

Transport Statement

New Airport Parking
Parr's Yard,
London Borough of Hillingdon,
UB7 0EW



Index

1	Introduction	3
	Policy Context	3
2	Existing Situation	4
	The Site	4
	Local Highway Network	6
	Highway Incident Data	7
3	Site Accessibility	8
4	Development	9
	Site Access	9
	Servicing and Emergency Vehicle Access	9
5	Car and Cycle Parking	10
	Car Parking	10
	Cycle Parking	10
6	Trip Generation and Development Impact	11
7	Conclusion	12

Schedule of Appendices

- A Crashmap.com Accident Report
- B Site Block Plan
- C Swept Path Analysis of Buse Using Site Access

Issue	Issue date	Compiled	Checked	Authorised
Draft	31/10/2023	ART	LNS	LNS
1 st	22/11/2023	ART	LNS	LNS

1 Introduction

- 1.1 This Transport Statement has been prepared for Maple Parking in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport has been commissioned by Maple Parking to provide a Transport Statement in support of a new airport park and ride car park located on Bath Road in the London Borough of Hillingdon. The car park will serve Heathrow Airport which is located nearby to the development site.

Policy Context

- 1.3 This Transport Assessment has been written in accordance with the following frameworks:
 - 2021 National Planning Policy Framework (NPPF);
 - 2014 National Planning Policy Guidance (NPPG);
 - Manual for Streets 1 & 2 (2007);
 - London Plan (adopted March 2021) ('London Plan');
 - A Vision for 2026 Local Plan: Part 1 Strategic Policies (adopted November 2012) ('LP1'); and,
 - London Borough of Hillingdon Local Plan Part 2 Development Management Policies (adopted 16 January 2020) ('LP2').

2 Existing Situation

The Site

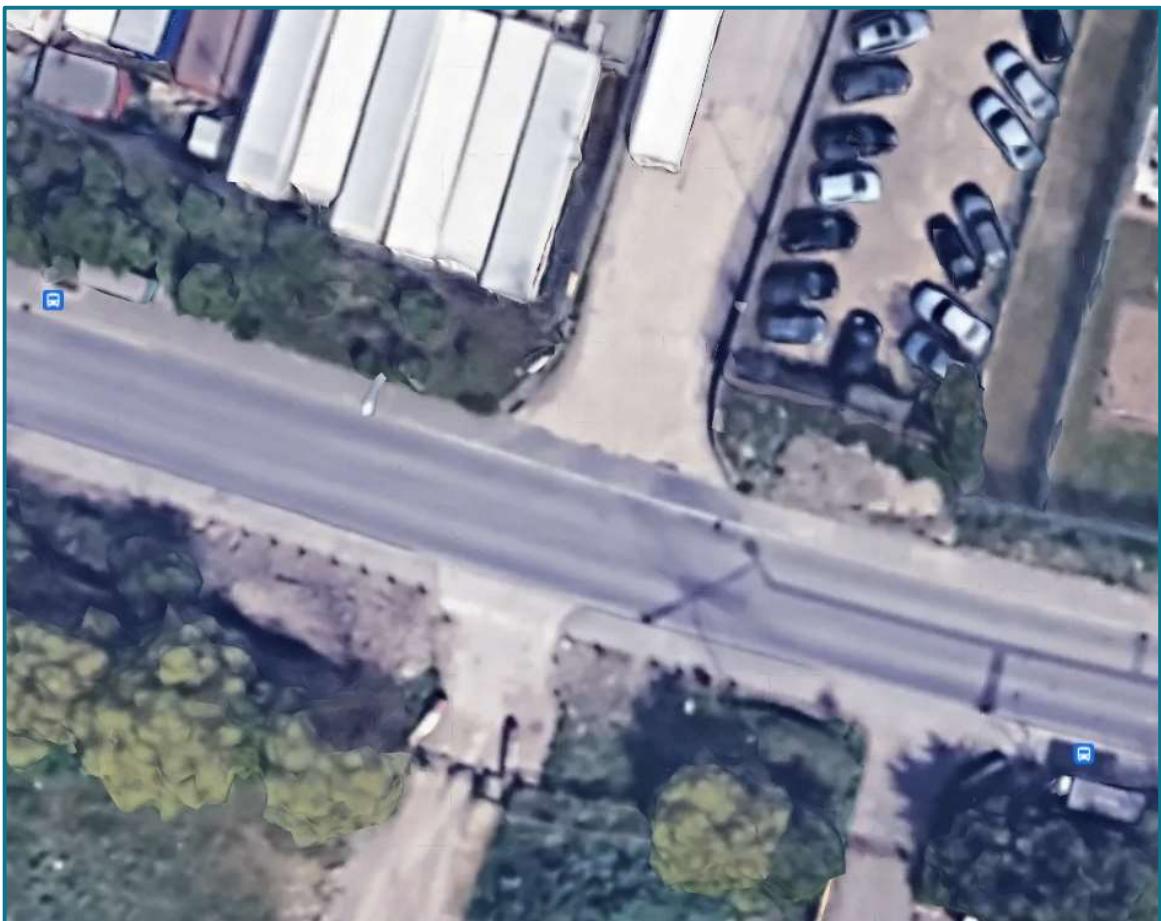
- 2.1 The site is located on Bath Road in the London Borough of Hillingdon. The site has previously been in use as an HGV trailer storage depot.
- 2.2 The existing site is mostly open surfaced area (asphalt and gravel) with portacabin buildings functioning as administrative offices for the site. The site access is a concrete surfaced road connecting to Bath Road. The site is fenced on all sides.
- 2.3 The previous usage site layout is shown below in **Figure 2.1** with a site boundary marked in red. Please note that this image relates to when the site was still in operation for HGV trailer storage and as of the publishing of this Transport Statement the site is now in use as a park and ride facility for Heathrow Terminal 5.

