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1 ALPHA ROAD & 32 POLE HILL ROAD, HILLINGDON
Transport Statement

1 ALPHA ROAD & 32 POLE HILL ROAD, HILLINGDON

Transport Statement

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Transport Statement

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Revision	Amendment Details	Revision Prepared By	Revision Approved By

1.0 INTRODUCTION

- 1.1 Create Consulting Engineers Ltd has been to undertake a detailed Transport Statement report to assess the transport implications of the proposed residential development at 1 Alpha Road and 32 Pole Hill Road, Hillingdon in the London Borough of Hillingdon.
- 1.2 The scheme proposals are described as follows:

The demolition of buildings on two adjacent plots – flat 1 and 2, 32 Pole Hill Road and 1/1A Alpha Road, and erection of a new building to include 3no. 2-bedroom flats and 4no. studios with associated parking and amenity space.

- 1.3 A full set of architectural plans accompany the planning application, and Figure 1.1 (below) shows the Site's location with respect to the surrounding area:

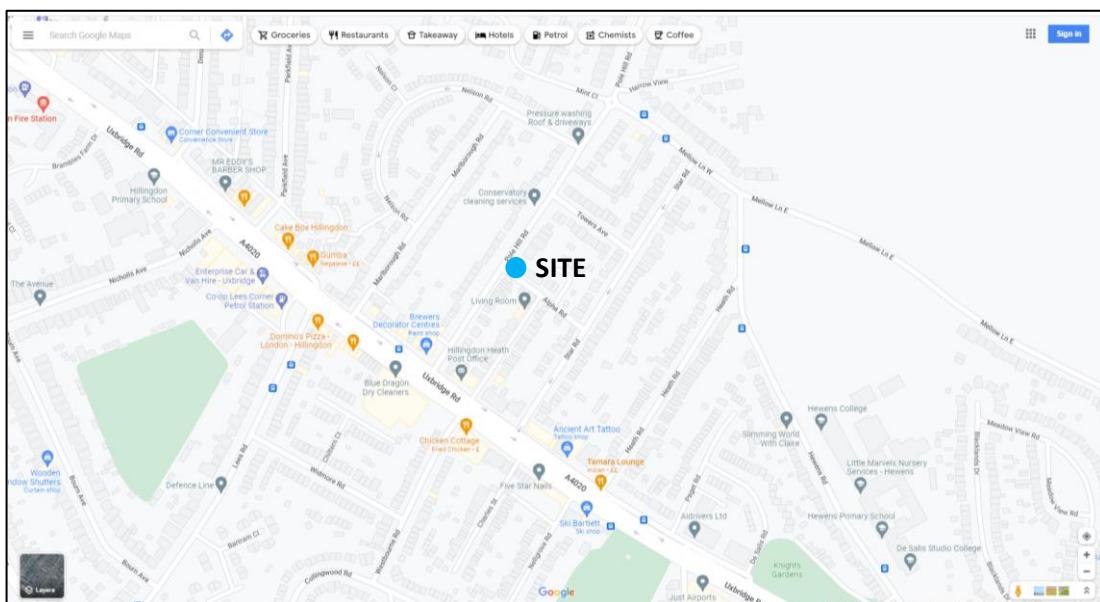


Figure 1.1: Site location map (source: Google Maps)

- 1.4 Notes are outlined, as follows:

- The Site already accommodates residential development;
- The Site is located in a densely populated, accessible suburban area;
- The Site is well-served by suburban infrastructure for pedestrians with footways in the vicinity of the Site generally being 1.5m-plus in width;
- The residential, suburban streets in the immediate vicinity of the Site are restricted to a 30mph speed limit with the local street scene appearing conducive to the further attenuating traffic speeds;
- The Site has a PTAL rating of 2, nevertheless the Site is well-connected to the existing community and surrounding services and facilities;

1.5 The remainder of the report is structured as follows:

- **Chapter 2** sets out the existing transport infrastructure and services at the Site and within the surrounding area;
- **Chapter 3** provides an overview of the planning and transport policy context relevant to the proposed development scheme;
- **Chapter 4** describes the proposed development;
- **Chapter 5** draws together the key findings and conclusions of the report.

