

Client

Sarova Developments Limited

Project / Application Site

190 Joel Street, Pinner, HA5 2PF

Report

Parking Survey

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Parking Survey

Prepared for:

Sarova Developments Limited

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1 Introduction

1.1 Kronen Limited has been instructed to prepare this Parking Survey to accompany a proposed redevelopment at 190 Joel Street, Pinner, HA5 2PF (in The London Borough of Hillingdon).

1.2 The existing site comprises a single dwelling with vehicular access directly from Joel Street. The site's 2 x accesses serves parking in an integral single garage and an area to park a number of cars in a paved front garden.

1.3 Under proposals the existing dwelling will be replaced by a building comprising 6 x 2-bedroom flats. The proposal will retain the 2 x vehicular accesses and these accesses will serve 4 x off-street car parking spaces.

1.4 This Parking Survey assesses existing parking conditions in Joel Street and adjoining streets and the parking impact of the proposal.

2 Existing Parking Conditions

2.1 The site and surrounding streets are not in a LB Hillingdon Controlled Parking Zone.

2.2 Parking beat surveys have been carried out to assess existing parking conditions in detail.

2.3 Existing on-street parking "stress" has been assessed by undertaking 2 x overnight weekday manual parking surveys between 12.30am and 5.30am.

2.4 The parking surveys have been undertaken with reference to procedures outlined in *Lambeth Council Parking Survey Guidance Note* (Lambeth Council, 2012), the most established / used parking survey methodology. Kronen has used this methodology for other approved proposals in LB Hillingdon in the past.

2.5 The extent of the survey area covered within this parking assessment is shown in Figure 1. Detailed mapping of the survey area is shown in Figures 2 to 9. All kerb space within the survey area was measured using a measuring wheel.

2.6 As per the survey methodology all parkable kerb space in the survey area was split into increments of 5m.

2.7 For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5m.

2.8 The number of parking spaces in the survey area were identified as part of the parking inventory measurements.

2.9 The parking inventory measurements are shown in Table 2.1.

Table 2.1 Parking Survey Inventory

Street	Parkable Kerb Space with no Restrictions	
	Kerb Length (in m)	Number of "spaces"
Reid Close	90	18
Beatrice Close	50	10
Haydon Drive	70	14
Joel Street	455	91
Total	665	133

Source: Kronen Limited Surveys

2.10 The parking survey inventory in Table 2.1 shows that there are a total of 133 "spaces" available within the survey area (as per report Figures some spaces are "end on" rather than parallel).

2.11 Parking "beats" in the survey area were undertaken at 5.15am on Tuesday 10 July and at 4.45am on Friday 13 July 2018.

2.12 The time of the beats is in accordance with *Lambeth Council Parking Survey Guidance Note* (Lambeth Council, 2012). The parking beats surveys were undertaken during neutral conditions clear of schools summer holidays.

2.13 Full survey results and overnight parking stress calculations are provided in Appendix A; the survey weekday overnight average parking stress calculation is shown in Table 2.2.

Table 2.2 Parking Survey Average Results

Street	Total parking			
	Kerb Length (in m)	Number of "Spaces"	Parked Cars	Parking Stress
Reid Close	90	18	14	75%
Beatrice Close	50	10	7	65%
Haydon Drive	70	14	9	61%
Joel Street	455	91	16	18%
Total	665	133	45	33%

Source: Kronen Limited Surveys

Note: May not sum due to rounding.

2.14 The results show low to moderate 33% parking stress with a reserve parking capacity of approximately 90 spaces in the area during overnight conditions when residents would be expected to be home and parked up for the night.

2.15 In transport planning terms an 33% parking stress is considered low to moderate, as a general rule of thumb 90% figures are considered high or at "operational capacity" ("Degree of Saturation", "Ratio to Flow Capacity" etc. measures).

3 Proposal's Impact

3.1 As discussed this Parking Survey has been prepared to assess the on-street parking impact of the proposals.

3.2 The existing site comprises a single dwelling with vehicular access directly from Joel Street.

3.3 Under proposals the existing dwelling will be replaced by a building comprising 6 × 2-bedroom flats. The proposal will retain the 2 × existing vehicular accesses and these accesses will serve 4 × off-street car parking spaces.

Public Transport Accessibility – Public Transport Accessibility Level

3.4 Public transport accessibility in London is often quantified and measured using TfL's Public Transport Accessibility Level (PTAL) model.

3.5 *Assessing transport connectivity in London* describes PTAL scores as follows (p.6, TfL, 2015):

"PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services."

"PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b). All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b."

"A location will have a higher PTAL if:

- It is at a short walking distance to the nearest stations or stops*
- Waiting times at the nearest stations or stops are short*
- More services pass at the nearest stations or stops*
- There are major rail stations nearby*
- Any combination of all the above."*

3.6 TfL provides a GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.

3.7 TfL's online GIS-based PTAL tool was used to research the site's PTAI and PTAL score.

3.8 The PTAL tool calculated the majority of the site to have a PTAI score of 3.8 and a PTAL score of 1b [Online] <<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>> [Accessed July 2018]. These PTAI and PTAL scores indicate a "Very Poor" level of public transport service availability. Details of the PTAL calculation are provided in Appendix B of this report.

Parking Demand - Local Development Plan Policy

3.9 Adopted Development Plan parking policies are set out in *Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies* (LB Hillingdon, 2007) and London Plan (GLA, 2016).

3.10 Local Development Plan parking provision policy and guidance is set out in Policy AM14 of the *Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies* (LB Hillingdon, 2007).

3.11 Policy AM14 of the *Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies* states (p.260, LB Hillingdon, 2007):

"AM14 new development will only be permitted where it is in accordance with the council's adopted car parking standards as set out in Annex 1."

3.12 The relevant section of Annex 1 states the following maximum standard (pp.313-4, LB Hillingdon, 2007):

"Flats and houses without individual carriages with communal parking in garages or open car parking areas - 1.5 spaces per dwelling"

3.13 Annex 1 footnote 3 states (p.319, LB Hillingdon, 2007):

"Precise level of provision may be dependent on household and housing type and location. Provision above the maximum level will only be considered in exceptional circumstances and where the development is related to measures to improve public transport or manage the supply of on-street parking. Contributions towards the creation/extension of CPZs, traffic reduction initiatives and/or public transport may be sought in some locations where the assumed demand is greater than the level of parking being provided."

