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TRANSPORT TECHNICAL NOTE

8 BIRCH AVENUE, WEST DRAYTON UB7 8DD

Proposed Residential Development

Parking Stress Study prepared on behalf of Mr Barry Hamilton

October 2020

Reference: P2073 TN/PC

INTRODUCTION

- 1** Crosby Transport Planning is instructed by Mr Barry Hamilton (the 'applicant') to undertake an assessment of existing parking stress levels within the vicinity of the proposed residential development at 8 Birch Avenue, West Drayton UB7 8DD, located within the London Borough of Hillingdon (LB Hillingdon).
- 2** The applicant is seeking planning consent for the erection of a two storey 3-bed dwelling adjacent to the existing dwelling at 8 Birch Avenue. The proposals will result in the loss of one car parking space for the existing dwelling as well as one on-street car parking space as a result of the proposed new crossover needed to provide access to the existing dwelling. Therefore, the development proposals result in a potential net displacement of two vehicles onto the highway network.

- 3** This report sets out the findings of on-street parking surveys which have been undertaken in accordance with the Lambeth Methodology to assess the current levels of on-street parking demand within the vicinity of the application site. The report goes on to consider the potential impact on car parking levels arising from the development proposals.

EXISTING ON-STREET PARKING

- 4** Existing on-street parking occupancy levels, or 'stress', in streets surrounding the development site have been assessed by undertaking manual parking surveys.
- 5** The parking surveys have been undertaken in accordance with the 2012 'Lambeth Council Parking Survey Guidance Note'. Lambeth Council's parking survey methodology is the most established guidance document for parking studies within London.

Survey Design – Time Period

- 6** In accordance with section 2 of the guidance, a parking survey for a residential development should be undertaken on a weekday, overnight between 00:30hrs and 05:30hrs, as this is generally the time period when residential parking is at its highest as the highest number of residents will be at home.
- 7** Accordingly, the overnight surveys for this assessment were undertaken on the morning of Wednesday 7 October 2020 and Tuesday 13 October 2020 at 01:00hrs and 00:45hrs respectively.

Survey Design – Study Area

- 8 The parking survey guidance advises that a survey area should cover streets within a 200m walking distance of a point of interest, as this is the distance most residents would wish to park within. Where the 200m boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction. Common sense should be applied in all cases when considering the extent of the survey area
- 9 The extent of the survey area covered within this parking assessment is shown in **Figure 1** below.