Figure 2.1: Site Location



2.4 The site access junction is a priority junction on to Bath Road. The access has dropped kerbs on to Bath Road and a footway runs along the site access on Bath Road. The site access junction is shown below in **Figure 2.2**.

Figure 2.2: Site Access



Local Highway Network

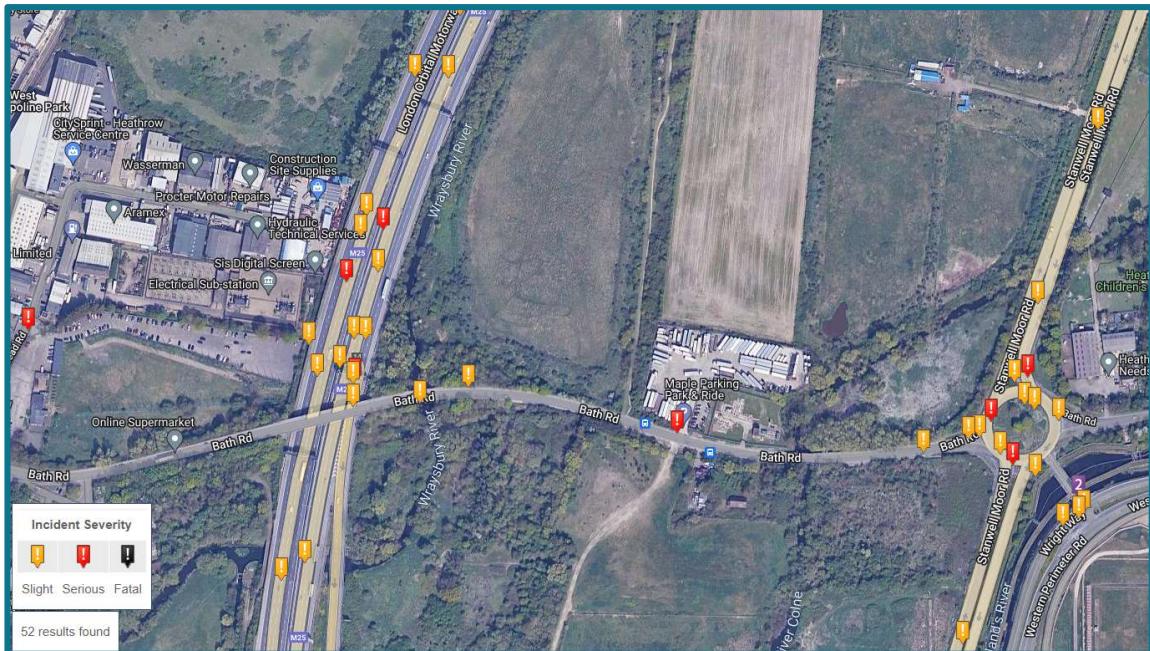
- 2.5 The site will have access from Bath Road. Bath Road is a single carriageway road subject to a 60mph speed limit. Bath Road connects to Colnbrook to the West and Stanwell Moor Road to the East.
- 2.6 Stanwell Moor Road is a dual carriageway that connects to the Colnbrook Bypass in the North and the A3113 and Southern Perimeter Road in the South. There is a bus only link to Western Perimeter Road from the Bath Road/Stanwell Moor Road roundabout.
- 2.7 The link to Western Perimeter Road provides a quick connection to Heathrow Terminal 5.
- 2.8 The easiest way to access the site from the M25 is for vehicles to exit at junction 14 then use Horton Road, Poyle Road and then Bath Road or alternatively use the A3113 and A3044 and then turning left on to Bath Road. The site is easy to access for vehicles exiting from the M25. Bus connections to Heathrow Terminal 5 are quick due to the site's vicinity to Terminal 5 and the usage of the bus only link off of the Bath Road/Stanwell Moor Road roundabout.
- 2.9 The site is not within the London ULEZ zone.

