

# TECHNICAL NOTE

## 27-28 GREEN WALK, RUISLIP

### Pre-application Transport Technical Note

Date: October 2021

Ref: 2021/6152/TN01

#### 1 INTRODUCTION

- 1.1 RGP is instructed by Ruislip Manor Cottage Society (RMCS) to provide transport and highway consultancy services in relation to the proposed extensions of 2 properties (27-28 Green Walk) within their ownership in Ruislip. The RMCS owns over 70 properties in the immediate local area and rent them to tenants.
- 1.2 The development proposals consist of extensions to 27 and 28 Green Walk to increase the size of the properties and create an additional bedroom in each dwelling to convert them from 2-bed houses to create 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 has acted on behalf of RMCS for other sites over the past 3 years providing transport and highway advice for a proposed garage development between 4 and 5 Green Walk in 2018, as well as an extensions for properties 31 and 32 Green Walk in 2020.
- 2.3 RMCS has owned 27-28 Green Walk since they were constructed and RMCS's not for profit company aims and objectives mean that the properties have always been (and continue to be) let to local people in housing need who cannot afford market rents. Typically, the rents are set at very affordable levels and are often below housing association affordable rent levels in the area. This has resulted in a demographic of tenants who have lower car ownership levels than other properties nearby due to their financial position.

## Lambeth Survey

2.4 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.

2.5 A Lambeth style parking survey was conducted in the early morning hours of Tuesday 13<sup>th</sup> and Wednesday 14<sup>th</sup> March 2018 which was previously reported. A follow-up Lambeth survey on Tuesday 28<sup>th</sup> and Wednesday 29<sup>th</sup> September 2021 was conducted in accordance with Lambeth Survey Methodology Guidelines to assess the level of car parking within a 200m walk distance of the development site and whether any changes had occurred in the intervening 3 and a half year period. The survey area included Green Walk, Windmill Way and parts of Manor Way, Pembroke Road and W Hatch Manor. The full results are included in **Appendix A** (2018 survey) and **Appendix B** (2021 survey) of this report and a comparison summary of both surveys is shown in **Figure 2.1** below.

Road	Tues 13 <sup>th</sup> Mar 2018		Wed 14 <sup>th</sup> Mar 2018		Tues 28th Sep 2021		Wed 29th Sep 2021	
	Free spaces	Parking Stress	Free spaces	Parking Stress	Free spaces	Parking Stress	Free spaces	Parking Stress
Green Walk	3	88%	4	83%	10	58%	10	58%
Windmill Way	20	66%	21	64%	33	44%	34	42%
Manor Way	6	67%	7	61%	2	89%	3	83%
Pembroke Road	1	50%	0	150%	0	100%	0	133%
W Hatch Manor	3	25%	3	25%	1	67%	1	67%
Glenalla Road	5	38%	7	13%	1	75%	2	50%
<b>Overall</b>	<b>38</b>	<b>67%</b>	<b>41</b>	<b>64%</b>	<b>47</b>	<b>58%</b>	<b>49</b>	<b>56%</b>

Figure 2.1: Overnight Parking Stress locally, March 2018 and September 2021

2.6 The information collected shows that parking stress has reduced from 2018 to 2021 with an average parking stress of 66% (average of 40 free car parking spaces) observed in March 2018, and an average parking stress of 57% (average of 48 free car parking spaces) in September 2021. Interestingly, Green Walk in the immediate vicinity of the site observed a reduced parking stress of 58% (10 free car parking spaces) in March 2021 from the average 85% car parking stress (3 free car parking spaces) observed in September 2018.

2.7 It is important to note that there is a slight discrepancy in the total number of car parking spaces within the survey area with regard to the March 2018 survey. The survey company previously calculated in March 2018 survey that there were 4 more spare car parking spaces within the catchment area including 5 additional car parking spaces on Glenalla Road compared to the September 2021 survey. Despite the reduction in 4 car parking spaces overall across the catchment area, there is still an overall average parking stress reduction of 9% which signifies that there is more car parking availability on the local highway network within 200 metres of the proposed site in 2021 than there was in 2018.

### **3 DEVELOPMENT PROPOSALS**

3.1 The development proposals consist of the extension of properties 27 and 28 Green Walk to convert them from 2-bed houses to 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 London Plan (2021) 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 London Plan (2021).