3.14 The maximum standard is considered unusually high for flats. The following notes in Annex 1 suggests the standard is fairly outdated (p.312, LB Hillingdon, 2007):

The Parking Standards are based on:

- *Hillingdon's Interim Parking Standards adopted for planning decision purposes 2002;*
- *National Planning Guidance Planning Policy Guidance Note 3: Housing (revised) 2000;*
- *London Plan (2004); and*
- *Town and Country Planning (Use Classes) (Amendments) (England) Order 2005.*

3.15 Adopted regional maximum standards are set out in Policy 6.13 and Table 6.2 of The *London Plan* (GLA, 2016).

3.16 The residential section of Table 6.2 states that 1-bedroom and 2-bedroom dwellings should have less than 1 parking space per unit. Table 6.2 also states: *"All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit"*.

3.17 It is considered that regional adopted parking policy does not prescribe required numbers of parking spaces but rather requires between 0 and less than 6 x spaces for the 6 x 2-bedroom flats.

3.18 Based on both the local and regional standards it is considered reasonable to surmise that the 6 x 2-bedroom flats could require a maximum of 6 x spaces. Accordingly there is some potential for overspill on-street parking of up to 2 x cars.

Parking Demand - Census Data

3.19 Census data has been obtained to assess car or van ownership by accommodation type in the site's Census Output Area, area "E00012351".

3.20 As shown in Appendix C car ownership in the area is moderate and 50% of the flats in the Census area have no car or van.

3.21 Based on the Census data for flats etc. the proposed 6 x flats would generate a demand for 3.4 x spaces (6 flats x 0.57 spaces per flat). Given that the proposal provides 4 x off-street parking spaces this indicates that the proposal would have no overspill on-street parking impact.

Parking Impact Summary

3.22 Parking surveys have recorded a low to moderate 33% parking stress and a reserve capacity of approximately 90 spaces in streets surrounding the site.

3.23 Local Census data indicates that the proposal provides an adequate amount of parking and that the proposal would have no on-street parking impact.

3.24 As a worst case, based on both the local and regional Development Plan standards it is considered reasonable to surmise that the 6 x 2-bedroom flats could require up to 6 x spaces. Accordingly there is some potential for overspill on-street parking of up to 2 x cars.

3.25 Given the low to moderate parking stress recorded, in planning terms the proposal's worst case scenario on-street parking impact is minimal / likely to be insignificant and falls within the day-to-day variations of parking uptake in the survey area.

3.26 Based on the above, the proposal is not considered to have any significant or "severe" transport impacts in the context of *The National Planning Policy Framework* policy of only preventing or refusing development on transport grounds where the *"residual cumulative impacts of development are severe"* (p.10, DCLG, 2012).

4 Summary

4.1 Kronen Limited has been instructed to prepare this Parking Survey to accompany a proposed redevelopment at 190 Joel Street, Pinner, HA5 2PF (in The London Borough of Hillingdon).

4.2 The existing site comprises a single dwelling with vehicular access directly from Joel Street. The site's 2 x accesses serve parking in an integral single garage and a paved front garden area.

4.3 Under proposals the existing dwelling will be replaced by a building comprising 6 x 2-bedroom flats. The proposal will retain the 2 x vehicular accesses and these accesses will serve 4 x off-street car parking spaces.

4.4 This Parking Survey assesses existing parking conditions in Joel Street and adjoining streets and the parking impact of the proposal.

4.5 As discussed in Section 2 of this report survey results show low to moderate 33% parking stress with a reserve parking capacity of approximately 90 spaces in the area during overnight conditions when residents would be expected to be home and parked up for the night.

4.6 Based on Development Plan and Census analysis the proposal is projected to have a negligible net on-street parking impact.

4.7 Based on the above, the proposal is not considered to have any significant or "severe" transport impacts in the context of *The National Planning Policy Framework* policy of only preventing or refusing development on transport grounds where the *"residual cumulative impacts of development are severe"* (p.10, DCLG, 2012).

Figures



Key

- Kerb Space with no Restrictions
- Dropped Kerb
- Bus Stop / Disabled Bay
- Yellow Lines

Note

Parking regulation inventory plot is an approximation and is for illustrative purposes only