Highway Incident Data

2.10 CrashMap.com uses data collected by the police regarding road traffic incidents occurring on British roads where someone is injured. This data is then compiled to showcase each incident on a map. The data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year.

2.11 CrashMap.com records have been examined for Bath Road in the vicinity of the site access from 2012-2021. The recorded accidents from 2012-2021 are shown below in **Figure 2.3**.

Figure 2.3 – Crashmap record for Site Access 2012-2021



2.12 There has only been one accident recorded in the vicinity of the site access from 2012-2021. This is one severe accident on 08/01/2020. This accident does not relate to the park and ride operation on the site or to the previous usage.

2.13 The Crashmap.com report of the one recorded accident has been acquired and can be found contained in **Appendix A**. The accident involved 2 vehicles and resulted in 2 casualties and the accident was a bus or coach colliding with a car on the carriageway. The accident was not related to the use of the site access junction, just happened in the vicinity of it as both vehicles were proceeding normally along the carriageway.

2.14 The accident record does not indicate any safety concerns with the site access junction and there are no concerns resulting from the change of usage on site.

3 Site Accessibility

- 3.1 The closest bus stops to the site are located on Bath Road approximately 30m from the site access. These bus stops are served by 5, 81 and 703 bus services. Given the usage on site it is not anticipated that many users will travel to the site via public transport, but staff may do so. The bus stops being located so close to the site make it a viable commuting option for staff on site.
- 3.2 A footway connects the site to Colnbrook in the West allowing pedestrians to walk to the site. Cyclists would need to use the carriageway to access the site.

4 Development

- 4.1 The site is now occupied by a park and ride facility that offers parking for people wishing to use Heathrow Terminal 5. Vehicles are parked on site and then a bus service from the site takes people to/from Heathrow Terminal 5. The site contains 200 vehicle parking spaces.
- 4.2 Users of the park and ride will drive to the site, have their car visibly assessed and pictures taken to confirm the condition of the car, and then the car will be parked by a member of staff. Users will then use a bus shelter and be picked up by a bus operated by the park and ride and taken to Heathrow Terminal 5. To collect a car users will be picked up by bus at Heathrow Terminal 5 and dropped off at the park and ride to collect their car. Bus services will operate at 15-minute intervals with journey times to/from Terminal 5 being 5 minutes. The bus service is registered with TfL and will use the bus only link from the Bath Road/Stanwell Moor Road Roundabout.
- 4.3 The site allows for up to 200 cars to be parked on site. The site also contains an entrance and exit camera tunnel, a bus shelter and two portacabin office units. The existing hard surfacing from the previous usage is maintained for the parking.
- 4.4 The site is in operation 24 hours a day.
- 4.5 A block plan of the site can be found contained in **Appendix B**.

Site Access

- 4.6 The existing site access remains as per the previous usage with no changes. There are no concerns with operation of the site access given the lack of accidents recorded in the vicinity of it under the previous and current usage.
- 4.7 Swept path analysis has been used in order to ensure that a bus can enter/exit the site access at the same time as a car. The Park and Ride uses 2 Euro 6 Optare MetroCity buses. The swept path analysis showing this can be found contained in **Appendix C**.

Servicing and Emergency Vehicle Access

- 4.8 Refuse and fire appliance access will be achievable in accordance with Manual for Streets 1 and building regulation standards. The site will generate minimal refuse collection requirements.

5 Car and Cycle Parking

Car Parking

- 5.1 Car parking standards for developments in Hillingdon are set out in Appendix A of The London Borough of Hillingdon Local Plan. As per Local Plan standards all parking spaces on site are a minimum of 2.4m * 4.8m.
- 5.2 The usage of the site does not fit in to any category set out in the Local Plan Appendix A. Each member of staff has a dedicated parking space provided separate to the customer parking.

Cycle Parking

- 5.3 As per the above the usage does not fit in to any of the categories for parking standards. Cycle parking is available adjacent to the site office.

