



ttp consulting
transport planning specialists

Mr Durim Tusha

Proposed Development of Land Adjacent
to 68 and 70 Violet Avenue London
Borough of Hillingdon

Transport Statement

March 2018

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Appendix A	-	Proposed Site Layout
Appendix B	-	Site Plan
Appendix C	-	PTAL Report
Appendix D	-	Swept Path Analysis
Appendix E	-	Parking Beat Survey

1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Mr Durim Tusha to provide traffic and transport advice in relation to the proposed development of land adjacent to 68 and 70 Violet Avenue, located in the London Borough of Hillingdon.
- 1.2 The proposals seek to provide 4 residential units with no on site car parking. A total of 8 cycle parking spaces will be provided at the front of the site together with a refuse storage area. A proposed site layout is provided at **Appendix A**.
- 1.3 Pre-application discussions have been undertaken with the London Borough of Hillingdon. With regard to transport, the pre application feedback commented that the application site provides parking for 68 and 70 Violet Avenue and that the development should provide parking for three cars for those units as well as four cars for the proposed the new units.
- 1.4 The applicant advises that residents of 68 and 70 Violet Avenue do not have a right to park on the site and that the area is not used for car parking. Therefore, this statement considers the proposed car parking demand arising from the development and considers what effect any increased demand would have on the operation of the local on street parking supply.
- 1.5 The remainder of the report is structured as follows:
- Section 2 - describes the existing situation;
 - Section 3 - assesses the effect of the development; and
 - Section 4 - provides a summary and conclusion.

2 EXISTING SITUATION

Location

- 2.1 The site is bound to the north by Violet Avenue, to the east by residential properties 68 and 70 Violet Avenue, to the south by residential properties on Rosemary Close and to the west by Colham Manor Primary School. A site plan is attached at **Appendix B**.
- 2.2 The site comprises an area of hardstanding with an outbuilding to the front and a grassed area to the rear. The site is served by a single vehicle crossover and is segregated from no's 68 and 70 by a fence and a tree. The area of hardstanding is not currently used for parking and the residents of 68 and 70 Violet Avenue have no right to park on the site.

Access to Public Transport

- 2.3 Bus stops 'D' and 'E' are located some 50m east and west of the site. The stops are served by routes U1 and U3, which provide access between Ruislip and West Drayton and Heathrow Central and Uxbridge respectively. Bus stops 'S' and 'H' are located within a 100m walking distance of the site on Colham Green Road. These stops are served by route U5 which operates between Hayes Town and Uxbridge.
- 2.4 Additional services available from Pield Heath Road bus stops, which are located within 500m of the site and provide access to routes U2, U4, U5 and U7.
- 2.5 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The PTAL is categorised in six levels, where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B.
- 2.6 The Transport for London database shows the site has a PTAL rating of 2 which represents a below average level of access to public transport services. The PTAL report can be found at **Appendix C**.
- 2.7 Whilst PTALs provide a useful indication of the accessibility of a site, they take no account of interchange opportunities, which can significantly improve travel options for those living and working in an area. In this instance, it is pertinent to note that bus routes U1, U3 and U5 provide frequent services to West Drayton Station, which is therefore accessible from the site in approximately 10 minutes. West Drayton Station provides access to services operating between London Paddington and Reading.

Local Highway Network

- 2.8 Violet Road is predominantly residential in nature with a local primary school located adjacent to the site and a parade of shops some 150m to the west. It is a two-way road that passes the site in an east – west direction. Keep clear road markings associated with Colham Manor Primary School pass the front of the site.
- 2.9 Violet Road has unrestricted parking opportunities with vehicles directed to park on the footway, whilst local side roads are located within the Council's Controlled Parking Zone (CPZ) 'HH', which operates from Monday to Friday between 9am to 5pm. Pay and display parking bays are provided outside the parade of shops to the west. The bays operate from Monday to Saturday between 8am and 6.30pm. During these periods, parking is permitted for a maximum of two hours.

On-Site Parking

- 2.10 As discussed, the Council's pre application feedback notes that parking for 68 and 70 Violet Avenue is provided on site and that the development should provide parking for three cars for those properties. However, the applicant advises that the site is not currently used for car parking and residents of 68 and 70 Violet Avenue have no right to park there. Notwithstanding this fact, an assessment has been undertaken to ascertain how many cars could park on the site.
- 2.11 Drawing 2017-3262-AT-101 included at **Appendix D** shows that the area of hardstanding has sufficient space to accommodate two cars. However, the swept path analysis shown on these drawings demonstrates that this can only be achieved if cars mount the footway as the 2.1 metre wide vehicular crossover is not wide enough to provide access to two parking bays. Therefore it is considered that existing area of hardstanding could only be used for parking by one vehicle.

On-Street Parking

- 2.12 Parking beat surveys were undertaken on Tuesday 20th and Thursday the 22nd February 2018 at 4.30am and 4.45am respectively in order to determine parking occupancy levels during the overnight period when residential parking demand will be at its highest. The parking survey was undertaken in accordance with the London Borough of Lambeth's parking survey methodology, as agreed with the London Borough of Hillingdon.

