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Historical Background: - Around the 12th century, the entire area of, what is now Hillingdon, was agricultural with small villages and Lords (the feudal system). Fields surrounded each village, and any produce of these fields not used, was taken to the Uxbridge market, which opened in 1189. This means Uxbridge was originally an independent town, whose function was a market town. We saw signs of its medieval beginning as we looked at buildings and the Church cemetery. Uxbridge was first known as a small hamlet and with the help of the market, it grew into the largest market town in Middlesex.

The prime location of the town also helped in its growth. It was situated on one of the few crossing points over the River Colne on the road between Oxford and London. During the time of horse and cart, the distance of 15 miles from the centre of London was the best distance for a horse to travel. This meant Uxbridge started to develop as an important staging area as well.

During the time of the Civil war between 1642 and 1649, the town became the barracks for the Parliamentary army because of its strategic location. It was also the place that the peace treaty was attempted in what is now known as the 'Crown and Treaty' pub. Transport therefore helped Uxbridge to expand and grow.

The London Underground is a necessity to everyday life in the London. However, when each line of the Underground system was in competition with each other, and owned by various different companies, the Underground went to Uxbridge. The Metropolitan line was the first to arrive from Harrow-on-the-Hill in 1904. The decades between the wars, introduced the semi-detached house. As seen by our survey, quite a few of the houses we saw in zone 3 and 4 were 1920-30 semi-detached houses. With these houses, came thousands more people. With these people came a greater demand for transport to and from London. This is when the rival Piccadilly line was extended to Uxbridge in 1932.

Uxbridge has a considerably large area of flat land that was previously used as grain fields. This meant it was possible for an airfield to be built. In 1915 RAF flying began at Northolt. From 1941 – 43 it was the base of the FPA (Free Polish Airforce). During 1946 – 54, Northolt was used as a passenger airport.

Uxbridge is a major centre of communication. The canal which went through Uxbridge, travelled from the Thames in London, to Birmingham. Birmingham was and still is a major industrial town, so the canal was mainly used for transporting heavy goods up and down it. These included mainly bricks and rocks for buildings. It led to the brickfields around West Drayton and Hayes. The canal system, along with the railway, paved the way for early industry to develop in Uxbridge. The road network also grew around the town, with the M40, M25 M4. Also many other A – roads go in and around the town for easy access. Along with the quick access to Heathrow Airport, many new companies have arrived in Uxbridge, mainly in Stockley Park or the town centre. Because of the facilities in the town, quite a few people who live in Uxbridge also work there as well. Unlike places like High Wycombe, where most people leave the area to get to work due to a lack of amenities in it and only come back to their houses to sleep. High Wycombe is known as a dormitory town.

Theoretical Background: - Uxbridge is an independent town. When built and developed, the function of Uxbridge was its market. A canal runs through the town and this is where many exports and imports would have been sent and received. With continuing trade and business, Uxbridge developed and expanded. Uxbridge, is almost, a smaller version of London. London was focussed around the trade that took place on the Thames. London has historical roots that can be traced back through the buildings. It didn't just pop up recently around an existing road or railway and is not dependant on a single economic activity. It is because of this that London expanded. More people moved there, its industry got larger, now London is a huge metropolis.