6 Trip Generation and Development Impact

- 6.1 The usage of the site does not fit in to any category on the TRICS database so vehicle arrivals and departures have been estimated based upon the number of parking spaces and bus trips generated by the usage.
- 6.2 The site will be in operation 24 hours per day with bus services running at a 15-minute interval. This will be 4 bus journeys per hour and 68 across a 24-hour period. (Heathrow Airport is in operation 24 hours per day). This will equate to 34 bus arrivals and 34 bus departures.
- 6.3 The site will have capacity for up to 200 vehicles to be parked there. For a stringent assessment of trip generation will assume that all these spaces will be in use. For a stringent assessment it is assumed that 50 vehicles will arrive, and 50 vehicles will depart daily. The actual usage is likely to be lower than this.
- 6.4 Based upon the above this will mean a total of 168 2-way journeys (including bus movements) to and from the site every day.
- 6.5 It should be noted that the journeys will be spread out across the day with no specific impact to peak hours of traffic on the local highway network (0800-0900 & 1700-1800) so impact to the local highway network at the busiest hours will not be an issue.
- 6.6 It should also be noted that the previous usage of HGV trailer storage on site has not been discounted from the above trip generation estimate.
- 6.7 The new usage on site is unlikely to add many journeys to the peak hours on the road network (0800-0900 & 1700-1800) and the total trip generation across the day is unlikely to cause any issues on the local road network.
- 6.8 It is assumed that the majority of the journeys arriving and departing from the site will be using the M25. Arrivals will be via M25 Junction 4 and departures will also be via M25 Junction 4. The additional journeys on the local road network to and from M25 Junction 4 can be considered negligible impact.
- 6.9 There should be no objections to the development based upon the trip generation of the site.

7 Conclusion

- 7.1 This Transport Statement has been prepared for Maple Parking in conjunction with the new usage of an airport park and ride at Parr's Yard on Bath Road in the London Borough of Hillingdon.
- 7.2 The site is in operation as an airport park and ride facility with 200 vehicle parking spaces provided. The site was previously in operation as an HGV trailer storage facility.
- 7.3 The existing site access has been maintained for the new usage. The site access on the Bath Road has not had any accidents associated with it in the past 10 years and the new usage will not cause any safety concerns and will continue to operate safely.
- 7.4 The development is in accordance with national, regional and local transport planning policy.
- 7.5 Swept path analysis shows that a bus can enter and exit the site access on to Bath Road without issue.
- 7.6 Trip generation from the site will not be an issue for the local highway network even with a stringent estimate of trip generation from the site not discounting journeys from the previous usage on site.
- 7.7 Impact to the peak hours on the local road network (0800-0900 & 1700-1800) will be negligible. Likewise impact to M25 Junction 4 will be negligible.
- 7.8 There should be no objections to the site based on transport impact.

- End of Report -

Appendix A

Crashmap.com Accident Report



Validated Data

Crash Date: Wednesday, January 08, 2020 **Time of Crash:** 6:30:00 AM **Crash Reference:** 2020010229003

Highest Injury Severity: Serious **Road Number:** B3378 **Number of Casualties:** 2

Highway Authority: Hillingdon **Number of Vehicles:** 2

Local Authority: Hillingdon London Borough **OS Grid Reference:** 504330 176632

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 60

Light Conditions: Darkness: street lights present and lit

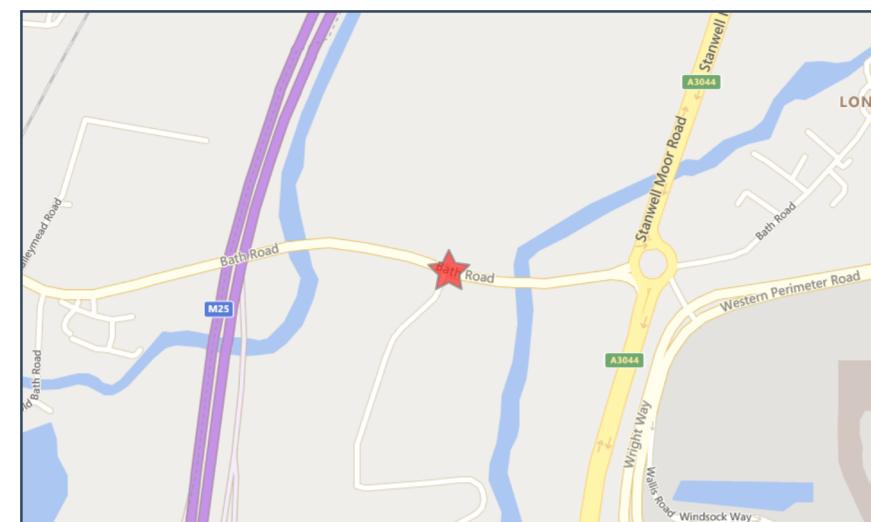
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	12	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	7	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Other permanent object

