



231 Watford Road, HA1 3TU

Transport Statement

July 2021

Waterman Infrastructure & Environment Limited

Pickfords Wharf, Clink Street, London, SE1 9DG
www.watermangroup.com



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1.1.1	14/07/2021	G Hill Graduate Consultant	P Dickens Principal Transport Planner	A Beard Associate Director

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Comments



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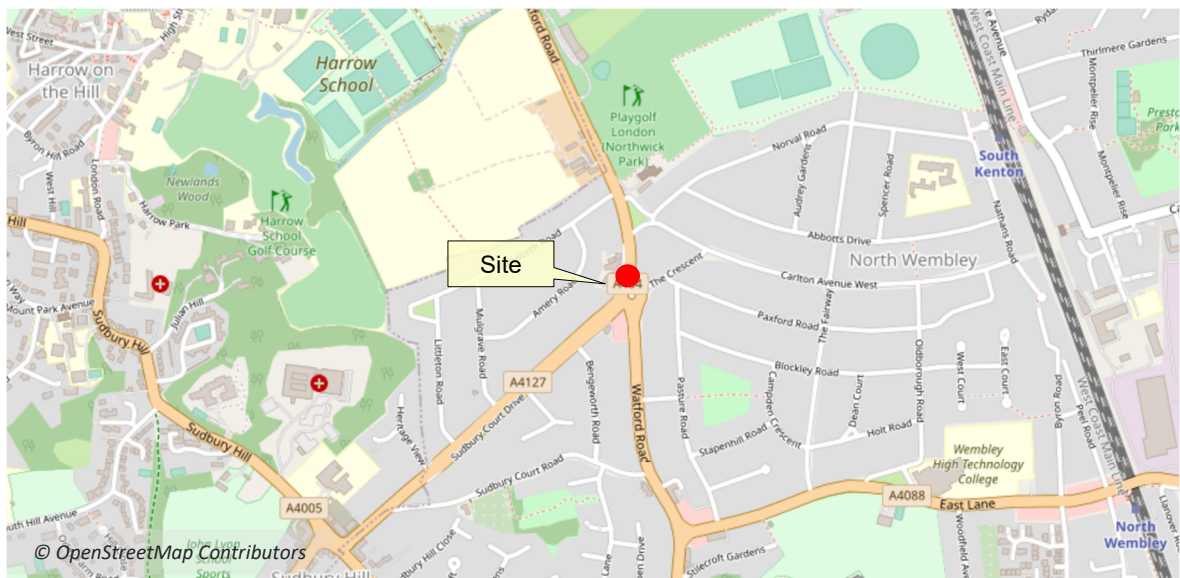
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1. Introduction

Overview

- 1.1. Waterman Infrastructure and Environment Ltd ('Waterman') are instructed by Fruition Properties ('the Applicant') to prepare supporting highways and transportation advice in support of a planning application for residential development at 231 Watford Road, Harrow, HA1 3TU ('the Site').
- 1.2. The Site falls within the jurisdiction of the local planning authority and highway authority of London Borough of Brent ('LBB').
- 1.3. The site is located at the north-west corner of the John Lyon roundabout within the Borough of Brent. The site is bounded by residential housing to the south and west, Formula One Autocentres to the north and the Sudbury Court Drive / Watford Road service road to the east.
- 1.4. For context, a Site location plan is presented below in [Figure 1](#).

Figure 1: Site Location Plan



Development Proposals

- 1.5. The Site comprises an existing restaurant, known as 'Mumbai Junction', comprising approximately 526.2 sqm (GIA) of floorspace.
- 1.6. The Scheme comprises of the demolition of the existing building and the erection of a part three, part four and part five storey building to provide a wholly residential scheme with 43 dwellings.

Report Context and Structure

- 1.7. The purpose of this Transport Statement ('TS') is to assess the highways and transport implications of the Proposed Development, in relation to both existing and proposed uses on the Site.
- 1.8. The TS will review the proposals in terms of accessibility, parking, servicing and deliveries, traffic impact, and movement by sustainable modes of transport.
- 1.9. Following this introduction, this report will be structured as follows:
 - Section 2: Policy Context;
 - Section 3: Existing Conditions and Accessibility;
 - Section 4: Proposed Development;
 - Section 5: Trip Generation; and
 - Section 6: Conclusions.

2. Policy Context

Overview

2.1. The development plan that the proposals will be reviewed against comprises:

- National Planning Policy Framework (2021);
- Mayor's Transport Strategy (2018);
- Mayor's Vision Zero Action Plan (2019);
- London Plan (2021) and
- Local Borough of Brent Development Management Policies (2016)
- London Borough of Brent Core Strategy (2010)

National Planning Policy Framework (2021)

2.2. The National Planning Policy Framework (NPPF) was revised in July 2021 and is a material consideration in the determination of planning applications.

2.3. Paragraph 104 of the NPPF states:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, 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. “

2.4. Paragraph 105 states:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.5. It is also noted in Paragraph 106 to:

“Provide for attractive and well-designed walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)”

2.6. Paragraph 110 notes the following:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) 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 Model Design Code; and*
- d) 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.”*

2.7. Paragraph 111 states:

“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.”

2.8. Paragraph 112 states that:

“Within this context, 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 the 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”*

2.9. As demonstrated by this TS, the Scheme is located within an area of excellent public transport accessibility, with the site appropriately located to promote sustainable transport. It can therefore be concluded that the development proposals are in accordance with the aims of the NPPF.

Mayor's Transport Strategy, Healthy Streets and Vision Zero

Mayor's Transport Strategy

2.10. The Mayor's Transport Strategy, published March 2018, is a material planning consideration and sets the target for '80% trips in London to be made on foot, by cycle or using public transport, by 2041', which is aimed to be delivered through the policies set out within the London Plan.

2.11. This target is emphasised in Policy 5 which states:

'The Mayor, through TfL and the boroughs, and working with stakeholders, will prioritise space efficient modes of transport to tackle congestion and improve the efficiency of streets for the movement of people and goods, with the aim of reducing overall traffic levels by 10-15 per cent by 2041.'

2.12. Policy 15 regarding the efficiency of deliveries and servicing states:

'The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026.'

Healthy Streets

2.13. In line with the Mayor's Transport Strategy, this TS has been produced in reference to Transport for London's (TfL) guidance on Healthy Streets, dated February 2019 and to align with the London Plan (2021) Policy T2.

2.14. The Site proposals seek to respond to the headline policy objectives outlined above of 'increasing the proportion of trips made by walking, cycling and public transport', and 'Good Growth: as supporting the relationship between public realm and buildings', putting the Healthy Streets concepts at the forefront of development proposals.

2.15. The Proposed Developed been developed with reference to the Healthy Streets criteria and objectives as follows:

- Patterns of land use that support active travel and public transport;
- Opportunities taken to improve connections, so places are accessible and easy to understand;
- Movement on foot or by cycle is prioritised over private motor transport;
- Severance has been tackled, with desire lines taken into account;
- Streets are not dominated by moving and/or parked motor vehicles;
- Cycle parking well located, accessible and of appropriate quantity and type;
- Active frontages, appropriate ground floor uses, and natural surveillance of public spaces;
- Deliveries and servicing are well integrated;
- Approach to public realm design is distinctive and relates to local and historic context; and
- Streets and public spaces are attractive for a wide range of activities and engaging for people of all ages.

Vision Zero Action Plan

- 2.16. The Proposed Development has regard to the 'Vision Zero Action Plan' for London, which focuses on eradicating deaths and serious injuries from roads and making London a safer, healthier and greener place. The Scheme will incorporate the Vision Zero principles through the development of the Site.

