

PARKING SURVEY ELM AVENUE, RUISLIP

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59 ELM AVENUE, RUISLIP, HA4 8PE

PARKING SURVEY
DECEMBER 2020

PREPARED FOR SILVER CIRCLE PROPERTY LIMITED
PREPARED BY KRONEN LIMITED

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1 INTRODUCTION

KRONEN has been instructed to prepare this Parking Survey to accompany a proposal at 59 Elm Avenue, Ruislip, HA4 8PE (in the London Borough of Hillingdon).

The existing site comprises a 2-bedroom bungalow building with 2 × vehicle accesses and hardstanding parking to the front.

The proposal seeks a new building comprising 6 × apartments (2 × 1-bedroom and 4 × 2-bedroom apartments). The proposal includes 2 × vehicle accesses and 4 × off street parking spaces.

This Parking Survey assesses existing parking conditions on streets surrounding the site and the parking impact of the proposal.

2 EXISTING PARKING CONDITIONS

The site is within the signed boundary of LB Hillingdon's Permit E Controlled Parking Zone (Mondays to Saturdays 9am to 5pm).

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

2.1 LAMBETH METHODOLOGY PARKING SURVEYS

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

The parking surveys have been undertaken with reference to procedures outlined in "Lambeth Council Parking Survey Guidance Note" (Lambeth Council, 2012), also known as the "Lambeth Methodology", the most established / used parking survey methodology.

The extent of the survey area covered within this parking assessment is approximately 200m walking distance from the site allowing for adjustments to junctions and is shown in Figure 1. All kerb space within the survey area was measured using a measuring wheel.

As shown in Figure 1 the parking survey area includes sections of the following streets:

- Elm Avenue
- Oak Grove
- Lime Grove
- Acacia Avenue
- Hawthorn Avenue
- Morford Way

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

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.

The number of parking spaces in the survey area were identified as part of the parking inventory measurements. The parking inventory measurements are shown in Appendix A.

Parking "beats" in the survey area were undertaken at 3.10am on 14 October 2020 and at 2.20am on 16 October 2020.

The overnight timing of the beats is in accordance with the methodology.

Full survey results and calculated parking stress are provided in Appendix A.

The results show a moderate 58% parking stress with a reserve parking capacity of approximately 35 spaces in the area during overnight conditions when residents would be expected to be home and parked up for the night.

In transport planning terms a 58% parking stress is considered 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

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

3.1 SITE CONTEXT AND ACCESSIBILITY

The site is considered to be in accessible location where future occupants of the apartments could live without needing access to a private vehicle.

The site is approximately 250m to 300m walk distance from the designated Eastcote town centre providing access to various day-to-day services and amenities (per p.165, Appendix D "Town Centre Maps" of "Local Plan Part 2 - Development Management Policies", LB Hillingdon, 2020).

Based on the above it is considered that the site has access to a range of services and amenities within "Manual for Streets" (Department of Communities and Local Government & Department for Transport, 2007) 800m "walkable neighbourhood" area.

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

"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."

TfL's online GIS-based PTAL tool was used to research the site's PTAL score. The PTAL tool calculated the site to have a PTAL score of 3 [Online] <<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>> [Accessed December 2020]. This PTAL score indicates a "Moderate" level of public transport service availability. The PTAL includes Eastcote Station rail services as the station is approximately 400m walk distance.

Considering the site access to a range of services and amenities at the nearby town centre and the range of bus and rail services and PTAL level the site is considered to be well / sustainably located for an Outer London Borough setting and located where private vehicle ownership is not essential.

3.2 PARKING DEMAND - DEVELOPMENT PLAN POLICY

Adopted local parking policy is set out in Policy DMT 6: Vehicle Parking of “Local Plan Part 2 - Development Management Policies” (LB Hillingdon, 2020).

Clause A of Policy DMT 6 refers to Appendix C (p.114):

“Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.”

Appendix C “Parking Standards” Table 1 “Parking Standards” (b) “Parking requirements” provides a maximum standard for 1-bedroom and 2-bedroom flats of 1 to 1.5 spaces per apartment (p.152).

With regards to planning decisions and the wider regional Development plan, London Plan Policy 6.13 states:

“The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications (also see Policy 2.8), informed by policy and guidance below on their application for housing in parts of Outer London with low public transport accessibility (generally PTALs 0-1).”

The residential section of Table 6.2 states that 1-bedroom and 2-bedroom dwellings should have less than 1 parking space per unit.

Based on local standards, Policy DMT 6: Vehicle Parking and Appendix C, the proposed apartment development would be expected to provide up to 6 × spaces to 9 × spaces.

