

## Transport and Parking Survey

12 Church Road,  
Northwood,  
HA6 1AS, UK

May / 2024

### **Introduction**

This Transport and Parking Survey is submitted in support of the planning application for the proposed ground floor and first-floor extension at No. 12 Church Road, Northwood, HA6 1AS. The application includes a change of use from a single-family dwelling to two self-contained flats, with provisions for car parking and cycle storage. The survey aims to address the transport and parking implications of the proposed development, ensuring compliance with the Council's requirements and promoting sustainable transport options.

### **Site Context**

No. 12 Church Road is located in a predominantly residential area with good access to local amenities and public transport. The property is situated within close proximity to several public transport services, contributing to its high accessibility. The surrounding area is characterized by similar residential properties, many of which have been extended and converted, setting a precedent for the proposed development.

### **Public Transport Accessibility Level (PTAL)**

The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to public transport services, taking into account the distance to the nearest services and the frequency of those services. PTAL ratings range from 1 (very poor) to 6b (excellent).

- **PTAL Rating for No. 12 Church Road:** The property is located in an area with a PTAL rating of 2. This indicates that the site has a low to moderate level of public transport accessibility. However, several key public transport services are available within a reasonable distance, enhancing the overall accessibility of the site.

## **Public Transport Services**

The property benefits from access to multiple public transport options, including bus and rail services.

### **Bus Services:**

The nearest bus stops are located on Green Lane and Rickmansworth Road, both within a 5-10 minute walk from the property. These stops are served by the following bus routes:

**Bus Route 282:** Provides services between Mount Vernon Hospital and Ealing Hospital, passing through Northwood, Ruislip, and Greenford.

**Bus Route H11:** Provides services between Mount Vernon Hospital and Harrow Bus Station, passing through Northwood, Pinner, and Harrow.

These bus routes offer frequent services, connecting the property to key local destinations and transport hubs.

### **Rail Services:**

**Northwood Underground Station:** Located approximately 0.6 miles (a 12-minute walk) from the property, Northwood Station is served by the Metropolitan Line. This line provides direct services to central London, including stops at Baker Street, King's Cross St Pancras, and Liverpool Street. The station also offers connections to other key locations such as Harrow, Uxbridge, and Amersham.

**Northwood Hills Underground Station:** Located approximately 1.2 miles (a 20-minute walk) from the property, Northwood Hills Station is also served by the Metropolitan Line, providing additional access to the London Underground network.

## **Proposed Parking and Cycle Storage**

The proposed development includes provisions for car parking and cycle storage to meet the needs of future residents and promote sustainable transport options.

### **Car Parking:**

The development will provide one designated off-street car parking space for residents. This parking space will be located on the existing driveway, ensuring convenient and secure parking.

The provision of one parking space is in line with the Council's maximum parking standards, which seek to balance the need for parking with the promotion of sustainable transport options.

#### Cycle Storage:

Secure cycle storage will be provided for residents, encouraging the use of bicycles as a sustainable mode of transport. The cycle storage area will be enclosed and located within the property's grounds, offering protection from the weather and theft.

The storage will accommodate at least two bicycles, meeting the Council's standards for cycle parking provision.

### **Local Traffic and Parking Conditions**

To assess the impact of the proposed development on local traffic and parking conditions, a survey of the surrounding area was conducted. The survey focused on the availability of on-street parking, traffic flow, and any existing parking restrictions.

#### **On-Street Parking:**

The survey indicated that on-street parking is available on Church Road and adjacent streets, although spaces can be limited during peak hours.

Existing parking restrictions include single yellow lines and residents' parking zones, which help manage parking demand and ensure availability for local residents.

#### **Traffic Flow:**

Church Road experiences moderate traffic levels, primarily composed of residential traffic. Peak hours typically coincide with the beginning and end of the school day, as well as morning and evening commutes.

The proposed development is not expected to significantly increase traffic levels, given the provision of off-street parking and the promotion of sustainable transport options.

### **Hillingdon's Parking and Transport Policies**

The proposed development aligns with the relevant parking and transport policies set out by the London Borough of Hillingdon. Below is a detailed analysis of these policies, including the requirements and how our proposal meets them.

**Policy DMT 1: Managing Transport Impacts**

**Policy Requirement:** This policy requires new developments to ensure that they do not adversely impact the transport network, including considerations for traffic flow, road safety, and parking availability.

**Our Proposal:** The proposed development includes sufficient off-street parking (one space) and secure cycle storage to mitigate transport impacts. By providing these facilities, the development minimises the potential for increased on-street parking demand and encourages the use of sustainable transport options, thereby reducing traffic congestion and improving road safety.

**Policy DMT 2: Highways Impacts**

**Policy Requirement:** This policy aims to ensure that new developments do not compromise highway safety and efficiency.

**Our Proposal:** The provision of one off-street parking space helps to minimize any potential impact on the local highway network. Additionally, the proposed cycle storage encourages cycling, reducing the number of vehicle trips and easing pressure on the local roads. The location and design of the parking space ensure safe ingress and egress, further enhancing highway safety.

**Policy DMT 6: Vehicle Parking**

**Policy Requirement:** This policy sets out the standards for vehicle parking provision in new developments, balancing the needs of residents with the promotion of sustainable transport options.

**Our Proposal:** The development provides one designated off-street car parking space, in line with the Council's maximum parking standards. This provision ensures that residents have access to convenient and secure parking, while also promoting the use of public transport and cycling as alternative modes of transport. The parking space is located on the existing driveway, ensuring that it does not negatively impact the streetscape or local traffic flow.

**Policy DMHB 11: Design of New Development**

**Policy Requirement:** This policy emphasizes the importance of high-quality design in new developments, including the provision of adequate parking and transport facilities.

**Our Proposal:** The proposed development includes well-designed cycle storage that is secure, weatherproof, and easily accessible to residents. This facility promotes the use of bicycles, aligning with the Council's goals for sustainable transport. The overall design of the development ensures that parking and transport facilities are integrated seamlessly into the property, maintaining the aesthetic quality and functionality of the space.

## **Conclusion**

The proposed development at No. 12 Church Road, Northwood, HA6 1AS, benefits from good access to public transport services, with a PTAL rating of 2. The proximity to bus and rail services enhances the overall accessibility of the site, providing residents with convenient and sustainable transport options. The inclusion of one off-street car parking space and secure cycle storage meets the Council's requirements and supports the promotion of sustainable transport.

The survey indicates that the proposed development will have a minimal impact on local traffic and parking conditions. The provision of adequate parking and cycle storage, combined with the site's accessibility to public transport, ensures that the development is well-suited to meet the needs of future residents while supporting the Council's transport and environmental objectives.

The proposal aligns with Hillingdon's parking and transport policies, ensuring that the development does not adversely impact the local transport network and promotes sustainable transport options. We believe that the development will make a positive contribution to the local area and look forward to the Council's favourable consideration of this application.