London Plan (2021)

- 2.17. The new London Plan has recently been adopted in March 2021. From a transport perspective, the document builds on many of the principles set out in the previous iterations of the London Plan.
- 2.18. The London Plan places emphasis on non-car modes of travel, with prevailing development plans supporting a strategic target of 80% of trips in London to be made on foot, by cycle or public transport by 2041, in line with the Mayor's Transport Strategy.
- 2.19. Policy T1 regarding the strategic approach to transport states:

'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.*

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'.

- 2.20. Policy T2 covering Healthy Streets states:

'Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

Development Plans should:

- 1) *promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- 2) *identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*

In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

Development proposals should:

- 1) *demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;*
- 2) *reduce the dominance of vehicles on London's streets whether stationary or moving;*
- 3) *be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport'.*

2.21. Policy T4 regarding assessing and mitigating transport impacts states:

'Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

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.

Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

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.

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.

Development proposals should not increase road danger'.

2.22. Policy T6.1 regarding residential parking states:

- A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.*
- B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.*
- C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.*
- D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.*
- E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.*
- F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.*
- G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
 - 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset*
 - 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.**
- H All disabled persons parking bays associated with residential development must:
 - 1) be for residents' use only (whether M4(2) or M4(3) dwellings)*
 - 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling*
 - 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)*
 - 4) count towards the maximum parking provision for the development*
 - 5) be designed in accordance with the design guidance in BS8300vol.1*
 - 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.'**

2.23. Table 10.3 'Maximum residential parking standards' of the London Plan identifies that, in an Outer London location with a PTAL of 0-1, such as the Site, a maximum parking provision up to 1.5 spaces per dwelling is specified.

2.24. The supporting notes to Table 10.3 identify that:

“Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.”

Local Borough of Brent Development Management Policies (2016)

2.25. The General DMP1 is listed as follows:

DMP 1 Development Management General Policy:

“Subject to other policies within the development plan, development will be acceptable provided it is:

- a. of a location, use, concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity and complements the locality;*
- b. satisfactory in terms of means of access for all, parking, manoeuvring, servicing and does not have an adverse impact on the movement network;*
- c. provided with the necessary physical and social infrastructure;*
- d. preserving or enhancing the significance of heritage assets and their settings;*
- e. maintaining or enhancing sites of ecological importance; f. safe, secure and reduces the potential for crime;*
- g. not unacceptably increasing exposure to flood risk, noise, dust, contamination, smells, waste, air quality, light, other forms of pollution and general disturbance;*
- h. retaining existing blue and green infrastructure including water ways, open space, high amenity trees and landscape features or providing appropriate additions or enhancements; and*
- i. resulting in no loss of community facilities or other land/buildings for which there is an identified need.”*

2.26. Within the submission version, the LBB Local Plan, it refers back to the parking standards set out within the ‘*Parking Standards Design and Good Practice*’ document (2009) as the relevant parking standards for development.

DMP 12 Parking:

Parking standards and managing the availability of car parking.

“Developments should provide parking consistent with parking standards in Appendix 1. In appropriate locations benefiting from high levels of public transport access, generally with PTAL 4 or above, opportunities for car free development should be considered.

In areas with Controlled Parking Zones access to on-street parking permits for future development occupiers other than for disabled blue badge holders will be removed or limited.

Contributions secured through a planning obligation to car clubs and pool car schemes will be strongly encouraged in place of private parking in developments.

Managing the impact of parking

Additional parking provision should not have negative impacts on existing parking, highways, other forms of movement or the removal of surplus parking spaces will be encouraged.

Development will be supported where it does not:

- a. add to on-street parking demand where on-street parking spaces cannot meet existing demand such as on heavily parked streets, or otherwise harm existing on-street parking conditions;*
- b. require detrimental amendment to existing or proposed Controlled Parking Zones;*
- c. create a shortfall of public car parking, operational business parking or residents' parking; The Council will require off-street parking to:*
- d. preserve a building's setting and the character of the surrounding area;*
- e. preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and*
- f. provide adequate soft landscaping (in the case of front gardens 50% coverage), permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.*

Public off-street parking will be permitted only where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport."

2.27. Appendix 1 of the Development Management Policies identifies that, in areas of Brent with PTAL 1-3, such as the Site, the maximum parking standards are:

- 2.0 spaces per unit for 4+ bed properties;
- 1.5 spaces per unit for 3 bed properties; and
- 1.0 spaces per unit for 1-2 bed properties.

2.28. Appendix 1 also identifies that:

"For new residential development, a minimum of 10% of parking spaces provided for private units should be dedicated to disabled use".

London Borough of Brent Core Strategy (2010)

2.29. **CP 21 A Balanced Housing Stock**

"The Plan seeks to maintain and provide a balanced housing stock in Brent in support of Policy CP2 by protecting existing accommodation that meets known needs and by ensuring that new housing appropriately contributes towards the wide range of borough household needs including: An appropriate range and mix of self contained accommodation types and sizes, including family sized accommodation (capable of providing three or more bedrooms) on suitable sites providing 10 or more homes and in house subdivision/conversion schemes. Non-self contained accommodation to meet identified needs Care and support accommodation to enable people to live independently Residential care homes which meet a known need in the Borough."

3. Existing Conditions and Accessibility

Overview

- 3.1. The Site is located at 231 Watford Road in the LB Brent.
- 3.2. The Site is located to the north-west of the John Lyon Roundabout, accessed via a service road adjacent to the main carriageway. The site is bordered by residential properties to the south and west, Formula One Autocentres to the north and the Sudbury Court Drive / Watford Road service road to the east.
- 3.3. The Scheme comprises the demolition of the existing building and the erection of a part three, part four and part five storey building to provide a wholly residential scheme with 43 dwellings
- 3.4. A Site location plan is presented at [Figure 1](#) in Section 1 of the TS.

Pedestrian Accessibility

- 3.5. The existing pedestrian facilities in the vicinity of the site are of a generally good standard, with an existing footway running across the frontage of the site on the western side of the Sudbury Court Drive / Watford Road service road. Footways are circa 1.5m in width and are in generally good condition.
- 3.6. There is an existing uncontrolled pedestrian crossing to the north-east corner of the Site, to assist in crossing the A404 Watford Road immediately north of the John Lyon Roundabout. This crossing is provided with dropped kerbs, tactile paving and pedestrian refuge islands and provides access towards Northwick Park Hospital, Bryan Court Primary School, South Kenton Station and surrounding residential areas.
- 3.7. An existing controlled staggered Toucan crossing is located approximately 50m south of the Site on the A4127 Sudbury Court Drive, assisting pedestrian and cycle movements across the A4127. This crossing is provided with dropped kerbs, tactile paving and a guarded pedestrian refuge island and provides access towards a local shopping parade and facilities on Watford Road and surrounding residential areas.
- 3.8. Within 250m walking distance of the Site, there are two bus stops located on Watford Road to the north. This falls within the recommended 400m walking distance, as set out in the Chartered Institution of Highways and Transportation ('CIHT') - *'Buses in Urban Developments'* (2018) document.
- 3.9. The CIHT document *'Planning for Walking'* (2015), defines a *'walkable neighbourhood'* as an area with the majority of amenities within 800m walking distance. The document also sets out a desired maximum threshold of 1,600m for walking journeys.
- 3.10. Taking this guidance into consideration and noting that the Site is within an already developed area, the Site can be considered as a *'walkable neighbourhood'* given there are a number of surrounding amenities and sustainable infrastructure measures already in place – demonstrating that walking to and from the Site is a feasible alternative to car use.