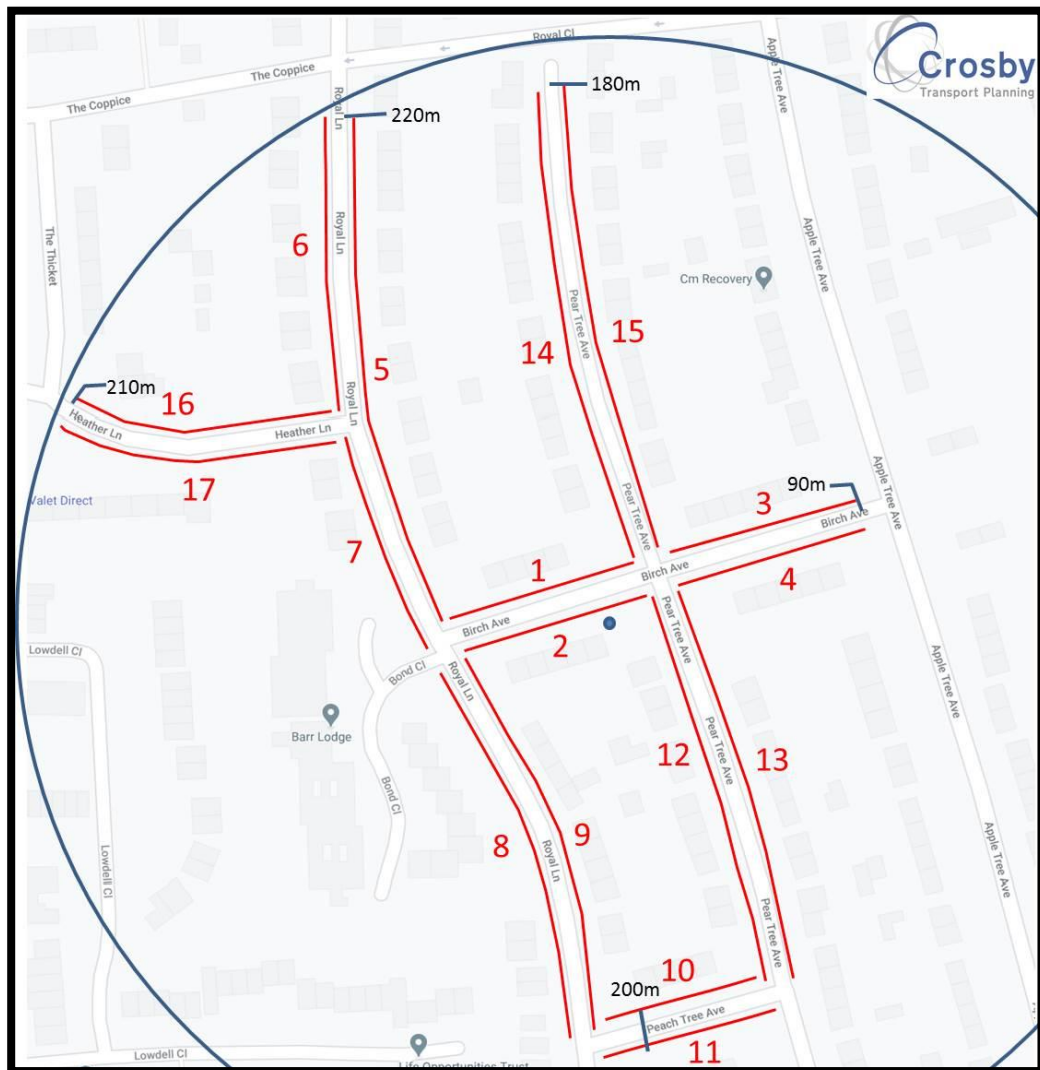


Figure 1: Area of Parking Stress Survey (extract from Parking Survey at Appendix A)

- 10** The focus of the study area is the length of Birch Avenue and lengths of Pear Tree Avenue, Royal Lane and Heather Lane.
- 11** The roads within the study area are located outside of any Controlled Parking Zones and all unrestricted parking availability is generally in the form of unmarked kerbside spaces or marked bays on the footway. Where parking restrictions are necessary to ensure the freeflow of traffic, they are enforced through double yellow lines. Advisory white lines associated with occasional speed humps are also in place, many of which extend across private driveways.
- 12** 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 5.0 metres. Therefore, where a minimum length of 5.0 metres was observed, this was counted as an available parking space. Any lengths of space less than 5.0 metres were not regarded as a parking space. Any vehicle crossovers and dropped kerbs were measured on-site and eliminated from available kerb space, in accordance with guidance.
- 13** Along any lengths of road where it was evident that the width was too narrow for parking to occur along both sides without leading to cars blocking the road, parking availability was counted along no more than one side only. Similarly, where unrestricted parking was available but it was clear that residents do not favour parking there, these were not considered to be available parking spaces.
- 14** Along Birch Avenue and Pear Tree Avenue, there are a number of marked parking bays on the footway which extend across private driveways. This may be as a result of residents historically converting their front gardens to informal parking areas, without any crossover in place. Whilst these marked bays are technically legal parking spaces, it can be assumed that these bays would not be used by anyone other than the occupants or visitors of the associated adjacent property. Therefore, whilst the occupancy of these spaces was counted within the survey, they are not considered to be parking spaces that would be available for use by residents of the proposed development and any spaces observed do not count towards available parking capacity.

15 There are effectively three different criteria of parking spaces observed within the study area which can be defined as follows:-

- **Unrestricted Spaces** – Unmarked kerbside spaces or marked bays on carriageway or kerb. Includes nose in spaces. Excludes unmarked kerbside spaces where it would be too narrow for vehicles to park on one or both sides.
- **Unavailable Spaces** – Marked bays but assumed to be unavailable to general users as doing so would block private driveways/accesses. Vehicles parked are associated with adjacent properties and do not cause any obstruction.
- **Advisory White Line / Access** – Any parking observed taking place on advisory white lines and/or across unmarked driveways/accesses.