- 2.13 The parking survey covered an area of 200m (or a two minute walk) around the site. Where this distance ends part way along a street, the survey area was extended to the next junction or shortened to the previous one given that drivers are unlikely to stop half way along a road. This approach is in accordance with the Lambeth methodology.
- 2.14 The survey recorded parking in areas that are available to resident permit holders at any time of day (e.g. unrestricted areas or resident permit holder bays) as well as other areas that may be available for parking at certain times, for example pay and display bays or kerb side space subject to single yellow line waiting restrictions. In addition, a count was undertaken of cars in areas where parking should not occur, i.e on double yellow lines or cars that are double parked.
- 2.15 **Appendix E** includes a plan showing the extent of the survey area, a street inventory of existing parking controls and a full copy of the results, including maps of where vehicles were parked during the survey periods.
- 2.16 **Table 2.1** provides a summary of vehicles parked in resident permit holder bays and unrestricted areas as well as spaces available. The survey recorded a number of vehicles that were double parked and these have been added to the parked vehicles and subtracted from the observed spaces so as to identify available capacity if all vehicles parked in legitimate parking areas.

Table 2.1: 2018 Parking Survey Summary			
Date & Time	Parked Vehicles	Observed Spaces	Occupancy Level
Tuesday 20 th February 4.30am	108	24	81.8%
Thursday 22 nd February 4.45am	103	31	76.9%

- 2.17 The parking survey results showed that the peak demand for parking occurred on the Tuesday, when parking demand results in some 82% of available spaces being occupied. A high demand for on street parking can effect highway safety and the free flow of traffic. Hillingdon officers have confirmed that an on street parking occupancy in excess of 85% is considered undesirable.

3 EFFECT OF DEVELOPMENT

3.1 The proposed development does not provide car parking on site. On the basis that the current area of hardstanding on site is not used for car parking, and cannot be used by residents of 68 and 70 Violet Avenue, the only increase in demand for on street parking would be associated with residents of the proposed development.

3.2 Census data has been used to estimate the potential demand for parking. Car ownership data has been obtained from the 2001 and 2011 Census for the Yiewsley ward in which the site is located. This data illustrates that:

- In 2001 car ownership amongst Yiewsley residents that live in flats, maisonettes or apartments was 0.78 cars per household
- In 2011 car ownership amongst Yiewsley that live in flats, maisonettes or apartments was 0.71 cars per household.

3.3 This data demonstrate that car ownership in the local area reduced between 2001 and 2011. Based on the 2011 Census data it is anticipated that the 4 new apartments could generate a parking demand for 3 cars. If this demand is added to the observed overnight demand recorded by survey, predicted occupancy levels would increase to the levels shown in **Table 3.1**.

Table 3.1: Predicted Parking Occupancy Levels			
Date & Time	Parked Vehicles	Observed Spaces	Occupancy Level
Tuesday 20 th February 4.30am	111	21	84.1%
Thursday 22 nd February 4.45am	106	28	79.1%

3.4 This assessment indicates that demand for on street parking associated with the development would not result in demand exceeding the 85% threshold above which the Council considers detrimental to the operation of the local road network.

4 SUMMARY AND CONCLUSION

4.1 TTP Consulting has been appointed to provide traffic and transportation advice associated with the proposed development of land adjacent to 68 and 70 Violet Avenue, in the London Borough of Hillingdon.

4.2 In summary it is considered that:

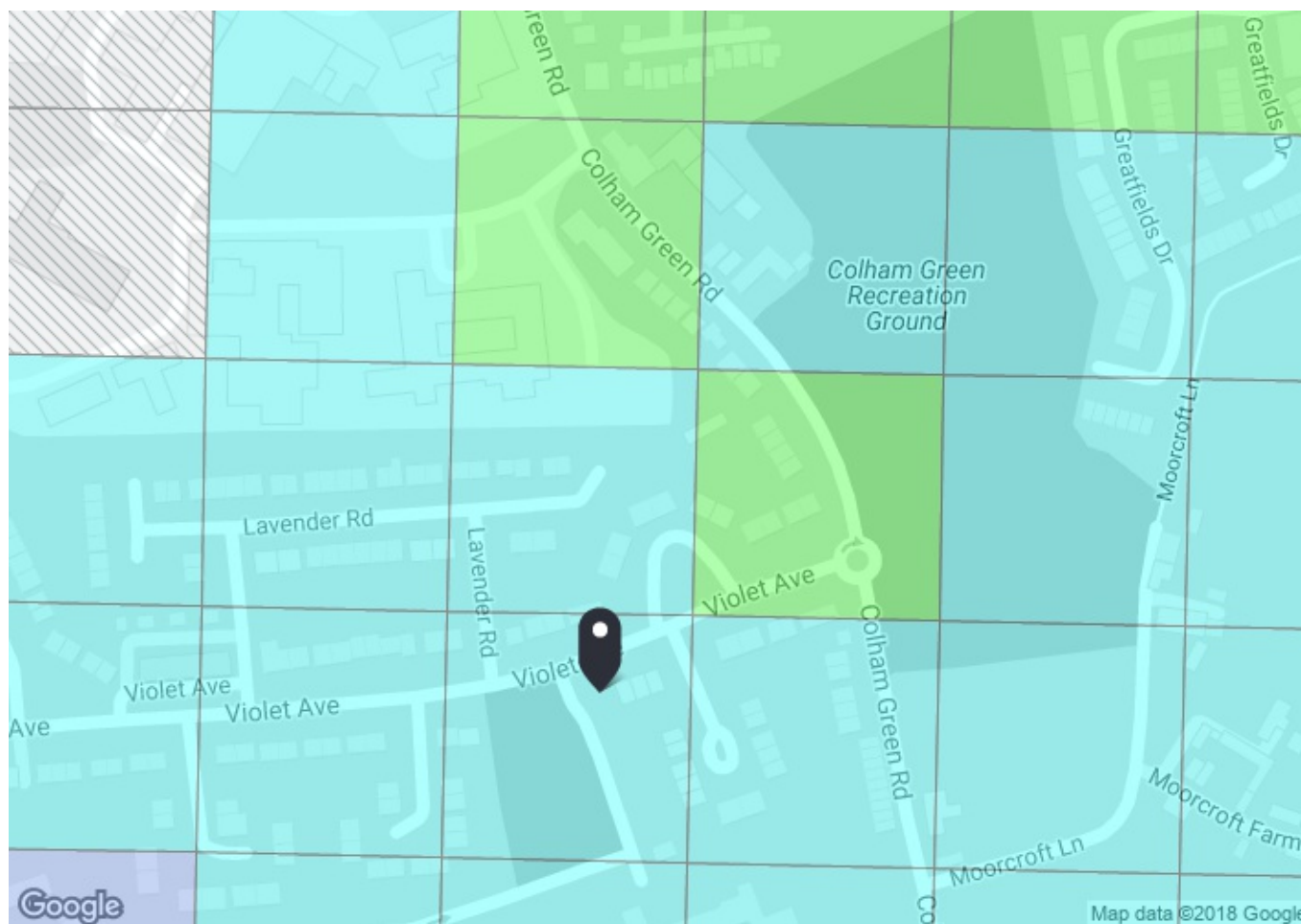
- The site is located in an existing residential area that is accessible by public transport;
- Parking surveys undertaken in February 2018 demonstrate that the local area does not suffer from an unacceptably high level of parking demand, with occupancy levels below 82%;
- The area of hardstanding to the front of the site is not currently used for car parking and the applicant has confirmed that residents of 68 and 70 Violet Avenue have no right to park there;
- Any increase in parking as a result of the development will therefore be associated with residents of the new apartments;
- Based on Census data, the four residential units are likely to generate a parking demand of three vehicles; and
- The potential increase in on-street parking demand would not have a noticeable impact on occupancy levels in the local area with demand remaining below 85% of capacity.