1.6 The key findings from the analysis completed by Create Consulting Engineers Ltd are as follows. Further information for each item raised is available within the details of this report:

Executive Summary

1.7 The Site is in a highly accessible location where residents can access the proposed scheme by more sustainable modes of travel such as walking, cycling, and public transport.

- There are considered to be no prevailing road safety issues on the local highway network that should prevent the proposed development from proceeding;
- With respect to transport issues, the proposed development is in accordance with the requirements of the NPPF 2021;
- The proposed development would offer significant opportunities for future residents to travel using sustainable modes such as walking, cycling and public transport in line with the local, regional and national transport policies;
- Notwithstanding the brownfield nature of the Site and existing trip generation potential of the existing dwellings at 1 Alpha Road and 32 Pole Hill Road, the proposed development would give rise to only minimal levels of traffic – negligible against the backdrop of existing development in and around this part of Hillingdon;
- The refuse, servicing and delivery arrangements for the proposed development would be a continuation of current arrangements i.e., with on-street collection being via Alpha Road and Pole Hill Road.

2.0 EXISTING CONDITIONS

2.1 Figure 2.1 below shows the existing frontage of the Site.

2.2 1 Alpha Road and 32 Pole Hill Road having neighbouring, but, separate private driveways with a series of vehicle crossings and a separate pedestrian access. Both properties take direct access from Alpha Road, with 32 Pole Hill Road also having a private driveway access onto Pole Hill Road itself. 1 Alpha Road has two openings for vehicular and pedestrian access with space to accommodate 3 cars while 32 Pole Hill Road has a more conventional driveway perpendicular with Alpha Road (space for 1 car) and a separate pedestrian access. It is noted that the driveway serving 32 Pole Hill Road onto Alpha Road does not appear to be furnished with dropped kerbs. The remaining private driveway access onto 32 Pole Hill Road can accommodate 2 parked cars.

2.3 There are two flats at 32 Pole Hill Road, with Flat 1 at ground floor and Flat 2 on the first floor. The driveway for Flat 1 is on Alpha Road, and the driveway for Flat 2 is that on Pole Hill Road.

2.4 Therefore, in total the overall Site can accommodate in the order of 6 parked cars by means of the existing access arrangements.



Figure 2.1: Site frontage onto Pole Hill Road/Alpha Road *(Source: Google Maps image 2022)*

Public Transport

PTAL Rating

2.5 The Site lies in a PTAL rating of 2 and while this is at the lower end of the PTAL scale, ratings increase along Uxbridge Road only a short distance from the Site.

Bus Services

- 2.6 The closest bus stops are on Uxbridge Road for east and westbound services, approximately 250m to the South of the Site. Both of which are provided with road markings, flag signs and bus stop shelters with seating provision.
- 2.7 Push button crossings are located to the East and West of these bus stops on Uxbridge Road for pedestrian movements across the main road.