Survey Results and Analysis

16 In terms of parking occupancy, or ‘stress’, the survey results are contained in full within **Appendix A**, with a summary of the results set out below in **Table 1**.

Street Name	Wednesday 7 October 2020			Tuesday 13 October 2020			Average		
	Parked	Observed Spaces	% Stress	Parked	Observed Spaces	% Stress	Parked	Observed Space	% Stress
Birch Avenue	13	2	86.7%	12	3	80%	12.5	2.5	83.3%
Royal Lane	18	10	64.3%	25	4	86.2%	21.5	7	75.4%
Pear Tree Avenue	36	6	85.7%	34	11	75.6%	35	8.5	80.5%
Heather Lane	13	3	81.3%	10	5	66.7%	11.5	4	74.2%
TOTAL	80	21	79.2%	81	23	77.9%	80.5	22	78.5%

Table 1: Parking Stress Survey Results – All Unrestricted Spaces

17 The overnight surveys show a total parking demand of 80-81 spaces, with 21-23 spaces available that could be used by residents throughout the day and overnight within unrestricted bays. The equivalent total stress level for the surveyed area averaged across both nights equates to 78.5%.

- 18** What constitutes a level of 'high parking stress' is not well defined in published guidance however LB Hillingdon recommends that capacity should fall within an 85% threshold. It can therefore be concluded that the existing parking stress levels surrounding the application site are within this threshold and are therefore not classified as 'high'.
- 19** The Lambeth Methodology also states that a separate note should be made of any areas where cars can park legally overnight but not during the day, such as single yellow lines. There are no such areas within the study area.
- 20** Within the marked bays that would be unavailable for general users, there were 8 vehicles parked on both nights and 19-20 spaces unoccupied. Additionally, 8-9 vehicles were observed parked across driveways and on advisory white lines. These vehicle can be assumed to be associated with nearby residents/visitors who would be parking here due to convenience rather than a general lack of parking availability.

DEVELOPMENT PARKING DEMAND

- 21** The Lambeth methodology advises that an assessment of the likely car ownership of future occupants should be undertaken to understand the scale of any overspill parking arising from the development.
- 22** As discussed in paragraph 2, it is agreed that the development may result in a potential net displacement of two vehicles on the surrounding roads (i.e. one additional vehicle demand and one loss of on-street parking availability).

NEARBY CONSENTED DEVELOPMENTS

- 23** In accordance with the Lambeth methodology, a review of local, recently consented development has been undertaken in order to take into account any potential cumulative parking demand arising from forthcoming development in the area.

- 24 Whilst there have been various property extensions and conversions granted by LB Hillingdon, there are no developments that are considered to have any significant parking implications within the surrounding area.

ON-STREET PARKING WITH DEVELOPMENT

- 25 Table 2 below summarises the updated future parking stress projection taking into account the net loss in availability of two spaces as a result of the potential development scheme.

	SURVEY DAY 1			SURVEY DAY 2			AVERAGED		
	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress
7/13 October 2020 Surveys	80	21	79.2%	81	23	77.9%	80.5	22	78.5%
With Development	81	19	81.0%	82	21	79.6%	81.5	20	80.3%

Table 2: Assessment of Potential Parking Impacts with Potential Development

- 26 On the basis that the potential development will lead to an additional car parked on the surrounding roads overnight, with one less space also being available, the level of parking stress within the local study area would increase from 78.5% to 80.3%. There would remain an average of 20 spaces available.

