

TECHNICAL NOTE

31-32 GREEN WALK, RUISLIP

Pre-application Transport Technical Note

Date: September 2020

Ref: RMCS/5535/2020/TN01

1 INTRODUCTION

- 1.1 RGP is instructed by Ruislip Manor Cottage Society to provide transport and highway support for the extensions of 2 properties (31-32 Green Walk) within their ownership in Ruislip. The Ruislip Manor Cottage Society (RMCS) owns over 70 properties in the immediate local area and rent these out to tenants.
- 1.2 The development proposals consist of extensions to 31 and 32 Green Walk to increase the size of the properties and create an additional bedroom in each dwelling to convert them from 2no 2-bed properties to create 2 no. 3-bed houses.

2 BACKGROUND

- 2.1 The site is located in an area which is well located to public transport and is represented by a PTAL 3, although is on the cusp of a PTAL of 4.
- 2.2 RGP acted on behalf of Ruislip Manor Cottage Society in 2018 providing transport and highway advice relating to the proposed garage development between 4 and 5 Green Walk.

Lambeth survey overnight 2018

- 2.3 The main length of Green Walk is part of Controlled Parking Zone RM2 (CPZ) which is 'Permit Holder Only' 11am-Midday and 2pm-3pm Monday to Friday to which all local residents can apply for a parking permit. It is assumed that this restriction is in place primarily because of the proximity of the site to Ruislip and Ruislip Manor underground stations in an effort to restrict commuter car parking. The RM2 CPZ extends also to Windmill Road and Manor Way.

- 2.4 A Lambeth style parking survey was conducted in the early morning hours of Tuesday 13th March and Wednesday 14th March 2018 in accordance with Lambeth Survey Methodology Guidelines to assess the level of car parking within a 200m walk distance of the development site. This included Green Walk, Windmill Way and parts of Manor Way and Pembroke Road. The full results are included in **Appendix A** of this report and a summary is shown in **Figure 2.1** below.

	Tues 13 th March 2018		Weds 14 th March 2018	
	Free spaces	Parking Stress	Free spaces	Parking Stress
Green Walk	3	88%	4	83%
Windmill Way	20	66%	21	64%
Manor Way	6	67%	7	61%
Pembroke Road	1	50%	0	150%
W Hatch Manor	3	25%	3	25%
Glenalla Road	5	38%	7	13%
Overall	38	67%	41	64%

Figure 2.1: Overnight Parking Stress locally, March 2018

- 2.5 The information collected shows that both nights were consistent in the level of parking recorded and resulting stress and therefore can be considered an accurate picture of the parking locally. The high percentage stress in Pembroke Road is as a result of there only being 2 parking spaces within the 200m cordon therefore one extra car (i.e. 3 cars parked) accounts for the level showing at 150%.
- 2.6 Overall, the conclusion of the survey indicates that there are on average 40 on-street parking spaces overnight within an approximate 200m cordon of 31-32 Green Walk. It is noteworthy that given there is no on street parking availability at either 31 or 32 Green Walk currently, any cars associated with these properties would have been parked on street and are likely to have been included within this survey.

3 DEVELOPMENT PROPOSALS

- 3.1 The development proposals consist of the extension of properties 31 and 32 Green Walk to convert them from 2no. 2-bed houses to 2no. 3-bed houses. No on-site car parking is currently available on either of the properties and this will remain unchanged in the future scenario.

Car Parking Policy

- 3.2 The site is located in a PTAL 3/4 and the Intend to Publish London Plan outlines in Policy T6 – Car Parking that 'car free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.' Based on the PTAL of the site, the car parking provision should be a maximum of 0.5-0.75 spaces per dwelling according to the Intend to Publish London Plan.
- 3.3 The LB Hillingdon Development Management Policies (adopted January 2020) outline the maximum parking standards for 'dwellings with curtilage' to be 2 spaces per dwelling regardless of the size of the dwelling. In this instance, there is no change in relation to the parking standards from the current provision to the proposed since the existing dwelling is equally non-compliant with the standards as the proposed scenario.
- 3.4 Furthermore, the LB Hillingdon parking policy at DMT 6 'Vehicle Parking' indicates that vehicle parking should accord with the parking standards unless evidence can be provided which demonstrates that the change would not lead to a worsening in the on-street parking conditions locally.

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.

- 3.5 In this instance it has been proven that there are approximately 40 spaces available within the vicinity of the site overnight (Lambeth survey, March 2018) that could be utilised for car parking by residents. It has been evidenced that there is sufficient capacity on street locally that any additional vehicles generated by the additional bedroom at each of the properties could be accommodated and a variance from the adopted LBH parking standards and Intend to Publish London Plan standards is justified.

