



Client:
Poucar Luchmun

Project:
**246 Station Road,
Hayes**

Transport Statement

May 2024

REPORT CONTROL

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Pulsar Transport Planning
Gilmoora House, 57-61 Mortimer Street
London, W1W 8HS

london@pulsartransport.co.uk
www.pulsartransport.co.uk

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1 INTRODUCTION

1.1 Mr P. Luchman has commissioned Pulsar to prepare a Transport Statement in support a series of extensions at 246 Station Road, Hayes to facilitate its conversion to an 8-bedroom House of Multiple Occupation (HMO).

Background

1.2 The site is located within the administrative area boundary of London Borough of Hillingdon who are the Local Planning Authority and Local Highway Authority.

1.3 An application was previously submitted in 2019 under planning reference 18722/APP/2019/3513 which was refused on 5 grounds, one of which was highways grounds citing lack of parking as detrimental to local highway safety.

Proposed Development

1.4 The development proposals consist of the extension and conversion of the existing dwelling to an 8-bedroom HMO with 1 retained car parking space on the site frontage.

1.5 The Transport Statement is structured as follows:

- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
- **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
- **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
- **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
- **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

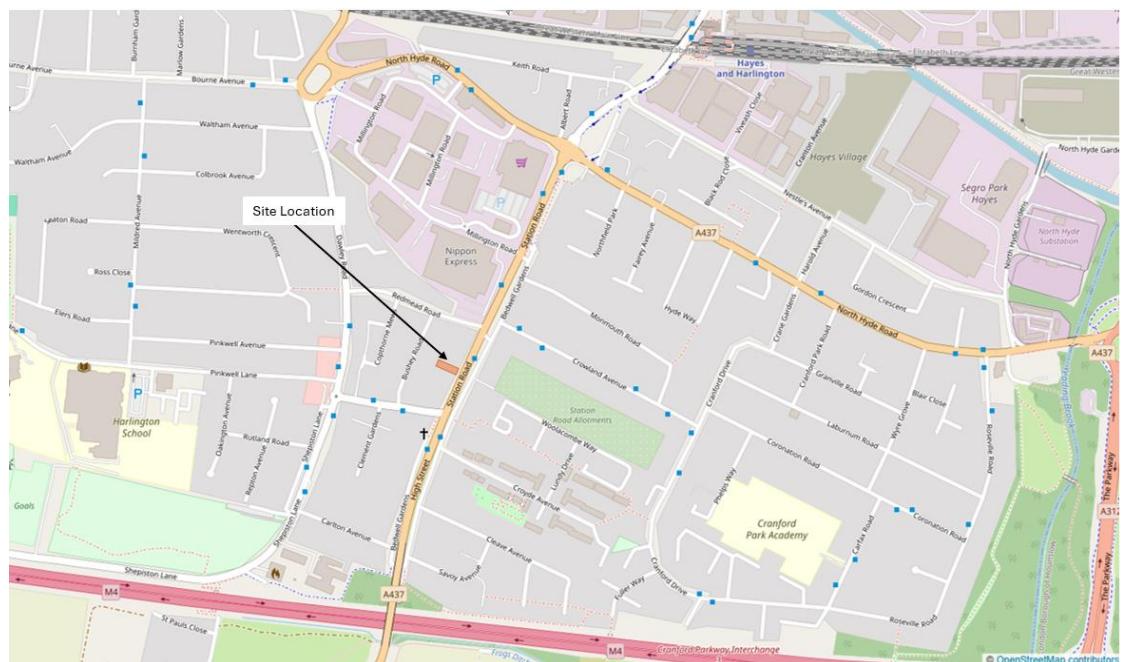
2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site is located at 246 Station Road, Hayes, UB3 4AN and currently consists of a semi-detached dwelling on the western side of Station Road. The local area is predominantly residential with Station Road classified as an A Road in the vicinity of the site. **Figure 1** shows the site location plan.

Figure 1: Site Location Plan



Accessibility

2.3 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

2.4 In the National Travel Survey 2022 83% of journeys shorter than 1 mile were made wholly on foot, a level which as reported in the CIHT document 'Planning for Walking' (2015) has hardly changed in the past thirty years indicating that if destinations are within a mile it is highly likely that walking will be the preferred trip.