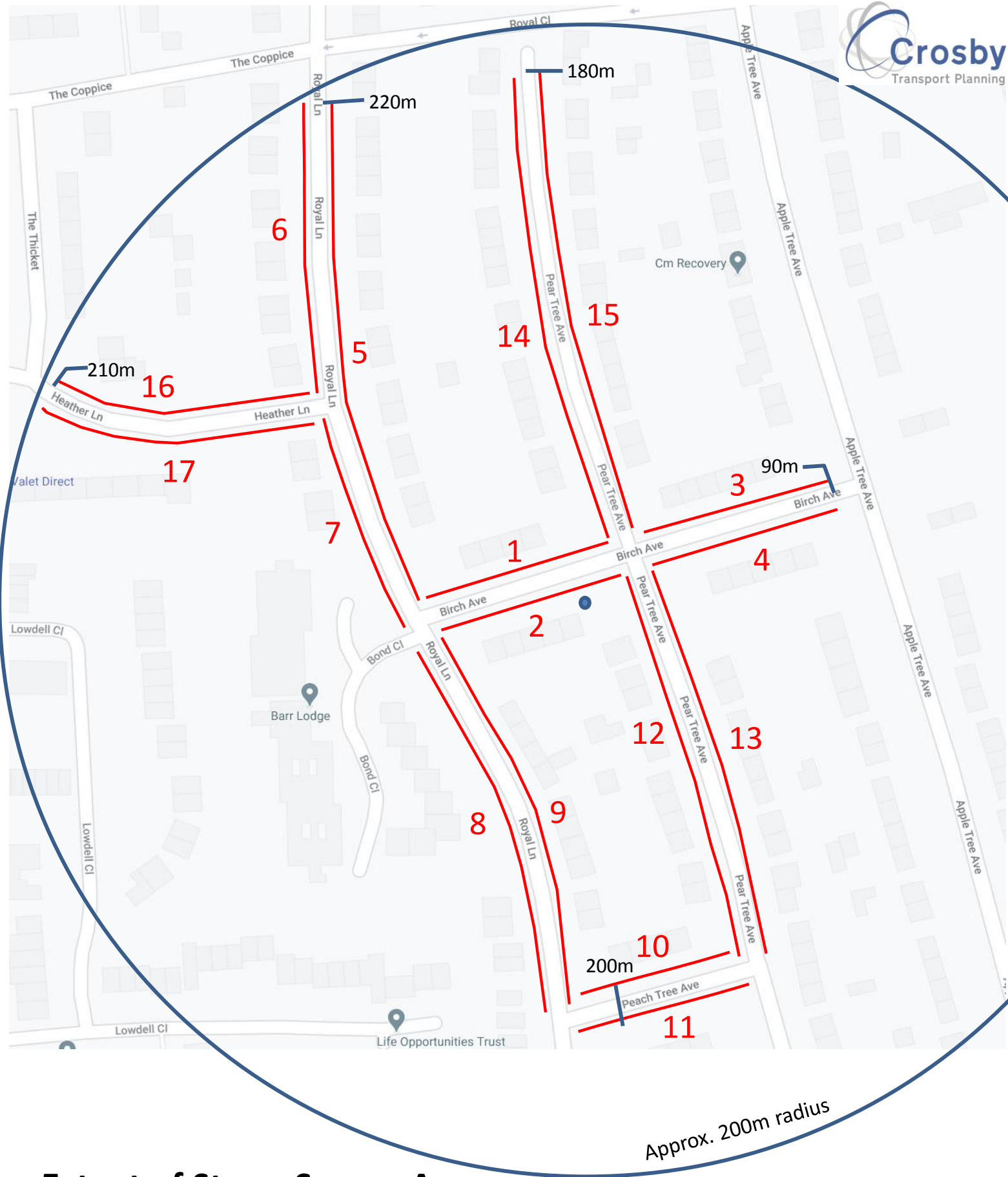
CONCLUSIONS

- 27 Having used the preferred Lambeth Methodology to determine the existing baseline and then considered the potential net parking demand resulting from the development proposals, the overall parking stress on roads within the vicinity of the site would increase marginally from 78.5% to 80.3%, still below the recommended 85% threshold.
- 28 Based on the findings of the survey analysis, which has been undertaken in a particularly robust manner, it is considered that the streets surrounding the site do not have a high level of parking stress and it is considered that the potential development would lead to a negligible impact on parking levels, with some 20 parking spaces remaining available.