4.3 It is therefore considered that there is no highway or transport reason that the development proposals should not be granted planning approval.

Appendix A

Appendix B

Appendix C



PTAL output for Base Year 2

70 Violet Ave, Uxbridge UB8 3PT, UK
Easting: 507059, Northing: 181562

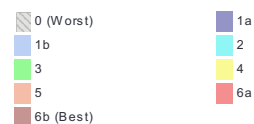
Grid Cell: 85616

Report generated: 28/02/2018

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



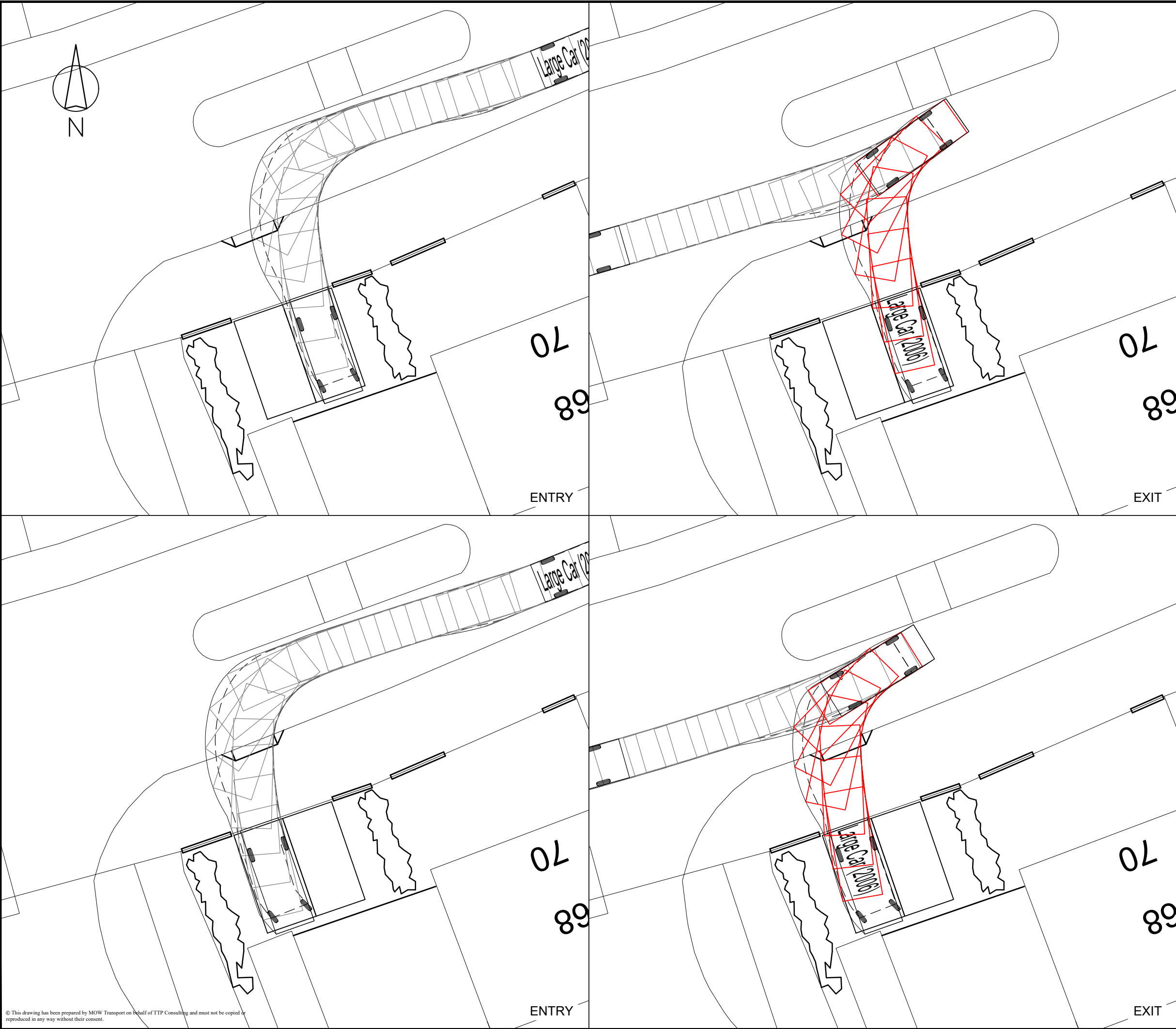
Map layers

PTAL (cell size: 100m)