Casualties

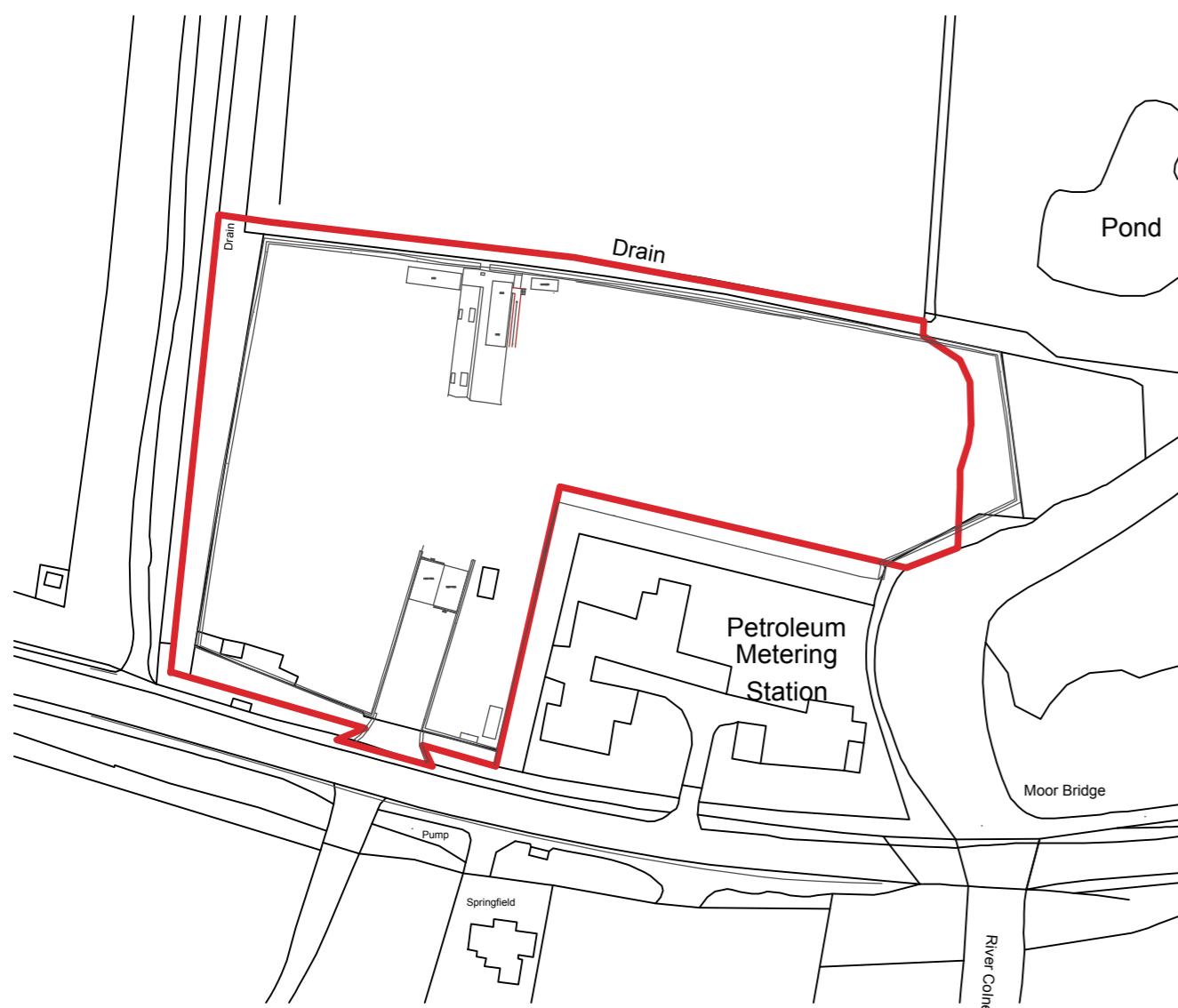
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