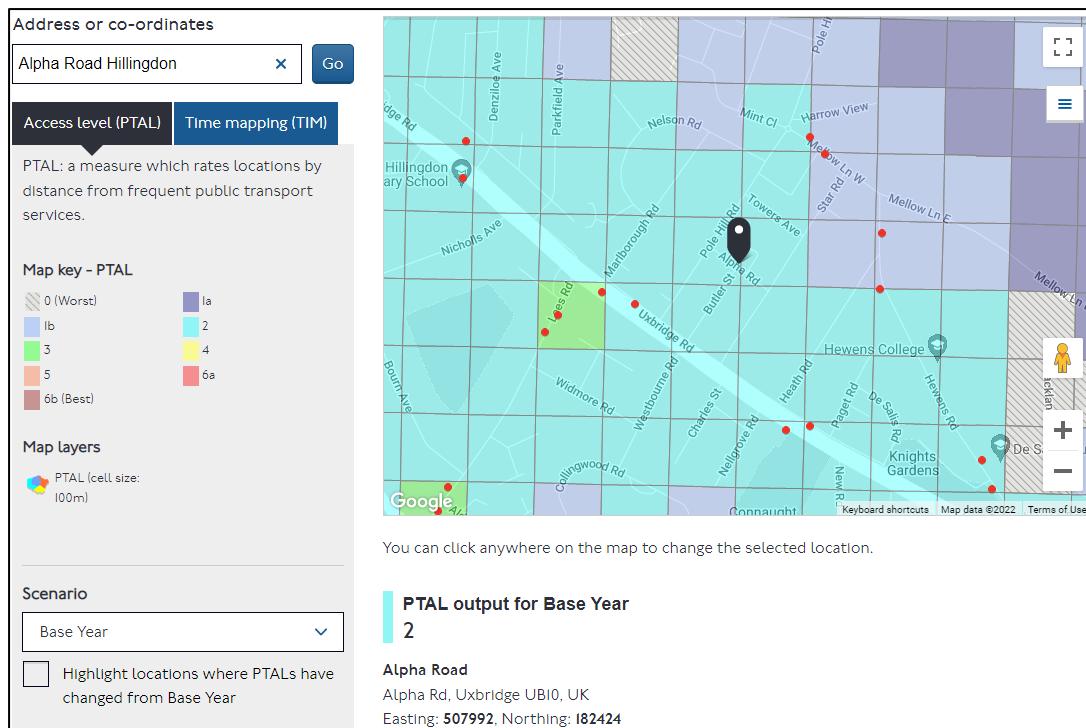
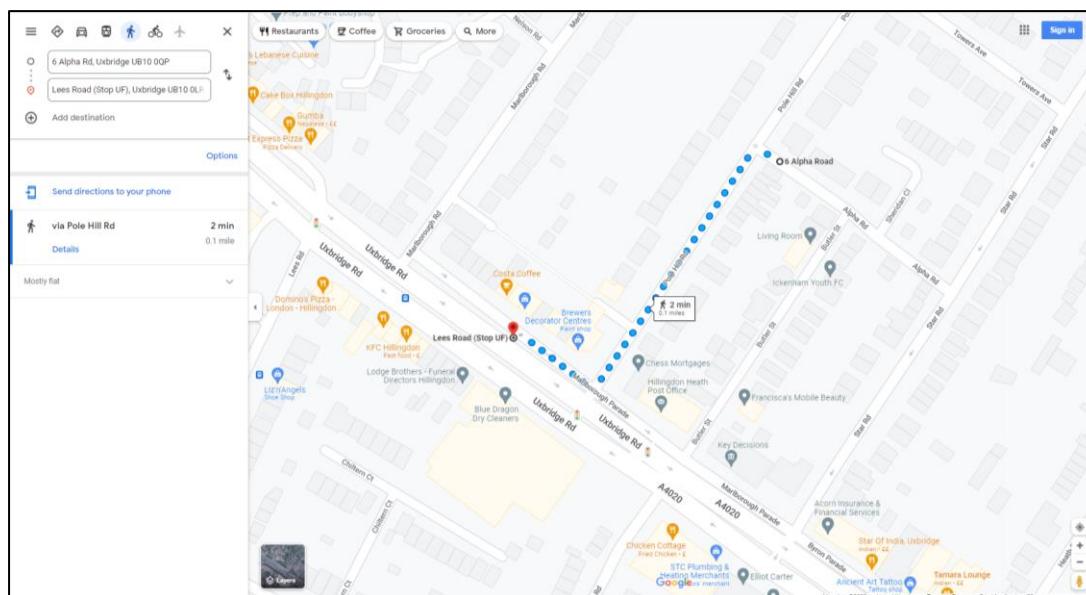
General Setting

- 2.8 Pole Hill Road connects with Uxbridge Road approximately 150m to the South. Uxbridge Road provides a highly urbanised backdrop with numerous local services and facilities and convenience shopping along its route.
- 2.9 Various schools and educational establishments are located in the vicinity, as presented on the Google Maps extract below:



Figure 2.2: Local Schools

(Source: Google Maps)

**Figure 2.3: PTAL Rating Extract***(Source: TfL WebCAT)***Figure 2.4: Pedestrian Route to/from Nearest Bus Stop***(Source: Google Maps)*

2.10 As per the TFL “Bus Spider Map” (Figure 2.5 below) for the Hayes area, the Site’s location is well served by routes from the aforementioned bus stops on Uxbridge Road, and also the other stops in the local area.