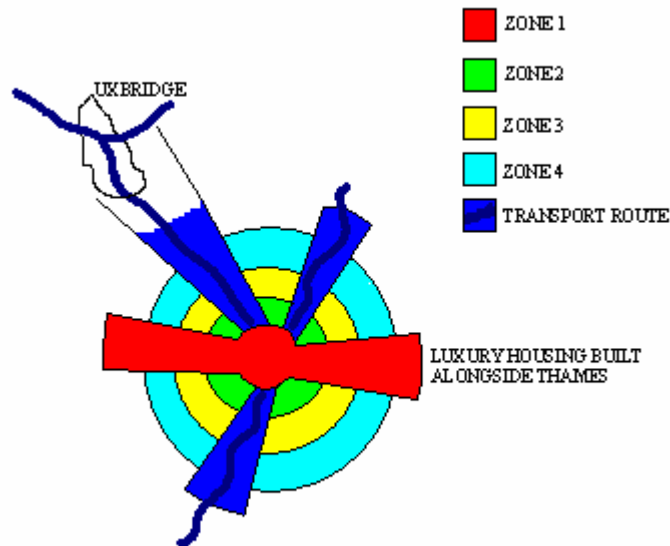
With Uxbridge, much the same thing happened. More people moved into the town. In the 1800's more than 3,000 people lived there. As Uxbridge expanded, it began to resemble the Burgess model, with the five zones moving inwards towards the Central Business District. However, as London also increased, its zones spread out around Uxbridge, now the town is in zone 5 of London's model. Uxbridge is surrounded mostly by open space and is passed by some major roads for good communication. It is now a large shopping focus for the county of Hillingdon, and attracts people from many of the surrounding areas.

Just as London is surrounded by large major roads – most of which eventually find themselves into central London, Uxbridge is surrounded by major roads – the A4020 (Oxford Road), the A4007 (St Johns Road), the A408 (Cowley street), and in particular the A40. The A40 goes straight to London. Uxbridge is also on the corner of the junction of the M40 and M4. The M4 also goes right into London.



London has many roads surrounding it and going into it. In medieval times, London was the centre of economic life in England, and small towns popped up all around it. London follows the Burgess Model quite clearly, with well-defined zones moving out from the CBD. However, London also follows the Hoyt Model: - The many main roads through London are major transport routes, and factories and warehouses can be built mainly

along these roads. However, London also has the Thames that goes right through the city with luxury housing and more transport links, and back when the warehouses were used, there was major trading taking place which began the original 'Hoyt wedges'.



Uxbridge is situated in zone 5 of London's zonation. It is along a main transport route of the A40 and Cowley road. In Medieval times, on this road, people would have travelled to go straight into central London. As shown on the map, the fact it is a transect of London is the reason it is shaped how it is – around main roads.

Aim: - We wanted to do the walk through Uxbridge, in order to see how our surroundings changed as we proceeded through the town towards the centre and back out again. We asked questions to shoppers, surveyed the buildings, and looked at the traffic and pedestrians.

Expectations: - Knowing that Uxbridge is a major local centre for trade and communication, we would expect for the Burgess Zonation to apply to it. This is what we are going to look for as we walk from the suburbs through the CBD, and back out to the suburbs again. During the walk, we will examine the land use and height of each building, perform a pedestrian count and vehicle count, and a shoppers survey once we get to the centre.

Method: - We would be dropped off in the suburbs of Uxbridge where we would be given the sheets we needed for the assessment. We would be given two sheets for the building survey, one for the shopper's survey, two for the vehicle survey, and two for the pedestrian survey. We would get into groups of three. Every 50 metres, we would look at the nearest building, take a note of its age, how many floors it has, and what it is used for

(residential, offices, commercial etc.) and tick it off on our sheet. Every five stops we did (every 250 metres) we would time two minutes, and one person would count how many of what kind of vehicles passed us, and another person would count the pedestrians. This would continue down to when we get down to the pedestrianised area near the Pavilion. Here is where we would eat lunch and have an hour to ask as many people as possible, a few questions.

After the questions we would walk on, again taking note of the buildings, people and vehicles. We would do this right up to the end, where we would be back in the suburbs.

Hypotheses: - As we go toward the CBD, we would observe a number of simultaneous changes with our surroundings.

The buildings: - As we get nearer the CBD, the buildings will be much more compact because of the expense of the land (due to easy access and high trade to the CBD). This high cost land would also result in the newer buildings being much higher. However, because the CBD would be the first thing to be built in the up-and-coming Uxbridge, some existing older buildings would date back to the medieval times. The uses would also change, from residential, to commercial, to offices.