Cycling Accessibility

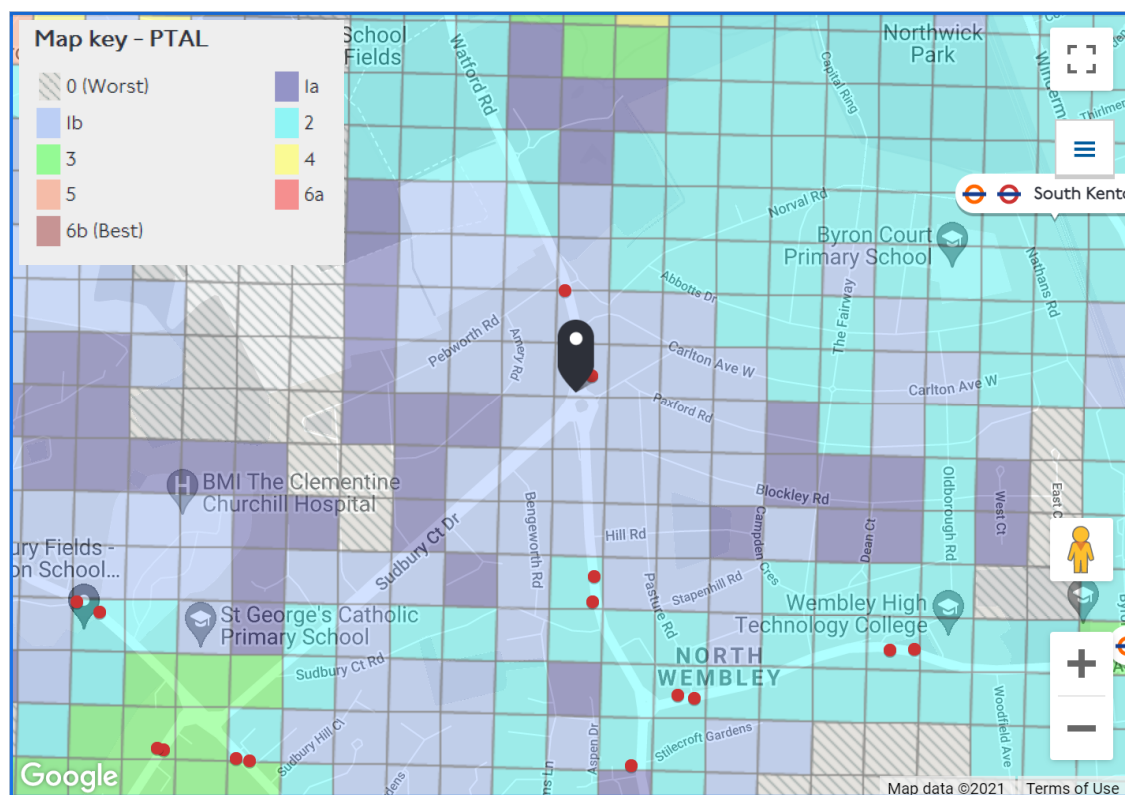
- 3.11. The A4127 Sudbury Court Drive and A404 Watford Road are identified as on-road cycle routes in the LB Brent document 'Your Guide to Cycling in Brent'. These routes connect via The Crescent, Carlton Avenue Way and The Fairway to the wider cycle network within Brent, including offroad cycle routes through Northwick Park and for access to South Kenton station.
- 3.12. The local road network can therefore be considered as conducive to cycling given the roads are generally in good condition, with restrictions in place to prevent kerbside parking - particularly along the Watford Road.
- 3.13. As evidenced in the 'Crashmap' review later within this section, there are no trends evident within the collision records that suggest there are any local barriers or risks to cyclists.
- 3.14. To further support cycling as a viable mode of travel to/from the Site, the Site will provide a policy compliant level of cycle parking - a significant improvement from the existing situation given there is no existing provision.

Public Transport Accessibility

Public Transport Accessibility Level (PTAL) Assessment

- 3.15. Figure 2 below illustrates the PTAL score for the Site and in relation to the surrounding area.

Figure 2. PTAL map



- 3.16. Transport for London's (TfL) WebCAT mapping service identifies that the Site is located within a PTAL area scoring 1b and within an area of generally low PTAL scores (PTAL 1a to PTAL 2), where a score of PTAL 1 denotes 'very poor' access to public transport and PTAL 6 denotes 'excellent' access relative to Greater London as a whole.
- 3.17. Notwithstanding its PTAL score of 1b, the Site is well located for access to bus services within a 400m walking distance of the Site and rail services within the maximum desirable 1,600m walking distance.

Bus

- 3.18. The CIHT document 'Buses in Urban Development Guidance' (2018) sets out a desired walking distance threshold of 400m from the development to access a bus stop.
- 3.19. Bus services are accessible via bus stops located on Watford Road to the north, within 250m walking distance of the Site, and Court Parade to the south, located within a circa 400m walking distance of the Site.
- 3.20. Both bus stops provide bus shelters, with appropriate seating facilities, signage and travel information. The bus stops are appropriately designed and kept free from street clutter, in line with TfL's 'Accessible Bus Stop Design Guidance' (2017). Level access to all the bus stops can be achieved for mobility impaired users.
- 3.21. A summary of the services available within the vicinity of the site is presented in [Table 2](#).

Table 1: Bus Service Overview - Approximate buses per hour ('bph')

Service	Route	Monday to Saturday (bph)		Sunday (bph)
		Daytime	Night	
182	Bannister Playing Fields – Wembley Central Station – Brent Cross	8	2	3
483	Windmill Lane – Wembley Central Stn – Harrow Bus Stn	5	2	4
N18	Harrow Weald – Kensal Green – Edgware Road – Trafalgar Square	0	7	3

**Frequency presented as approximate number of buses per hour. Daytime comprises services between 7am-7pm.*

- 3.22. The site is located within walking distance of North Wembley station, which acts as a significant local transport hub, particularly for bus and rail services, encouraging multi modal travel. Based on the above, the site can be considered highly accessible with regards to bus travel.

Rail Services

- 3.23. The closest London Underground station to the Site is South Kenton, located approximately 1,100m walking distance east of the Site. South Kenton serves regular London Underground services (six trains per hour) on the Bakerloo Line and London Overground services (four trains per hour) between London Euston and Watford Junction.

- 3.24. The closest mainline rail station to the Site is Sudbury Hill Harrow, which is located around 1,400m walking distance from the Site. This station falls within the recommended 1,600m threshold for walking trips specified by CIHT. The station is operated by Chiltern Railways and provides access to London Marylebone, High Wycombe, West Ruislip and Stratford Upon Avon. During peak hours, the station provides approximately three trains per hour towards Marylebone and West Ruislip.
- 3.25. The site is also located within comfortable walking distance of:
- North Wembley Underground & Railway Station (1.7km walk);
 - Northwick Park Underground Station (1.7km walk); and
 - Sudbury Hill Underground Station (1.5km walk);
- 3.26. These stations provide onward access to a number of destinations and services, including London Overground services and London Underground Services on the Bakerloo, Metropolitan and Piccadilly Lines.
- 3.27. The site can therefore be considered highly accessible to underground and rail services, with the majority of trips likely being distributed across each of the stations noted above.

