



Parking Stress Survey

129 Wood End Green Road, Hayes UB3 2SQ



Prepared by: FOTOM Consulting Ltd

Date: 14th November 2024

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1.0 Introduction

1.1 Fotom Consulting has been appointed by Great Plans Ltd to undertake an overnight parking stress survey. This parking survey report has been prepared in support of planning application reference [9354/APP/2024/1167](#) which is recommended for approval. The application was submitted to Hillingdon Council on 2nd May 2024.

1.2 The planning application seeks approval for the " Erection of a part two storey, part single storey wraparound rear and side extension, conversion of roof space to habitable use to include a rear dormer, following the demolition of existing garage".

1.3 The planning history of the site is provided in **Table 1** below:

Reference	Date	Description	Decision
9354/APP/2024/501	February 28 2024	Erection of a part two storey, part single storey wraparound rear and side extension, conversion of roof space to habitable use to include a rear dormer, following the demolition of existing garage	Refusal

Table 1 Planning Application History

1.4 The purpose of the survey is to determine the availability of spaces on residential roads in the vicinity of No 129 Wood End Green Road, Hayes, UB3 2SQ. An extract of the Highway Officer's comments is provided in **Figure 1** below

Access and Parking

The application proposes to extend the existing dwelling to the to provide an additional three bedrooms and extended living accommodation. Vehicular access to the site is gained over an existing dropped kerb which provides access to an existing garage and forecourt parking space. The proposed development would remove the garage but would retain 1no. parking space which would be acceptable.

The London Plan 2021 – Table 10.3 - Maximum Residential Parking Standards allows dwellings with three or more bedrooms in an area with a PTAL ranking of 2 to have up to 1no. parking space. The application proposes the removal of the garage which would not concur with the current London Borough of Hillingdon Local Plan Part 2 - Development Management Policies Appendix C which requires garages to have internal dimensions of 3m x 6m and would therefore be acceptable. Drawing

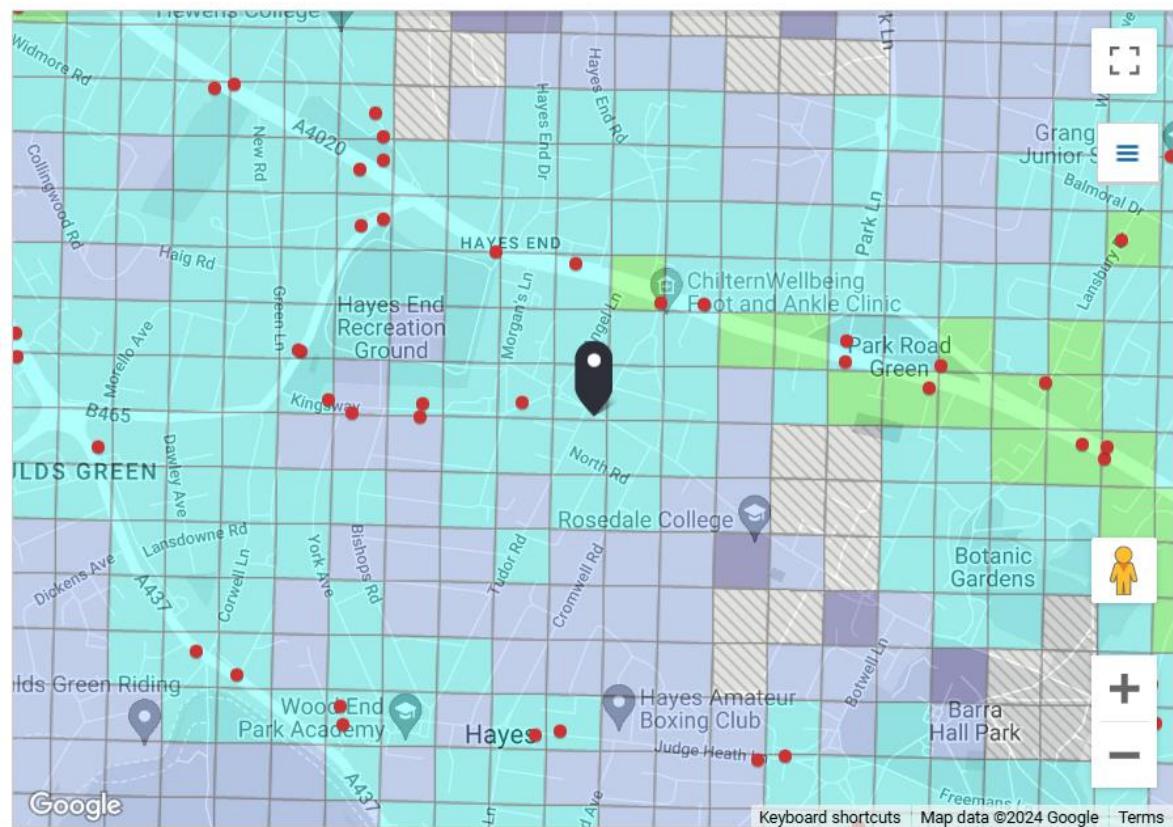
03a titled Proposed – Floor Plans shows 1no. parking space which would be acceptable.

