demonstrates that Reading, Slough, Ascot, Maidenhead, Wycombe, Twyford, Denham, Windsor, St Albans, Heathrow Airport, Cheshunt and a large part of Greater London are situated within a 90-minute public transport commute of the site.

### Parking Restrictions

2.42 As noted in the introduction, the proposed redevelopment is to be 'car-free'. Therefore, a review of the parking restrictions within 250m of the site has been undertaken.

2.43 The majority of the local roads are subject to parking restrictions in the form of a resident parking permit zone. Resident permit zones U5 / U6, which are in place along Bridge Road and the other surrounding streets, restrict parking along the local highway network to permit holders only between the hours of 0900-1700 Monday to Friday.

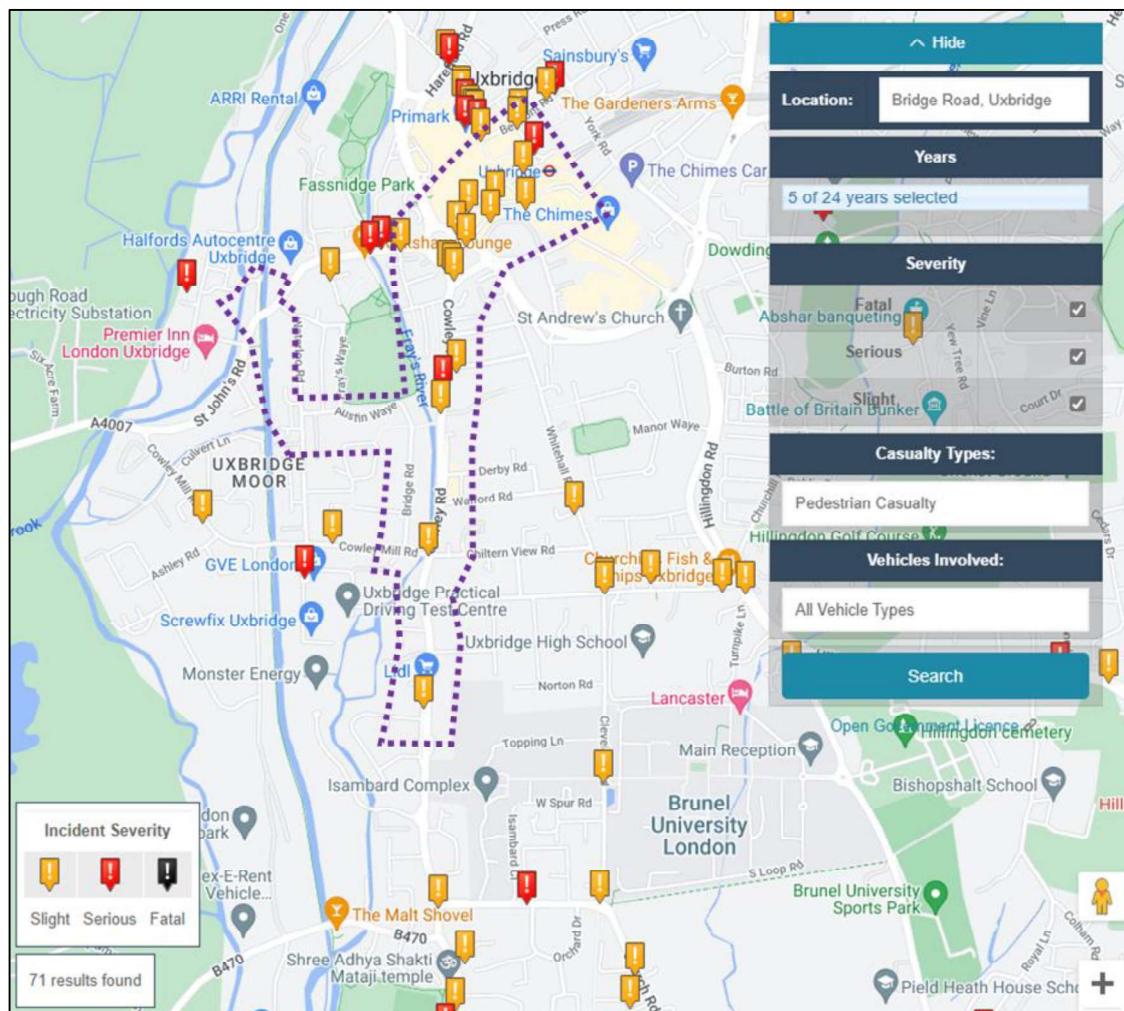
2.44 Where Resident permit zone U5 / U6 is not in place there are a mixture of other parking restrictions including double yellow lines, single yellow lines and limited stay pay and display parking bays. The limited stay pay and display parking bays which are located along the southern end of Bridge Road and Cowley Mill Road allow for a maximum stay of two hours between the hours of 0900-1700 Monday to Friday.