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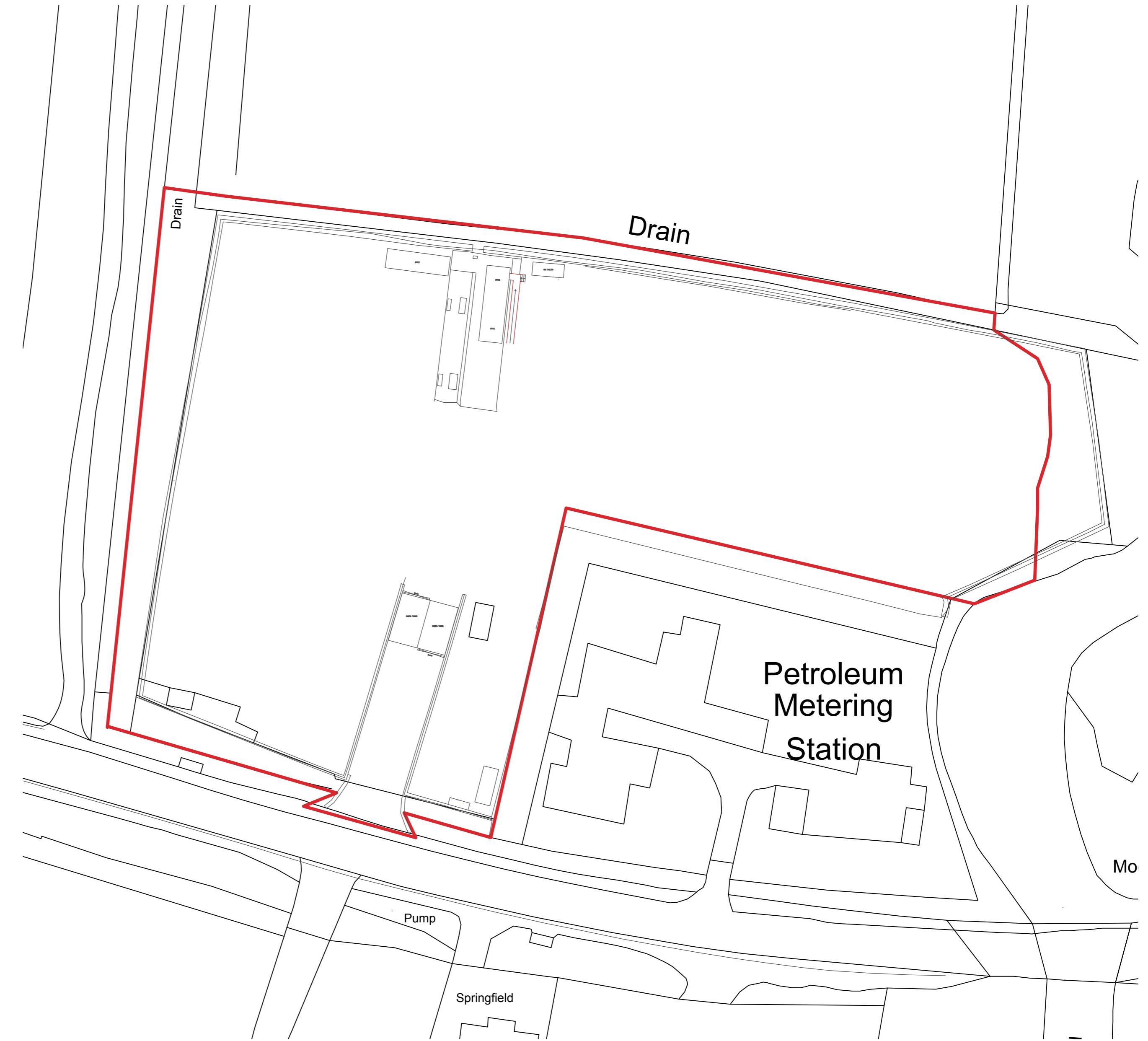
Appendix B