Vehicles: - In the suburbs, there would be many vehicles of all types because it is on a main busy road. As the area gets more residential, there would be more cars and buses. The amount would peak in the CBD unless it is all pedestrianised, then it would drop as we move further out towards the suburbs.

Pedestrians: - There would be few walking along the main road in the suburbs, but again, as the area becomes more residential, more people would be seen walking around and riding on bikes. The amount of pedestrians would peak at the CBD, because it is the area of maximum access. It could be even higher if the area is pedestrianised.

Shoppers survey: - This would give us an idea of the sphere of influence around Uxbridge and what people normally come to buy. I think most people would come from Uxbridge and Hillingdon, and as a result, most would also make use of the public transport to get to the CBD.

Results: - From the graph, it is possible to see all the changing factors that are affected by the CBD. With the buildings there is the most change. The first building stopped at was built after 1970, so it was quite a modern house. However, as we proceeded through the streets, most of the houses we saw were interwar semi-detached houses. Signs of moving through the zones were seen, when the relatively large spaced semis, turned into shopping parades and terraces with flats above. After the shops, the buildings were noticeably older and of a better style. These were the Victorian houses. We saw 2 bungalows. We knew we were entering zone 2 as the usual house above shop terraces, turned into offices above the shops. From this point on, we saw no proper houses. They were all flats, or else none at all. As we got to the CBD, the buildings were very modern because of the commercial pressures and public demands in the area. We recorded a 7 story office block, with shops on street level. However, a sign of the history of the town, was bought back to us by the medieval church, with gravestones that dated back to the 1200s. This was at the end of the pedestrianised area. From here, the buildings didn't vary much in age or size and they were mostly the same style – adapted 3 story office buildings, built before the 1900's with offices on every floor. Our surroundings drastically changed as we crossed the main roads, and were surrounded by modern 3 floor flats. After the flats, again, the houses began to spread out and were mostly interwar semidetached houses again, however, as we crossed the river, we saw a small warehouse which was still being used by a timber company. We knew we were back in the suburbs because we saw a large 2-storey restaurant, surround by open land. Another sign of the town's age, was a primary school, built before the 1900's, still in use. There were now few houses along the edge of the road, with exception of some modern detached houses.

The vehicles: - When we started the walk, we were next to a large main road with few houses around us, so there were many more vehicles recorded here than anywhere else. However it didn't affect any other calculations because this was not what we were trying to find out. But there were more HGV's here than anywhere else. This is because few go into large towns and cities unless they have business to do. Others just bypass them. When there was no longer a dual carriageway, the road was lined with houses. Yet the cars only decreased slightly, because we were at a junction. The number of cars then took a dip as we walked through a High Street. The number of vehicles was unusually low, however we did see 5 buses, which was the most we saw during the day. This was because the area was still quite commercial despite the fact it wasn't near the CBD, and it was easy and sometimes quicker for buses to get around. The number of vehicles increased quickly as we walked on and the main peak is at the 15th stop. This was just before the 'Pavilions' shopping centre. There were many offices and shops surrounding the area. This is also where we got two people riding a bike and a motorcycle. A motorcycle would be far quicker to get around on, and a bike could go through the pedestrianised areas. After the Pavilion we came out into a wide road lined with old offices. Near here was quite a major junction, so there were many cars lined up at the traffic lights and moving passed us. As we walked on past the many low blocks of flats, we came out into another main road, although there were few buildings, there were many cars. The road was in the suburbs and was surrounded by trees and space. From here the

number of vehicles slowly decreased towards are final stop and, again, we noticed an increase in the number of trucks passing us.