Highway Safety

- 3.28. In order to review the existing highways safety conditions in the area surrounding the Site, a review of Personal Injury Accident (PIA) data contained on the collision database 'Crashmap Pro' has been undertaken for the latest 3-year period (January 2017-June 2020 inclusive). It is considered that if there were any highways issues associated with the existing access configuration, this would be evident within the collision data analysis.
- 3.29. [Figure 2](#) below presents an extract from Crashmap Pro database. A total of seven collisions (i.e. PIAs) are recorded in the vicinity of the John Lyon Roundabout and immediately surrounding area.

Figure 2: Crashmap Pro Extract – John Lyon Roundabout



- 3.30. Within the Crashmap Pro review, a total of seven collisions were recorded, with five classified as slight and two classified as serious. The review of the accident data identified that two of the recorded 'slight' incidents, one on Watford Road and the other on The Crescent, involved pedestrian casualties.
- 3.31. Based on the available information, the collisions recorded indicate no demonstrable patterns or clusters and are likely to be attributable to driver error. They also do not appear to be associated with the existing Site access arrangement.
- 3.32. In summary, it is therefore considered there are no existing highways safety issues that would be exacerbated by the proposals.

Car Ownership

- 3.33. In order to determine the likely parking demand for the Site, a review of the 2011 National Census dataset 'Car or Van availability by household' for the accommodation type 'Flat, maisonette, apartment, caravan or other mobile or temporary structure' has been undertaken to determine the potential parking demand for the Site.
- 3.34. The input area for the Site has been identified as located in the National Census 2011 Lower Super Output Area (LSOA) of Brent 008A with a summary of the number of cars and vans available per household in the area presented within the table below.

Table 2: Car Ownership levels, Brent 008A (LSOA)

No cars or vans in Household (% of households)	One car or van in household (% of households)	Two or more cars or vans in household (% of households)	Ratio Spaces / Household	No. vehicles (based on 43 households)
40.2%	43.7%	16.1%	0.759	33

- 3.35. The census review identifies that 43.7% of households in the immediate area have access to one car or van, whilst 40.2% of households have no access to a car or van. The remaining 16.1% of households have access to two or more cars or vans.
- 3.36. Table 2 identifies that the likely car ownership levels associated with the Scheme are expected to be approximately 32 vehicles.

Method of Travel to Work

- 3.37. In order to determine how people will travel from the Site, a review of the 2011 National Census dataset 'Method of Travel to Work' has been undertaken to determine the workday flows into the Site.
- 3.38. The output area for the Site has been identified as located in the National Census 2011 Middle Super Output Area (MSOA) of Brent 008 (E02000100), with a summary of the mode shares from the area commuting into all London areas presented within the table below.

Table 3: Mode Share out of Brent 008

Mode of Travel	Proportion (%)	Cumulative
Underground, metro, light rail or tram	20%	
Train	5%	33%
Bus	8%	
Taxi	0%	0%
Motorcycle	1%	1%
Driving a Car or Van	44%	44%
Car Passenger	3%	3%
Bicycle	2%	21%
On foot	19%	
Other	0%	0%
Total	100%	100%

- 3.39. The census review indicates that, in constrained conditions, a slight majority (44%) of people will be expected to drive a car or van, closely followed by the use public transport (33%) from the Site. Walking and cycling would be expected to constitute approximately 21% of trips. The supporting travel plan will set targets that seek to reduce single occupancy car use and promote the use of other, more sustainable and active travel modes.

On-Street Parking

- 3.40. Parking Surveys were conducted overnight on Wednesday 5th and Thursday 6th May 2021. The survey identified the equivalent of 267 legitimate overnight parking spaces ('standard bays') within the study area (a circa 200m walking distance from the Site).
- 3.41. On Wednesday 5 May there were a total of 117 PCUs (passenger car units, i.e. 'cars') parked within the available spaces, equating to a 44% occupancy. On Thursday 6 May there were a total of 110 PCUs parked within the available spaces, equating to a 41% occupancy.
- 3.42. More locally to the Site, the sections of service road 'Watford Road (in front of garage)' with 12 standard bays and 'Sudbury Court Drive (North)' with 33 standard bays, represent the most likely destinations for residents / visitors to the Site to attempt to park on-street. Observed occupancy on 'Watford Road (in front of garage)' was 6 PCUs (50%) on Wednesday 5th and 4 PCUs (33%) on Thursday 6th. Observed occupancy on 'Sudbury Court Drive (North)' was 9 PCUs (27%) on Wednesday 5th and 16 PCUs (48%) on Thursday 6th.
- 3.43. This indicates available overnight on-street capacity of circa 23 spaces in the immediate vicinity of the Site and an overnight capacity of circa 150 spaces within the wider study area.
- 3.44. The full parking survey outputs are provided at [Appendix A](#).

4. Development Proposals

Overview

- 4.1. The Site is currently occupied by a restaurant, comprising approximately 526.2 sqm (GIA).
- 4.2. The Scheme seeks to demolish the existing building and redevelop the Site to provide a purpose built residential building comprising 43 dwellings and associated parking and amenity space.
- 4.3. The Scheme proposes 43 residential units comprising:
 - 13 no. 1 bed units;
 - 21 no. 2 bed units; and
 - 9 no. 3 bed units.
- 4.4. A Site layout plan is provided at [Appendix B](#).
- 4.5. The ground floor two and three bed units are provided with at least 50sqm of private amenity space and the ground floor one bed units are provided with at least 20sqm, in line with LBB's private amenity space standards.

Access and Servicing

- 4.6. The existing vehicular access points for the Site will be retained in their current location as per the existing situation. Pedestrian access will also be retained as per the existing situation.
- 4.7. This will enable access to the parking areas and will ensure there is appropriate space for vehicles to route through the Site.
- 4.8. Given the low level of anticipated vehicle movements, it is considered this arrangement is a significant improvement to the existing situation and ensures all servicing activity, including refuse collection, can operate within the Site, meaning there are no residual highways impacts.
- 4.9. Visibility splays from the access locations for the Site are unaffected by the Scheme and will remain as per the existing situation.
- 4.10. Swept path analysis for the Site is provided at [Appendix C](#).
- 4.11. A separate *Servicing and Refuse Management Plan* (SRMP) has been prepared in support of the application and outlines the servicing and refuse collection strategies for the Site.

Cycle Parking

- 4.12. The development will provide cycle parking in line with the adopted LBB standards, which requires a minimum 2 spaces per dwelling for up to 40 dwellings and 1 space per 40 dwellings thereafter. In line with this guidance, a minimum provision 80 spaces plus 3 for visitors are required.
- 4.13. The development will provide 80 covered cycle parking spaces in a secure store located at the rear of the car park. A total of 50 spaces will be provided as double-stacker stands (i.e. 25 units) with a further 30 spaces provided as Sheffield type stands (i.e. 15 units) to allow for all types of cycle (e.g. tricycles, tandems, recliners etc.) to be accommodated within the secure store. Additionally the

Scheme provides four spaces for visitors to the frontage of the Site in the form of Sheffield type stands.

- 4.14. The Site will therefore provide significantly more cycle parking than required, providing a policy compliant level of cycle parking provision and supporting the sustainable and active travel credentials of the Scheme.