Calculation data

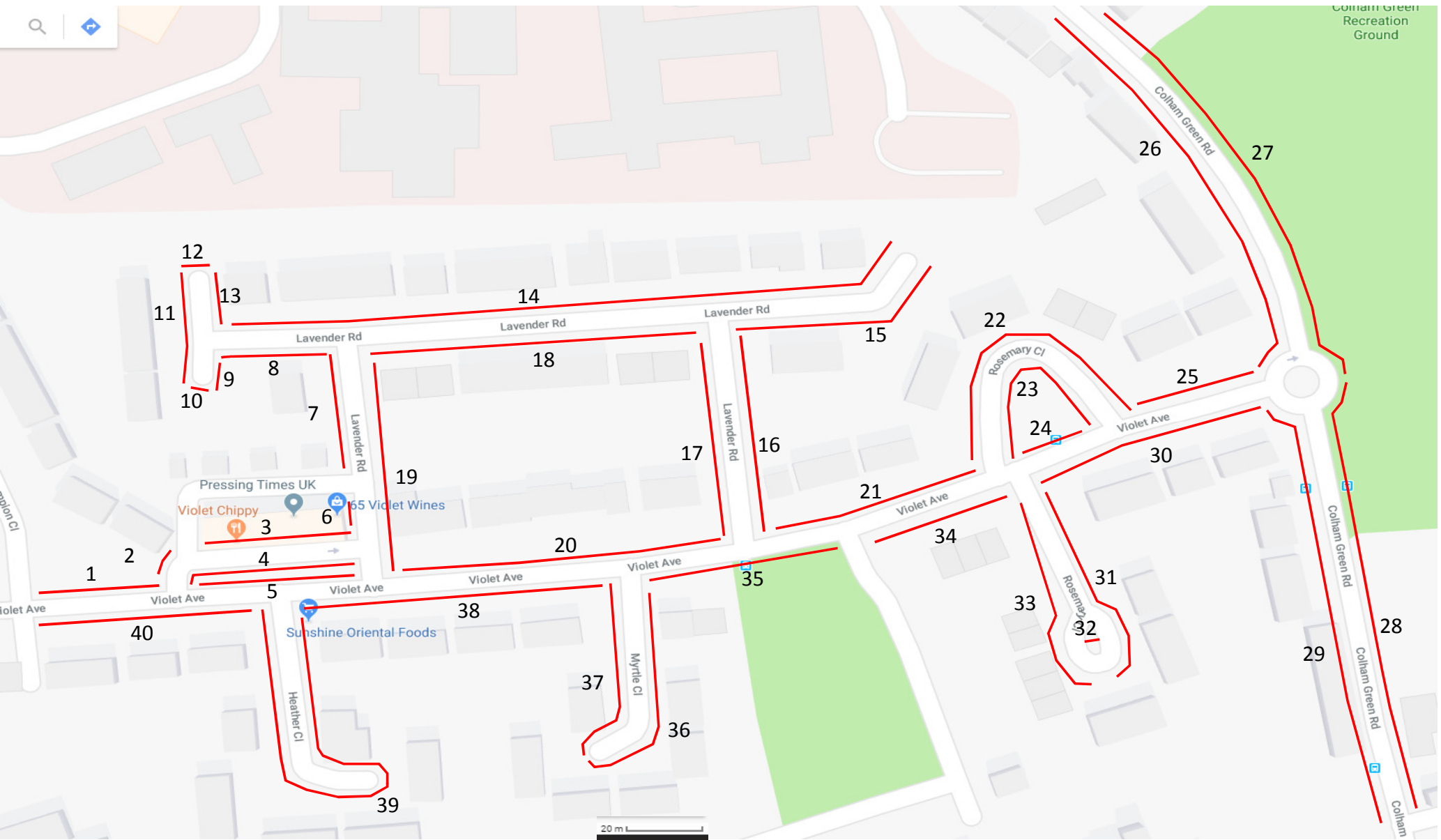
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	COLHAM G PRINCE OF WALES	U7	483.19	2	6.04	17	23.04	1.3	0.5	0.65
Bus	COLHAM G PRINCE OF WALES	U2	483.19	6	6.04	7	13.04	2.3	0.5	1.15
Bus	COLHAM G PRINCE OF WALES	U4	483.19	7.5	6.04	6	12.04	2.49	0.5	1.25
Bus	COLHAM GRN RD/VIOLET AVE	U5	160.18	5	2	8	10	3	0.5	1.5
Bus	VIOLET AVENUE	U3	119.85	5	1.5	8	9.5	3.16	1	3.16
Bus	VIOLET AVENUE	U1	119.85	4	1.5	9.5	11	2.73	0.5	1.36
Total Grid Cell AI:										9.07