## Personal Injury Accident Data

2.45 Personal Injury Accident (PIA) data is collected by the police about road traffic incidents where someone is injured, the PIA data records the location of the crash, the severity of the accident (ranked either: Slight, Serious or Fatal), the cause of the crash, the vehicles or persons involved and the conditions.

2.46 PIA data for pedestrian and cycle accidents has been obtained from Crashmap for the most recent five years (60 months) up to 2022 for the vicinity of the site. The PIA data from Crashmap is reproduced in **Figure 2.8** (Pedestrian) and **Figure 2.9** (Cycle) below.

**Figure 2.8 Location of Accidents – Pedestrian**



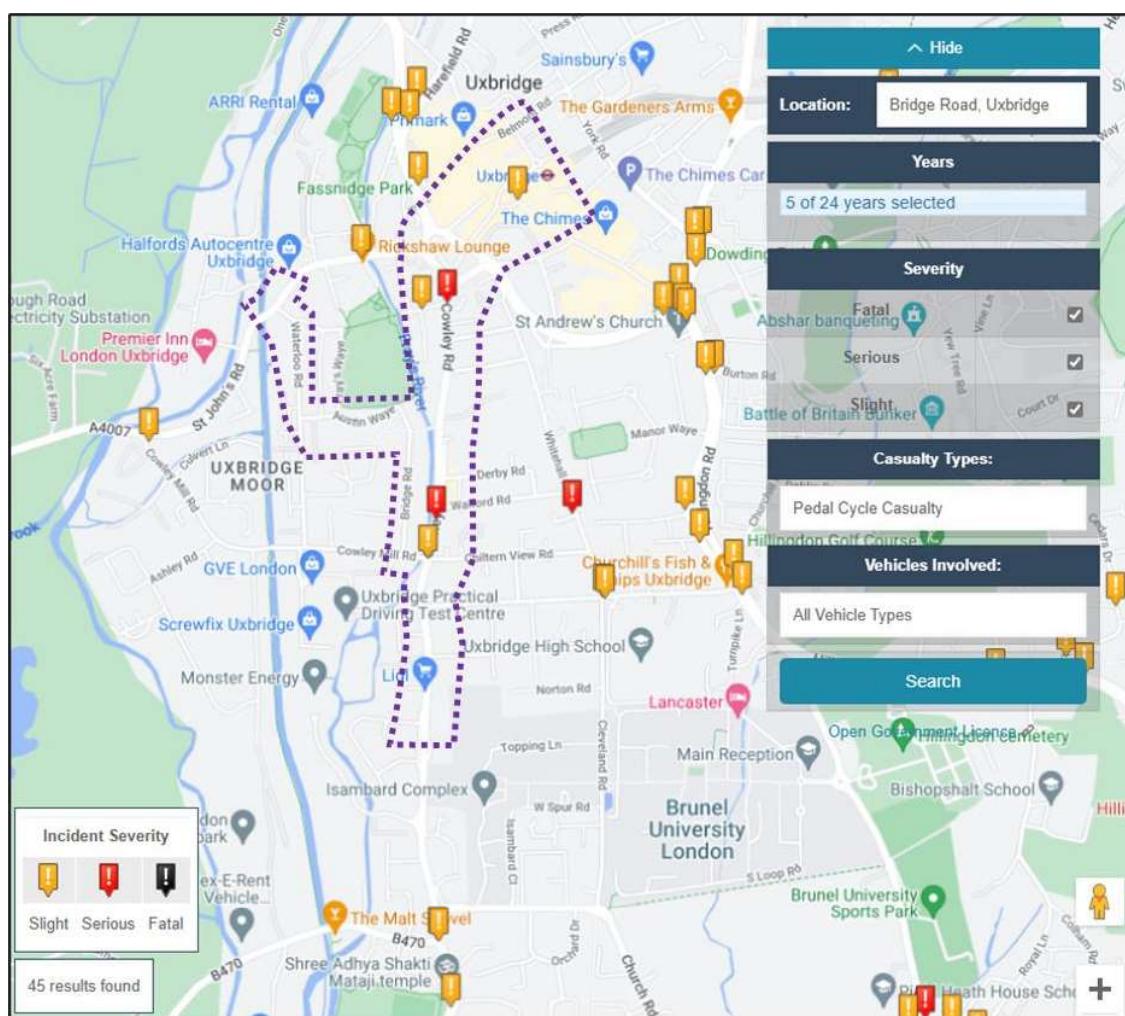
Source: Crashmap

2.47 As set out in **Figure 2.8** above, along the routes to the local bus stops, local centre, supermarket, primary school and town centre a total of 17 injury accidents have been recorded in the last five years.