Car Parking

- 4.15. The maximum permitted car parking provision for the Scheme, calculated from the LBB Parking Standards (Appendix 1 of the Development Management Policies 2016), equates to 48 spaces.
- 4.16. The Scheme makes provision for a total of 18 on-site parking spaces including two disabled parking bays. Subject to final determination of the proportion of private and affordable housing provision, potential exists to convert one standard bay to form a second disabled parking bay within the proposed car park layout if required.
- 4.17. A minimum 20% of bays (i.e. 5 bays) will be provided with active EV charging provision and the remainder with passive provision to allow for future demand.
- 4.18. A parking accumulation assessment is set out in Section 5 of this TS. The proposed 18 spaces will accommodate approximately half the likely parking demand associated with the Site. In unconstrained circumstances, the forecast parking accumulation for the development will likely exceed the provision and result in a total of 16-20 vehicles being displaced.
- 4.19. Parking surveys undertaken in May 2021 indicate that there is sufficient existing capacity in the surrounding highway network to accommodate the identified displaced vehicles on-street without a detrimental impact upon existing street parking conditions. This would accord with Policy DMP12 (a) which seeks to ensure that new developments should not add to on-street parking demand where on-street parking spaces cannot meet existing demand, such as on heavily parked streets.
- 4.20. Given the parking restrictions and separate access road along the A404 Watford Road and A4125 Sudbury Court Drive, it is considered that there are no highway safety concerns arising from the proposed provision of parking spaces on-site, given that the surrounding restrictions prevent hazardous parking from occurring on the A404 and A4127 routes.

5. Trip Generation

Methodology

- 5.1. Given the external circumstances (Covid-19) current during the preparation of this TS, it was not considered practicable to undertake any new traffic surveys, as traffic conditions were not representative of the baseline levels of traffic expected on the network. Reference has however been made to publicly available historic data sets from the Department for Transport (DfT) *Road Traffic Statistics* website for the most recent Annual Average Daily Flow (AADT) 2019 data as follows:
- A404 Watford Road (North of John Lyon Roundabout, DfT site no. 17013) – AADT two-way vehicular flow 33,113
 - A4127 Sudbury Court Drive (DfT site no. 57713) – AADT two-way vehicular flow 17,644
 - A404 Watford Road (South of John Lyon Roundabout, DfT site no. 47086) – AADT two-way vehicular flow 17,645
- 5.2. As a means of assessing the vehicular impact of the Scheme on the surrounding network, a comparison has been undertaken between the level of vehicular trip generation associated with the extant permitted restaurant use (526.2 sqm) and the proposed residential use (42 units).
- 5.3. Therefore, in order to determine trip rates for the uses on the Site, the TRICS (v.7.7.3) database has been used to determine vehicular trip rates - based on surveys undertaken for comparable land uses.
- 5.4. The peak hours used for the trip generation assessment and as identified within the TRICS output files are as follows:
- AM Peak: 08:00-09:00;
 - PM Peak: 17:00-18:00; and
 - Daily: 07:00-19:00.
- 5.5. A copy of the TRICS output files is provided at [Appendix D](#).

Existing Restaurant Use

- 5.6. Forecast trip rates for the existing restaurant use have been extracted from the TRICS Category 06 'Hotel, Food & Drink' and are based on surveys undertaken within Greater London and excluding Town Centre locations. The trip rates are presented at [Table 3](#) below, along with the forecast number of vehicular trips that would be generated by the existing Site use.

The categories selected for the trip rates were all of a similar PTAL rating, car ownership level and geographically similar to the existing development. The AM peak is 0800-0900 and PM peak is 1700-1800.

Table 3: Existing Site Use (Restaurant Use)

Period	Vehicle Trip Rates (per 100 sqm)			Vehicle Trips (526.2 sqm)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM Peak	0.000	0.000	0.000	0	0	0
PM Peak	2.667	0.000	2.667	14	0	14
Daily	14.669	13.334	28.003	78	71	148

- 5.7. Based on the trip generation for the existing restaurant use on the Site, it is anticipated that the existing Site is likely to generate approximately 148 daily two-way vehicular trips.

Proposed Residential Use

- 5.8. Forecast trip rates for the proposed residential units have been extracted from the TRICS Category 03 '*Residential – privately owned flats*' and are based on surveys undertaken within Greater London and excluding Town Centre locations. The trip rates are presented in Table 4 below along with the forecast number of vehicular trips that would be generated by the proposed Site use.
- 5.9. The categories selected for the trip rates were all of a similar PTAL rating, car ownership level and geographically similar to the development. The AM peak is 0800-0900 and PM peak is 1700-1800.

Table 4: Proposed Development – Flats privately owned (Residential Use)

Period	Vehicle Trip Rates (per 1 dwelling)			Vehicle Trips (42 dwellings)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM Peak	0.125	0.302	0.427	6	13	18
PM Peak	0.169	0.091	0.260	8	4	12
Daily	1.790	1.691	3.481	77	73	150

- 5.10. Table 4 demonstrates that the Scheme, comprising of 43 dwellings, will be expected to generate approximately 150 two-way daily vehicular trips. The trip generation forecast is based upon privately owned flats and is therefore considered to represent a robust assessment of the likely vehicular trip generation for the Scheme.

Trip Generation Comparison

- 5.11. In order to determine the impact of the Scheme, the total vehicle trip generation associated with the proposals is compared to the total vehicle trip generation associated with the existing restaurant use in Table 5 below.

Table 5: Vehicle Trip Generation Net Comparison - Existing vs Proposed

Period	Net Change in Vehicle Trips Generated		
	Arrivals	Departures	Totals
AM Peak	+6	+13	+18
PM Peak	-8	+4	-2
Daily	-1	+2	+2

*Note: numbers may not sum due to rounding. Red indicates an increase due to Proposed Development. Green indicates a decrease from previous usage.

- 5.12. Table 5 demonstrates that the proposed use is likely to generate a small increase in two-way vehicular flows in the AM Peak period of circa 20 vehicles. In the PM Peak, the two-way trip generation is expected to be lower than the existing use with a net reduction of 2 vehicular trips forecast. Forecast daily vehicular traffic movements associated with the Site, in unconstrained conditions, are demonstrated to be comparable with the existing restaurant use.
- 5.13. Sustainable and active travel modes will be promoted on Site through the implementation of measures identified in the supporting framework *Travel Plan* submitted with the planning application. The travel plan will set targets to reduce travel by the private car and promote a shift to alternative travel modes.

Parking Accumulation

- 5.14. A parking accumulation model, based on TRICS 'Total People' trip rates for 'Residential / Flats Privately Owned' within Greater London PTAL 1-2, disaggregated by car driver mode share derived from Brent 008A Census Travel to Work data, has been developed.
- 5.15. The output from the accumulation model is displayed in Table 6 below.

Table 6: Parking Accumulation Model

Time Range	Arrivals	Departures	Accumulation	Displacement
07:00-08:00	2	14	26	8
08:00-09:00	5	19	12	0
09:00-10:00	5	8	9	0
10:00-11:00	5	8	6	0
11:00-12:00	4	6	4	0
12:00-13:00	5	7	2	0
13:00-14:00	5	6	1	0
14:00-15:00	6	6	0	0
15:00-16:00	9	8	1	0
16:00-17:00	11	5	7	0
17:00-18:00	11	6	13	0
18:00-19:00	14	6	21	3

Time Range	Arrivals	Departures	Accumulation	Displacement
19:00-20:00	14	7	29	11
20:00-21:00	8	3	34	16

- 5.16. The parking accumulation model is based upon a starting occupancy of 38 vehicles (i.e. displacement of 20 vehicles) and finishing occupancy of 34 vehicles (displacement of 16 vehicles), which is considered consistent with the forecast car ownership for Brent 008A at 32 vehicles.