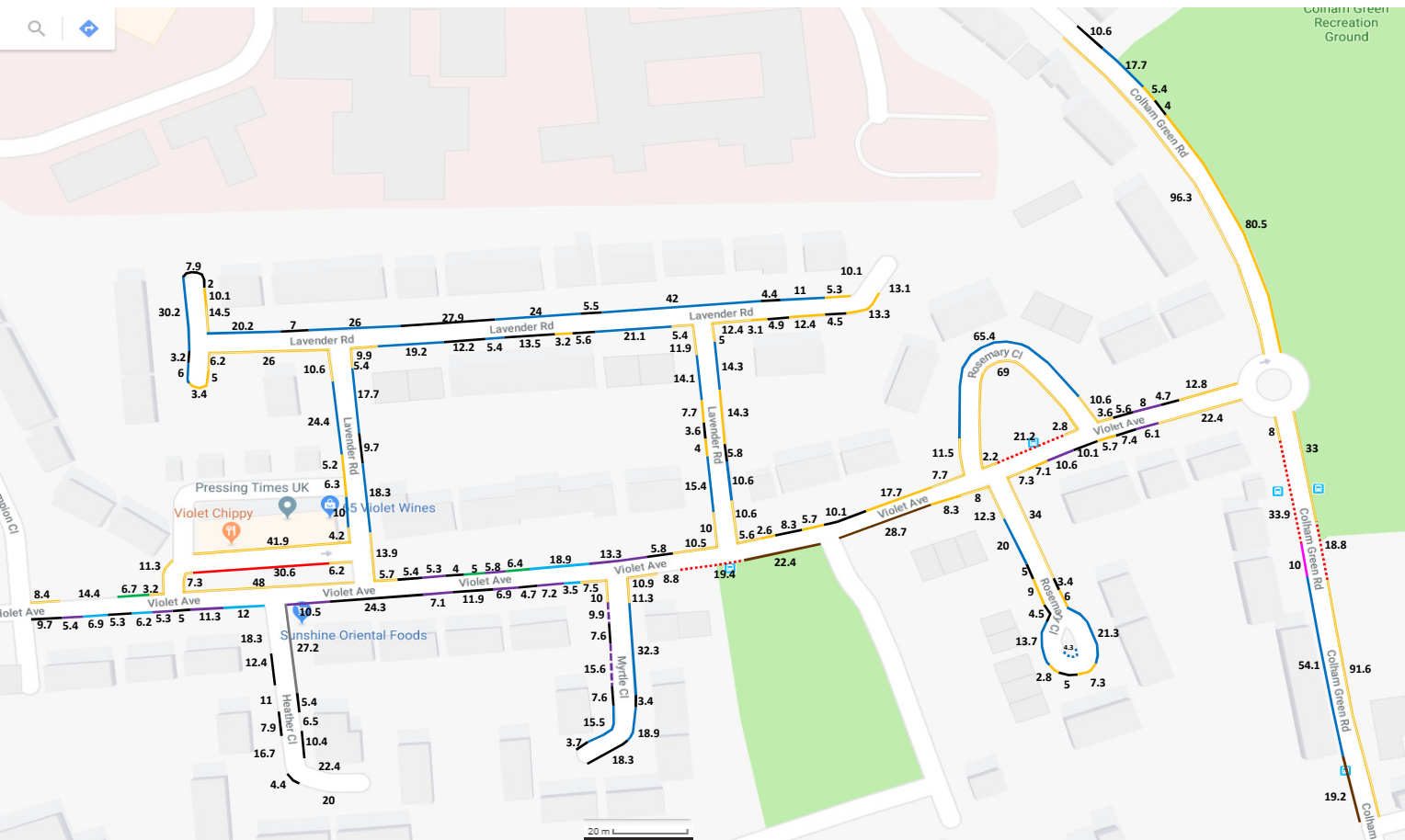
Appendix D



Rev	Details	Drawn	Checked	Date														
•		•	•	•														
5.079 0.8163.035 Large Car (2006) 06 Mercedes S-Class <table><tr><td>Overall Length</td><td>5.079m</td></tr><tr><td>Overall Width</td><td>1.872m</td></tr><tr><td>Overall Body Height</td><td>1.525m</td></tr><tr><td>Min Body Ground Clearance</td><td>0.310m</td></tr><tr><td>Max Track Width</td><td>1.831m</td></tr><tr><td>Lock to Lock Time</td><td>4.00s</td></tr><tr><td>Kerb to Kerb Turning Radius</td><td>5.900m</td></tr></table>					Overall Length	5.079m	Overall Width	1.872m	Overall Body Height	1.525m	Min Body Ground Clearance	0.310m	Max Track Width	1.831m	Lock to Lock Time	4.00s	Kerb to Kerb Turning Radius	5.900m
Overall Length	5.079m																	
Overall Width	1.872m																	
Overall Body Height	1.525m																	
Min Body Ground Clearance	0.310m																	
Max Track Width	1.831m																	
Lock to Lock Time	4.00s																	
Kerb to Kerb Turning Radius	5.900m																	
Notes: 1. This is not a construction drawing and is intended for illustrative purposes only.																		
Client -																		
Project Violet Avenue																		
Drawing Title Swept Path Analysis using a Large Car																		
Scale 1:250 at A3																		
Drawn	MW	21.02.18																
Checked	EC	21.02.18																
ttp consulting transport planning specialists 111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753																		
Drawing Number 2018-3262-AT-101				Rev •														