However, a large number of these injury accidents (11) have been recorded in Uxbridge town centre, where there is a high concentration of pedestrians. In addition, four of the injury accidents recorded along the routes involved a child, however, due to the nature of the redevelopment proposals there are unlikely to be any children living at the site and therefore the proposals are unlikely to result in any impact on child injury accidents.

2.48 Of the six injury accidents that were not recorded in the town centre, five were classed as slight and one was classed as serious and taking place along Cowley Road. The six cycle injury accidents recorded over a 60-month period equates to 0.10 accidents per month or one accident every 10 months. Therefore, it is concluded that there is no accident issue in the local area.

**Figure 2.9 Location of Accidents – Cycle**



Source: Crashmap

2.49 As set out in **Figure 2.9** above, along the routes to the local bus stops, local centre, supermarket, primary school and town centre a total of five injury accidents have been recorded in the last five years. Of the five injury accidents recorded, three were classed as slight and two were classed as serious. It is

noted that the injury accident which occurred at the Cowley Mill Road / Cowley Road / Chiltern View Road junction involved a child.

2.50 The total of five cycle injury accidents recorded over a 60-month period equates to 0.08 accidents per month or one accident every 12 months. Therefore, it is concluded that there is no accident issue for cyclists in the local area.

## Summary

2.51 The site is located in a highly sustainable location, with it being within walking and cycling distance of a large range of local services and facilities. In addition, the site benefits from access to two high-frequency bus routes, an additional bus route and London Underground services within walking distance. The local public transport services provide access to local employment areas as well as the surrounding towns and the additional services and employment facilities they provide. Further to this, the local bus services operate early in the morning and overnight, providing travel options at unsociable hours.

2.52 Given the site's highly sustainable location, it is considered that it is appropriate to support a 'car-free' development. Furthermore, no safety concerns or accident issues were identified in regard to pedestrians and cyclists.

### 3 Parking Standards

3.1 Parking standards for residential developments within Hillingdon are subject to both the Greater London Authority (GLA) and the Hillingdon Council (the Local Planning Authority) guidance. The parking standards, for all modes, from both the GLA and the London Borough of Hillingdon Council will be discussed below.

3.2 The London Plan<sup>5</sup>, which was adopted in March 2021, is the third London Plan that concerns all 32 London Boroughs and the Corporation of London. The London Plan sets out policies to accommodate the expected growth of the city in a sustainable way covering a period over the next 20-25 years and has been adopted by the GLA.

3.3 The 'London Borough of Hillingdon Local Plan' (2020) (herein referred to as 'Hillingdon Local Plan') forms Hillingdon Council's future development strategy for the borough. It sets out a framework and the detailed policies used to guide planning decisions and it is the starting point for considering whether planning applications should be approved. Parking standards for all modes are outlined in *'Local Plan Part 2 - Development Management Policies'*<sup>6</sup>.

### Cycle Parking

#### *London Plan 2021*

3.4 With regard to cycle parking, Policy T5 of the London Plan states:

A. *Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

1) *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*

2) *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

<sup>5</sup> [https://www.london.gov.uk/sites/default/files/the\\_london\\_plan\\_2021.pdf](https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf)

<sup>6</sup> <https://www.hillingdon.gov.uk/local-plan>

- B. *Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. 182 Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.*
- C. *Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.*
- D. *Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.*
- E. *Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently located, on-street parking facilities such as bicycle hangers.*
- F. *Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.<sup>7</sup>*

3.5 Table 10.2 'Minimum Cycle Parking Standards' of the London Plan outlines the cycle parking standards for Land Uses C3-C4 (dwellings (all)), these are as follows:

- 1 space per studio or 1 person 1 bedroom dwelling
- 1.5 spaces per 2 person 1 bedroom dwelling.

3.6 The proposed redevelopment will provide a total of six cycle parking spaces for use by residents. The cycle parking will be located on the ground floor of the building, with these accessed from the courtyard area. This is in accordance with the cycle parking requirements set out in the London Plan. Given the number of dwellings being provided as part of the redevelopment, there is no requirement for short-stay cycle parking to be provided.

<sup>7</sup> Page 414-416. London Plan 2021

### *Hillingdon Local Plan*

3.7 Appendix A of the Hillingdon Local Plan sets out the cycle parking standards for a residential flat, these are:

*"(a) 1 per studio, 1 or 2 bed unit.*

*(b) 2 per 3 or more bed unit."*

3.8 As set out above, the proposed redevelopment will provide a total of six cycle parking spaces for use by residents. This is in accordance with the requirements of the Hillingdon Local Plan.