2.5 'Planning for Walking' (2015) suggests that the main reason for the decline in walking journeys is the fall in the total number of journeys shorter than 1 mile because fewer journeys that people make are able to be accomplished on foot. For

walking trips between 1 and 5 miles the proportion of walking trips drops to 21% in the 2022 NTS. The site is located within walking distance of Hayes and Harlington Station as well as Asda superstore just a 5-minute walk north of the site.

- 2.6 The topography in the area is generally flat which is good for walking and cycling activity with well-lit footways on both sides of Station Road. A formal signal-controlled crossing point is located circa 60m south of the site which is arranged in a staggered formation across Station Road.
- 2.7 In terms of cycling, The CIHT guidance "Planning for Cycling" notes that cycling should be considered a potential mode for trips up to 5 miles (8km). LCN 88a runs north to south along Station Road linking with Heathrow airport in the south to Uxbridge Road in the north.

Bus

- 2.8 There are many locally accessible bus services, with the closest bus stop 'Redmead Road (Stop R)' located on Station Road, approximately 55m north of the site (less than a 1-minute walk). Further information on the accessible bus services from the aforementioned bus stop is provided in **Table 2.1**.

Table 2.1 Accessible Bus Services: Typical Frequencies (Mins)

No.	Route	Week	Sat	Sun
90	Northolt – Hayes - Feltham	10	10	15
H98	Hounslow Bus Station – Hounslow West – Cranford – Harlington – Hayes & Harlington Station – Hayes End	10	10	15
U4	Hayes – Barra Hill Circus – Hillingdon Hospital – Kingston Lane - Uxbridge	10	10	15
278	Heathrow Central – Hayes – Hillingdon Station – Ickenham - Ruislip	15	15	20
696	Hayes – Yeading – Ruislip – Bishop Ramsey School	Weekdays Only 07:07, 07:12 and 16:11, 16:21		
698	West Drayton – Hayes – Hillingdon Station - Ickenham	Weekdays Only Every 5 minutes from 07:35 till 07:50 Every 5 minutes from 15:26 till 15:46		
N140	Heathrow Central – Harlington – Hayes – Yeading – Northolt – South Harrow – Harrow – Wealdstone – Harrow Weald, Bus Garage	Night Bus Every 30 mins from 00:13 till 06:13		

Rail

2.9 The site is located approximately 785m (circa 10-minute walk) southeast of Hayes and Harlington Station which is served by Great Western Railway and the London Underground Elizabeth Line. This station provides services to destinations in Central London, Greater London and the South. The Elizabeth Line service runs at a typical off-peak frequency of 4 trains per hour (tph) westbound to Heathrow Terminal 4, 2tph westbound to Heathrow Terminal 5, 2tph westbound to Reading, 2tph westbound to Maidenhead, 2 tph eastbound to Shenfield and 8tph eastbound to Abbey Wood.

2.10 Late night services from this station are operated by Great Western Railway, running westbound to Reading and Didcot Parkway, and eastbound to Paddington.

2.11 Hayes and Harlington station has step-free access to all platforms, as well as accessible ticket barriers, gates, ticket machines and toilets.

PTAL

2.12 PTAL is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point, however it does not include night buses and should be used in conjunction with information relating to local facilities to generate a complete picture of the accessibility of a site.

2.13 The PTAL measure reflects:

- The walking distance from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

2.14 According to TfL, the site has a public transport accessibility level (PTAL) rating of 4/5 (good/very good) due to its location on the edge of PTAL square boundaries. This accessibility rating is supported by local bus services as well as the proximity of Hayes & Harlington Station supporting London Underground (Elizabeth line) and National Rail services.

Car Club Provision

2.15 There are three Enterprise car club cars located in Hayes, located as follows with the accompanying walk times from the site:

- Nestle Avenue, UB3 4QF – 15 mins walk
- The Old Vinyl Factory, UB3 1EP – 17 mins walk; and
- Chailey Place, UB3 3NB – 22 mins walk

2.16 Car clubs can replace the need to own a car for the weekends and long distance leisure trips, therefore the proximity of three car club cars within Hayes supports a car free lifestyle for local residents.