Pedestrians:- Since we began on a main road, there were few people walking on the narrow pavement. Even down past some houses, there were only two people and one was walking the dog. The number increased slightly as we got into the High Street, but the biggest increase was, again, towards stop 15. There were 30 people on the street, nearly as many cars. It would have been far more but we never recorded anything when we were next to the Pavilions. There were many offices near the CBD, but just as many varied shops and restaurants – perfect for the person who just came, ‘to do a bit of window shopping,’ or to, ‘meet some friends,’ (quotes from the shoppers survey). Although, the number of pedestrians peaks, as we came out of the narrow street with office-above-shop terraces. Here the pavements were very wide, and despite the fact that it was the end of the shopping parade, there were quite a few people walking on the streets. Many were in suits, so it could simply be because of workers going for lunch or to their cars. These pedestrians disappeared towards the 25th stop, when the number declined rapidly and went down to almost half its original amount. Although we were next to a restaurant when we did our recordings, we were also on a main road, so just like at the beginning, the number of pedestrians went down, as the number of vehicles went up. This level remained constant even as we went passed the few houses near the end of the walk. This could be because we only saw one restaurant in the four hundred metres towards the end of walk and no shops, or just because it was the furthest point away from the CBD, and was on a main road.

Conclusion:- The Pavilion, offices, and many other shops that make up the Uxbridge CBD, have greatly affected its surroundings. The buildings, up to stop 14, and beyond stop 28, are basically the same. They are traditional interwar semi-detached houses, of 2 floors high. There are older buildings up to the direct CBD, where there has been a sharp transition, and which are now very modern. There are many more offices here because this is where everything is and is within easy reach. Between stop 10 and 15, the vehicle and pedestrian numbers go up together. Much of the main CBD is pedestrianised, so the vehicle count dips. Whilst the vehicle numbers recoup slowly on the main road, the pedestrian number peaks. The pedestrian number decreases almost immediately past the offices as distance builds from the CBD, yet because there are quite a few main roads still in the area, the vehicle number has only a slight change towards the end. It is significant that the pedestrian count moves up to its peak as we pass the 7 floor building, because it shows we have reached the CBD. The pedestrian numbers seem to have been affected most, because either side of the CBD, the number is relatively similar, but in the middle of the graph is a massive jump. The change in land use is clear on the graph as soon as you see it. There are many more shops in the CBD – although there are some in the outer zones as well. But, offices can only be seen within the 350 metres of recorded CBD. And because of the expense of the land, there are many buildings above 3 floors which also can’t be seen in the outer zones.

This is the route we took through the town of Uxbridge. Marked on is the boundaries of each zone. As we get nearer the CBD, the roads become a lot wider and surrounded with offices and shops. The area where we stopped and started in the suburbs had few roads coming off it. Just like in London, there are more major junctions in the CBD than anywhere else. When we visited this junction, the number of vehicles rose quickly because this a quick and easy way into the CBD, and the south-easterly road goes right down to central London. This would also have been a very popular area when the city was founded because being 15 miles from London, it was within walking distance, and even quicker to get to if you had a horse.

This chart, shows how the number of pedestrians and vehicles varies towards and away from the CBD, at zone 5 there is quite a major road so the vehicle count is high and the pedestrian count is low. The cars and pedestrians even out at the beginning of zone 3 and ascend parallel up towards zone 1, where the pedestrian count continues to increase, due to pedestrianised areas. The numbers of both begin to drop further into zone 2, but the vehicle numbers then start to rise due to the major surrounding roads in the suburbs.

The Shopper Survey

During the hour we had to eat lunch, we were also expected to ask ten people a series of questions. When done, we compiled the data and drew some charts in order to help us understand them better.

The questions were: -

- 1) The sex (M/F, obvious to some)
- 2) The age (0-16, 17-35, 36-60, 60+ again, usually obvious so needn't ask)
- 3) Are you from Uxbridge, if so what street?
- 4) How often do you normally come to Uxbridge?
- 5) How did you get here today
- 6) Did you come for a specific item?