### **Car Parking**

#### *London Plan 2021*

3.9 In relation to car parking, Policy T6 of the London Plan states:

- A. *Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*
- B. *Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.*
- C. *An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.*
- D. *The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.*
- E. *Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.*
- F. *Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.*

*G. Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office Parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking."*

As set out in Policy T6, a 'car-free' development should be the starting point for all development proposals in locations that are well-connected by public transport. Therefore, as set out in Chapter 2, given the location of the site in terms of access to local services and its accessibility to two high-frequency bus services and an underground station, a 'car-free' development is considered to be appropriate. To further support this, residents of the scheme will not be permitted to apply for a parking permit for the local parking permit zone, preventing residents from parking locally. This will be secured through a Unilateral Undertaking.

### **Hillingdon Local Plan**

3.10 The Hillingdon Local Plan also provides maximum parking standards, which would allow for up to two car parking spaces to be provided at the site. However, as these standards are maximums and due to the highly sustainable location of the site, the provision of 'car-free' development is considered to be appropriate.

## 4 Development Proposals

### Proposed Redevelopment

- 4.1 The redevelopment proposals consist of converting the existing office building, with a floor area of 177sqm, into a residential development consisting of four one-bed flats. The residential flats that are to be provided as part of the redevelopment are to be 'car-free' with no car parking spaces provided on-site and access through the existing undercroft for vehicles being removed. In addition, residents will not be permitted to apply for a parking permit for the local parking permit zone, preventing residents from parking locally, which will be secured through a Unilateral Undertaking.
- 4.2 The residential scheme will provide four studio apartments, as shown in Home Design Drawings 75ABR-201-A '*Existing and Proposed Ground Floor Plan (Rev A)*' and 75ABR-202-A '*Existing and Proposed First Floor Plan (Rev A)*', which are reproduced in **Appendix A**.

### Access

#### *Pedestrian and Cycle*

- 4.3 Pedestrian and cycle access to the site will be retained via the existing 2.8m wide undercroft accessed via Bridge Road. No vehicles will be permitted to use this undercroft.

#### *Vehicle*

- 4.4 No vehicle access to the site is to be provided, with the redevelopment being 'car-free' and no car parking spaces being provided.
- 4.5 Access to the existing courtyard, accessed via an undercroft from Bridge Road will no longer be permitted. A bollard or other suitable restraint feature can be installed at the entry to the undercroft if deemed necessary to ensure that no vehicles can access the site.

### Parking

#### *Car Parking*

- 4.6 No car parking spaces are provided on-site, with the scheme being 'car free' due to its highly sustainable location. Furthermore, as noted earlier, it is proposed that residents would not be

permitted to have a parking permit for the local parking permit zone to ensure residents are unable to park on the local highway network. This will be secured through a Unilateral Undertaking.

### *Cycle Parking*

4.7 The proposed redevelopment will provide a total of six cycle parking spaces for use by residents. The cycle parking will be located on the ground floor of the apartment building, with the cycle parking accessed directly from the courtyard.

### **Servicing and Deliveries**

4.8 A communal bin store is to be provided on the ground floor of the apartment building, with this accessed from the courtyard. Separate bins will be provided for general waste and recycling.

4.9 Refuse collection will take place from Bridge Road, as currently occurs for the majority of the existing properties located along Bridge Road and within the local area. Residents or a member of a management company will be required to move the bins to the roadside on collection days.

4.10 Further details regarding the servicing and delivery proposals at the site will be set out in a Delivery and Servicing Plan (DSP), which will be prepared and submitted to Hillingdon Council prior to the first occupation of the site. Further details regarding this will be set out in **Chapter 6** of this report.

### **Emergency Access**

4.11 Emergency vehicles will be able to access the site from Bridge Road, as currently occurs for the existing properties along Bridge Road.

## 5 Development Impact

5.1 The proposed redevelopment is to be 'car-free' and as such there will be limited, if any, use of cars to access the site. Furthermore, it is proposed that residents would not be permitted to have a parking permit for the local parking permit zone, which will be secured through a Unilateral Undertaking. Therefore, there is unlikely to be any associated vehicle trip generation associated with the site, bar deliveries and servicing.

5.2 However, it is noted that some residents may choose to own a car. Therefore, to understand the number of vehicles that may potentially be owned at the proposed redevelopment and therefore parked on the local highway network, a review of car ownership levels, through Census 2011 data has been undertaken.

5.3 Census data<sup>8</sup> from the Office for National Statistics has been used to establish the car ownership levels within the local area. The census data is summarised in **Table 5.1** below and is reproduced in full in **Appendix B**.

Table 5.1 Car Ownership

	Flat / maisonette / apartment / caravan	
	Hillingdon District	MSOA Hillingdon 016
No cars or vans in household	41.3%	52.9%
1 car or van in household	47.0%	39.6%
2 or more cars or vans in household	11.7%	7.4%

Source: 2011 Census.