Car Ownership

- 3.6 Using information from the Census 2011 table CT0103 – 'Accommodation type by tenure by number of rooms by car or van availability' (Appendix B to this report) it is possible to establish the current and forecast car ownership levels for the existing and proposed dwellings.
- 3.7 Using the 'Manor' ward data for a House or Bungalow and a Shared Ownership Tenure, the results indicate that there would be a demand for 1.09 cars per property based on a 5 room dwelling (existing) assuming two bedrooms and three rooms downstairs (including the kitchen) compared with a demand for 1.15 cars per property based on a 6 room dwelling (proposed) assuming three bedrooms and 3 rooms downstairs (albeit rearranged and larger).
- 3.8 This would generate a difference in overall demand for parking of 0.12 cars (i.e. 2.30-2.18) from the increase in size of the two dwellings. Therefore, the car ownership levels based on this information are forecast to be very similar and it is not anticipated that the increase in the number of bedrooms would increase the level of demand for car parking on street.

Traffic Generation

- 3.9 The TRICS database indicates that a house in this location could generate approximately 5 two way trips per day, a trip rate which was accepted for the development of the garages sites site between No.s 4 and 5 Green Walk (Planning Reference: 73047/APP/2019/398). The TRICS database does not differentiate between 2 bed and 3 bed houses, it only presents houses, therefore the same trip rate would be presented for a 2-bed or a 3-bed house using the TRICS database.
- 3.10 In reality there will be minimal difference in the trip generating potential between the 2-bed and a 3-bed property.

4 SUMMARY AND CONCLUSIONS

- 4.1 This Transport Technical Note has concluded the following and LB Hillingdon is requested to provide a view relating to the parking strategy associated with the scheme:
- i) 31 and 32 Green Walk are currently 2-bed properties with no off-street car parking available;
 - ii) The development proposals intend to increase the size of each property through extensions to create 2no 3-bed properties with no off-street car parking;

- iii) An overnight parking survey in 2018 recorded that there was an average parking stress of 65% on Green Walk overnight with circa 40 spaces available each night. The parking stress survey would likely have included vehicles associated with 31-32 Green Walk since there is no on-site parking available for either property;
- iv) Using Census 2011 car ownership information, it is forecast that there would be no change in demand for car parking associated with the development proposals;
- v) Using TRICS traffic generation data, it is forecast that there would be no change in the level of vehicle trips associated with the 3-bed houses compared to the existing 2-bed houses.
- vi) Overall, the change from a 2-bed to a 3-bed property is unlikely to change the demand for parking and through the information provided in this note, the on-street provision is deemed adequate.

APPENDIX A

GREEN WALK - RUISLIP

Tuesday 13 March 2018 Time: 1.30am



STREET	UNRESTRICTED PARKING				PARKING RESTRICTIONS								TOTAL LEGAL PARKING STRESS			WAITING RESTRICTION					OTHER		TOTAL PARKING STRESS					
	MARKED BAYS		UNMARKED		PERMIT HOLDERS		PAY & DISPLAY		DISABLED		MOTORBIKE BAY				TOTAL LEGAL PARKING STRESS	DOUBLE YELLOW	DOUBLE RED	SKIP ON STREET	IN FRONT OF GARAGE	DROPPED KERB	SINGLE YELLOW	SINGLE RED	PARKED	SPACE	TOTAL PARKING STRESS			
	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE														
Green walk					21	24							21	24	88%										21	24	88%	
Windmill Way			5	5	34	54							39	59	66%	2									41	59	69%	
Manor Way			12	18									12	18	67%										12	18	67%	
Pembroke Road			1	2									1	2	50%					3					4	2	200%	
W Hatch Manor			1	4									1	4	25%					1					2	4	50%	
Glenalla Road			3	8									3	8	38%										3	8	38%	
TOTALS	0	0	22	37	55	78	0	0	0	0	0	0	77	115	67%	2	0	0	0	0	4	0	0	0	0	83	115	72%