Overnight Lambeth style Parking Surveys

2.17 Overnight car parking surveys were carried out on Tuesday 23rd April and Wednesday 24th April 2024. The surveys were carried out over a 200m cordon based on the Lambeth parking methodology and the full results are included in **Appendix A** to this report. **Table 2.2** below summarises the results across the survey area from both nights.

Table 2.2: Parking survey results, April 2024

	Tues 23 rd April	Weds 24 th April
Total occupied spaces	96	96
Total spare spaces	30	29
Overall parking stress	76%	77%

2.18 The parking survey results indicate that there was on average a 77% parking stress relating to the on street car parking spaces overnight locally, which results in spare capacity of approximately 30 spaces within the 200m survey cordon. It is widely accepted that an 85% parking stress is the threshold over which parking can be considered to be 'stressed', however since the parking stress is below this threshold and results in 30 spaces within the cordon observed to be available for parking, the area is not considered to be at such a stress that no more cars can be accommodated.

Local Highway Network

2.19 Station Road (A437) is located in a north south alignment linking the centres of Harlington and Hayes. Junction 4 of the M4 is located circa 2km west of the site and provides access to the wider strategic highway network.

Local Car Ownership

2.20 Census data (for the Hillingdon 030 middle super output area) was referenced to understand local car ownership levels with the results given below:

- Zero cars – 31%
- 1 car – 39%

- 2 cars or more 31%

2.21 According to Census data, 70% of all household types in the area have one or fewer cars however there is a difference between levels of ownership of flatted units and houses as demonstrated in **Table 2.3** below.

Table 2.3 Car Ownership by Household Type

Number of Cars per Household	House	Flat
Zero	18%	54%
One	39%	39%
Two or More	44%	8%
Total	100%	100%

2.22 Whilst the data above demonstrates that flatted households in the area are less likely to own a vehicle than houses, the car ownership statistics do not consider Houses of Multiple Occupation separately, which operate similarly to a flat, however without allocated parking areas they can often generate even lower levels of parking than flats.

3 POLICY AND GUIDANCE REVIEW

Introduction

3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

3.2 The revised NPPF was updated in December 2023 and sets out the Government's planning policies for England and how these are expected to be applied.

3.3 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a presumption in favour of sustainable development*".

3.4 Section 9 deals with promoting sustainable transport. Paragraph 108 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

3.5 Paragraph 109 states that the planning system should actively manage patterns of growth in support of the above objectives and Paragraph 114 states that in assessing specific applications for development, the following should be ensured:

"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up given the type of development and its location;

- Safe and suitable access to the site can be achieved for all users;*

- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Mode Design Code; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

3.6 Paragraph 115 goes on to state:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.7 The NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.

National Planning Practice Guidance (NPPG)

3.8 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource which is a continually updated resource. Transport is specifically given its own section titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.9 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.10 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Regional Policy

The London Plan 2021

- 3.1 The new London Plan is a broad plan to shape the way London develops over the next 20-25 years. Following an extensive consultation process, an Examination in Public (EIP), and comments from the Secretary of State, the new London Plan was published and adopted in March 2021.
- 3.2 A key objective of the new London Plan is to enable "Good Growth", i.e. delivering a more socially integrated and sustainable city.
- 3.3 Specific transport related policies are dealt with in Chapter 10 of the new London Plan. There is a focus on reducing car dependency and promoting a significant shift towards active modes of travel and public transport use.
- 3.4 Policy T1 "Strategic approach to transport" states:
 - A. *Development Plans and development proposals should support and facilitate:*
 1. *The delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
 2. *The proposed transport schemes set out in Table 4.1*
 - B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.*
- 3.5 Policy T2 "Healthy Streets" is seeking a pattern of land use that facilitate shorter, regular trips by walking or cycling. This is in line with the Mayor's Transport Strategy to deliver infrastructure and public realm to increase levels of walking, cycling and public transport use.
- 3.6 Policy T4 "Assessing and mitigating transport impacts" notes that Transport Assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network are fully assessed.
- 3.7 Policy T6 "Car Parking" notes that car parking "*should be restricted in line with existing and future public transport accessibility and connectivity*" and that car-free development should be the starting point for all development proposals in places where there is (or will be) high levels of public transport.
- 3.8 It should be noted that the London Plan and its associated parking standards in Chapter 10 of the Plan was published after the London Borough of Hillingdon parking standards in January 2020, therefore in considering Section 38(5) of the Planning and Compulsory Purchase Act 2004, any policy conflicts within the

Development Plan 'must be resolved in favour of the policy which is contained in the last document' in this case it would be the London Plan.