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 48 spaces available within a 5 minute walk (200m) the vicinity of the site overnight (Lambeth survey, September 2021) that could be utilised for car parking by residents. It is evident 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 London Plan (2021) 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 C** 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 site between 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 relating to the parking strategy associated with the scheme:

- i) 27 and 28 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 3-bed properties with no off-street car parking;
- iii) An overnight parking survey in March 2018 which was repeated in September 2021 recorded that there was an average parking stress reduction of 9% (8 more free spaces) in September 2021 from March 2018. The parking stress survey would likely have included any existing vehicles associated with 27-28 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



# MODAL

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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		PARKED		SPACE		TOTAL LEGAL PARKING STRESS		DOUBLE YELLOW		DOUBLE RED		SKIP ON STREET		IN FRONT OF GARAGE		DROPPED KERB		SINGLE YELLOW		SINGLE RED		TOTAL PARKING STRESS
Green walk	21	24											21	24	88%										21	24	88%						
Windmill Way	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%										4	2	200%						
W Hatch Manor			1	4									1	4	25%										2	4	50%						
Glenalla Road			3	8									3	8	38%										3	8	38%						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>37</b>	<b>55</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>115</b>	<b>67%</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>115</b>	<b>72%</b>							

## GREEN WALK - RUISLIP

Wednesday 14 March 2018 Time: 1.30am

**MODAL**  
modaldata.com

STREET	UNRESTRICTED PARKING				PARKING RESTRICTIONS					TOTAL LEGAL PARKING STRESS			OTHER			TOTAL PARKING STRESS				
	MARKED BAYS		UNMARKED		PARKED		TOTAL SPACE		PARKED		TOTAL SPACE		PARKED		TOTAL SPACE		PARKED		TOTAL SPACE	
	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE	PARKED	TOTAL SPACE		
Green walk	20	24							20	24			83%			20	24	83%		
Windmill Way	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%			2	4	50%		
Glenalla Road			1	8					1	8			13%			1	8	13%		
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>37</b>	<b>54</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>115</b>	<b>64%</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>115</b>	<b>65%</b>



## APPENDIX B

**MAP LEGEND**

- Dropped Kerb / No Parking
- Single Yellow Line
- Available Parking
- Pay and Display
- Disabled Bay
- Permit holders bay
- Free Car space
- Parked Car
- Car space counted as 5m / car

MODAL

modaldatocom

STREET	UNRESTRICTED PARKING				PARKING RESTRICTIONS					TOTAL LEGAL PARKING STRESS			WAITING RESTRICTION				OTHER				TOTAL PARKING STRESS			
	MARKED BAYS		UNMARKED		PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE
	PERMIT HOLDERS	PAY & DISPLAY	DISABLED	MOTORBIKE BAY																				
Green walk	14	24									14	24	58%							14	24	58%		
Windmill Way (Inc. Brickwall Lane)		5	5		21	54					26	59	44%							26	59	44%		
Manor Way		16	18								16	18	89%							16	18	89%		
Pembroke Road		3	3								3	3	100%							3	3	100%		
W Hatch Manor		2	3								2	3	67%							2	3	67%		
Glenalla Road			3	4							3	4	75%							3	4	75%		
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>35</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>111</b>	<b>58%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>111</b>	<b>58%</b>		

STREET	UNRESTRICTED PARKING				PARKING RESTRICTIONS					TOTAL LEGAL PARKING STRESS			WAITING RESTRICTION				OTHER			TOTAL PARKING STRESS			
	MARKED BAYS		UNMARKED		PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	
	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	
Green walk	14	24									14	24	58%							14	24	58%	
Windmill Way (Inc. Brickwall Lane)			5	5	20	54					25	59	42%							25	59	42%	
Manor Way			15	18							15	18	83%							15	18	83%	
Pembroke Road			3	3							3	3	100%							4	3	133%	
w Hatch Manor			2	3							2	3	67%							2	3	67%	
Glenalla Road			2	4							2	4	50%							2	4	50%	
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>33</b>	<b>34</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>111</b>	<b>55%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>111</b>	<b>56%</b>



## APPENDIX C

			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	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)