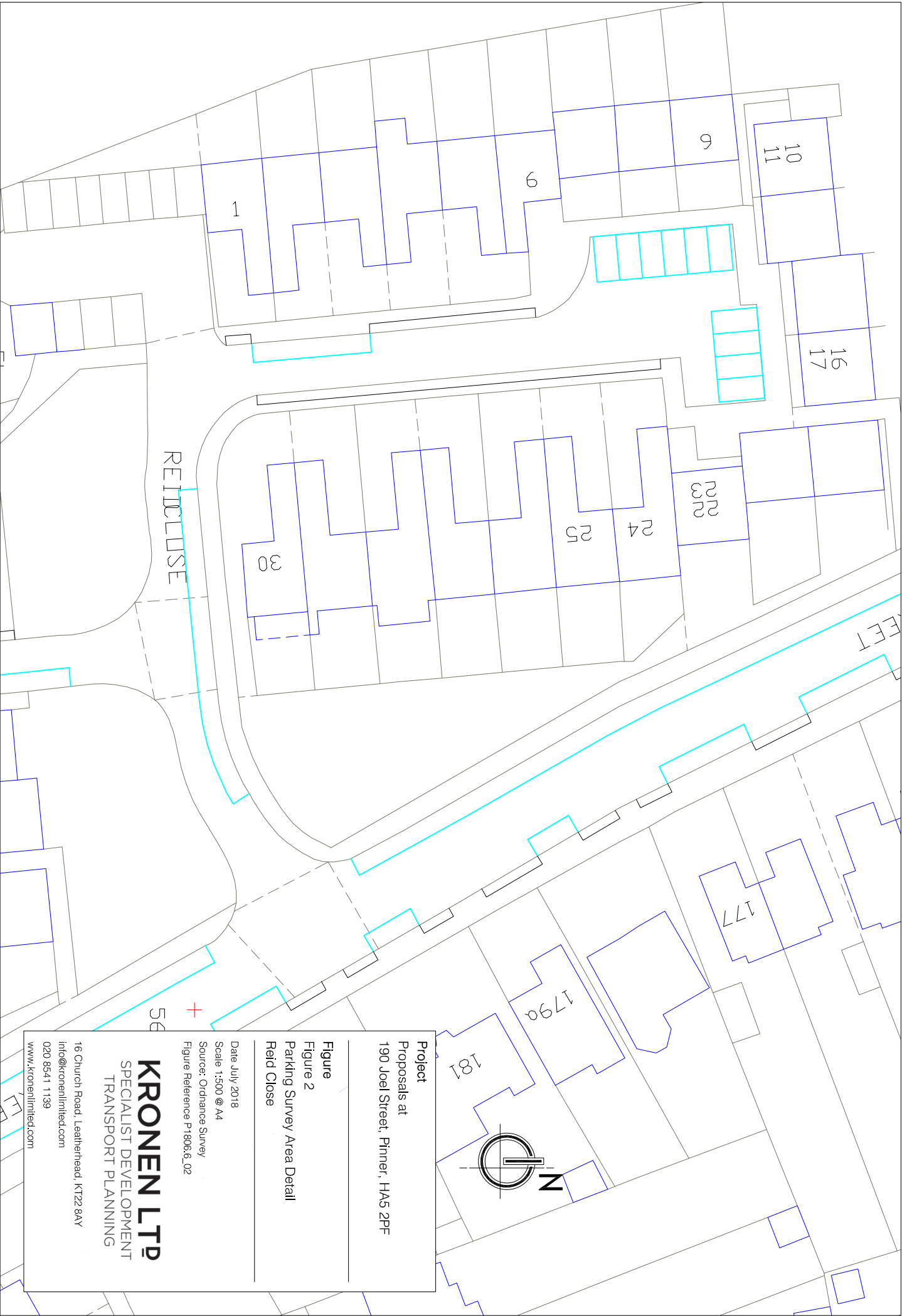
Project
Proposals at
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Figure
Figure 1
Parking Survey Area

Date July 2018
Scale 1:2500 @ A4
Source: Ordnance Survey
Figure Reference P1806.6.01

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Figure

Figure 2
Parking Survey Area Detail
Reid Close

Date: July 2018

Scale: 1:500 @ A4

Source: Ordnance Survey

Figure Reference: P1806.6.02

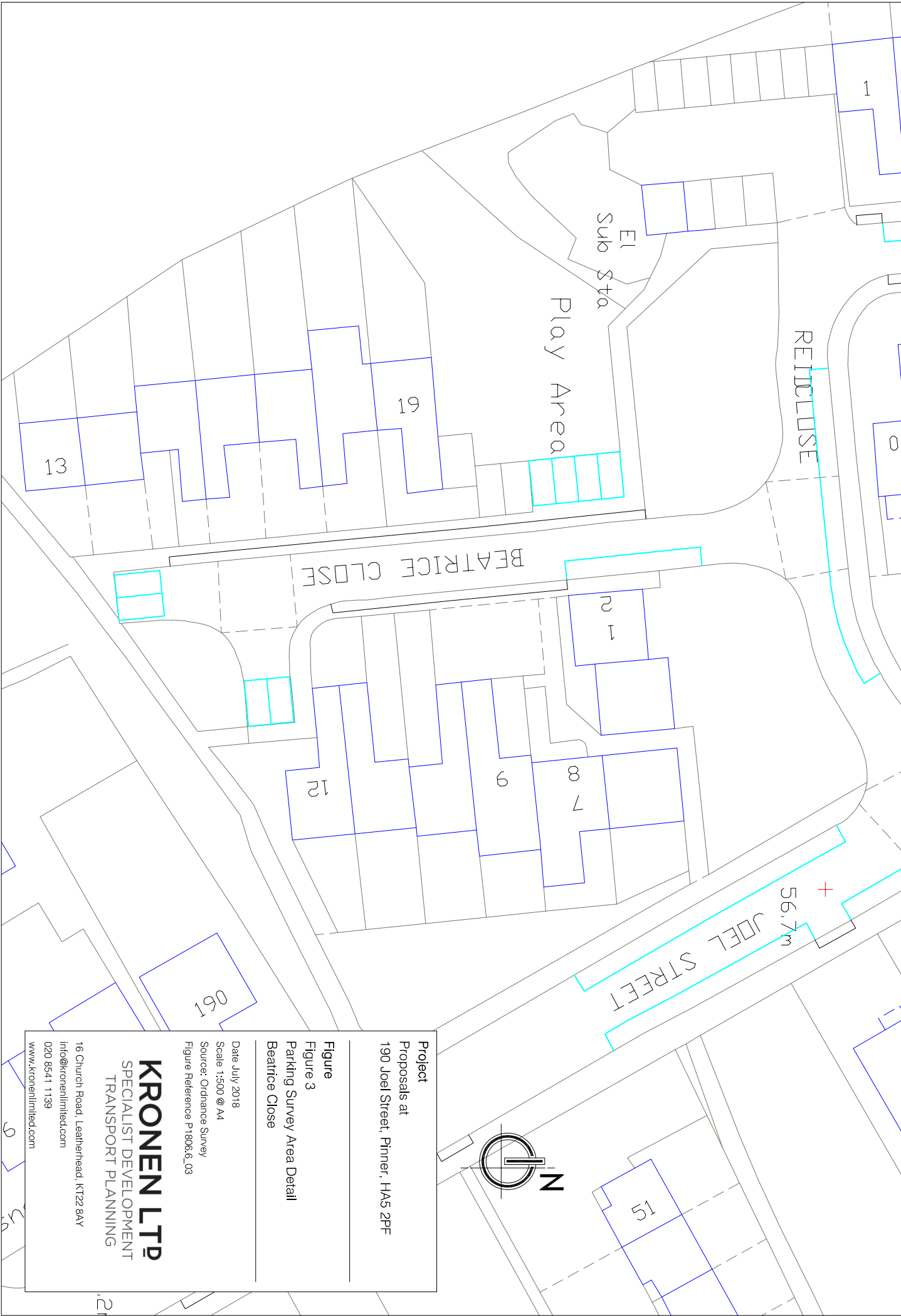
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Figure