Local Policy

Hillingdon Local Plan 2012

3.9 This document is the key strategic planning document for Hillingdon and sets out the long-term vision and objectives for the Borough. Part of the vision for Hillingdon is that:

"Improved accessibility to local jobs, housing and facilities is improving the quality of life of residents: More residents are enjoying the benefits of an improved quality of life. There is a wider choice of housing, and workplaces are located where they are accessible by a range of transport options and neighbourhoods that lack adequate facilities and services have been addressed".

3.10 Policy SO12 is to '*reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans*'.

3.11 Strategic Policy S018 is to :

"Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport."

3.12 Policy T1 notes that the council will '*steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision*'.

LB Hillingdon Local Plan Part 2 – Development Management Policies (2020)

3.13 The LB Hillingdon Local Plan Part 2 Development Management Policies document was adopted in 2020 and outlines specific policies relating to how development will be controlled throughout the Borough.

3.14 Specifically in relation to car parking, Policy DMT 6: Vehicle Parking is relevant to the development proposals:

Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address

issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

Summary

3.15 The focus of transport and land use planning policy is on the development and encouragement of sustainable travel measures by creating development proposals which widen the accessibility of sustainable travel to site users as well as the wider community. These national, regional and local planning policies will be referred to throughout this report to assess the development proposals, taking into account the provisions in Section 38(5) of the Planning and Compulsory Purchase Act 2004 whereby policies which conflict should be resolved in favour of the latest document to be adopted.

4 PROPOSED DEVELOPMENT

4.1 The development proposals consist of a series of extensions to 246 Station Road to facilitate its conversion to an 8 bed House of Multiple Occupation (HMO). The existing semi detached property benefits from a single car parking space to the front of the property which will be retained.

Access Arrangements

Pedestrian

4.2 The existing pedestrian access to the property will not be altered which is at grade to enable mobility by all users including those using pushchairs and the mobility impaired.

Vehicular

4.3 The site benefits from a dropped kerb which provides access to a single car parking space on the site frontage similar to a number of properties fronting onto Station Road which have converted their front gardens to hardstanding. To access the space, vehicles would park parallel to Station Road.

Servicing and Deliveries

4.4 The site will continue to be serviced by refuse vehicles in the same manner as existing with sufficient space within the curtilage of the property to accommodate bin storage.

Parking

Car parking

4.5 The proposed development will provide 1 car parking space to serve the development proposals in the aforementioned area of hardstanding to the front of the property served by the existing dropped kerb.

4.6 For an HMO with up to 6 occupants, the Hillingdon Local Plan Part 2 Appendix C states a maximum parking requirement of 1 space per 2 occupants. This parking standard does not however, take into consideration the accessibility of a site to public transport services i.e. PTAL or everyday facilities. For HMOs over 6 occupants, the LBH Standards state that the car parking requirements will be assessed through a transport appraisal.

4.7 The London Plan (2021) is also part of the Development Plan when considering parking standards and indeed being the most recent policy (adopted in 2021) should be applied to this application (according to Section 38 (5) of the Planning and Compulsory Purchase Act 2004. Policy T6.1 of the London Plan states 'the

starting point for all development proposals that are well connected to public transport should be car-free'. Table 10.3 states that for Outer London PTAL 4 sites, houses with 3+ beds should have a maximum 0.5-0.75 spaces, whereas all sites in PTAL 5-6 should be car free.