5.4 As demonstrated in **Table 5.1** above, within the local area people who live in flats / apartments have lower levels of car ownership when compared to the district as a whole. In MSOA Hillingdon 016, approximately 52.9% of residential flats do not have a car or a van in the household, with this compared to 41.3% in the wider Borough, while only 39.6% of residential flats have one car or van in the household and 7.4% have two or more cars or vans in the household.

5.5 The census data suggests that car ownership in MSOA Hillingdon 016 is low. As such, it is reasonable to assume that in a worst-case scenario, the four proposed flats would result in a maximum of two vehicles being parked locally.

5.6 However, given the parking restrictions which are in place locally (resident parking zone U5), which restrict parking to permit holders during the hours of 0900-1700 Monday to Friday, there are limited

<sup>8</sup> Dataset - LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household.

opportunities for residents to park on the street locally. As such, any car ownership is likely to be further reduced.

- 5.7 In addition, and as previously set out, residents would not be allowed to have parking permits for the local parking permit zone which will restrict residents from parking along Bridge Road and the other surrounding roads, to ensure the scheme is 'car-free', which will be secured through a Unilateral Undertaking. Therefore, it is considered that the proposed development will result in a negligible if any impact on local parking or the local highway network.

## 6 Delivery and Serving Plan Framework

6.1 Within London, a DSP is required for all new development sites (or when there is a change of use at a site). Therefore, a DSP will be prepared and provided to Hillingdon Council prior to the occupation of the scheme.

6.2 It is currently envisaged that a suitable bollard would be installed at the undercroft to prevent unauthorised vehicle access, and as such delivery vehicles would be required to park on Bridge Road and deliver to the site on foot, which is as per the rest of the road.

6.3 A DSP sets out how safe, clean and efficient deliveries will be provided at the site. The DSP will be developed in accordance with Transport for London's '*Delivery and Servicing Plan Guidance*', with the anticipated structure of the DSP outlined in **Table 6.1**.

Table 6.1 Proposed DSP Structure

Chapter		Contents
1	<b>Introduction</b>	This chapter will set out the purpose of the DSP in the context of the proposed development, it will provide a description of the site including site plans and information regarding the location of loading and storage provision. In addition, the introduction would include the names and contact details of the developer, landlord and property manager and who is responsible for implementing the DSP.
2	<b>Specific Site Information</b>	This chapter will include specific information regarding the site, this is likely to include: <ul style="list-style-type: none"> <li>• A site plan and a map showing its location;</li> <li>• Context of local roads and transport;</li> <li>• Access and egress;</li> <li>• Swept path analysis;</li> <li>• Designated areas for delivery and servicing, such as on-site loading bays;</li> <li>• Location and description of designated storage facilities</li> <li>• Type of occupation</li> <li>• Approach for different types of servicing, such as utilities servicing and waste collection and management; and</li> <li>• Storage of items, sorting of items (such as items for recycling).</li> </ul>
3	<b>Objectives and Measures</b>	This chapter will set out the objectives of the DSP, with these needing to be based on key regional and local policies. A list of measures that be implemented to help achieve the objectives of the DSP, would be set out in this chapter. Examples of the potential measures that can be implemented are contained within Chapter 4 of Transport for London's ' <i>Delivery and Servicing Plan Guidance</i> '.

4	<b>Trip Rates and Targets</b>	This section of the DSP will set out the number of delivery and servicing trips expected at the site. Where required this would be organised by weekday and weekend and by trip purpose.
5	<b>Trip Rates and Targets</b>	Targets, which are SMART (Specific, Measurable, Achievable, Realistic and Timely) would be set. The targets would set out how delivery and servicing trips to the site will be reduced over time and how any impacts resulting from the delivery and servicing trips will be mitigated.  Once the building is occupied and operational (6 months to a year following completion), a survey of what is actually happening at the site will be undertaken. This sets a baseline for future monitoring of the DSP.
6	<b>Monitoring and Refreshing of the DSP</b>	This section will set out how the DSP will be monitored. Based on the monitoring it will provide the process for how any adjustments to the DSP will be made.

## 7 Construction Logistics Plan Framework

7.1 Within London, a Construction Logistics Plan (CLP) is required to minimise the impact of construction work resulting from new developments. As such, a CLP will be prepared and submitted to Hillingdon Council for approval prior to the commencement of construction work at the site.