GREEN WALK - RUISLIP

Wednesday 14 March 2018 Time: 1.30am

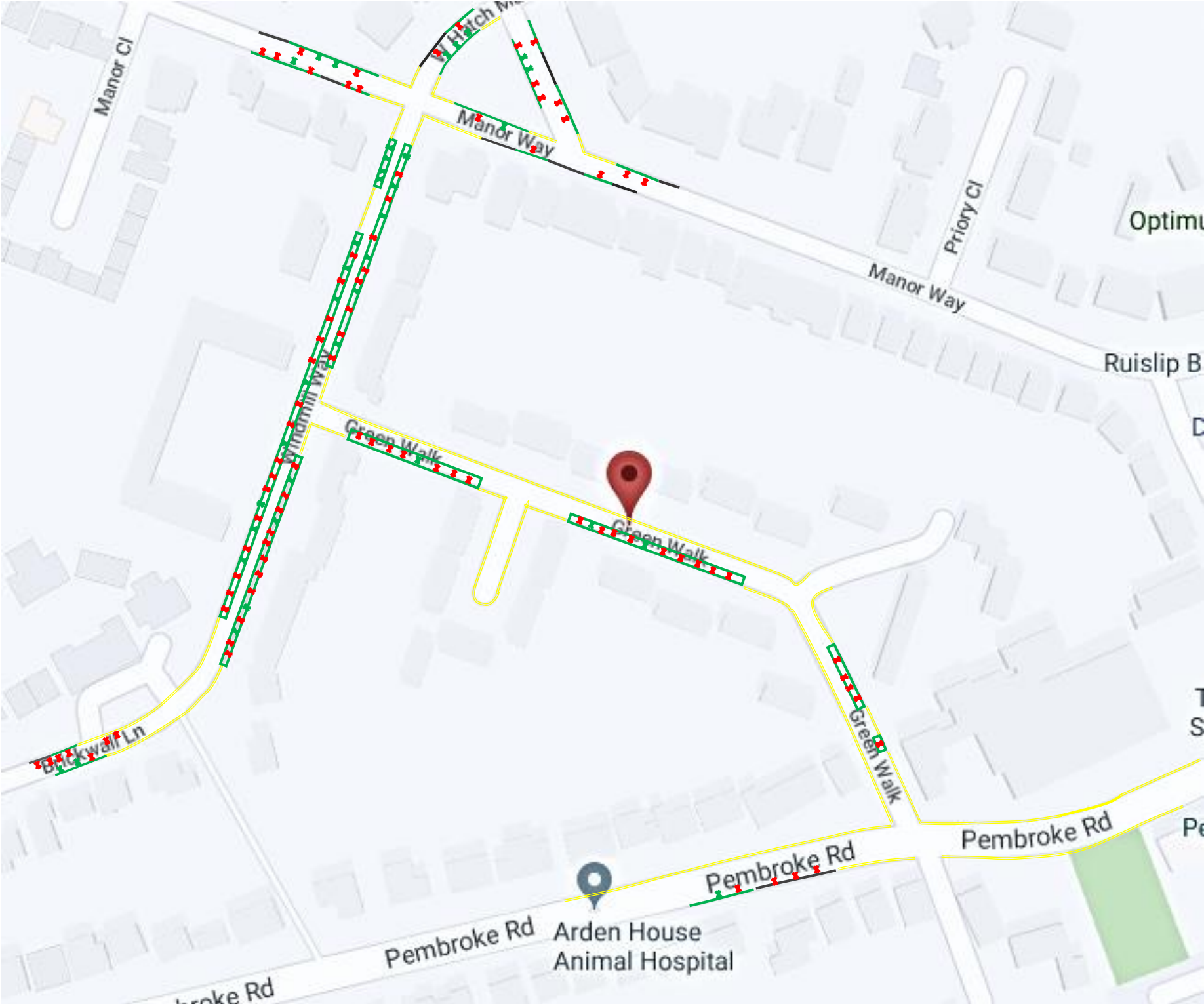


modaldata.com

	UNRESTRICTED PARKING				PARKING RESTRICTIONS								TOTAL LEGAL PARKING STRESS			WAITING RESTRICTION					OTHER				TOTAL PARKING STRESS			
	MARKED BAYS		UNMARKED		PERMIT HOLDERS		PAY & DISPLAY		DISABLED		MOTORBIKE BAY				TOTAL LEGAL PARKING STRESS						SINGLE YELLOW	SINGLE RED						
STREET	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE			DOUBLE YELLOW	DOUBLE RED	SKIP ON STREET	IN FRONT OF GARAGE	DROPPED KERB	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	TOTAL PARKING STRESS
Green walk					20	24							20	24	83%										20	24	83%	
Windmill Way			4	5	34	54							38	59	64%										38	59	64%	
Manor Way			11	18									11	18	61%										11	18	61%	
Pembroke Road			3	2									3	2	150%										3	2	150%	
w Hatch Manor			1	4									1	4	25%						1				2	4	50%	
Glenalla Road			1	8									1	8	13%										1	8	13%	
TOTALS	0	0	20	37	54	78	0	0	0	0	0	0	74	115	64%	0	0	0	0	1		0	0	0	0	75	115	65%