- 4.8 The site is located in a PTAL 4/5 which demonstrates a very good accessibility to public transport services, significantly reducing the need for residents to travel by private car. There are two car club cars within Hayes within a 20 minute walk of the site which provide opportunities for use of a car for times when car travel is required, such as for example a larger shopping trip or a long distance leisure trip.
- 4.9 Considering the site location and accessibility in combination with the London Plan requirements, the retention of a single car parking space at the front of the property is considered appropriate and compliant with the requirements of the London Plan 2021. It should also be noted that the parking levels do not exceed the maximum parking requirements set out in the LB Hillingdon parking standards, therefore the proposals are also compliant with these.
- 4.10 Notwithstanding the above, the results of the overnight Lambeth style parking survey carried out in April 2024 indicate that locally within a 200m distance from the site that the on-street parking stress is on average 77%. This resulted in a total of approximately 30 observed unoccupied parking spaces within the survey area on the survey nights.
- 4.11 If the site were to generate up to 4 cars (indicated by LB Hillingdon policy), which is considered highly unlikely given the public transport accessibility, there would be space for 1 car on site and up to 3 displaced on street. The increase of 3 vehicles parked on street would increase the average parking stress within the 200m survey area of the site to 79%.
- 4.12 Therefore, even if any additional parking were to be generated by the development proposals, it is considered that there is sufficient available space on street to accommodate it without causing any detrimental impact to the public highway or highway safety locally. The proposals are therefore compliant with NPPF paragraphs 114 and 115, London Plan Policy T6.1 and LB Hillingdon Policy DMT 6.

Cycle parking

- 4.13 There is sufficient space to accommodate cycle storage in the garden/curtilage of the property for future occupants to use to store bicycles.

Vehicle trip generation

- 4.14 The existing dwelling has 6 bedrooms and the development proposals consist of increasing this to 8 bedrooms, albeit with extensions to provide en-suite bathrooms to two of the rooms.

4.15 Whilst there will be an increase in bedroom numbers at the property, it is not considered that there would be a material increase in the level of traffic generated by the property than that generated currently.

5 SUMMARY & CONCLUSIONS

5.1 This Transport Statement has considered the transport planning aspects of the proposed to extend 246 Station Road, Hayes to form an 8-bed House of Multiple Occupation (HMO) through the assessment of the sustainability of the site and its impact on the local transport network in accordance with local and national policies.

5.2 The proposals consist of extensions to the existing property to form an 8-bed HMO, with access to one parking space retained at the front of the property accessed from Station Road. Sufficient space is available in the rear garden of the property to incorporate secure cycle parking.

5.3 The level of car parking is compliant with both London Plan (Policy T6.1) whereby the provision of 1 car parking space supports the PTAL 4/5 of the site which should provide as a maximum 1 parking space at the property. LB Hillingdon Local Plan Policy DMT 6 states that there should be a maximum parking of 1 space per 2 occupants which the parking provision does not exceed, however this LBH policy has no regard to public transport accessibility, therefore the London Plan and its associated PTALs should be considered alongside the LB Hillingdon Policy which was adopted prior to the London Plan's adoption

5.4 Residents will be encouraged to undertake active travel owing to the site's location close to local facilities and public transport options within a 10 minute walk. The public transport connections from the local bus stops to Hayes and Harlington station contribute to the site's PTAL 4/5 rating meaning that the need to travel via private car is significantly reduced.

5.5 An overnight Lambeth style parking survey conducted locally in April 2024 observed that there was an average of 77% parking stress on roads within a 200m cordon of the site resulting in circa 30 unoccupied on street parking spaces each evening. This indicates that notwithstanding the parking policies and unlikely nature that this site would generate parking, even if there were any displaced parking from the site it could be accommodated on the local highway network without detriment to highway safety.

5.6 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:

- opportunities for sustainable transport modes have been taken up;
- safe and suitable access to the site can be achieved by all people;
- that where necessary, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- The impact of the development is not severe.

5.7 In conclusion, the site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF, London Plan and LB Hillingdon local policy. On the basis of the above, the proposed development should not be prevented on transport and highway grounds.