Site Block Plan



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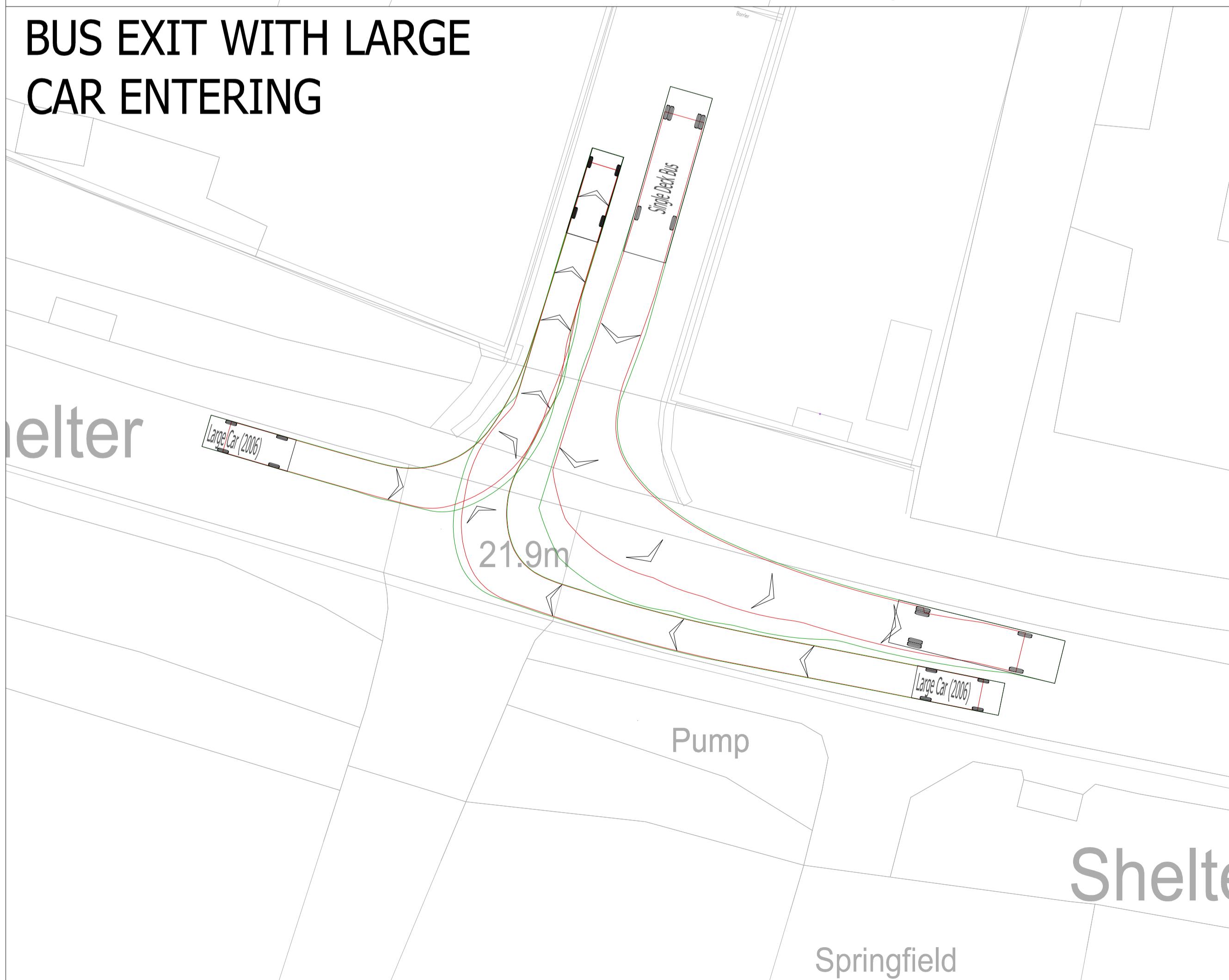
Appendix C