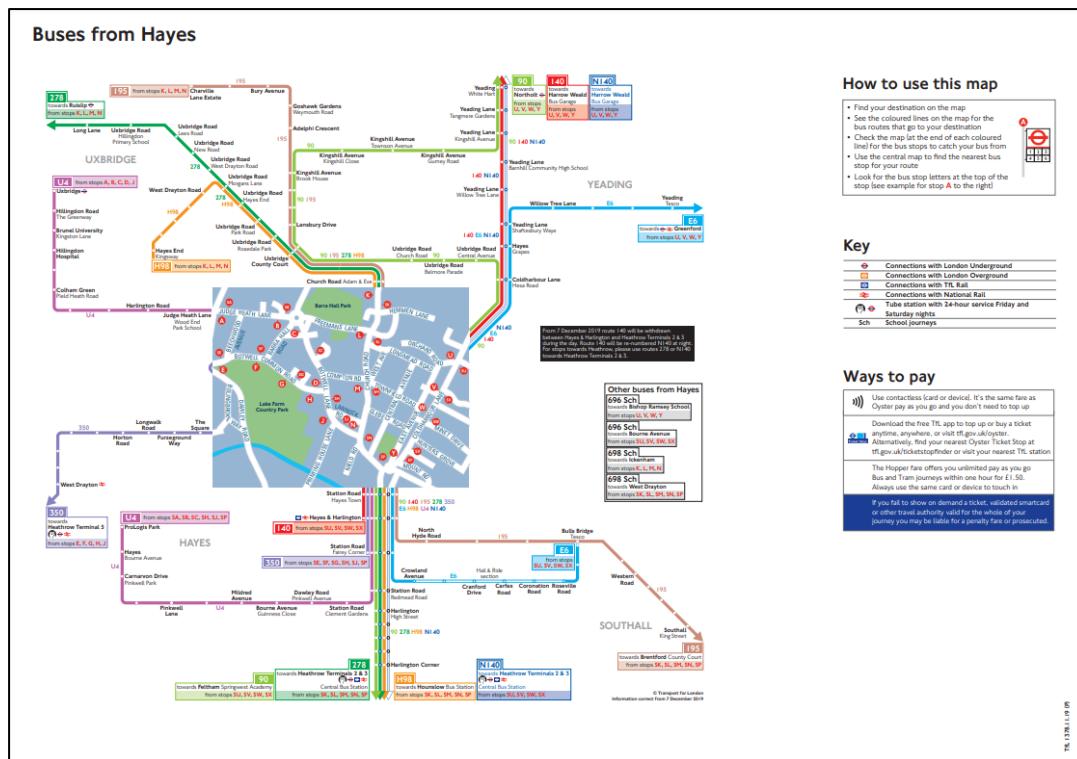


Figure 2.5: TfL Bus Spider Map

Train Services

- 2.11 The Site is located approximately 3km to the South of Hillingdon tube station, which is a readily achievable cycling distance.
- 2.12 Hillingdon is a London Underground station in North Hillingdon in the London Borough of Hillingdon, West London. Located between Uxbridge and Ickenham, it is in Travelcard Zone 6. It is the penultimate station on the Uxbridge branch of both the Metropolitan line and the Piccadilly line.
- 2.13 Uxbridge station is located a similar distance from the Site, located to the North-west and there is a direct bus route to this station from Uxbridge Road.