Trip Generation Conclusions

- 5.17. The results of the net change trip assessment demonstrate that the Scheme will be expected to result in a increase of 18 vehicle trips in the AM peak, a decrease of 3 vehicle trips in the PM peak and a decrease of 1 vehicle trips across the duration of a day compared to the existing restaurant use.
- 5.18. As the assessment has used the most robust trip rates, and represents unconstrained conditions without the impact of travel planning measures, it is considered that in practice the net reduction in trips is likely to be higher and the Scheme will provide an improvement from the existing position in terms of vehicular trip generation.
- 5.19. Given there is an overall reduction in vehicle trips, it is considered the development complies with Policy of the LBB Development Management Policies Document (2015), by reducing the amount of vehicular traffic on the surrounding network.
- 5.20. The forecast daily two-way trip generation of 147 vehicle movements represents less than 1% of daily movements on the surrounding highway network and is therefore considered negligible and well within the typical daily fluctuation of traffic flows.
- 5.21. In summary, it is considered that the Scheme is comparable in highway terms to the previous level of activity associated with the Site, and that the forecast trip generation is equivalent to that already present and accepted on the network. The Scheme therefore represents no material detriment to the highway network, and will likely represent an improvement from the existing position in terms of vehicular trip generation.

6. Conclusions

Summary and Context

- 6.1. Waterman Infrastructure and Environment Ltd ('Waterman') has been commissioned by Fruition Properties ('the Applicant') to provide supporting highways and transportation advice in relation to a proposed development, located on land at 231 Watford Road, HA1 ('the Site').
- 6.2. The Site is located north-west of the John Lyon Roundabout within the London Borough of Brent and has an extant permitted use as a restaurant. The Site is bounded by residential properties to the south and west, Formula One Autocentres to the north and the Sudbury Court Drive / Watford Road service road to the east.
- 6.3. The Scheme comprises the demolition of the existing building and the erection of a part three, part four and part five storey building to provide a wholly residential scheme with 43 dwellings.

Accessibility

- 6.4. A review of the location of the Site has been undertaken in relation to the surrounding opportunities for the uptake of sustainable transport. It has been demonstrated that the Site lies within an accessible location, with a number of essential amenities within walking distance, as well as being within short walking distance of a high frequency bus route and reasonable walking distance of rail services.
- 6.5. The existing vehicular access points are demonstrated to be suitable for the likely access and servicing requirements associated with the proposed use, including facilitating refuse collection.

Parking

- 6.6. The Scheme will provide higher than policy compliant levels of cycle parking in order to promote and support the accessible credentials of the Site by sustainable and active travel modes. Car parking is provided on-Site for 18 vehicles, with a justification provided based on likely operational demand and on-street capacity in the vicinity of the Site.

Trip Generation

- 6.7. As a means of assessing the vehicular impact of the Proposed Development on the surrounding network, a comparison has been undertaken for the level of vehicular trip generation associated with the existing commercial usage (526.2 sqm) and the Proposed Development of 43 dwellings.
- 6.8. The results of the net change trip assessment suggest that the Proposed Development will result in an increase of 18 vehicle trips in the AM peak, a decrease of 2 vehicle trips in the PM peak and an increase of 2 vehicle trips across the duration of a day.
- 6.9. As the assessment used the most robust trip rates, it is considered that in reality, the development will provide an insignificant impact or an improvement when compared to the existing situation..
- 6.10. In summary, it is considered that the Scheme is less severe in highway terms than the previous level of activity associated with the Site, that was previously existing and accepted on the network.

Conclusion

- 6.11. In view of the above assessment, it is considered that the Scheme will not have a 'severe' impact upon highway safety or residual cumulative impacts on the road network as defined by Paragraph 109 of the NPPF.
- 6.12. It is therefore concluded that there are no material highways reasons present that mean the Proposed Development should not be recommended for highways approval.

Appendices

Appendix A



TRANSPORT SURVEY SYSTEMS LTD

Watford Road, Brent Parking Survey

Wednesday 5th May 2021

Thursday 6th May 2021

for

Waterman Infrastructure and Environment Ltd

Index of Worksheets

Details of Site

Methodology

Table 1: Parking Supply

Table 2: Parking Demand

Table 3: Parking Stress

Plan of Parking Supply

Plan of Parking Demand

Plan of Parking Stress by Road

Plan of Photos

Details of Site

Location	Watford Road, Brent
Dates	Wednesday 5th May 2021
	Thursday 6th May 2021
Timeperiod	Overnight (00:30-5:00)
Weather	Mild and dry
Comments	
Criteria	Vehicle length assumed for unmarked bays, single lines and unmarked areas is 5.0m .
	Unacceptable distance for parking from corners is 7.5m .

Details of Methodology

Survey Type	PARKING BEAT SURVEY
Methodology Guidance	London Borough of Lambeth
Areas excluded from survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity	Distance from corner (for reasons of highway safety - normally between 5m and 10m)
	Crossovers, build outs, traffic islands
	Sections of acceptable parking which are less than 90% of the assumed vehicle length. For a vehicle length of 5m, this is 4.5m
	Single yellow lines may also be excluded for reasons of traffic flow or if the road is a narrow road.
	Where the width of the road is such that parking on both or either side would cause an obstruction. Parking is not permitted on either side when the road is 4.7m or narrower. Parking is only permitted on one side when the road is wider than 4.7m and narrower than 6.7m. An estimation of parking on a narrow road is site specific.
Parking excluded from stress calculation	Bays may be suspended due to temporary roadworks or due to a non-vehicle (eg skip) occupying a parking space. Suspended bays are removed from the parking supply when calculating the parking stress.
Parking excluded from stress calculation	Any illegal parking in non parking areas is recorded in the parking demand, but not included in the parking stress.

Terminology

Parking Supply	Measurement of each section of parking restriction type (legal or illegal) or unmarked section of road. Sections of road length which are permitted or acceptable for parking are converted into theoretical parking supply by dividing the length by an assumed vehicle length. The result is rounded down to the nearest unit, except when the remaining length is 90% or above and then it is rounded up. Sections of road which are not legal or acceptable for parking (termed non-parking areas) have no parking supply.
Parking Demand	The number of vehicles parked is expressed in Passenger Carrying Units (PCUs). The values are Car (PCU=1.0); LGV (PCU=1.0); OGV (PCU=1.5); BUS (PCU=2.0); Motorcycle within a parking bay (PCU=0.4); motorcycle within a motorocycle bay (PCU=1.0).
Parking Stress	Calculation to express the number of parked vehicles (parking demand) as a percentage of available parking (parking supply) for each parking type. Stress can be over 100% if vehicles are small, parked closely together or if the length of the parking type is longer than the assumed vehicle length mutliplied by the number of theoretical spaces.
Section	The data may be presented in sections. This is normally the side of road between junctions.

Carlton Avenue West



Norval Road



Pasture Road



Paxford Road



Sudbury Court Drive



The Crescent



Watford Road (North)



Watford Road (in front of shops)



Watford Road, Brent

TABLE 1: DETAILS OF PARKING CAPACITY BY ROAD (MAY 2021)

ROAD	Disabled (Blue Badge)	No Waiting (Acceptable) (SYL)	Unmarked kerb line (Acceptable)	TOTAL STANDARD BAYS	Motorcycle parking bay
Bengeworth Road	0	0	6	6	0
Carlton Avenue West	0	4	47	51	0
Norval Road	0	0	20	20	0
Pasture Road	0	0	24	24	0
Paxford Road	0	0	14	14	0
Sudbury Court Drive (North)	0	0	33	33	0
Sudbury Court Drive (South)	0	0	29	29	0
The Crescent	1	1	28	30	0
The Green	0	6	2	8	0
Watford Road (in front of garage)	0	0	12	12	0
Watford Road (in front of shops)	0	0	12	12	6
Watford Road (North)	0	0	0	0	0
Watford Road (roundabout)	0	0	0	0	0
Watford Road (South)	0	28	0	28	0
TOTAL	1	39	227	267	6

Areas where parking is not permitted or acceptable are not included in the above table (eg bus stops, crossovers, corners, double yellow lines). An assessment has been made for where parking is not acceptable due to narrow roads.