APPENDIX A – PARKING SURVEY DATA, APRIL 2024

K&M TRAFFIC SURVEYS

DATE: 23rd & 24th April 2024

DAY: Tuesday & Wednesday

LOCATION: STATION ROAD, HAYES

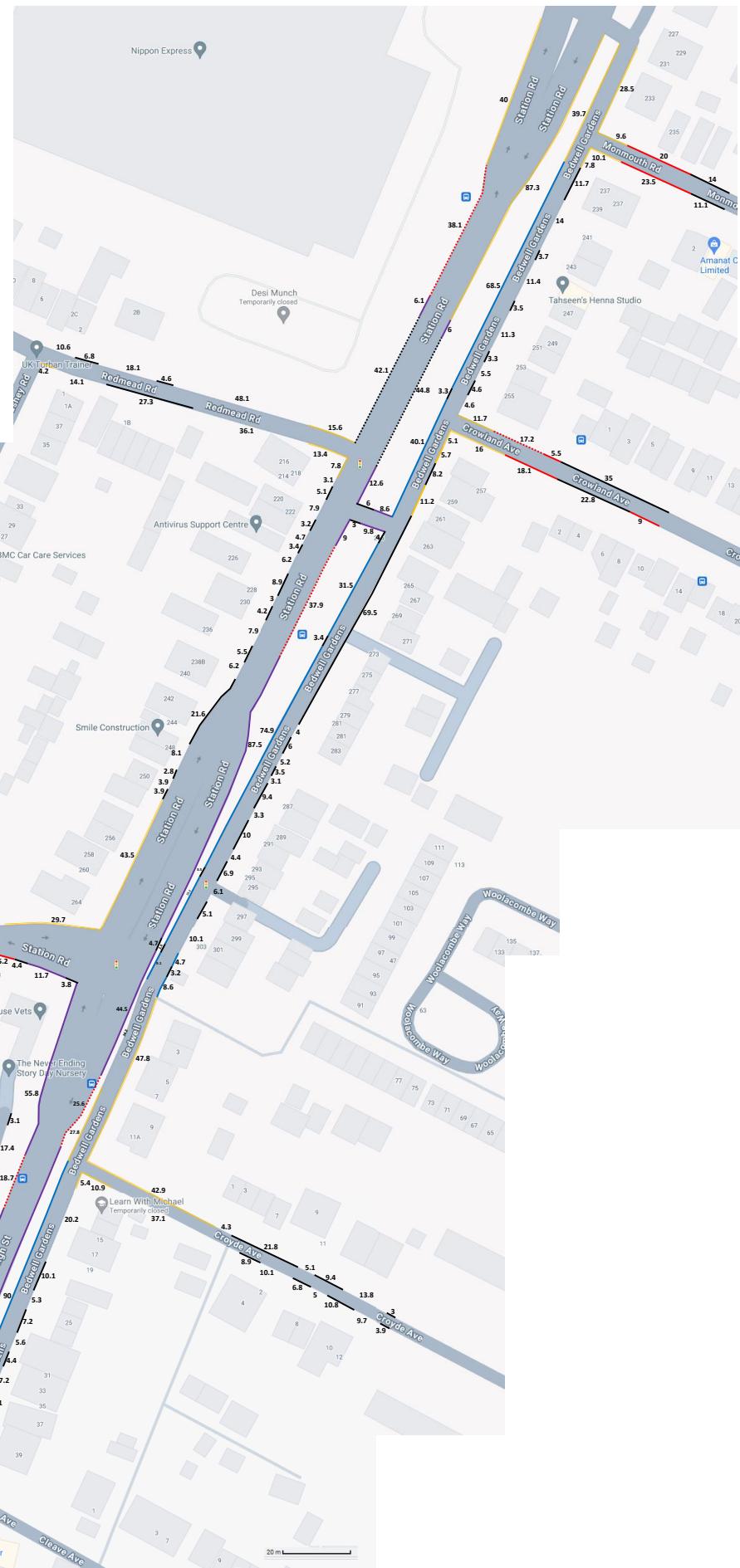
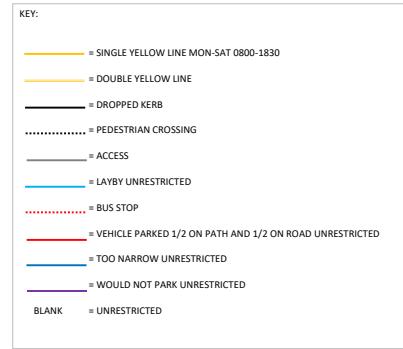


