



Highway Planning Ltd

Highways & Transportation Consultants

**GARAGE SITE,
ST CHRISTOPHERS ROAD,
UXBRIDGE
UB8 3SG**

HILLINGDON BOROUGH COUNCIL

TRANSPORT STATEMENT

AUGUST 2025

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Hillingdon Borough Council to provide highway advice in respect of the residential development of the existing garages site, St Christophers Road, Uxbridge.
- 1.2 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located at the south east corner of St Christophers Road and approximately 95m east of the junction of St Christophers Road and St peters Road. The site comprises 20 lock-up garages laid out in 2 rows. The site is served by an access road that joins St Christophers Road via a vehicle crossover.
- 2.2 St Christophers Road is a residential access road that forms a loop with 2 junctions onto St Peters Road. It has a 6m wide carriageway with footways on both sides. Parking for the existing properties is a combination of on-plot and on-street parking with vehicles permitted to park partially on the footways.
- 2.3 The site has a PTAL rating of 1a (poor) as demonstrated by the PTAL report in **Appendix 1**. However, the site is located close to local



facilities. The following table demonstrates the walking distances to these facilities.

| Destination | Walk distance |
|-----------------------------------|---------------|
| Bus stops – High Street Route 222 | 560m |
| Tesco store, West Drayton | 820m |
| Rabbsfarm Primary School | 1200m |
| West Drayton railway station | 1600m |

2.4 The CIHT's document "*Guidelines for Providing Journeys on Foot*" recommend the following walking distances.

| | Town Centres (m) | Commuting/ School (m) | Elsewhere (m) |
|-------------------|------------------|-----------------------|---------------|
| Desirable | 200 | 500 | 400 |
| Acceptable | 400 | 1000 | 800 |
| Preferred maximum | 800 | 2000 | 1200 |

2.5 It is clear that, notwithstanding the poor PTAL rating, the location of the site must be considered as being "accessible" when assessed against the CIHT guidelines.

2.6 The proposed development comprises the replacement of the existing garages with 2 x 3 bed houses with associated parking and landscaping.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

3.1 The highway considerations for the proposed development relate to the following:



- Access arrangements
- Site specific issues

3.2 These issues will be considered in detail below.

Access arrangements

3.3 The existing garages are served by an access road that forms an access onto St Christophers Road. The access road is approximately 3.0m wide and 17m long before it reaches the main body of the site. Visibility at the access onto St Christophers Road is good due to the location on the outside of the bend.

3.4 The access has served the 20 garages for many years and would continue to do so in the event that planning permission for the current development is not granted and the Council decided to refurbish the garages and offer them for rent. Typically, lock-up garages will generate 2 vehicle movements per day if used for parking or multiple trips per day if used for non-parking purposes (such as residential storage etc). As such, the lawful use of the site would have a traffic generation of circa 40 movements per day.

3.5 The proposed site layout drawing shows the retention of the access road which will lead to a parking and turning area for the 2 houses. Each house will be provided with one parking space. It is likely that the traffic generation for the proposed houses would be in the order of 4 to 6 movements per house per day i.e. a total of up to 12 daily traffic movements. This is a material reduction in activity when compared to the full use of the existing garages.

3.6 On this basis, the retention of the existing access drive to serve the 2 houses should be acceptable.



3.7 The reduction in traffic movements from the site will offer a benefit in highway safety terms, and traffic movement terms, for residents in the section of St Christophers Road close to the site.

Site Specific Issues

3.8 The proposed site layout shows each dwelling being provided with one parking space. This complies with the requirements of Policy T6.1 of the London Plan. Table 10.3 identifies that 3 bedoomed houses in areas with PTAL 0 – 1 should be provided with “up to 1.5 spaces”.

3.9 Each parking space will be provided with an EV charging point.

3.10 A cycle store will be provided in the rear garden of each plot to provide 2 cycle spaces in compliance with Table 10.2 of the London Plan.

3.11 Refuse collection will be from St Christophers Road in the same manner as the existing houses on this road.

3.12 The furthest point of plot 2 is 45m from the St Christophers Road carriageway. This means that it is not necessary for a fire appliance to enter the site in the case of an emergency. Part B5 of the Building Regulations stipulates that the maximum distance for access to a dwelling is 45m from the point at which the fire appliance can access. If it is determined that the fire appliance must proceed closer to plot 2 then it can enter the access drive. So long as the appliance travels less than 20m into the driveway it is not necessary to provide a suitable turning area.



4.0 CONCLUSIONS

- 4.1 The site is in an accessible location and the principle of additional residential development on the site should be acceptable. The proposed houses will be likely to generate fewer traffic movements than the existing 20 garages.
- 4.2 The proposed access arrangements will have suitable visibility splays and junction geometry to safely accommodate the vehicular and pedestrian traffic movements that will be generated by the proposed houses.
- 4.3 The proposed site layout complies with the Council's requirements for car and cycle parking provision.
- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission.