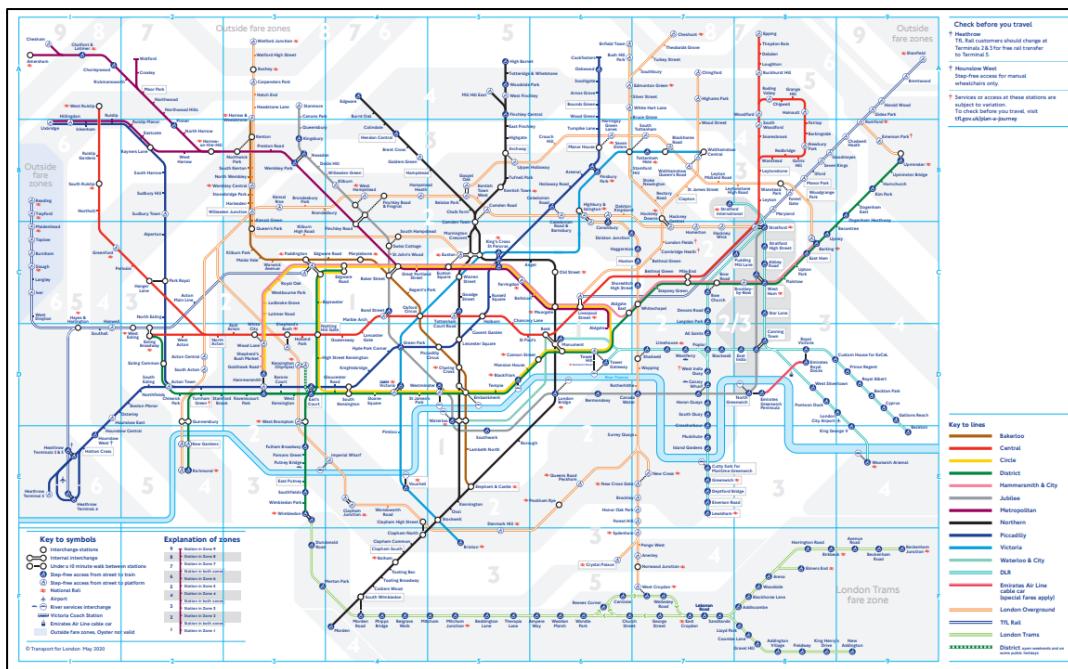


Figure 2.6: TfL London Tube/Rail Map

Cycling

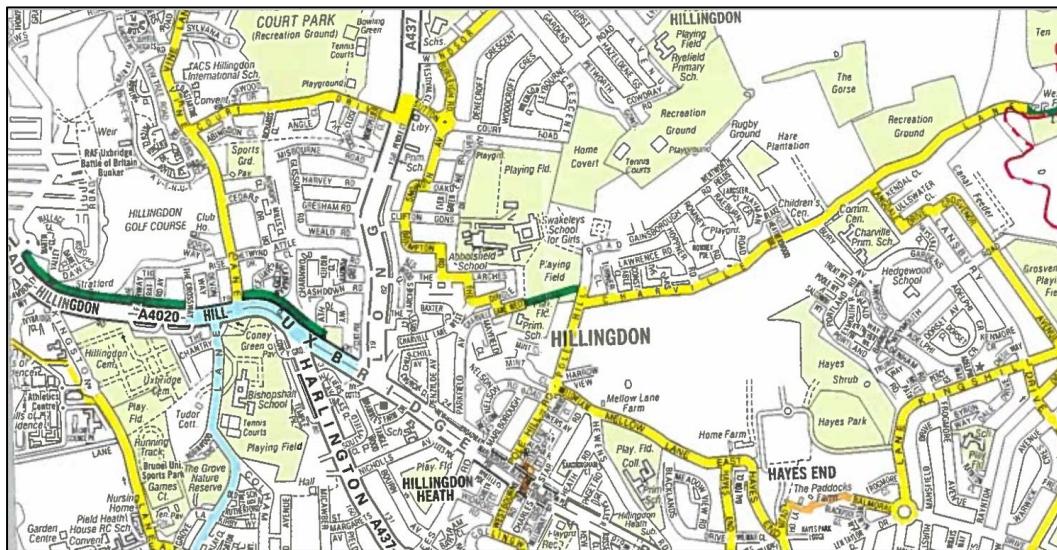


Figure 2.7: London Cycling Guide

2.14 There are no designated cycle lanes in the vicinity of the Site although Pole Hill Road does form part of the overall London Cycling Guide, forming a link that is recommended for cyclists that connects with other route sections.