Figure 3
Parking Survey Area Detail
Beatrice Close

Date July 2018

Scale 1:500 @ A4

Source: Ordnance Survey

Figure Reference P1806.6.03

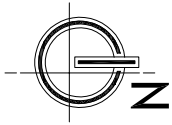
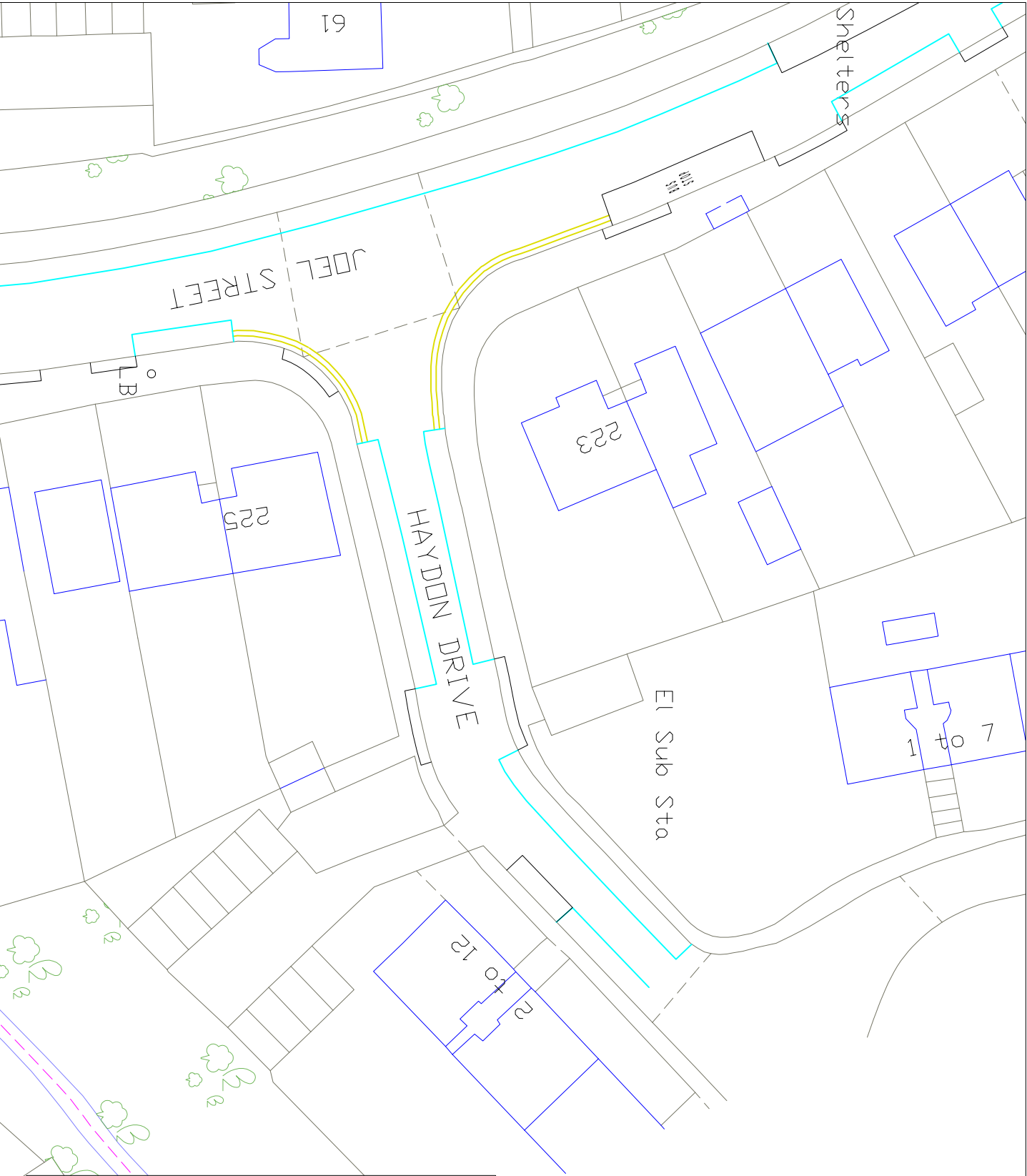
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Figure

Figure 4
Parking Survey Area Detail
Haydon Drive

Date July 2018

Scale 1:500 @ A4

Source: Ordnance Survey

Figure Reference P1806.6.04

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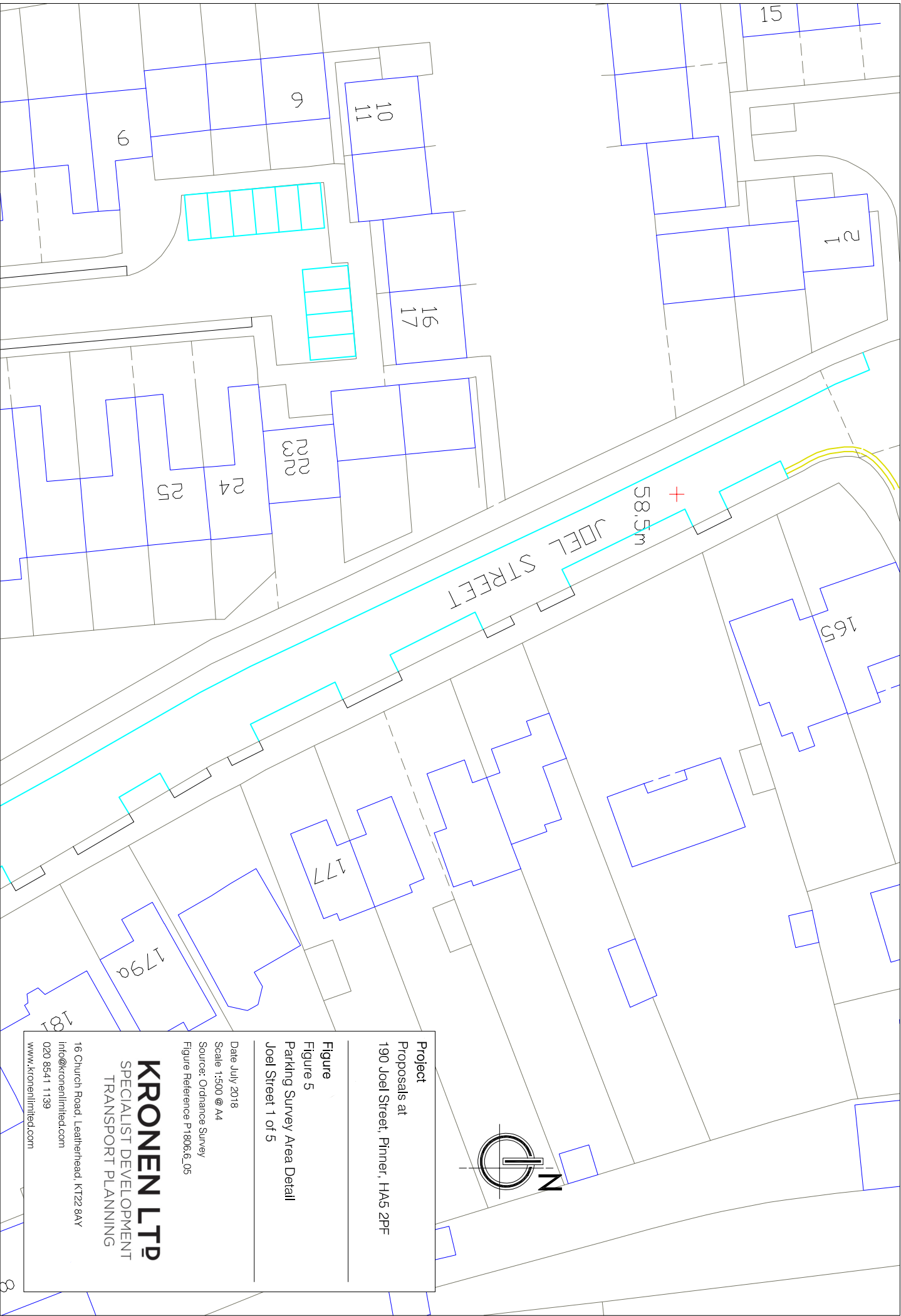
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Proposals at
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Figure