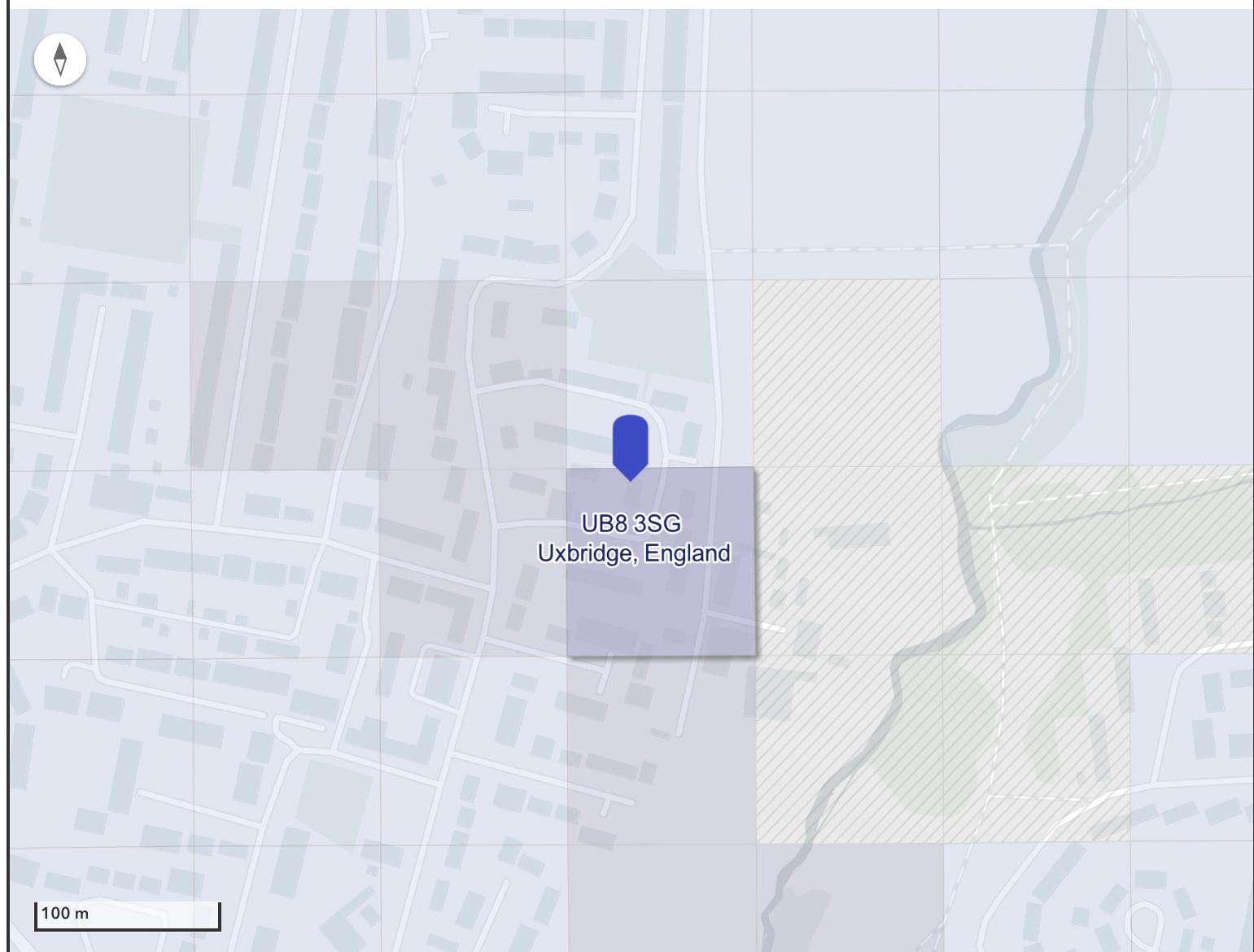
GARAGE SITE, ST CHRISTOPHERS ROAD, UXBRIDGE

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APPENDIX 1

PTAL Report



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

TfL Stations

Underground Stations



Elizabeth Line Stations



DLR Stations



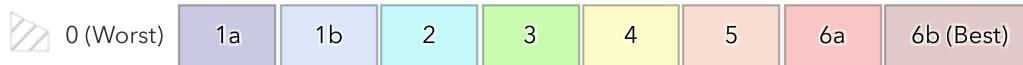
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

1a

Grid ID: 85097

Coordinates: 505945, 181452 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



| Mode | Stop | Route | Service Frequency | Walk Distance (m) |
|------|---------|-------|-------------------|-------------------|
| BUS | Unknown | 222 | 6.00 | 526.36 |