Based on London Plan Policy 6.13 standards the proposed apartment development would be expected to provide no more than / less than 6 × spaces.

3.3 PARKING DEMAND - CENSUS DATA

With regards to levels of residential parking “National Planning Policy Framework” states “local car ownership levels” amongst other considerations should be taken into account (Ministry of Housing, Communities and Local Government, 2019).

There is a Census dataset available that shows car or van ownership by number of rooms at Ward level. This is considered to provide a good level of insight for parking projection work as it is size of dwelling specific.

This Census data has been obtained to assess car or van ownership by number of rooms in the site’s Cavendish Ward.

Within the Census data a "room" does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage but all other rooms, for example, kitchens, living rooms, bedrooms, utility rooms, studies and conservatories are counted.

For the Census analysis accompanying plans show the proposed building has 6 × 1-3 rooms flats. (The Census dataset aggregates data for smaller 1-3 room dwellings.)

The data projects 0.62 vehicles per flat following car ownership:

The data is provided in Appendix B.

Based on the Ward size-specific Census data the proposed 6 × apartments are projected to generate a demand for 4 × spaces ($6 \times 0.62 \text{ cars} = 3.72 \text{ cars}$).

Allowing for the 4 × spaces proposed it is considered that the Census data parking projections show that the proposal would have no "overspill" on-street parking impact.

3.4 PARKING IMPACT SUMMARY

The proposal seeks a new building comprising 6 × apartments (2 × 1-bedroom and 4 × 2-bedroom apartments. The proposal includes 2 × vehicle accesses and 4 × off street parking spaces.

The site is considered to be sustainably located for an Outer London Borough setting and located where private vehicle ownership is not essential.

Local Development Plan parking policy guidance is set out in Local Plan Part 2 and London Plan.

Based on local standards, Policy DMT 6: Vehicle Parking and Appendix C, the proposed apartment development would be expected to provide up to 6 × spaces to 9 × spaces.

Based on London Plan Policy 6.13 standards the proposed apartment development would be expected to provide no more than / less than 6 × spaces.

Local car ownership data is often a significant material consideration when assessing car parking provisions and impacts.

Based on the Ward size-specific Census data the proposed 4 × apartments are projected to generate a demand for 4 × spaces.

Accordingly, it is considered that the Census data parking projections show that the proposal would have no "overspill" on-street parking impact.

Parking survey results show a moderate 58% parking stress with a reserve parking capacity of approximately 35 spaces in the area during overnight conditions when residents would be expected to be home and parked up for the night.

With regards to transport impacts Paragraph 109 of the National Planning Policy Framework includes guidance of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (p.32, MHCLG, 2019).

Based on the findings above the proposals' residual parking impact is not considered severe in a National Planning Policy Framework context.

4 SUMMARY

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Local Development Plan parking policy guidance is set out in Local Plan Part 2 and London Plan.

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Based on the Ward size-specific Census data the proposed 4 × apartments are projected to generate a demand for 4 × spaces.

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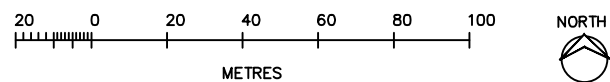
Based on the findings above the proposals' residual parking impact is not considered severe in a National Planning Policy Framework context.

FIGURES



- RESIDENT PERMIT HOLDER BAY
- PARKABLE NO RESTRICTION
- DROPPED KERBS / "I" OR "H" BARS

NOTE
 PARKING REGULATION INVENTORY PLOT IS AN APPROXIMATION FOR ILLUSTRATIVE PURPOSES ONLY



SCALE 1:2000 © A3

PROJECT P2009.9
 ELM AVENUE,
 RUISLIP

PARKING SURVEY
 FIGURE 1

PARKING SURVEY STUDY AREA AND
 INVENTORY PLOT

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APPENDIX A

PROJECT - P2009.9
ELM AVENUE, RUISLIP
SHEET - PARKING SURVEYS

INVENTORY

STREET	REGULATION					
	PHO		NONE		TOTAL	
	LENGTH	SPACES	LENGTH	SPACES	LENGTH	SPACES
ELM AVENUE	0	0	50	10	50	10
OAK GROVE	0	0	45	9	45	9
LIME GROVE	0	0	105	21	105	21
ACACIA AVENUE	0	0	80	16	80	16
HAWTHORN AVENUE	130	26	0	0	130	26
MORFORD WAY	20	4	0	0	20	4
TOTAL	150	30	280	56	430	86

