

# TRANSPORT STATEMENT

CONVERSION OF SINGLE DWELLING TO 6-ROOM, 7-PERSON HMO  
*at 35 Midhurst Gardens, Uxbridge, UB10 9DL*

Prepared by **Design Endeavour Ltd.**

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## 1. Introduction

This Transport Statement supports a planning application for the conversion of the existing dwelling at 35 Midhurst Gardens to a 6-bed, 7-person HMO. It assesses transport impacts, accessibility, parking, sustainable travel, and highway safety in accordance with local and London Plan transport policy requirements.

## 2. Site Location & Context

The site at 35 Midhurst Gardens is located in a predominantly residential area with reasonable access to a range of local public transport services and sustainable travel options. Although the Public Transport Accessibility Level (PTAL) for the area is generally classified as low/moderate (PTAL 1-2), residents have access to multiple bus services and nearby rail and Underground connections that support non-car travel choices.

Local bus services provide direct connections to key destinations, while pedestrian and cycle routes are available along adjoining residential streets. On-street parking is typical of suburban London locations and is managed within local highway regulations.

### *Nearest Bus Stops:*

- Ryefield Avenue / Berkeley Road (West) – approximately 2 minutes' walk from the property.
- Grosvenor Crescent (North) – approximately 8–9 minutes' walk from the site.

### *Bus Service Details:*

- Bus Route U2 – serves Midhurst Gardens via Ryefield Avenue / Berkeley Road, linking to Uxbridge and other local areas.

- Bus Route 278 – serves the same stops with connections between Ruislip and Heathrow Central, providing access to employment and transport hubs.
- Additional routes in the area include 697 and 698, which offer further local connectivity.
- Bus frequencies vary by time of day but generally operate at intervals of around 10–30 minutes during daytime hours, with reduced service in evenings and weekends.

*Train & Underground Stations:*

- Hillingdon Underground Station – approximately 1.3–1.5 km (18–20 minutes' walk) from the site. Served by the Metropolitan and Piccadilly lines offering frequent services towards central London, Uxbridge, and intermediate destinations.
  - Metropolitan Line: Regular services connecting to Baker Street and Aldgate.
  - Piccadilly Line: Regular services to Cockfosters and Uxbridge.
- Ruislip Gardens Station – approximately 1.9–2.0 km (25–30 minutes' walk) from the site, also served by the Metropolitan and Piccadilly lines.

*Local Highway & Traffic Conditions:*

- The property is situated on a residential street with typical suburban traffic flows.
- Midhurst Gardens and adjoining roads provide low vehicle speeds and safe pedestrian access, with footways on both sides of the carriageway.
- Nearby arterial roads such as the A40 and local distributor routes provide access to Uxbridge town center and wider highway network for occasional vehicle trips.

*Ease of Use and Connectivity:*

- Although the PTAL rating is lower compared with central London locations, the proximity of local bus services and the Hillingdon Underground station within comfortable walking distance supports sustainable travel options.
- Cycle parking provision on site and local pedestrian infrastructure further facilitate active travel for short journeys.

### 3. Trip Generation

Small HMO occupancy patterns typically show that not all residents travel every day, particularly where shift work or remote employment is common, and that individual travel times vary significantly, helping to reduce peak-hour demand. Vehicle ownership is also generally lower per person than in single-family homes, with walking, cycling and local bus services frequently used for short-distance journeys.

Due to these established behavior profiles, the following observations apply:

- A conventional single-family household in suburban London may generate 6–8 vehicle trips per day (arrivals + departures).
- A 6-bed, 7-person HMO generally shows a similar or slightly higher total number of trips, but does not materially intensify peak-hour private car movements, because only a proportion of occupants own or regularly use vehicles.

## 4. Mode Split & Car Ownership Expectations

Typical transport mode proportions for similar HMOs in outer London boroughs show:

- Walking / local trips: 30–45%
- Bus travel: 15–25%
- Underground / rail: 20–35%
- Cycling: 5–10%
- Private car use: 10–25%

Applying these expectations to this location:

- The majority of journeys are anticipated to be walking or public transport-based.
- Car dependency remains low, supported by tenancy restrictions and the presence of only one off-street space.
- The provision of 7 secure cycle spaces promotes sustainable transport choices and may increase cycling uptake among residents.
- On-street parking pressure is unlikely to intensify, as the majority of residents are not expected to own vehicles.

In summary, the travel behavior profile supports a diversified mode split, helping ensure that movements to and from the property do not create disproportionate impacts on parking availability, road congestion, or local highway safety.

## 5. Parking Strategy & On-Street Demand

### *Existing Parking:*

35 Midhurst Gardens includes provision for on-site parking for one vehicle. No additional parking is proposed.

### *Parking Management:*

- Tenancy agreements discourage multiple car ownership per tenant.
- Residents are advised on parking etiquette to prevent obstruction or nuisance.

### *On-Street Parking:*

- There is residential on-street parking adjacent to the site.
- No Controlled Parking Zone (CPZ) changes are proposed.

This section ensures that parking demand is managed and does not adversely affect neighboring amenity.

## 6. Cycle Parking Provision

Secure cycle parking will be provided on-site, capable of accommodating at least 7 bicycles. Features include:

- Lockable stands
- Weather protection

Providing adequate cycle parking encourages sustainable travel and aligns with local policy expectations.

## 7. Servicing, Deliveries & Refuse Collection

Servicing and delivery activity for the 6-bed, 7-person HMO will be similar to a typical residential dwelling, with parcel and grocery deliveries occurring intermittently and not concentrated at peak times. Delivery vehicles can stop briefly on Midhurst Gardens without obstructing the carriageway or neighboring driveways.

Refuse and recycling collections will continue to be carried out by the local authority from the designated collection point at the front of the property, requiring no changes to existing routes or access arrangements. On-site storage ensures bins are kept off the public footway between collection days.

Overall, servicing and waste activity remains low and manageable, with no expected impact on traffic flow or highway safety.

## 8. Highway Safety, Resident Travel Information & Mobility Management

The development does not alter the existing vehicular access or visibility arrangements and therefore raises no highway safety concerns, with traffic movements remaining comparable to a typical residential dwelling. To support safe and sustainable travel choices, residents will receive a travel information pack outlining local bus services, Underground links, walking and cycling routes, and journey planning resources. Secure on-site cycle parking encourages active travel, while limited parking provision and tenancy expectations help moderate private car ownership. These measures collectively ensure that travel demand is managed responsibly and that the proposal operates without adverse impacts on the local highway network.

## 9. Conclusion

The proposed conversion to a 6-bed, 7-person HMO at 35 Midhurst Gardens will result in modest additional travel demand that is typical for residential use. Given the existing transport conditions and effective parking management, the development:

- Will not generate significant additional traffic
- Will not adversely impact on the local highway network
- Includes measures to promote sustainable travel