Figure 5
Parking Survey Area Detail
Joel Street 1 of 5

Date July 2018

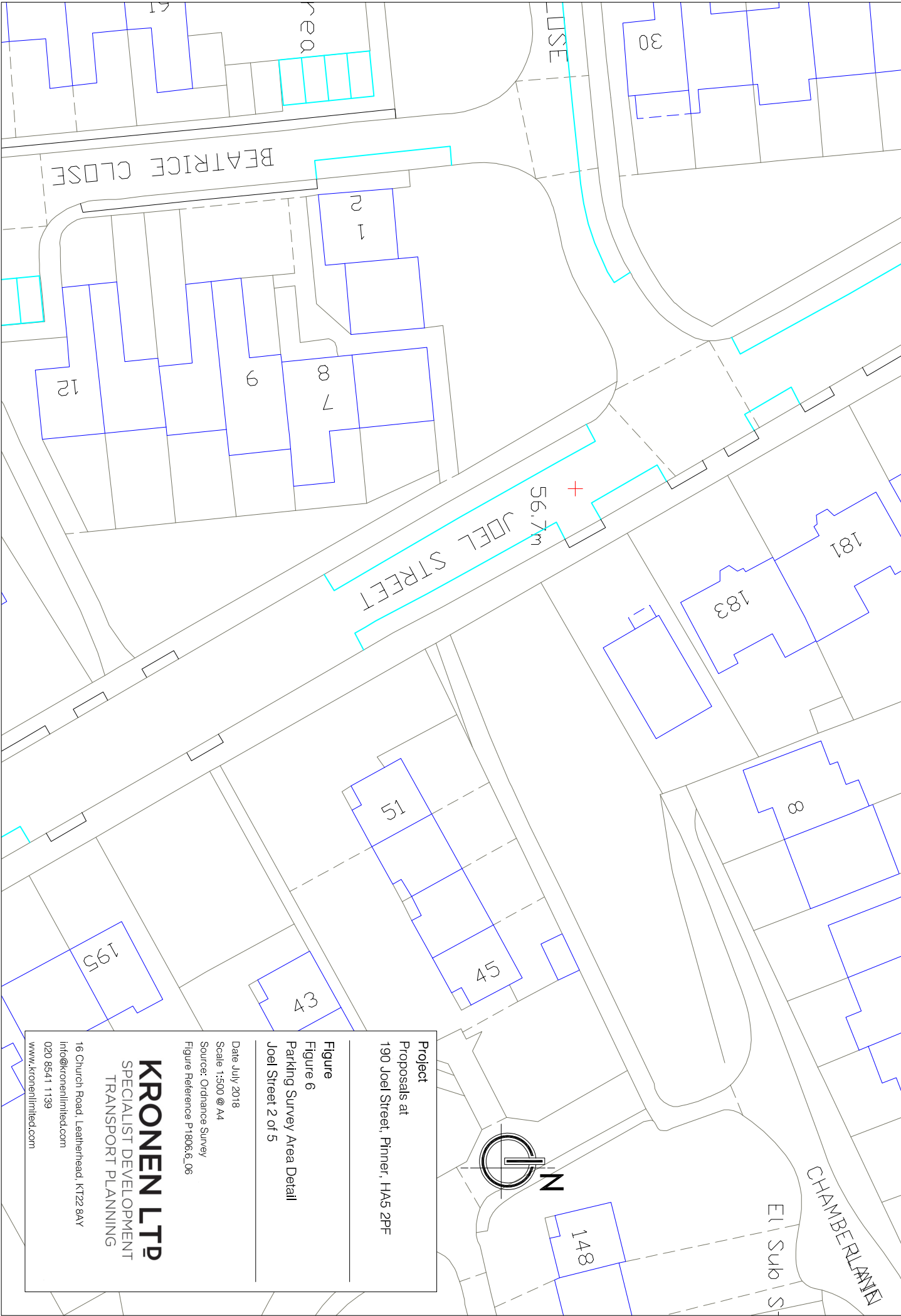
Scale 1:500 @ A4

Source: Ordnance Survey

Figure Reference P1806.6.05

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Proposals at
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Figure