Appendix E



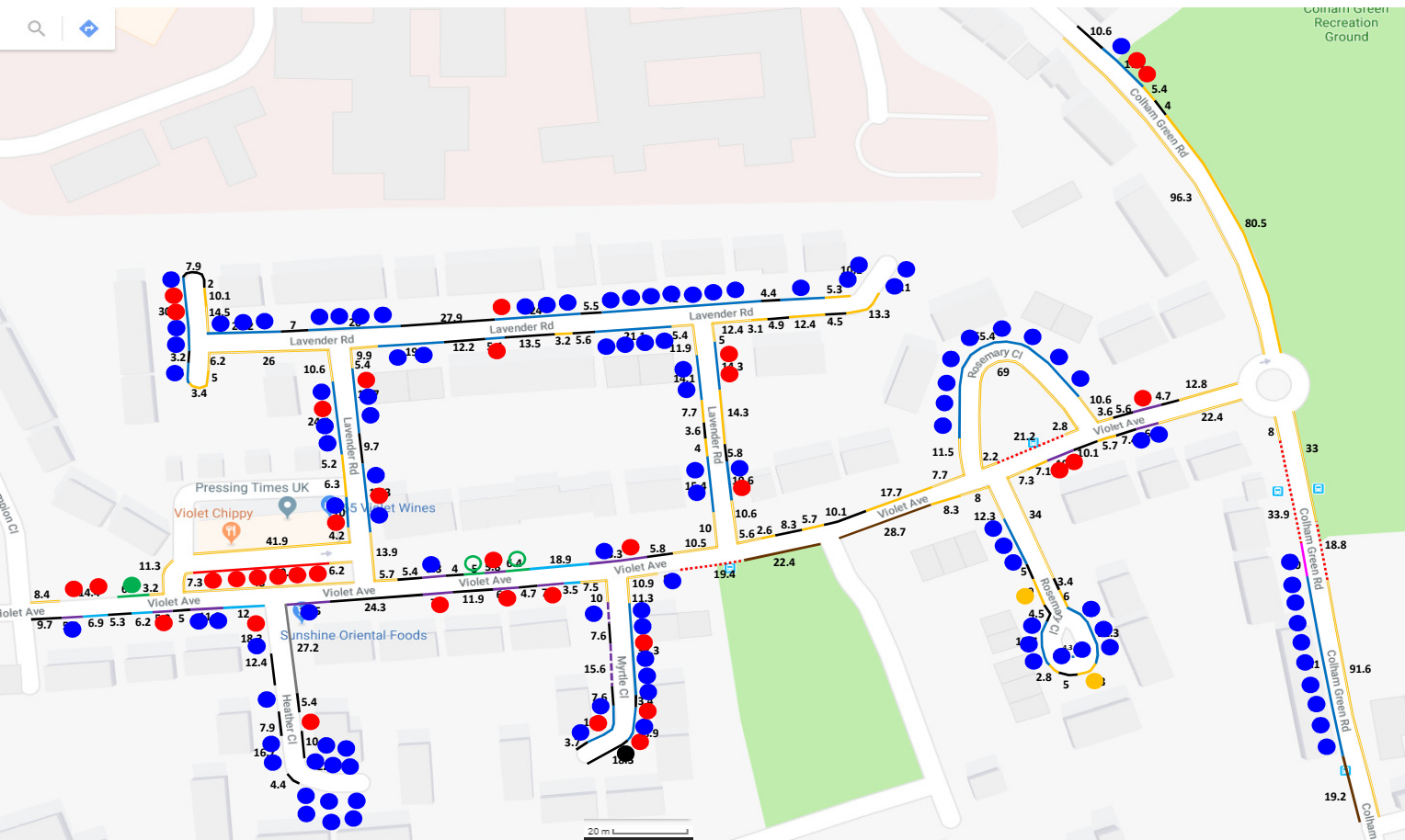


- KEY:
- = SINGLE YELLOW LINE
 - = DOUBLE YELLOW LINE
 - = DROPPED KERB
 - = PAY & DISPLAY ONLY MON-SAT 0800-1830 MAX STAY 2 HOURS
 - = PERMIT HOLDER ONLY MON-FRI 0900-1700
 - = PARK ON PATH
 - = SCHOOL KEEP CLEAR
 - = BUS STOP
 - = DISBALED BAY
 - = NOSE IN PARKING
 - = UNRESTRICTED BUT WOULD NOT PARK
 - = UNRESTRICTED TOO NARROW
 - = PERMIT HOLDER MON TO FRI 0900-1700 LAY-BY BAY
 - BLANK = UNRESTRICTED