Results: - From the distance travelled, we managed to conclude that the sphere of influence around Uxbridge stretched as far as Eastcote. This is about 8km. Although, most of the people I interviewed lived in the surrounding streets of Uxbridge. The mode of transport is directly linked to how far people travelled. 30% of the people we asked

lived less than 500 metres from the town centre. 10% of these people rode and the other 20 walked. However for those living less than a kilometre, it was more economical to take the bus. This journey would be quick, relatively cheap, and because most of the centre of Uxbridge is now pedestrianised, they could just get straight off a bus and start shopping, instead of trying to find a parking place for the car. For distances a little further away, a car would be necessary and sometimes quicker, because it wouldn't have to take long ways round and stopping at bus stops. For this reason, there are just as many people using cars to travel as buses, because there is the same proportion living near and far from the centre of Uxbridge. Also significant, is the fact that 10% of people use the train (London Underground) and these are the 10% of people that live more than 3km away. This is because they probably live near a station, and with the Piccadilly and Metropolitan line going right into the centre of Uxbridge, it is a cheap, and quick journey to make, instead of using a car.

The ages, unlike the others, is the only group that would be greatly affected by timing in the year and in the day. When I carried out the questionnaire, it was about 1 o' clock on a Tuesday – during the school time, so it was inevitable that there would be few 0-16 year olds. The one I got had a teachers training day so was off school. The next group up included most of the older unemployed youths and students, but the largest group, was the 36-60 year olds. These consisted of woman doing a weekly shop, (normally pushing babies around) and the employed that were in suits and formal clothing, who were going for lunch. There were a few members of the elderly we saw. They normally went around in couples. If we carried this questionnaire out during school holidays, there would probably be more people between 0-16 than 36-60, and if carried out on a Sunday, there would probably be few people aged 36-60 who had just come from work.

How often people go to the Uxbridge town centre depends on what they do there. On average, about 30% of people asked worked in the CBD thus went there daily. Whereas someone who just went there to do some shopping, would go maybe weekly or several times a week or someone who lives nearby going to get a few convenience items from the shops. Also some going weekly could also pick up so medium order goods like clothes from the shops. The few people who went to Uxbridge CBD less often, are probably the ones more likely to come either to meet friends or to buy something quite expensive like a domestic appliance or a mobile phone.

The type of person asked affects the questionnaire. Some types of person are:-

- 1) An elderly couple who come weekly by bus and live quite near the CBD.
- 2) A large group of student friends who don't go to Uxbridge often and just met up there. Some drove and others took the train.
- 3) A woman between the age of 36-60 doing a weekly shop. Usually has a friend with her.
- 4) A man or woman in a suit just left the job to get some lunch. Always gets to the CBD by car daily for his or her job.

These are some of the people I interviewed.

GLOSSARY

Agricultural – used for farming, very rural.

Burgess Model – A diagram illustrating that every independent town and city, is divided up into zones, each with different land uses and features, the central business district being in the middle (zone 1).

CBD (Central business district) – A zone of maximum access. Land is very expensive and is in high demand because of the prime location.

Dormitory town – An area where most people go to sleep in their houses, then leave to go to work and commute.

Function – The reason a settlement is founded, grows and expands.

Hoyt Model – A diagram that follows the same principle as the Burgess model, yet includes transects, where if a feature of one zone is found in another it is clearly labelled with an extension of the original zone.

Independent – A town or city that can survive on its own progress and economy without the need of help from others.

Parade – Shops lined up, attached to each other, in a long line along a road's edge.

Semi detached – Two houses built attached to each other (most were built in the decades between the wars).

Staging area – A place where horses could be changed or rested after a long journey.

Suburbs – The borders of Uxbridge, normally zone 5 in most cities and towns.

Terrace – Houses lined up, attached to each other, in a long line (built for the working class normally – cheap and small).

Zone 2 – Contains warehouses and working class houses (zone of transition)

Zone 3 – Inner suburbs, and terraces of traditional working class houses. Although areas like Islington have been modernized and are respectable areas.

Zone 4 – Mostly semi-detached housing.

Zone 5 – Outer suburbs, large detached houses with large grounds.