Overall Accessibility

2.15 The Site is in a highly accessible location where residents can access the proposed scheme by more sustainable modes of travel such as walking, cycling, and public transport.

On-street Parking

2.16 There are widespread on-street waiting restrictions along Uxbridge Road and the approach to Uxbridge Road from Pole Hill Road. The main section of Uxbridge Road and indeed Alpha Road are not subject to waiting restrictions and generally serve to accommodate on-street parking for the surrounding residential areas.

2.17 Both 1 Alpha Road and 32 Pole Hill Road are currently provided with dedicated on-site parking accessed by means of separate private drives.

Road Safety

2.18 A review of local highway safety has been undertaken utilising personal injury accident data obtained using the “Crash Map” database.

2.19 The Crash Map database includes information collected by the police relating to road traffic incidents where there has been a “Personal Injury Accident”. This data is approved by the National Statistics Authority and reported on by the Department for Transport.

2.20 The current Crash Map database includes incidents from 1999 and data outputs extracted from Crash Map for the most recent 3-year period available on the current database are presented on the schematic diagram in Figure 2.8 below:

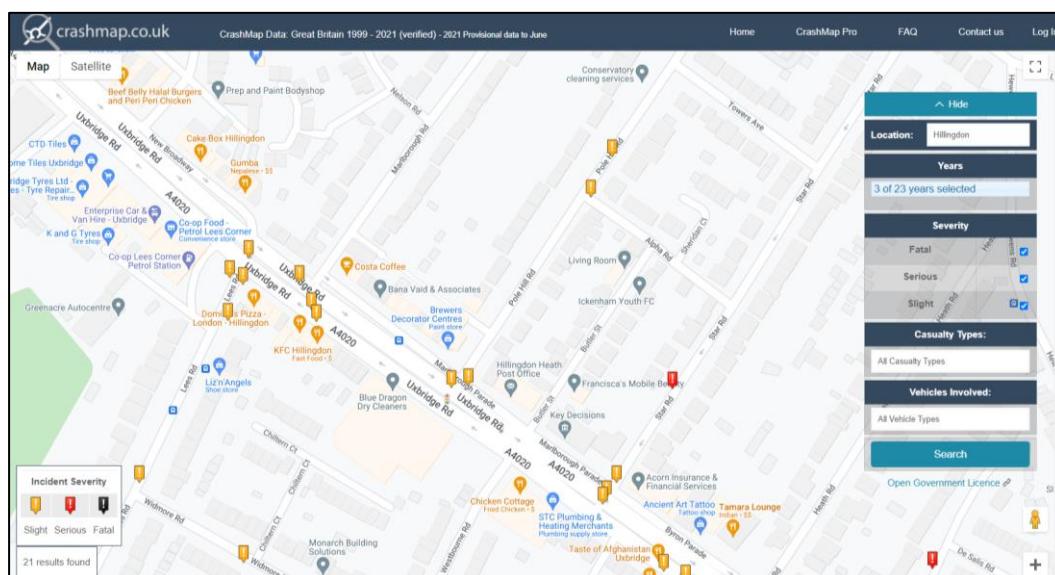


Figure 2.8: Accident Records

(Source: Crashmap.co.uk)

2.21 The data presented in Figure 2.8 (above) indicates that the level of recorded accidents is not unusually high for such an urbanised part of London. There are no identifiable accident cluster locations in the vicinity of the Site.

2.22 It is acknowledged that accidents have occurred in the vicinity of the Site along Pole Hill Road, however, these appear unrelated and are "Slight" in classification. The incident recorded at the junction of Alpha Road with Pole Hill Road is dated 22 May 2020 and involved 2 vehicles and 1 casualty. The only previous accident in the immediate vicinity of the junction shown over the entire 23 years of data on Crash Map occurred in 2015. Consequently, there are no prevailing road safety issues at this location.

2.23 In view of the road safety analysis presented above, there are considered to be no prevailing road safety issues on the local highway network that should prevent the proposed development from proceeding.