K&M TRAFFIC SURVEYS

DATE: 23rd & 24th April 2024

DAY: Tuesday & Wednesday

LOCATION: STATION ROAD, HAYES



K&M TRAFFIC SURVEYS

DATE: 23rd & 24th April 2024

DAY: Tuesday & Wednesday

LOCATION: STATION ROAD, HAYES

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	TUESDAY 23rd APRIL 2024			WEDNESDAY 24th APRIL 2024		
					Occupied Spaces	Observed Spaces	% RESTRICTION STRESS	Occupied Spaces	Observed Spaces	% RESTRICTION STRESS
BEDWELL GDNS	1	DOUBLE YELLOW LINE	52.9							
		SINGLE YELLOW LINE MON-SAT 0800-1830	16.9							
		DROPPED KERB	121.8		3					
		UNRESTRICTED	36.2	4	3	1	75.0%			
CROYDE AVE	2	TOO NARROW UNRESTRICTED	13.3							
		DOUBLE YELLOW LINE	42.9							
	3	UNRESTRICTED	23.2	3	3	0	100.0%			
		DROPPED KERB	34.2		1					
		TOO NARROW UNRESTRICTED	30.4							
BEDWELL GDNS	4	UNRESTRICTED	61.9	11	6	4	60.0%			
		DOUBLE YELLOW LINE	10.9							
	5	DOUBLE YELLOW LINE	12.3							
		UNRESTRICTED	51.4	2	1	1	50.0%			
		DROPPED KERB	29.8							
STATION ROAD	7	TOO NARROW UNRESTRICTED	228.8							
		DOUBLE YELLOW LINE	27.8							
	8	UNRESTRICTED	38.8							
		DROPPED KERB	14.3							
		WOULD NOT PARK UNRESTRICTED	9.8							
BEDWELL GDNS	9	DROPPED KERB	3							
		WOULD NOT PARK UNRESTRICTED	251							
	10	BUS STOP	63.5							
		DROPPED KERB	4.7							
		WOULD NOT PARK UNRESTRICTED	135.8							
STATION RD	11	BUS STOP	18.7							
		DROPPED KERB	3.1							
	12	UNRESTRICTED	17.4	3	1	1	50.0%			
		TOO NARROW UNRESTRICTED	90							
		DOUBLE YELLOW LINE	44.3							
CLEMENT GDNS	13	UNRESTRICTED	64.2	11	6	3	66.7%			
		DROPPED KERB	14.1							
	14	WOULD NOT PARK UNRESTRICTED	11.7							
		VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD UNRESTRICTED	18.3	3	0	3	0.0%			
		LAYBY UNRESTRICTED	12.8	2	2	0	100.0%			
STATION RD	15	ACCESS	7.7							
		BUS STOP	37.1							
	16	DOUBLE YELLOW LINE	2.8							
		DOUBLE YELLOW LINE	41.6							
		DROPPED KERB	6.6							
BUSHEY RD	17	VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD UNRESTRICTED	30.1	6	6	0	100.0%			
		DOUBLE YELLOW LINE	4.7							
	18	DOUBLE YELLOW LINE	2.8							
		DROPPED KERB	15.4		1					
		UNRESTRICTED	27.6	5	4	0	100.0%			
STATION RD	19	DOUBLE YELLOW LINE	6.3							
		UNRESTRICTED	32	5	4	0	100.0%			
	20	BUS STOP	29.4							
		DOUBLE YELLOW LINE	9							
		UNRESTRICTED	5.5							
REDMEAD RD	21	UNRESTRICTED	63	11	12	0	100.0%			
		DROPPED KERB	3.1							
	22	UNRESTRICTED	44.9	6	7	0	100.0%			
		DROPPED KERB	20.3		1					
		DOUBLE YELLOW LINE	4.7							
STATION RD	23	DOUBLE YELLOW LINE	38.1							
		UNRESTRICTED	43.6	8	7	0	100.0%			
	24	DOUBLE YELLOW LINE	51.3							
		DROPPED KERB	58.6		3					
		UNRESTRICTED	51	5	5	2	71.4%			
BEDWELL GDNS	25	DOUBLE YELLOW LINE	17.6							
		UNRESTRICTED	50.2	9	5	4	55.6%			
	26	DROPPED KERB	27.3							
		UNRESTRICTED	76.8	14	10	5	66.7%			
		DOUBLE YELLOW LINE	11.4							
STATION RD	27	UNRESTRICTED	15.6							
		PEDESTRIAN CROSSING	42.1							
	28	WOULD NOT PARK UNRESTRICTED	6.1							
		BUS STOP	38.1							
		DOUBLE YELLOW LINE	40							
BEDWELL GDNS	29	WOULD NOT PARK UNRESTRICTED	18.6							
		PEDESTRIAN CROSSING	44.8							
	30	DROPPED KERB	6							
		WOULD NOT PARK UNRESTRICTED	8.6							
		TOO NARROW UNRESTRICTED	108.6							
MONMOUTH RD	31	DROPPED KERB	3.3							
		DOUBLE YELLOW LINE	39.7							
	32	DOUBLE YELLOW LINE	28.5							
		DOUBLE YELLOW LINE	9.6							
		VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD UNRESTRICTED	20	4	3	0	100.0%			
BEDWELL GDNS	33	DROPPED KERB	14							
		DOUBLE YELLOW LINE	11.1							
	34	VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD UNRESTRICTED	23.5	4	4	0	100.0%			
		DOUBLE YELLOW LINE	10.1							
		UNRESTRICTED	42.2	7	4	3	57.1%			
CROWLAND AVE	35	DOUBLE YELLOW LINE	12.4							
		DROPPED KERB	26.8		2					
	36	UNRESTRICTED	42.2	7	4	3	57.1%			
		DOUBLE YELLOW LINE	11.7							
		BUS STOP	17.2							
BEDWELL GDNS	37	VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD UNRESTRICTED	5.5	1	0	1	0.0%			
		DROPPED KERB	35							
	38	VEHICLE PARKED 1/2 ON PATH AND 1/2 ON ROAD UNRESTRICTED	27.1	4	3	2	60.0%			
		DROPPED KERB	22.8							
		DOUBLE YELLOW LINE	16							