7.2 The CLP will be developed in accordance with Transport for London's and the Construction Logistics and Community Safety's (CLOCS) guidance for CLPs. The Transport for London / CLOCS guidance defines a CLP as "*an important management tool for planners, developers and construction contractors and focuses on construction supply chains and how their impact on the road network can be reduced. The construction supply chain covers all movements of goods, waste and servicing activity to and from the site.*"

7.3 The anticipated structure of the CLP is outlined in **Table 7.1**.

Table 7.1 Proposed CLP Structure

Chapter		Contents
1	Introduction	The introduction will include high-level information regarding the site including the developer's name, information regarding the site location and use, and a summary of the construction works, with the team who are preparing the CLP also included. The chapter would also set out the objectives of the CLP, a brief outline of the development proposals and the structure of the CLP.
2	Context, Considerations and Challenges	This section will set out the current situation on and around the site and provide a summary of the policy requirements and the relevant local community considerations that may have an impact on construction. Three maps showing the context of the site will be produced with these produced at a regional, local and site level.
3	Construction Programme and Methodology	This section will set out the construction programme including the different phases and their length along with the methodology for the works.  Given the scale of the site, it is considered that it will be a low impact site, and therefore the methodology only needs to include the overall programme and information regarding the peak period of activity.
4	Vehicle Routing and Site Access	This chapter will provide maps and text describing the vehicle routing and site access plans for construction vehicles. As with the site context plans produced as part of Chapter 2, three maps showing the construction route need to be provided, with these being at a regional, local and site level.

Chapter		Contents
5	Strategies to Reduce Impacts	<p>This section will set out the measures that will be implemented to ensure the CLP is effective in achieving its aims and objectives. It will set out the measures that will be introduced to reduce the environmental impact of the construction work, any potential road safety issues and congestion.</p> <p>The measures need to be SMART, Specific, Measurable, Achievable, Realistic and Timely. The measures will be categorised as follows:</p> <ul style="list-style-type: none"> <li>• Committed – Those measures that will be implemented as part of the CLP.</li> <li>• Proposed – Those measures that are potentially feasible, but must be evaluated prior to their introduction to determine whether they are practical. If a measure is not practical, justification must be provided to set out why it is not suitable.</li> <li>• Considered – Those measures that are not currently practical, but may be in the future. No justification setting out why a measure is not practical is required.</li> </ul>
6	Estimated Vehicle Movements	<p>The number of trips associated with the construction of the development will be estimated in the chapter. This estimate will vary based on the type of construction, the programme and the phasing of construction.</p> <p>The information will be presented using the CLP Tool to ensure consistency across all developments. The size of any vehicle holding areas and the capacity of any vehicle unloading points will be provided, as necessary.</p>
7	Implementing, Monitoring and Updating	<p>This section will set out how the CLP will be implemented, monitored and updated. It will include information on the data that will be collected to support the CLP at the site.</p>

## 8 Summary and Conclusions

8.1 Transport Planning Associates (TPA) has been instructed by J and J Transport Ltd to provide transport planning consultancy services in support of a proposed residential redevelopment at 75a Bridge Road, Uxbridge in the London Borough of Hillingdon. The site is located on the eastern side of Bridge Road in Uxbridge Moor, approximately 800m to the southwest of Uxbridge town centre.

8.2 The site is located in a highly sustainable location, with it being within walking and cycling distance of a large range of local services and facilities. In addition, the site benefits from access to two high-frequency bus routes, an additional bus route and London Underground services within walking distance. The local public transport services provide access to local employment areas as well as the surrounding towns and the additional services and employment facilities they provide. Further to this, the local bus services operate early in the morning and overnight, providing travel options at unsociable hours. Given the site's highly sustainable location, it is considered that it is appropriate to support a 'car-free' development. Furthermore, no safety concerns or accident issues were identified in regard to pedestrians and cyclists.

8.3 The redevelopment proposals consist of converting the existing two-story office building, with a floor area of 177sqm, into a residential development consisting of four one-bedroom flats. The proposed residential flats are to be 'car-free' with vehicle access to the existing courtyard removed for vehicles. As such, no vehicle parking spaces will be provided on-site.

8.4 The proposed redevelopment will provide a total of six cycle parking spaces for use by residents. The cycle parking will be located on the ground floor of the apartment building, with this accessed from the courtyard area. This is in accordance with the cycle parking requirements for both the London Plan and the Hillingdon Local Plan.

8.5 As set out in Policy T6 of the London Plan, a 'car-free' development should be the starting point for all development proposals in locations that are well-connected by public transport. Therefore, as set out in Chapter 2, given the location of the site in terms of access to local services and its accessibility to two high-frequency bus services, a 'car-free' development is considered to be appropriate.

8.6 The proposed redevelopment is to be 'car-free' and as such there will be limited, if any, use of cars to access the site. Therefore, there is unlikely to be any associated trip generation. However, it is noted that some residents may choose to own a car.

8.7 Census data suggests that car ownership in MSOA Hillingdon 016 is low and therefore as a worst-case, the four proposed flats would result in a maximum of two vehicles being parked locally. However, given the parking restrictions which are in place locally, there are limited opportunities for residents to park on the street locally and therefore car ownership at the site is likely to be further reduced.