The extents of each road are indicated in the Plan of Supply.

Watford Road, Brent

TABLE 1: DETAILS OF PARKING DEMAND BY ROAD

Date: Wednesday 5th May 2021										
ROAD	Disabled (Blue Badge)	No Waiting (Acceptable) (SYL)	Unmarked kerb line (Acceptable)	TOTAL PCUS (in standard bays)	On pavement	No Waiting (Unacceptable) SYL	Unmarked kerb line (Unacceptable)	No Waiting at any time (DYL)	TOTAL PCUs (in non parking areas)	TOTAL PCUs
Bengeworth Road	0	0	5	5	0	0	0	0	0	5
Carlton Avenue West	0	4	17	21	0	0	0	0	0	21
Norval Road	0	0	8	8	0	0	0	0	0	8
Pasture Road	0	0	14	14	0	0	0	0	0	14
Paxford Road	0	0	10	10	0	0	0	0	0	10
Sudbury Court Drive (North)	0	0	9	9	0	0	0	0	0	9
Sudbury Court Drive (South)	0	0	20	20	0	0	0	0	0	20
The Crescent	1	0	10	11	0	0	0	0	0	11
The Green	0	0	0	0	0	0	0	0	0	0
Watford Road (in front of garage)	0	0	6	6	0	0	0	0	0	6
Watford Road (in front of shops)	0	0	8	8	0	0	0	0	0	8
Watford Road (North)	0	0	0	0	0	0	0	0	0	0
Watford Road (roundabout)	0	0	0	0	5	0	0	0	5	5
Watford Road (South)	0	0	0	0	0	0	0	0	0	0
TOTAL	1	4	107	112	5	0	0	0	5	117

There were no motorcycles parked in the motorcycle bay in Watford Road (in front of shops)

Watford Road, Brent

TABLE 1: DETAILS OF PARKING DEMAND BY ROAD

Date: Thursday 6th May 2021										
ROAD	Disabled (Blue Badge)	No Waiting (Acceptable) (SYL)	Unmarked kerb line	TOTAL PCUS (in standard bays)	On pavement	No Waiting (Unacceptable) SYL	Unmarked kerb line (Unacceptable)	No Waiting at any time (DYL)	TOTAL PCUs (in non parking areas)	TOTAL PCUs
Bengeworth Road	0	0	5	5	0	0	0	0	0	5
Carlton Avenue West	0	1	14	15	0	0	0	0	0	15
Norval Road	0	0	8	8	0	0	0	0	0	8
Pasture Road	0	0	10	10	0	0	0	0	0	10
Paxford Road	0	0	10	10	0	0	0	0	0	10
Sudbury Court Drive (North)	0	0	16	16	0	0	0	0	0	16
Sudbury Court Drive (South)	0	0	14	14	0	0	0	0	0	14
The Crescent	1	0	13	14	0	0	0	0	0	14
The Green	0	0	1	1	0	0	0	0	0	1
Watford Road (in front of garage)	0	0	4	4	0	0	0	0	0	4
Watford Road (in front of shops)	0	0	7	7	0	0	1	0	1	8
Watford Road (North)	0	0	0	0	0	0	0	0	0	0
Watford Road (roundabout)	0	0	0	0	5	0	0	0	5	5
Watford Road (South)	0	0	0	0	0	0	0	0	0	0
TOTAL	1	1	102	104	5	0	1	0	6	110

There was 1 motorcycle parked in the motorcycle bay in Watford Road (in front of shops)

Watford Road, Brent

TABLE 3: DETAILS OF PARKING STRESS BY ROAD

Date: Wednesday 5th May 2021				
ROAD	Disabled (Blue Badge)	No Waiting (Acceptable) (SYL)	Unmarked kerb line	TOTAL STRESS
Bengeworth Road	-	-	83%	83%
Carlton Avenue West	-	100%	36%	41%
Norval Road	-	-	40%	40%
Pasture Road	-	-	58%	58%
Paxford Road	-	-	71%	71%
Sudbury Court Drive (North)	-	-	27%	27%
Sudbury Court Drive (South)	-	-	69%	69%
The Crescent	100%	0%	36%	37%
The Green	-	0%	0%	0%
Watford Road (in front of garage)	-	-	50%	50%
Watford Road (in front of shops)	-	-	67%	67%
Watford Road (North)	-	-	-	-
Watford Road (roundabout)	-	-	-	100%
Watford Road (South)	-	0%	-	0%
TOTAL	100%	10%	47%	44%

Watford Road, Brent

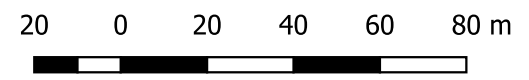
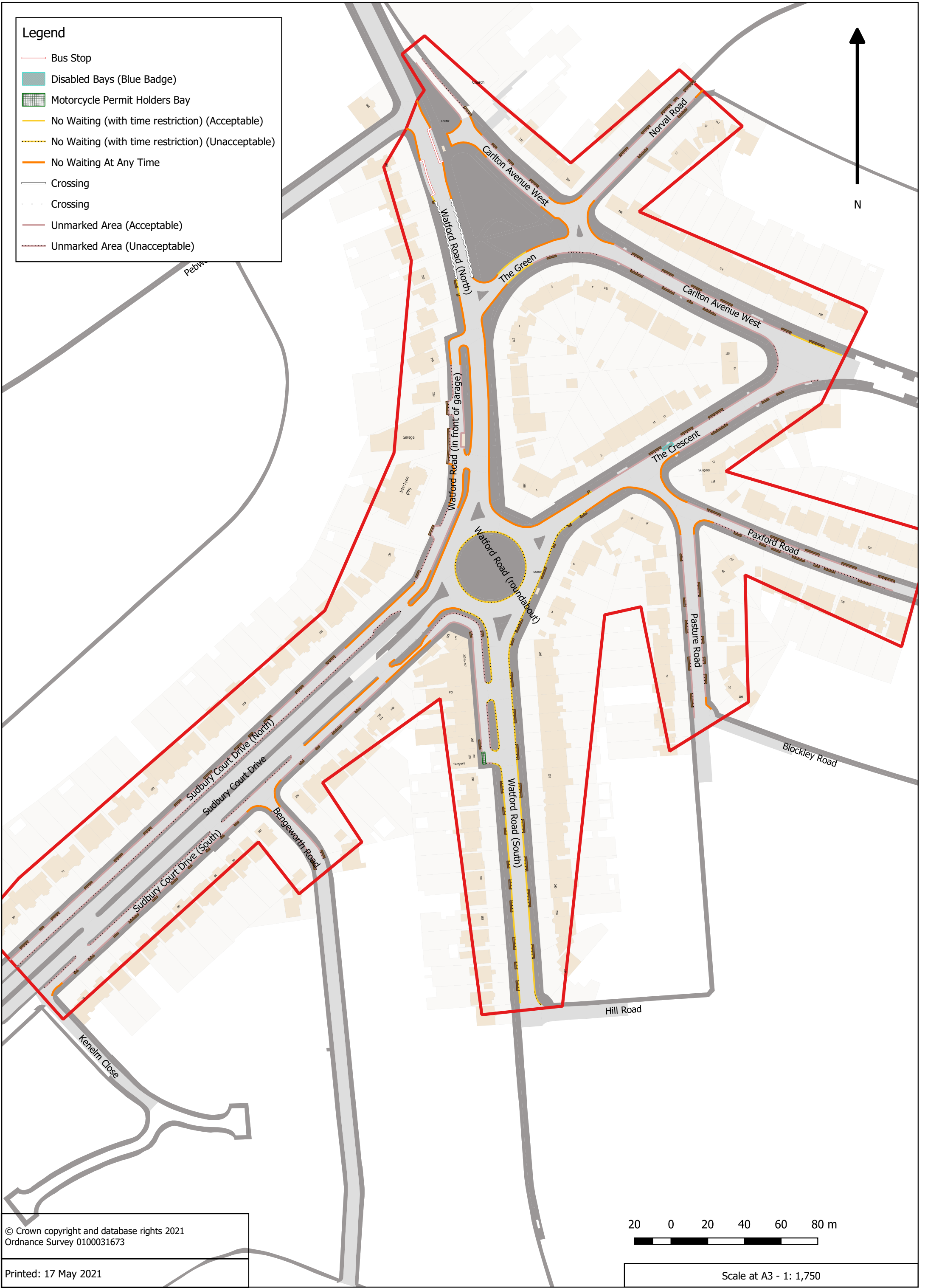
TABLE 3: DETAILS OF PARKING STRESS BY ROAD

