

TECHNICAL NOTE

35-36 GREEN WALK, RUISLIP

Pre-application Transport Technical Note

Date: October 2022

Ref: 2022/6843/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 (35-36 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 35 and 36 Green Walk to increase the size of the properties creating an additional bedroom in each dwelling to convert them from 2-bed houses to 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 4 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 and properties 27 and 28 Green Walk in 2021.
- 2.3 RMCS has owned 35 and 36 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 recorded and submitted to support the 2021 planning application associated with 27 and 28 Green Walk (planning ref: 76867/APP/2021/4223) situated just 75m south-east of the proposed development. The survey was conducted in the early morning hours of Tuesday 28th and Wednesday 29th September 2021 in accordance with Lambeth Survey Methodology Guidelines to assess the level of car parking within a 200m walk distance of the development site. Due to the recency of survey and as the proposed site is situated within the parking survey catchment area, it is considered appropriate to utilise the Lambeth survey results collected in September 2021.

2.6 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** this report and a comparison summary of both surveys is shown in **Figure 2.1** below.

Road	Tues 28th Sep 2021		Wed 29th Sep 2021	
	Free spaces	Parking Stress	Free spaces	Parking Stress
Green Walk	10	58%	10	58%
Windmill Way	33	44%	34	42%
Manor Way	2	89%	3	83%
Pembroke Road	0	100%	0	133%
W Hatch Manor	1	67%	1	67%
Glenalla Road	1	75%	2	50%
Overall	47	58%	49	56%

Figure 2.1: Overnight Parking Stress locally, September 2021

2.7 The information collected shows that the survey area comprises an average overnight parking stress of 57% (average of 48 free car parking spaces) which is considered low and well below a parking stress level of above 85% which is deemed a high level of parking stress.

3 DEVELOPMENT PROPOSALS

3.1 The development proposals consist of the extension of properties 35 and 36 Green Walk to convert them from 2-bed houses to 3-bed houses. No. 36 Green Walk comprises a single existing on-site car parking space which would be retained post development.

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) outlines 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, based on the parking survey undertaken, it has been proven that there are approximately 48 spaces available within a 5 minute walk (200m) 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 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 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 and total bedrooms per housing development, 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) 35 and 36 Green Walk are currently 2-bed properties with one existing off-street car parking space at No. 36 Green Walk;
- ii) The development proposals intend to increase the size of each property through extensions to create 3-bed properties as well as the retention of the single car parking space for No. 36 Green Walk;
- iii) An overnight parking survey conducted in September 2021 which recorded an average overnight parking stress of 57% (average of 48 free car parking spaces). The parking stress survey would likely have included any existing vehicles associated with 35 and 36 Green Walk as there is no on-site parking available for No. 35 Green Walk and one existing vehicle space at No. 36 Green Walk;
- 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

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

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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%
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%
TOTALS	0	0	29	33	35	78	0	0	0	0	0	0	0	64	111	58%	0	0	0	0	0	64	111	58%

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%	
TOTALS	0	0	27	33	34	78	0	0	0	0	61	111	55%	0	0	0	0	1	0	0	62	111	56%



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	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)