Figure 6
Parking Survey Area Detail
Joel Street 2 of 5

Date July 2018

Scale 1:500 @ A4

Source: Ordnance Survey

Figure Reference P1806.6.06

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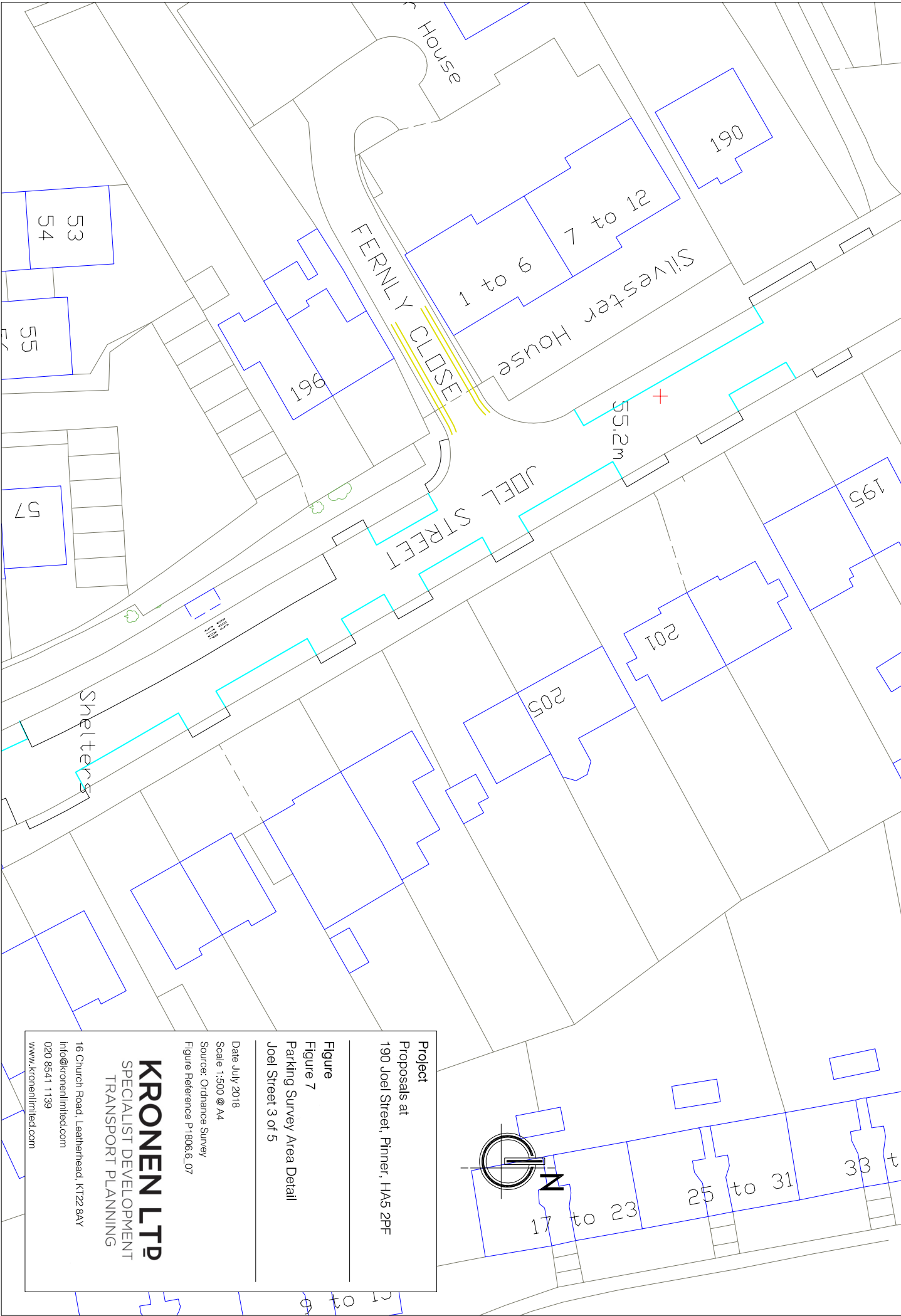
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Proposals at
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Figure