DAY : TUESDAY AND THURSDAY

LOCATION : VIOLET AVENUE, UXBRIDGE

					DATE: TUESDAY 20/2/2018 TIME: 04:30			DATE: THURSDAY 22/2/2018 TIME: 04:45		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVE D SPACE	% STREET STRESS	PARKED	OBSERVE D SPACE	% STREET STRESS
VIOLET AVE	1	DOUBLE YELLOW LINES	11.6							
		UNRESTRICTED BAY	14.4	2	0	2	0.0%	0	2	0.0%
		DISABLED BAY	6.7	1	1	0	100.0%	1	0	100.0%
		DOUBLE YELLOW LINES	11.3							
		DOUBLE YELLOW LINES	41.9							
VIOLET AVE	4	DOUBLE YELLOW LINES	13.5							
		MON-SAT 0800-1830 PERMIT HOLDER ONLY MAX 2HRS	30.6	6	0	6	0.0%	0	6	0.0%
		DOUBLE YELLOW LINES	48							
		DOUBLE YELLOW LINES	4.2							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	10	2	1	1	50.0%	0	2	0.0%
LAVENDER RD	6	SINGLE YELLOW LINES	6.3							
		SINGLE YELLOW LINES	5.2							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	24.4	4	3	1	75.0%	2	2	50.0%
		DOUBLE YELLOW LINES	10.6							
		DOUBLE YELLOW LINES	2.6							
LAVENDER RD	8	DOUBLE YELLOW LINES	6.2							
		SINGLE YELLOW LINES	5							
		SINGLE YELLOW LINES	3.4							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	36.2	7	4	2	66.7%	4	2	66.7%
		DROP KERB	3.2							
LAVENDER RD	11	DROP KERB	7.9							
		DROP KERB	2							
		SINGLE YELLOW LINES	10.1							
		DOUBLE YELLOW LINES	14.5							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	123.2	23	18	1	94.7%	17	2	89.5%
LAVENDER RD	14	DROP KERB	44.8							
		SINGLE YELLOW LINES	5.3							
		UNRESTRICTED	10.1	2	2	0	100.0%	1	1	50.0%
		UNRESTRICTED	13.1	2	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINES	28.8							
LAVENDER RD	15	DROP KERB	9.4							
		DOUBLE YELLOW LINES	12.4							
		DOUBLE YELLOW LINES	15.6							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	24.9	4	1	3	25.0%	2	2	50.0%
		SINGLE YELLOW LINES	14.3							
LAVENDER RD	16	DROP KERB	5.8							
		DOUBLE YELLOW LINES	21.9							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	29.5	5	4	0	100.0%	3	1	75.0%
		SINGLE YELLOW LINES	11.7							
		DROP KERB	3.6							
LAVENDER RD	17	DOUBLE YELLOW LINES	15.3							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	45.7	8	6	1	85.7%	6	1	85.7%
		SINGLE YELLOW LINES	3.2							
		DROP KERB	31.3							
		DOUBLE YELLOW LINES	19.3							
LAVENDER RD	18	PERMIT HOLDER ONLY MON-FRI 0900-1700	36	6	4	2	66.7%	4	2	66.7%
		DROP KERB	9.7							
		DOUBLE YELLOW LINES	16.2							
		DROP KERB	15.2							
		PARK ON PATH	24.4	4	2	2	50.0%	2	2	50.0%
VIOLET AVE	20	DISABLED BAY	11.4	2	0	2	0.0%	0	2	0.0%
		NO RESTRICTION BUT WOULD NOT PARK	18.9							
		DOUBLE YELLOW LINES	13.3							
		SINGLE YELLOW LINES	26							
		DROP KERB	18.4							
ROSEMARY CL	21	DOUBLE YELLOW LINES	22.1							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	65.4	13	9	0	100.0%	9	1	90.0%
		DOUBLE YELLOW LINES	69							
		DOUBLE YELLOW LINES	5							
		BUS STOP	21.2							
VIOLET AVE	24	DOUBLE YELLOW LINES	16.4							
		DROP KERB	10.3							
		PARK ON PATH	8	1	0	1	0.0%	0	1	0.0%
		DOUBLE YELLOW LINES	96.3							
		DROP KERB	14.6							
COLHAM GREEN RD	26	PERMIT HOLDER ONLY MON-FRI 0900-1700	17.7	3	1	2	33.3%	2	0	100.0%
		SINGLE YELLOW LINES	85.9					1		
		DOUBLE YELLOW LINES	124.6							
		BUS STOP	18.8							
		SCHOOL KEEP CLEAR	19.2							
COLHAM GREEN RD	27	PERMIT HOLDER ONLY MON-FRI 0900-1700	54.1	10	9	0	100.0%	8	1	88.9%
		layby - PERMIT HOLDER ONLY MON-FRI 0900-1700	10	2	1	0	100.0%	1	1	50.0%
		BUS STOP	33.9							
		DOUBLE YELLOW LINES	8							
		DOUBLE YELLOW LINES	29.7							
VIOLET AVE	30	PARK ON PATH	16.7	3	2	2	50.0%	2	2	50.0%
		DROP KERB	17.5							
		SINGLE YELLOW LINES	12.8							
		DOUBLE YELLOW LINES	34							
		DROP KERB	3.4							
ROSEMARY CL	31	SINGLE YELLOW LINES	13.3		1			1		
		PERMIT HOLDER ONLY MON-FRI 0900-1700	21.3	4	3	0	100.0%	3	0	100.0%
		NOSE IN PARKING - PERMIT HOLDER ONLY MON-FRI 0900-1700	4.3	2	2	0	100.0%	2	0	100.0%
		DROP KERB	14.5							
		SINGLE YELLOW LINES	11.8		1			1		
VIOLET AVE	32	PERMIT HOLDER ONLY MON-FRI 0900-1700	33.7	6	6	0	100.0%	5	2	71.4%
		DOUBLE YELLOW LINES	12.3							
		DOUBLE YELLOW LINES	8							
		SINGLE YELLOW LINES	8.3							
		SCHOOL KEEP CLEAR	28.7							
VIOLET AVE	34	SCHOOL KEEP CLEAR	22.4							
		BUS STOP	19.4							
		UNRESTRICTED	8.8	1	1	0	100.0%	1	0	100.0%
		DOUBLE YELLOW LINES	10.9							
		DOUBLE YELLOW LINES	11.3							
MYRTLE CL	36	PERMIT HOLDER ONLY MON-FRI 0900-1700	51.2	9	6	3	66.7%	6	3	66.7%
		DROP KERB	21.7		1					
		DROP KERB	18.9							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	15.5	3	2	1	66.7%	1	2	33.3%
		TOO NARROW PERMIT HOLDER ONLY MON-FRI 0900-1700	25.5		1		100.0%	1		100.0%
VIOLET AVE	37	DOUBLE YELLOW LINES	10							
		DOUBLE YELLOW LINES	7.5							
		NO RESTRICTION BUT WOULD NOT PARK	14							
		PARK ON PATH	21.2	3	1	3	25.0%	1	3	25.0%
		DROP KERB	40.9							
HEATHER CL	39	TOO NARROW UNRESTRICTED	27.2							
		DROP KERB	40.5							
		UNRESTRICTED	94.9	17	10	2	83.3%	11	1	91.7%
		DOUBLE PARKED	-		5	0	-	4	-	-
		DOUBLE PARKED	-							
VIOLET AVE	40	NO RESTRICTION BUT WOULD NOT PARK	25.1							
		PARK ON PATH	22	4	3	1	75.0%	4	0	100.0%
		DROP KERR	20							
		DOUBLE YELLOW LINES	11.6							
		UNRESTRICTED BAY	14.4	2	0	2	0.0%	0	2	0.0%