Date: Thursday 6th May 2021				
ROAD	Disabled (Blue Badge)	No Waiting (Acceptable) (SYL)	Unmarked kerb line	TOTAL STRESS
Bengeworth Road	-	-	83%	83%
Carlton Avenue West	-	25%	30%	29%
Norval Road	-	-	40%	40%
Pasture Road	-	-	42%	42%
Paxford Road	-	-	71%	71%
Sudbury Court Drive (North)	-	-	48%	48%
Sudbury Court Drive (South)	-	-	48%	48%
The Crescent	100%	0%	46%	47%
The Green	-	0%	50%	13%
Watford Road (in front of garage)	-	-	33%	33%
Watford Road (in front of shops)	-	-	58%	67%
Watford Road (North)	-	-	-	-
Watford Road (roundabout)	-	-	-	100%
Watford Road (South)	-	0%	-	0%
TOTAL	100%	3%	45%	41%













* The total stress includes vehicles which were parked in non-parking or unacceptable parking areas (eg bus stops, crossovers, corners, double yellow lines). The parking stress on Watford Road (roundabout) is indicated as 100% as vehicles were parked in unauthorised areas (on pavement).

Legend

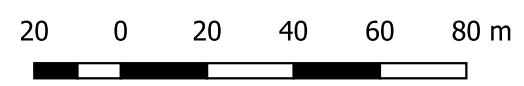
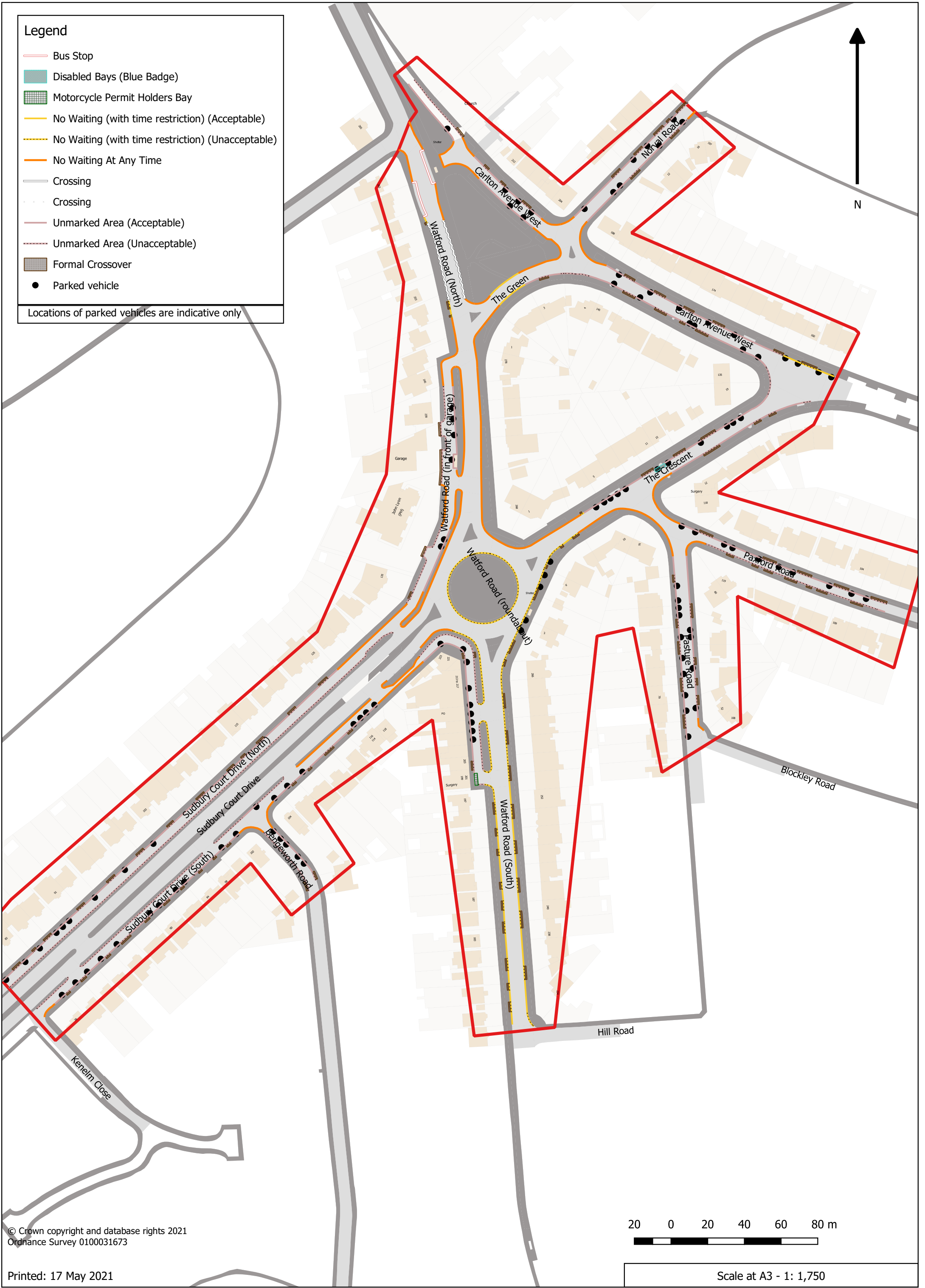
- Bus Stop
- Disabled Bays (Blue Badge)
- Motorcycle Permit Holders Bay
- No Waiting (with time restriction) (Acceptable)
- No Waiting (with time restriction) (Unacceptable)
- No Waiting At Any Time
- Crossing
- Crossing
- Unmarked Area (Acceptable)
- Unmarked Area (Unacceptable)



Legend

-  Bus Stop
-  Disabled Bays (Blue Badge)
-  Motorcycle Permit Holders Bay
-  No Waiting (with time restriction) (Acceptable)
-  No Waiting (with time restriction) (Unacceptable)
-  No Waiting At Any Time
-  Crossing
-  Crossing
-  Unmarked Area (Acceptable)
-  Unmarked Area (Unacceptable)
-  Formal Crossover
-  Parked vehicle

Locations of parked vehicles are indicative only



Scale at A3 - 1: 1,750