3.0 POLICY CONTEXT (TRANSPORT)

3.1 This section provides an overview of the current national and local planning policies which relate to this proposed scheme.

3.2 The documents reviewed in this section are:

- The National Planning Policy Framework;
- National Planning Practice Guidance;
- The London Plan;

National Planning Policy Framework (NPPF) 2021

3.3 The updated NPPF 2021 sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

3.4 Paragraph 104 identifies that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) 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 & public transport are identified/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 108 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.

3.6 Paragraph 111 requires that 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 Within this context, paragraph 112 states that, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for efficient delivery of goods, and access by service and emergency vehicles;
... and;
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.8 Paragraph 113 of the NPPF 2021 requires 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 so that the likely impacts of the proposal can be assessed.

3.9 With respect to transport issues, the proposed development is in accordance with the NPPF.

Other Relevant Guidance

3.10 Planning Practice Guidance supports the overarching NPPF and provides information on structuring a Transport Assessment/Statement in support of a proposed development, stating that a robust assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing accessibility;
- Creating choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan;
- Supporting local shops and the high street.

3.11 And that the key issues, which should be considered in developing a transport evidence base, include the need to:

- Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;

- Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
- Highlight and promote opportunities to reduce the need for travel where appropriate;
- Identify opportunities to prioritise the use of alternative modes in both existing and new development locations, if appropriate;
- Consider the cumulative impacts of existing and proposed development on transport networks;
- Assess the quality and capacity of transport infrastructure and its ability to meet forecast demands;
- Identify short, medium and long-term transport proposals across all modes.

The London Plan

3.12 The London Plan sets out an overarching and integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The current version of the plan was adopted in March 2021.

3.13 Chapter 10 of the London Plan sets out the aims and policies for Transport, and key policies are identified to be as follows:

Policy T1 Strategic Approach to Transport

- A. Development Plans should support, and development proposals should 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 10.1.
- 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.

Policy T4 Assessing and mitigating transport impacts

- A. Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.
- B. When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design

and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

- C. Where appropriate, mitigation, either through direct provision of public transport, walking/cycling facilities and highways improvements or through financial contributions, will be required to then address identified adverse transport impacts.
- D. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.
- E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.
- F. Development proposals should not increase road danger.

Analysis and Summary

3.14 On account of its location, the proposed development would offer significant opportunities for future residents to travel using sustainable modes such as walking, cycling and public transport in line with the local, regional and national transport policies.

4.0 PROPOSED DEVELOPMENT

4.1 The scheme proposals are described as follows:

The demolition of buildings on two adjacent plots – flat 1 and 2, 32 Pole Hill Road and 1/1A Alpha Road, and erection of a new building to include 3no. 2-bedroom flats and 4no. studios with associated parking and amenity space.

4.2 8 car parking spaces are proposed, although it is noted that this technically exceeds Hillingdon's guidance for such schemes. Strictly speaking, the proposed development would necessitate 5-6 spaces i.e., 1-1.5 spaces for each of the 2-bedroom dwellings and 2 parking spaces for the 4no. studio flats. However, as part of their pre-application advice (74019/PRC/2021/211) the Council has stated that this would be acceptable in this case to avoid any potential for parking overspill on Alpha Road and Pole Hill Road. 8 cycle parking spaces would be provided located centrally and integral to the build. The proposed development would continue to take access via Alpha Road and Pole Hill Road.

4.3 Electric charging points will also be provided as part of the scheme.

Trip Generation

4.4 An analysis of potential trip generation for the proposed development using derived rates from the TRICS database suggests that 7no. flats/apartments at this suburban, edge-of-town location could generate in the order of 12 two-way vehicular movements per day and in the order of 42 two-way person trips per day.