8.8 Residents would not be allowed to have parking permits for the local parking permit zone to further ensure the scheme is 'car-free', which would be secured through a Unilateral Undertaking. Therefore, it is considered that the proposed development will result in a negligible if any impact on local parking or the local highway network.

### **Report Conclusions**

8.9 This Transport Statement concludes that the proposed redevelopment is located in a highly sustainable location that is suitable to support a 'car-free' development. and the proposals will not result in a detrimental impact on the highway network. As such, there are no transport or highway reasons for the refusal of the planning application.

## APPENDIX A

SCHEDULE OF PROPOSED ACCOMMODATION

	UNIT TYPE	LONDON PLAN	PROPOSED
FLAT 1	1 BEDROOM 1 PERSON	37.0 SQ.M	42.0 SQ.M
FLAT 2	1 BEDROOM 1 PERSON	37.0 SQ.M	38.8 SQ.M
FLAT 3	1 BEDROOM 1 PERSON	37.0 SQ.M	37.8 SQ.M
FLAT 4	1 BEDROOM 1 PERSON	37.0 SQ.M	38.2 SQ.M
TOTAL NO. OF PERSONS	4 PERSONS		

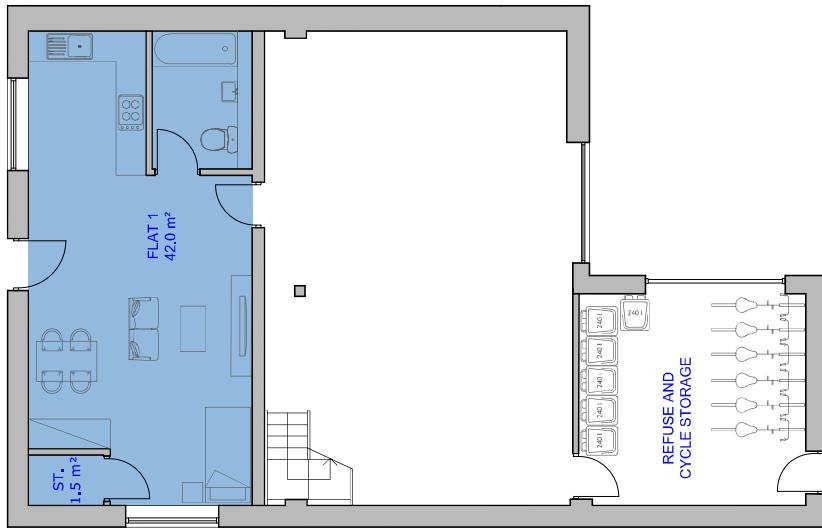
PROVISION OF HOUSEHOLD RECYCLING AND WASTE SERVICE (2018)

COMMINGLED DRY RECYCLING (4 FLATS):

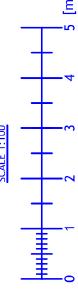
3 x 240L BIN

GENERAL WASTE (4 FLATS):

3 x 240L BIN



PROPOSED  
GROUND FLOOR PLAN  
SCALE 1:100



EXISTING  
GROUND FLOOR PLAN  
SCALE 1:100



NOTES:  
All dimensions are to be checked and verified on site prior to construction.

STATUS

Planning

DRAWING TITLE

Existing and proposed ground floor plan  
(Revision A - 28/02/2024)

CLIENT

John McEld

PROJECT ADDRESS

75 Bridge Road, Uxbridge, UB8 2CW

SCALE

1:100 at A3

DRAWN BY

AB

DATE

October 2023

CHEEDED BY

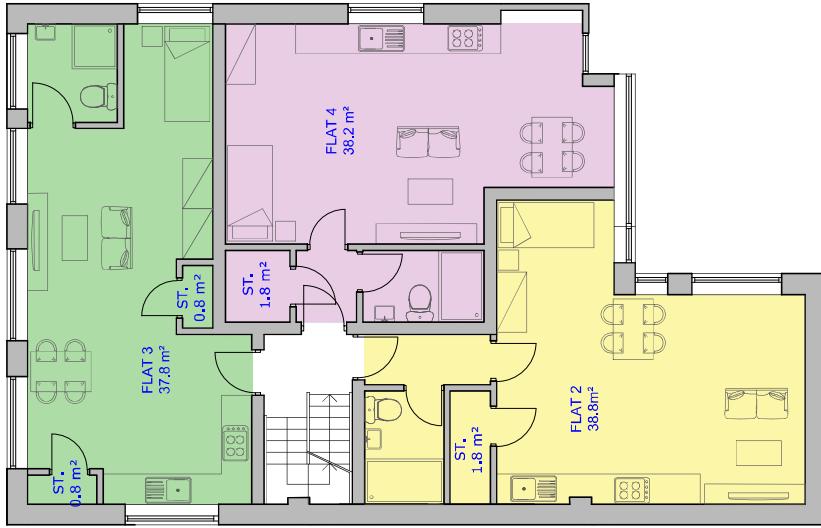
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DRAWING NO.