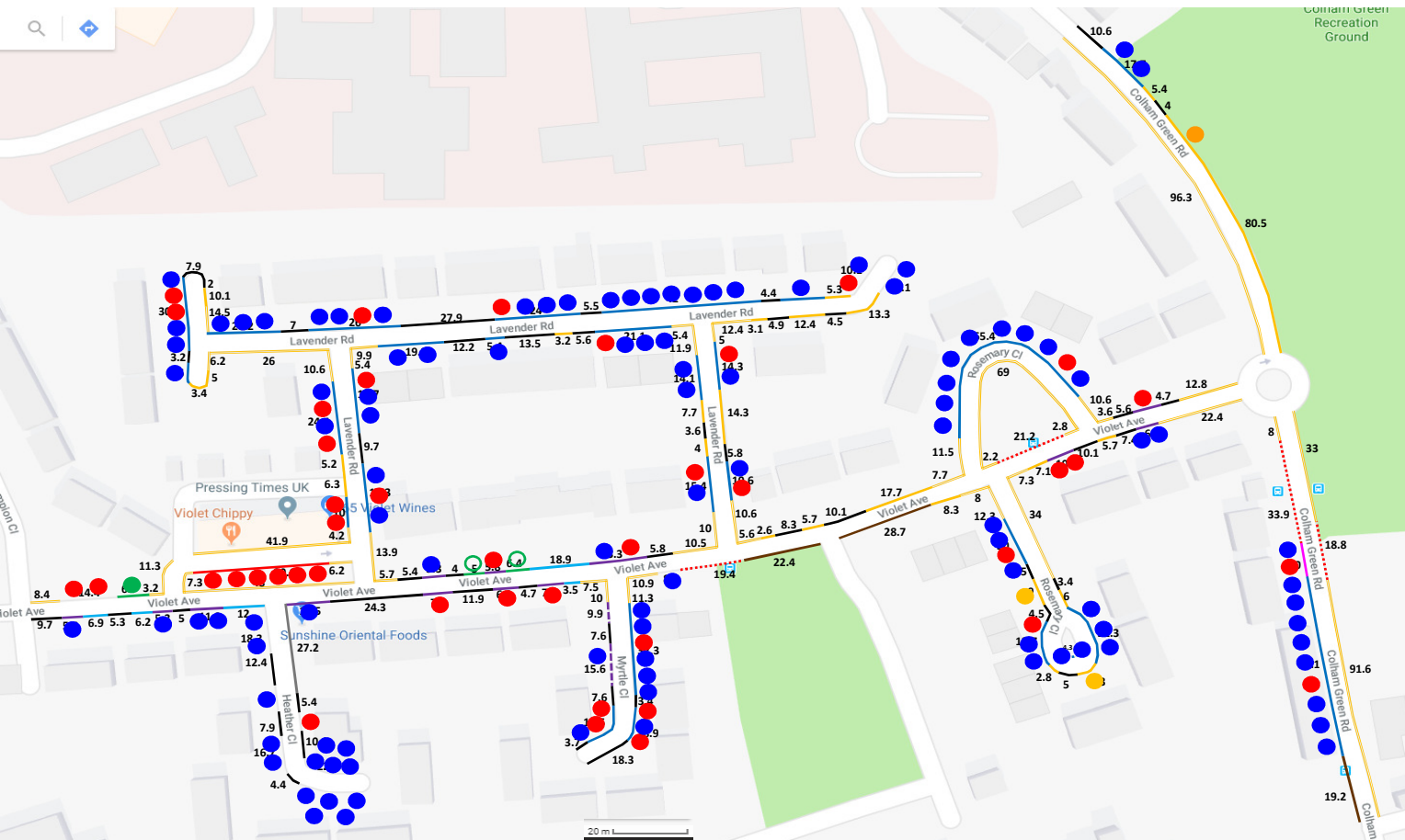


KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY - PARKED
- = DISABLED BAY - SPACE

KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = PAY & DISPLAY ONLY MON-SAT 0800-1830 MAX STAY 2 HOURS
- = PERMIT HOLDER ONLY MON-FRI 0900-1700
- = PARK ON PATH
- = SCHOOL KEEP CLEAR
- ... = BUS STOP
- = DISABLED BAY
- ... = NOSE IN PARKING
- = UNRESTRICTED BUT WOULD NOT PARK
- = UNRESTRICTED TOO NARROW
- = PERMIT HOLDER MON TO FRI 0900-1700 LAY-BY BAY
- BLANK = UNRESTRICTED
-



KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY - PARKED
- = DISABLED BAY - SPACE

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- BLANK = UNRESTRICTED
- - -