Table 4.1: Forecast Vehicular Trip Generation

[Start Again](#)
[Contact TRICS](#)
[Save](#)
[View Saved Work](#)
[Help Desk](#)

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[TRICS 7.8.4](#)

[Trip Rate](#)

03 - RESIDENTIAL C - FLATS PRIVATELY OWNED

[MULTI-MODAL TRIP RATE CALCULATIONS](#)

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[Log Out](#)

[PROGRESS CHECKLIST](#)

[Modal Split](#)

[TOTAL PEOPLE](#)

[Estimate TRIP rates](#)

[DWELLS](#)

[land use & trip rate selection](#)

[Survey Start/End: 07:00-21:00](#)

[Trip rate parameter range available:](#)

[State TRP Figure & Extrapolate Results](#)

[ON](#)

[Estimated TRIP rate value per 7 DWELLS](#)

[primary filtering](#)

[Cross Test](#)

[9 - 20 \(units: \)](#)

[Estimated TRIP rates shown in shaded column \(for 7 DWELLS\)](#)

[secondary filtering](#)

[filtering summary](#)

[site selection](#)

[survey selection](#)

[calculate trip rate](#)

[Peak Hour Analysis](#)

[rank order list](#)

[Enhanced Site List](#)

[Back](#)

[TRIP RATE MODE](#)

Total Vehicles

[5 Surveys](#)

Servicing Vehicles

[No Data](#)

Total People

[5 Surveys](#)

Cars

[5 Surveys](#)

Taxis

[5 Surveys](#)

Motor Cycles

[5 Surveys](#)

LGVs

[5 Surveys](#)

PSVs

[No Data](#)

OGVs

[5 Surveys](#)

Cyclists

[5 Surveys](#)

Table 4.2: Forecast Person Trip Generation

4.5 Notwithstanding the brownfield nature of the Site and existing trip generation potential of the existing dwellings at 1 Alpha Road and 32 Pole Hill Road, the proposed development would give rise to only minimal levels of traffic – negligible against the backdrop of existing development in and around this part of Hillingdon.

Refuse & Delivery

4.6 The refuse, servicing and delivery arrangements for the proposed development would be a continuation of current arrangements i.e., with on-street collection being via Alpha Road and Pole Hill Road. Consequently, there should be no concerns in this regard.

5.0 CONCLUSIONS

- 5.1 Create Consulting Engineers Ltd has been to undertake a detailed Transport Statement report to assess the transport implications of the proposed residential development at 1 Alpha Road and 32 Pole Hill Road, Hillingdon in the London Borough of Hillingdon.
- 5.2 The Site benefits from established walking and cycling links and is within readily achievable walking distance of local public transport services.
- 5.3 There are no identified prevailing safety issues in the vicinity of the Site that should hinder this development proposal from proceeding.
- 5.4 Off-street car parking (8 spaces) would be provided on the Site that should amply accommodate the proposed scheme's car parking demand. Internal cycle parking (8 spaces) would also be provided as part of the development.
- 5.5 The refuse, servicing and delivery arrangements for the proposed development would be a continuation of current arrangements.
- 5.6 This comprehensive Transport Statement demonstrates that the proposed development considered herein is acceptable on highways grounds.

6.0 DISCLAIMER

- 6.1 Create Consulting Engineers Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.
- 6.2 The copyright of this report is vested in Create Consulting Engineers Ltd and the Client. The Client, or his appointed representatives, may copy the report for purposes in connection with the proposed development described herein. It shall not be copied by any other party or used for any other purposes without the written consent of Create Consulting Engineers Ltd or the Client.
- 6.3 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

PLANS



EXISTING SITE PLAN



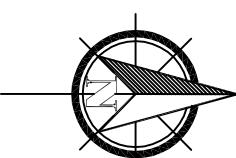
PROPOSED SITE PLAN

NOTES

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator / Architect before proceeding.

This drawing to be used for estimating purposes only. The Contractor must not use this drawing for construction until the structural design has been carried out and confirmation given by Building Control that the design is acceptable. Architect's drawings to be used in conjunction with the structural drawings.

DO NOT SCALE FROM THIS DRAWING.



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PROJECT
1 ALPHA ROAD, HILLINGDON UB10 0QP AND
32 POLE HILL ROAD, HILLINGDON UB10 0QA
NEW 3 no FLATS & 4 no STUDIOS

EXISTING & PROPOSED SITE PLANS

SCALE 1:500 @ A3 DRAWN BY JT CHECKED BY GC DATE 30/07/21
DRAWING NO. REV.