- 29** Based upon clear empirical evidence and established robust methodology, it can therefore be concluded that the development proposals under consideration would cause no unacceptable impacts on parking levels in the locality.

APPENDIX A:

Parking Stress Survey Results



Extent of Stress Survey Area

(Map Source: Google.com)

**Land Adjacent 8 Birch Avenue, West Drayton UB7 8DD
(75669/APP/2020/1883)**

DATE : 7th & 13th OCTOBER 2020

DAY : WEDNESDAY & TUESDAY

LOCATION : BIRCH AVENUE, WEST DRAYTON



			WEDNESDAY 7TH OCTOBER 2020		
			TIME : 0100		
ROAD NAME	ZONE	RESTRICTION	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
BIRCH AVENUE	1	UNRESTRICTED SPACES	6	0	100.0%
	2	UNRESTRICTED SPACES	5	0	100.0%
	3	UNRESTRICTED SPACES	2	1	66.7%
		UNAVAILABLE SPACES	0	2	
ROYAL LANE	4	UNRESTRICTED SPACES	0	1	0.0%
		UNAVAILABLE SPACES	0	4	
	5	UNRESTRICTED SPACES	8	2	80.0%
		ADVISORY WHITE LINE / ACCESS			
	6	UNRESTRICTED SPACES	2	4	33.3%
PEAR TREE AVENUE	7	UNRESTRICTED SPACES	0	3	0.0%
	8	UNRESTRICTED SPACES	0	0	#DIV/0!
	9	UNRESTRICTED SPACES	8	1	88.9%
		ADVISORY WHITE LINE / ACCESS	4		
HEATHER LANE	10	UNRESTRICTED SPACES	0	0	#DIV/0!
	11	UNRESTRICTED SPACES	3	0	100.0%
		ACCESS	2		
	12	UNRESTRICTED SPACES	5	3	62.5%
		ACCESS	2		
	13	UNRESTRICTED SPACES	7	2	77.8%
	14	UNRESTRICTED SPACES	10	1	90.9%
		UNAVAILABLE SPACES	4	7	
	15	UNRESTRICTED SPACES	11	0	100.0%
		UNAVAILABLE SPACES	4	7	
	16	UNRESTRICTED SPACES	0	0	#DIV/0!
	17	UNRESTRICTED SPACES	13	3	81.3%
		DISABLED	1	1	

TOTAL	UNRESTRICTED SPACES	80	21	79.2%
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			TUESDAY 13TH OCTOBER 2020		
			TIME : 0045		
PARKED	OBSERVED SPACES	%RESTRICTION STRESS			
6	0	100.0%			
5	0	100.0%			
1	2	33.3%			
0	2				
0	1	0.0%			
0	4				
10	1	90.9%			
4					
4	1	80.0%			
1	2	33.3%			
0	0	#DIV/0!			
10	0	100.0%			
2					
0	0	#DIV/0!			
3	0	100.0%			
2					
4	4	50.0%			
1					
6	4	60.0%			
11	1	91.7%			
4	6				
10	2	83.3%			
4	7				
0	0	#DIV/0!			
10	5	66.7%			
1	1				

81	23	77.9%
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UNRESTRICTED SPACES - UNMARKED KERBSIDE BAYS OR MARKED BAYS ON CARRIAGEWAY OR KERB. INCLUDES NOSE IN SPACES.
EXCLUDES UNMARKED KERBSIDE WHERE IT WOULD BE TOO NARROW FOR VEHICLES TO PARK ON ONE OR BOTH SIDES.

UNAVAILABLE SPACES - MARKED BAYS BUT ASSUMED TO BE UNAVAILABLE TO GENERAL USERS AS DOING SO WOULD BLOCK PRIVATE ACCESSSES.
VEHICLES PARKED ARE ASSOCIATED WITH ADJACENT PROPERTIES AND DO NOT CAUSE ANY OBSTRUCTION

ADVISORY WHITE LINE / ACCESS ANY PARKING OBSERVED TAKING PLACE ON ADVISORY WHITE LINES AND/OR ACROSS UNMARKED DRIVEWAYS