Figure 7
Parking Survey Area Detail
Joel Street 3 of 5

Date July 2018

Scale 1:500 @ A4

Source: Ordnance Survey

Figure Reference P1806.6.07

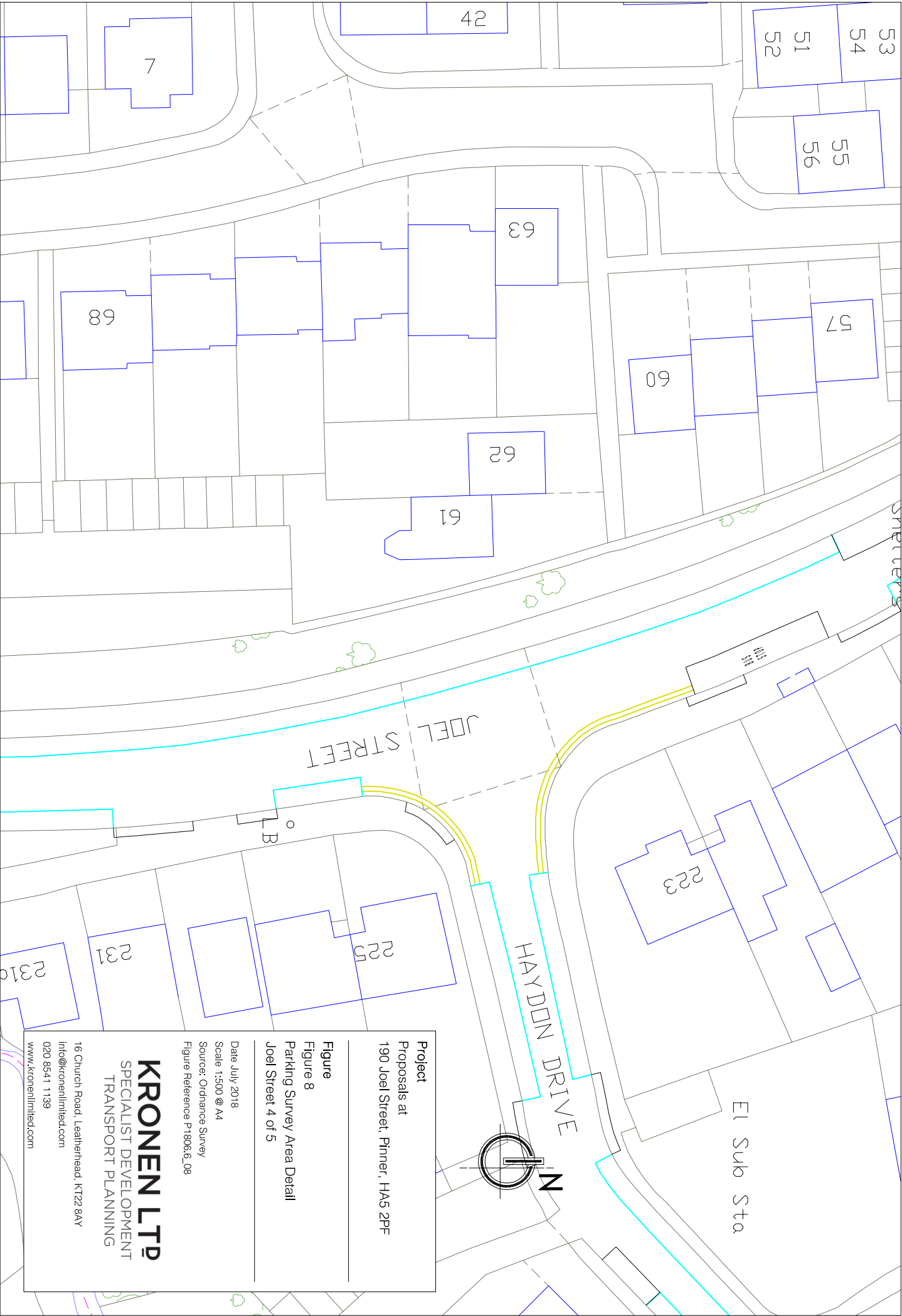
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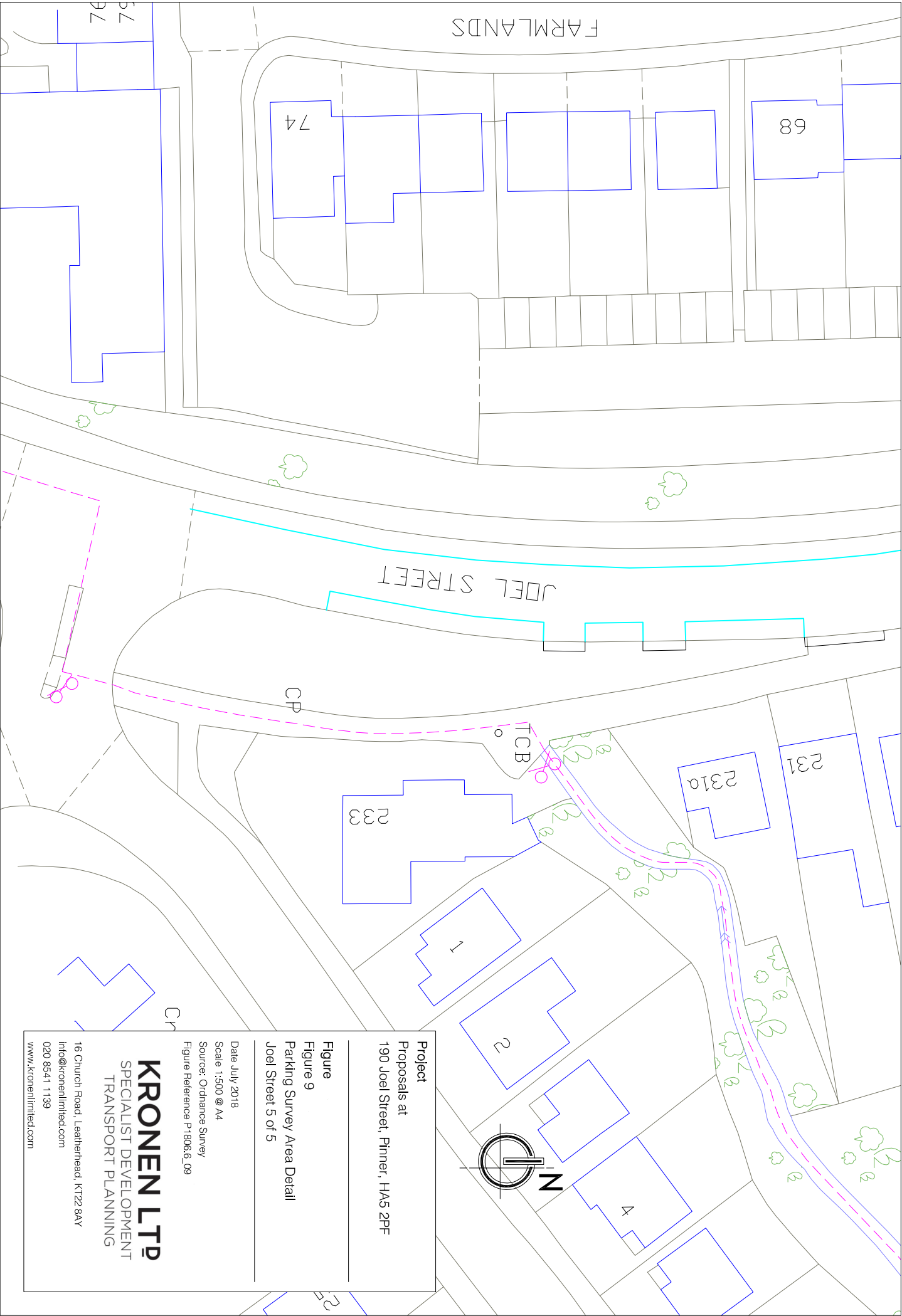
Project
Proposals at
190 Joel Street, Pinner, HA5 2PF

Figure
Figure 8
Parking Survey Area Detail
Joel Street 4 of 5

Date July 2018
Scale 1:500 @ A4
Source: Ordnance Survey
Figure Reference P1806.6.08

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Appendix A

Parking Survey Results

Project: (P1806.6) 190 Joel Street, Pinner, HA5 2 PF

Worksheet: Parking Survey Results

Survey 1 - Tuesday 10 July 2018 5.15am

Street	Parked cars on unrestricted	Parked cars across dropped kerbs	Total number of parked cars	Total number of spaces	Parking stress
Reid Close	10	3	13	18	72%
Beatrice Close	4	1	5	10	50%
Haydon Drive	8	0	8	14	57%
Joel Street	16	1	17	91	19%
Total	38	5	43	133	32%