KEY

PHO - ZONE "E" PERMIT HOLDER ONLY BAY MONDAYS TO SATURDAYS 9AM TO 5PM

NONE - PARKABLE KERBSpace WITH NO RESTRICTION

NOTES

LENGTH IN METRES

SPACES ARE 5M LONG (AS PER THE "LAMBETH METHODOLOGY")

SURVEY 1

3.10AM 14 OCTOBER 2020

STREET	CARS PARKED					
	PHO	NONE	SYL	DYL	DK	TOTAL
ELM AVENUE	0	8	0	0	1	9
OAK GROVE	0	3	0	0	1	4
LIME GROVE	0	12	0	0	0	12
ACACIA AVENUE	0	16	0	0	1	17
HAWTHORN AVENUE	11	0	0	0	0	11
MORFORD WAY	0	0	0	0	0	0
TOTAL	11	39	0	0	3	53

KEY

PHO - PERMIT HOLDER ONLY

NONE - PARKABLE KERBSpace WITH NO RESTRICTION

SYL - SINGLE YELLOW LINE

DYL - DOUBLE YELLOW LINES

DK - ACROSS DROPPED KERBS

NOTES

SURVEY 2

2.20AM 16 OCTOBER 2020

STREET	CARS PARKED					
	PHO	NONE	SYL	DYL	DK	TOTAL
ELM AVENUE	0	7	0	0	1	8
OAK GROVE	0	4	0	0	1	5
LIME GROVE	0	12	0	0	0	12
ACACIA AVENUE	0	16	0	0	1	17
HAWTHORN AVENUE	11	0	0	0	0	11
MORFORD WAY	0	0	0	0	0	0
TOTAL	11	39	0	0	3	53

SURVEY AVERAGE

STREET	CARS PARKED					
	PHO	NONE	SYL	DYL	DK	TOTAL
ELM AVENUE	0.0	7.5	0.0	0.0	1.0	8.5
OAK GROVE	0.0	3.5	0.0	0.0	1.0	4.5
LIME GROVE	0.0	12.0	0.0	0.0	0.0	12.0
ACACIA AVENUE	0.0	16.0	0.0	0.0	1.0	17.0
HAWTHORN AVENUE	11.0	0.0	0.0	0.0	0.0	11.0
MORFORD WAY	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	11.0	39.0	0.0	0.0	3.0	53.0

PROJECT - P2009.9
ELM AVENUE, RUISLIP
SHEET - PARKING SURVEYS

AVERAGE OVERNIGHT PARKING STRESS TABLE

STREET	REGULATION											
	PHO				NONE				TOTAL			
	LENGTH	SPACES	CARS	STRESS	LENGTH	SPACES	CARS	STRESS	LENGTH	SPACES	CARS	STRESS
ELM AVENUE	0	0	0.0	0%	50	10	7.5	75%	50	10	7.5	75%
OAK GROVE	0	0	0.0	0%	45	9	3.5	39%	45	9	3.5	39%
LIME GROVE	0	0	0.0	0%	105	21	12.0	57%	105	21	12.0	57%
ACACIA AVENUE	0	0	0.0	0%	80	16	16.0	100%	80	16	16.0	100%
HAWTHORN AVENUE	130	26	11.0	42%	0	0	0.0	0%	130	26	11.0	42%
MORFORD WAY	20	4	0.0	0%	0	0	0.0	0%	20	4	0.0	0%
TOTAL	150	30	11.0	37%	280	56	39.0	70%	430	86	50.0	58%

KEY
PHO - ZONE "E" PERMIT HOLDER ONLY BAY MONDAYS TO SATURDAYS 9AM TO 5PM
NONE - PARKABLE KERBSPACE WITH NO RESTRICTION

NOTES
LENGTH IN METRES
SPACES ARE 5M LONG (AS PER THE "LAMBETH METHODOLOGY")

APPENDIX B

PROJECT - P2009.9
ELM AVENUE, RUISLIP
SHEET - CENSUS 2011 DATA - CAR OR VAN OWNERSHIP BY NUMBER OF ROOMS IN THE CAVENDISH WARD

	NUMBER OF DWELLINGS							
	DWELLING TYPE	DWELLING TENURE	DWELLING ROOMS	TOTAL VEHICLES	NO VEHICLES	1 VEHICLE	2 VEHICLES	3+ VEHICLES
RAW CENSUS	FLATS ETC.	ALL TENURE	1-3 ROOMS	187	93	75	16	3
ANALYSIS	FLATS ETC.	ALL TENURE	1-3 ROOMS	187	93	75	16	3
PROPORTION				1.00	0.50	0.40	0.09	0.02
VEHICLES					0.00	0.40	0.17	0.05
SUM								0.62

SOURCE: ONS