Swept Path Analysis of Buse Using Site Access

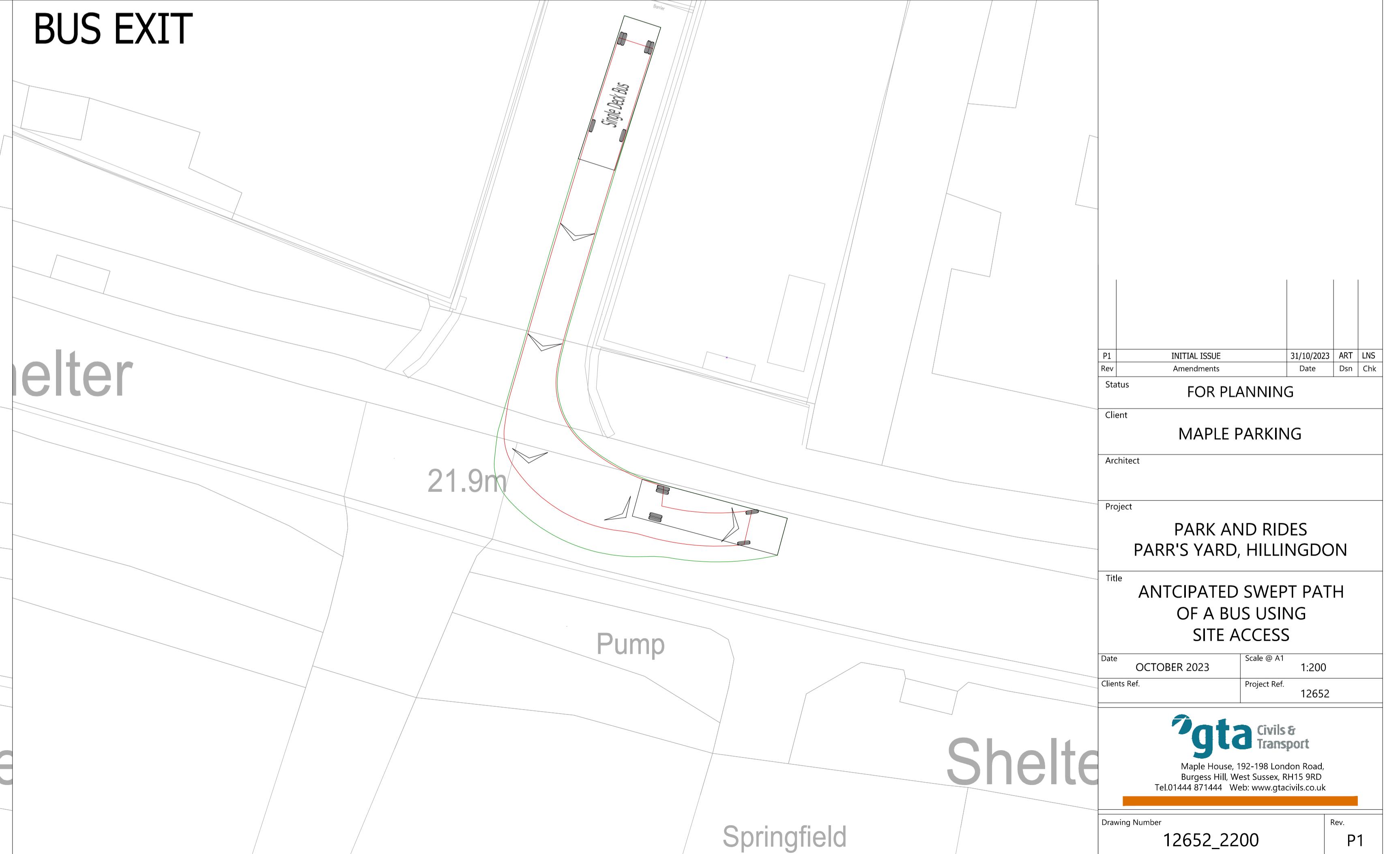
BUS ACCESS



BUS EXIT WITH LARGE CAR ENTERING

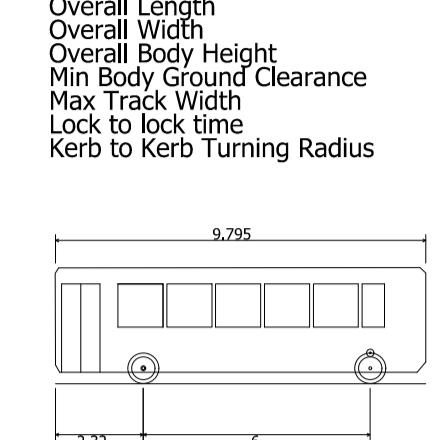
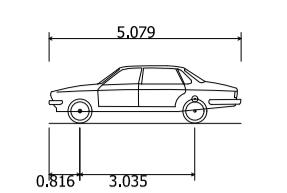


BUS EXIT



GENERAL NOTES

- The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings, the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
- Tender or billing drawings shall not be used for construction or the ordering of materials.
- Do not scale. All dimensions and levels to be site confirmed.
- This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
- Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
- All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



Vehicle wheels outline

Vehicle Body envelope

P1	INITIAL ISSUE	31/10/2023	ART	LNS
Rev	Amendments	Date	Dsn	Chk

FOR PLANNING

Client

MAPLE PARKING

Architect

Project

PARK AND RIDES
PARR'S YARD, HILLINGDON

Title

ANTICIPATED SWEPT PATH
OF A BUS USING
SITE ACCESS

Date OCTOBER 2023 Scale @ A1 1:200

Clients Ref. Project Ref. 12652

gta Civils & Transport

Maple House, 192-198 London Road,
Burgess Hill, West Sussex, RH15 9RD
Tel 01444 871444 Web: www.gtacivils.co.uk

Drawing Number 12652_2200 Rev. P1



Civil Engineering - Transport Planning - Flood Risk

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