Survey 2 - Friday 13 July 2018 4.45am

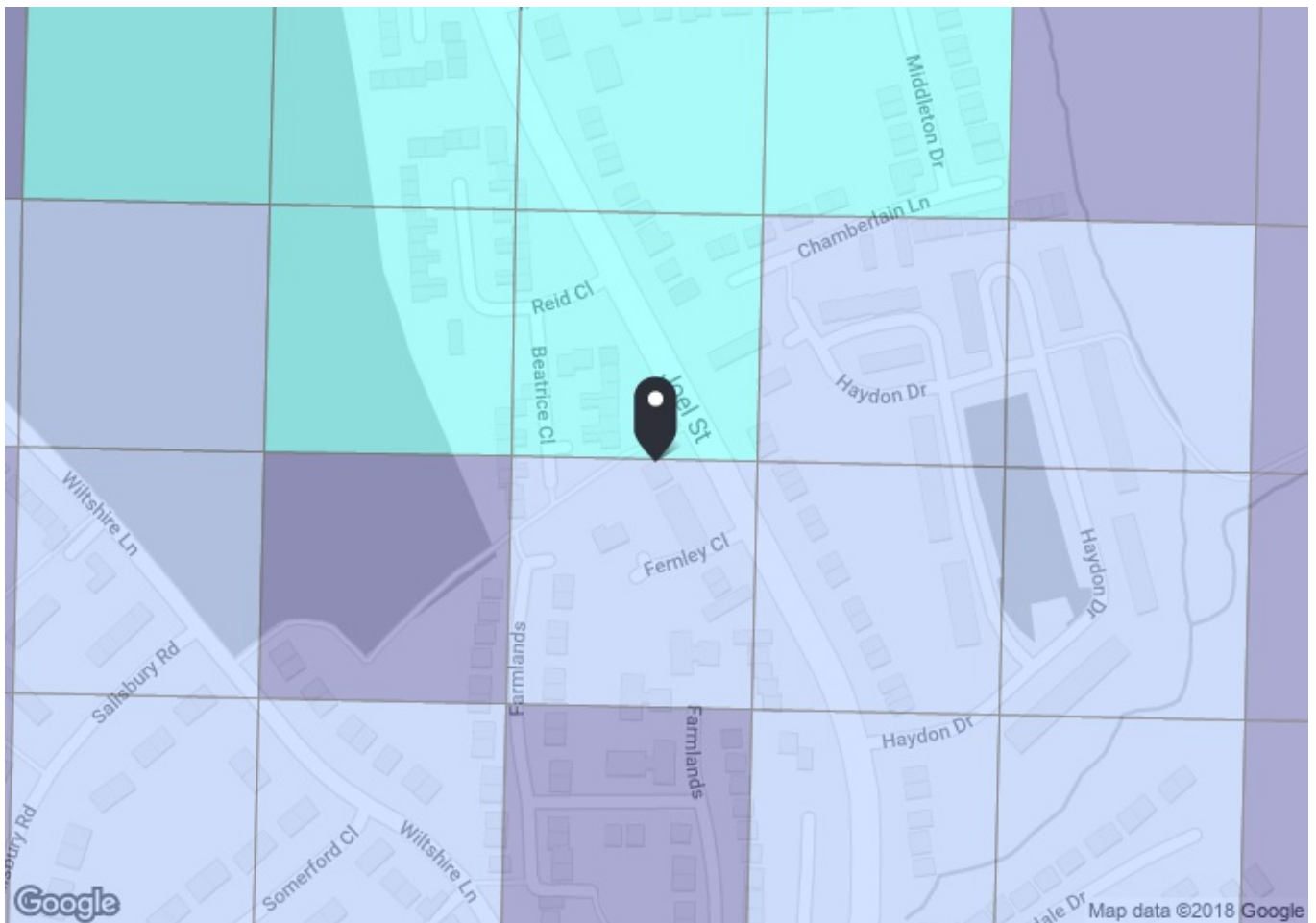
Street	Parked cars on unrestricted	Parked cars across dropped kerbs	Total number of parked cars	Total number of spaces	Parking stress
Reid Close	13	1	14	18	78%
Beatrice Close	7	1	8	10	80%
Haydon Drive	9	0	9	14	64%
Joel Street	15	0	15	91	16%
Total	44	2	46	133	35%

Survey Average

Street	Parked cars on unrestricted	Parked cars across dropped kerbs	Total number of parked cars	Total number of spaces	Parking stress
Reid Close	11.5	2.0	13.5	18	75%
Beatrice Close	5.5	1.0	6.5	10	65%
Haydon Drive	8.5	0.0	8.5	14	61%
Joel Street	15.5	0.5	16.0	91	18%
Total	41.0	3.5	44.5	133	33%

Appendix B

PTAL



PTAL output for Base Year 1b

190 Joel St, Pinner HA5 2PF, UK
Easting: 510356, Northing: 189393

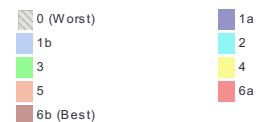
Grid Cell: 127752

Report generated: 25/07/2018

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	JOEL STREET HAYDON DRIVE	282	166.24	5	2.08	8	10.08	2.98	1	2.98
Bus	JOEL STREET/NORWICH ROAD	H13	568.59	3	7.11	12	19.11	1.57	0.5	0.78
Total Grid Cell AI:										3.76

Appendix C

Census Data

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 25 July 2018]

population	All households
units	Persons
date	2011
area type	2011 output areas
area name	E00012351
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van availability	138	68	70
No cars or vans in household	48	13	35
1 car or van in household	62	32	30
2 or more cars or vans in household	28	23	5

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

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population	All households
units	Persons
date	2011
area type	2011 output areas
area name	E00012351
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure	Analysis - Proportion	Analysis - Cars	
All categories: Car or van availability	138	68	70	1.00		
No cars or vans in household	48	13	35	0.50	0.00	
1 car or van in household	62	32	30	0.43	0.43	
2 or more cars or vans in household	28	23	5	0.07	0.14	
					0.57	Total Cars

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.