Total Parking Stress (excl dropped kerb parking)

Occupied	Spare	% Stress	Occupied	Spare	% Stress
96	30	76%	96	29	77%

K&M TRAFFIC SURVEYS

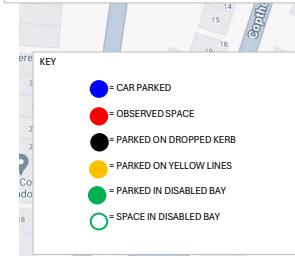
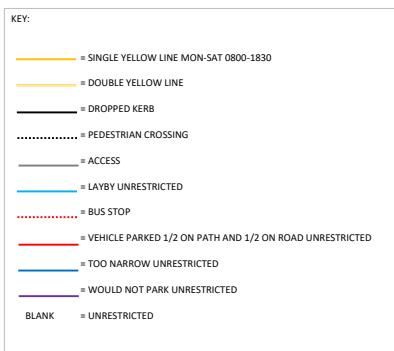
DATE: 23rd April 2024

DAY: Tuesday

LOCATION: STATION ROAD, HAYES

TUESDAY 23rd APRIL 2024

TIME : 0400



K&M TRAFFIC SURVEYS

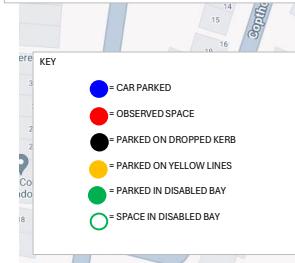
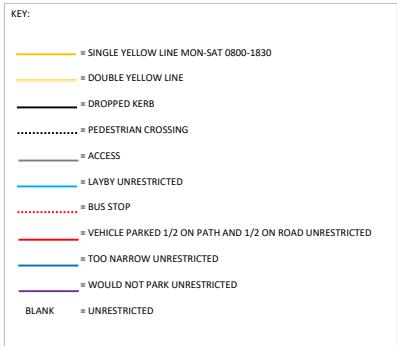
DATE: 24th April 2024

DAY: Wednesday

LOCATION: STATION ROAD, HAYES

WEDNESDAY 24th APRIL 2024

TIME : 0330





www.pulsartransport.co.uk

Gilmoora House, 57-61 Mortimer Street, London W1W 8HS.
REGISTERED OFFICE: Pulsar Transport Limited, 128 City Road, London EC1V 2NX