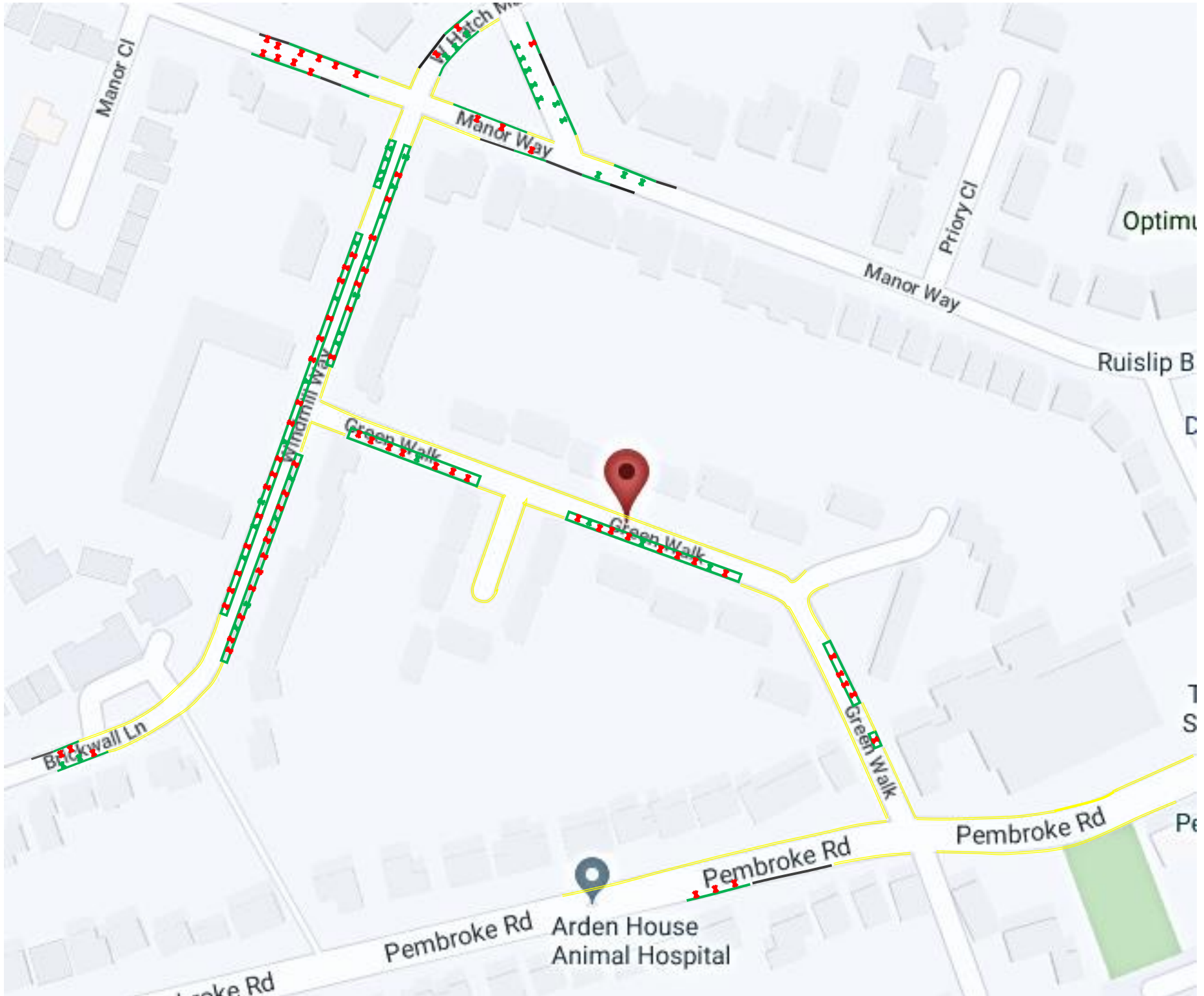
GREEN WALK – RUISLIP

Tuesday 13th March 2018 Time:1.30am



GREEN WALK – RUISLIP

Wednesday 14th March 2018 Time:1.30am



APPENDIX B

				Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	Total car ownership
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	Total: Number of rooms	414	102	206	86	20	1.06
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	1 - 3 rooms	34	13	20	1	0	0.65
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	4 rooms	118	33	58	26	1	0.96
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	5 rooms	148	38	67	34	9	1.09
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	6 rooms	75	12	45	13	5	1.15
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	7 rooms	25	3	9	8	5	1.60
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	8 or more rooms	14	3	7	4	0	1.07

Office for National Statistics

CT0103 - Accommodation type by tenure by number of rooms by car or van availability

Dataset population : All occupied households (excluding caravans or other mobile or temporary structures)

Geographical level : National to 2011 Census merged wards

Source : 2011 Census (27 March)