75ABR-A-201-A

SCHEDULE OF PROPOSED ACCOMMODATION

	UNIT TYPE	LONDON PLAN	PROPOSED
FLAT 1	1 BEDROOM 1 PERSON	37.0 SQ.M	42.0 SQ.M
FLAT 2	1 BEDROOM 1 PERSON	37.0 SQ.M	38.8 SQ.M
FLAT 3	1 BEDROOM 1 PERSON	37.0 SQ.M	37.8 SQ.M
FLAT 4	1 BEDROOM 1 PERSON	37.0 SQ.M	38.2 SQ.M
	TOTAL NO. OF PERSONS	4 PERSONS	



**HOMES DESIGN**

NOTES:  
All dimensions are to be checked and verified on site prior to construction.

STATUS

Planning

DRAWING TITLE

Existing and proposed first floor plan

(Revision A - 28/C/2024)

CLIENT

John McLeod

PROJECT ADDRESS

75 Bridge Road, Uxbridge, UB8 2CW

SCALE

1:100 at A3

DRAWN BY

AB

DATE

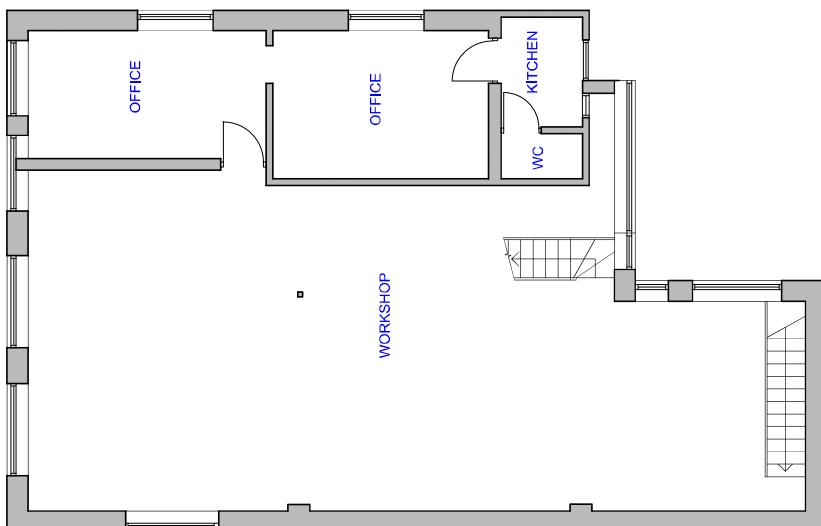
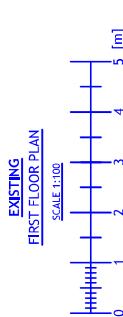
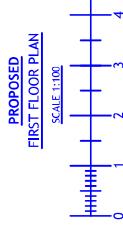
October 2023

CHECHED BY

CD

DRAWING NO.

75ABR-A-202-A



## APPENDIX B

**LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household**  
ONS Crown Copyright Reserved [from Nomis on 20 March 2024]

population  
units  
date  
accommodation type  
no of usual residents in households

All households  
Persons  
2011  
All categories: Accommodation type  
All categories: Number of usual residents aged 17 or over in household

**Cars or Vans**

All categories: Car or van availability  
No cars or vans in household  
1 car or van in household  
2 or more cars or vans in household

3,112  
1,090  
1,376  
646

**Hillingdon 016**

100,214  
22,716  
43,942  
33,556

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

**LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household**

ONS Crown Copyright Reserved [from Nomis on 20 March 2024]

population  
units  
date  
accommodation type  
no of usual residents in households

All households  
Persons  
2011  
Whole house or bungalow  
All categories: Number of usual residents aged 17 or over in household

**Cars or Vans**

All categories: Car or van availability  
No cars or vans in household  
1 car or van in household  
2 or more cars or vans in household

1,850  
422  
876  
552

**Hillingdon 016**

73,832  
11,821  
31,548  
30,463

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

**LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household**

ONS Crown Copyright Reserved [from Nomis on 20 March 2024]

population  
units  
date  
accommodation type  
no of usual residents in households

All households  
Persons  
2011  
Flat, maisonette, apartment, caravan or other mobile or temporary structure  
All categories: Number of usual residents aged 17 or over in household

**Cars or Vans**

All categories: Car or van availability  
No cars or vans in household  
1 car or van in household  
2 or more cars or vans in household

1,262  
668  
500  
94

52.9%  
39.6%  
7.4%

**Hillingdon 016**

26,382  
10,895  
12,294  
3,093

41.3%  
47.0%  
11.7%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.