Figure 1 Highway Officer's Comments

1.5 The survey was conducted according to the guidelines set out in the Lambeth Council's Parking Guidance Note "Lambeth Methodology" and it aims to determine if there are sufficient on-street spaces available in the area to accommodate any potential parking overspill from the proposed development.

1.6 The application site consists of one storey semi-detached Georgian style property located on Wood End Green Road at its junction with Tudor Road. The site is directly opposite Dawson Close. Wood End Green Road is mainly residential with very few commercial properties. Wood End Green Road has a 20 MPH speed limit. Wood End Green Road connects to Grange Road at its eastern end and connects to Kingsway, Morgan's Lane and Angel Lane at the roundabout at its western end.

1.7 The property is served by public transport links. Hayes & Harlington tube station is 2.7km northwest of the site and 38 minutes' walk from the site. There are a number of parks within the area. The nearest is Hayes End Recreation Ground, which is a 6 minutes' walk, Michael Frost Park is 32 minutes' walk and Grange Park is 29 minutes' walk from the site. There are several bus routes (H98, 278, 427, 697, 698, N207, SL8) with multiple bus stops which are a few minutes' walk from the site. Transport for London's (TfL) online accessibility tool (WEBCAT) indicates that the site lies in an area with public transport accessibility level (PTAL) score of 2, and this is poor. PTAL scores range between 0 and 6, where 0 represents poor and 6 represents excellent access to public transport. A PTAL map for the site is provided in **Figure 2** below:



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

2

I29 Wood End Green Rd

I29 Wood End Green Rd, Hayes UB3 2SQ, UK

Figure 2 -PTAL rating for UB3 2SQ

1.8 A site location plan is provided in **Figure 3** below.

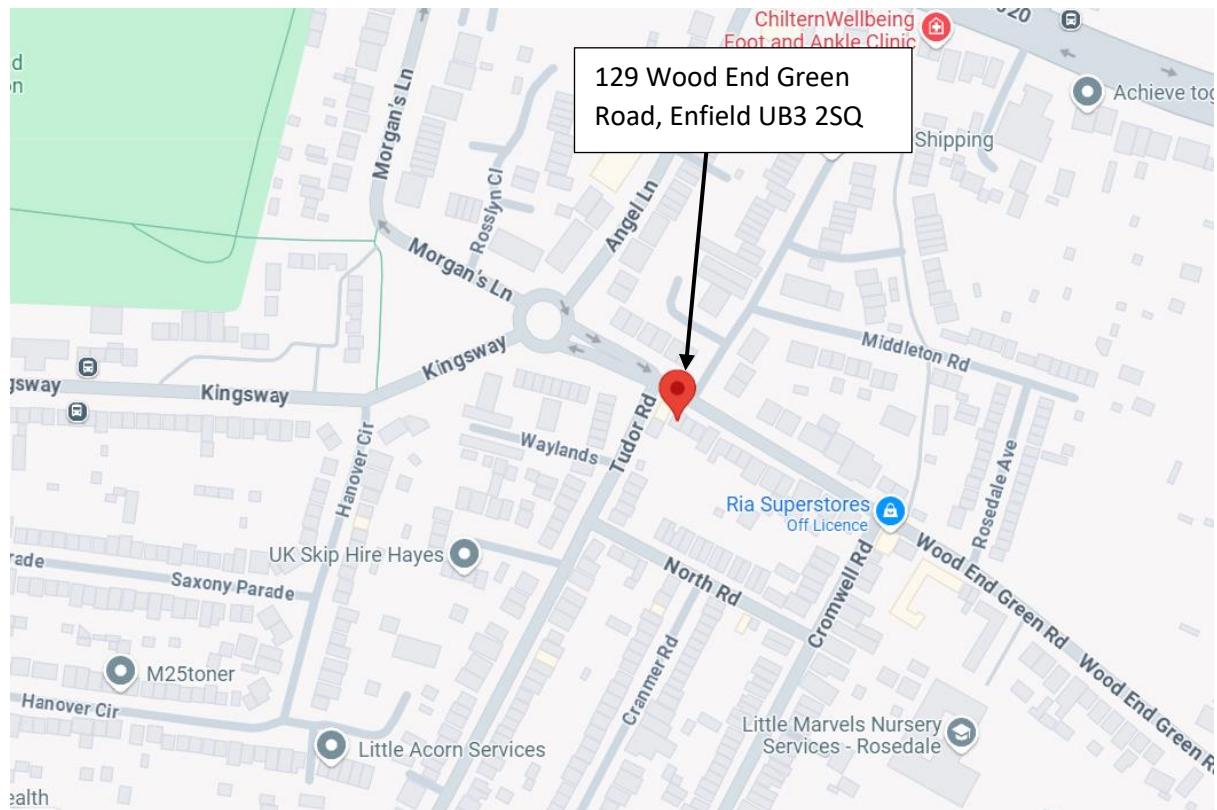


Figure 3 -Site Location Plan

1.9 The London Plan 2021 maximum residential parking standards are provided in Table 10.3 on page 427. This sets out the parking requirements for residential dwellings as shown below. Based on the parking standards below, the proposed development which comprises a 1x3 bedrooms will require a maximum of 1 parking space. The development is car free. Hence, the proposed development would displace a maximum of 1 vehicle on-street.

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

Figure 4 -London Plan 2021 Parking Standards

2.0 Survey Methodology

2.1 The Lambeth Council Parking Survey Guidance Note “Lambeth Methodology” recommends that for residential developments, the survey should be undertaken when the highest number of residents are at home, generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (i.e., Monday, Tuesday, Wednesday, or Thursday). However, the survey must not be carried out on or close to public and school holidays, and on event days.

2.2 The Lambeth Guidance Note also recommends that the following areas should be excluded from surveys:

- If the site is in a CPZ, any parking bays in an adjoining CPZ
- Any CPZ bays within the survey area where the site itself does not fall into a CPZ
- Private roads and housing estate roads
- Places where drivers are unlikely to park, for example: Locations where parking is restricted due to the width of the road or waiting restrictions are in place.
- Areas that may present highway or personal safety issues, or difficulty in accessing the parking, such as on a major road, in areas with poor surveillance, etc

2.3 The surveys involved a road inventory of waiting restrictions (yellow lines), bus stops, crossovers, and a count of the number of vehicles parked and spaces available on roads within a 200m walking distance of the site.

2.4 The number of parking spaces is calculated by dividing the length of the hard kerbs suitable for parking by 5m. All lengths of kerb that were less than 4.5m have been excluded from the calculations.

2.5 All areas covered by double yellow lines and bus stops have been excluded from the calculations. Lengths of hard kerb without restrictions but deemed unsafe for parking have been highlighted and removed from the calculations. The values for the **‘Maximum number of spaces’** should be rounded down.

2.6 The Lambeth Parking Guidance Note does not specify a maximum allowable parking stress but mentions that there are instances where the parking stress on a road could exceed 100%. It goes on to explain that stress levels of over 100% stress (or 100% occupancy level) are possible for example, small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated. Also, cars park on double yellow lines which are excluded from the calculations. However, most local authorities in London apply a threshold of between 85% - 90%.

2.7 In accordance with the Lambeth Methodology, the surveys were not undertaken on either a school or public holiday. The on-street parking surveys were undertaken on the following dates:

- Wednesday, 13th November 2024 at 01:00
- Thursday, 14th November 2024 at 01:00

2.8 A map of the survey area is provided in **Figure 5** below:

PARKING SURVEY AREA – WOOD END GREEN ROAD

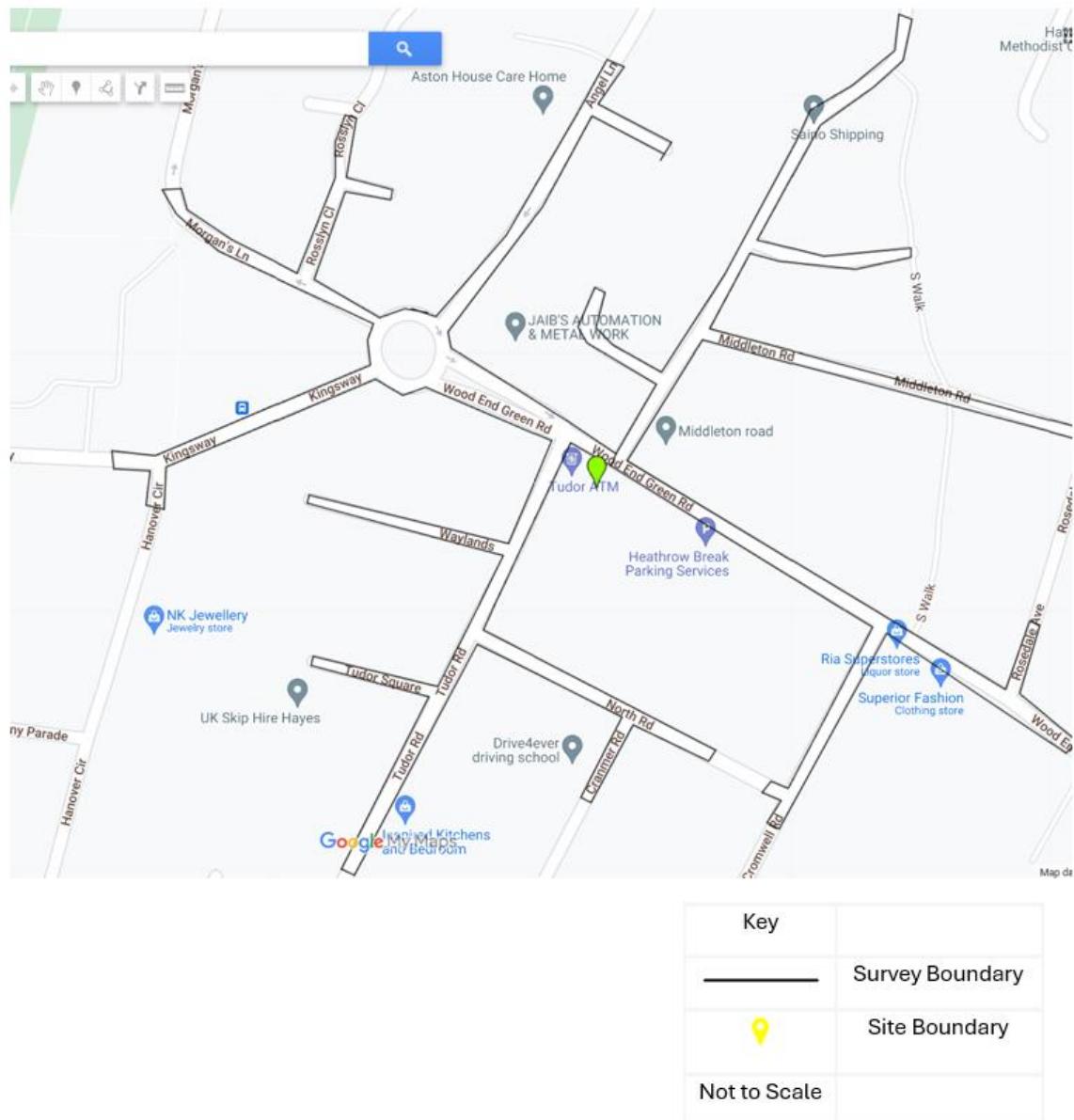


Figure 5 – Map of the parking survey area

2.9 The area surrounding the site mainly consists of residential dwellings characterised by one-storey terraced, and semi-detached houses. The survey covers roads within a 200m walking distance of the site. Parking is permitted on both sides in most of the roads surveyed including Cromwell Road, Tudor Road, Crommer Road, Kingsway. Wood End Green Road lies in a 20MPH zone. There were various parking restrictions which included yellow lines on some of the roads surveyed.

2.10 The list of roads surveyed:

Road Name	Features
Wood End Green Road	Waiting restrictions (double yellow lines), vehicular accesses, streetlights, footways on both sides, 20MPH,
Cromwell Road	Waiting restrictions (double yellow lines), footway on both sides, streetlights, parking on both sides of the road, parking bays.
North Road	Footway on both sides, streetlights, parking on both sides of the road.
Rosedale Avenue	Footway on both sides, parking on both sides, streetlights, footway parking.
Tudor Road	Waiting restrictions (double yellow lines), streetlights, footways on both sides, parking on both sides.
Tudor Square	Waiting restrictions (double yellow lines), streetlights, footways on both sides, parking on both sides, footway parking.
Waylands	Waiting restrictions (double yellow lines), streetlights, footways on one side.
Cranmer Road	Waiting restrictions (double yellow lines), streetlights, footways on both sides, parking on both sides.
Kingsway	Waiting restrictions (double yellow lines), streetlights, footways on both sides, parking on both sides, bus stop.
Hanover Cir	Streetlights, footways on both sides, parking on both sides, footway parking.
Morgan's Lane	Waiting restrictions (double yellow lines), streetlights, footways on both sides, parking on both sides, parking bays, one way.
Rosslyn Close	Streetlights, footways on both sides, Horizontal Parking bays.
Angel Lane	Waiting restrictions (single yellow lines), streetlights, footways on both sides, parking on one side, no entry, only exit.
Dawson Close	Footways on both sides, streetlights, parking on one side.
Melina Close	Footways on both sides, streetlights, parking on one side.
Middleton Road	Footways on both sides, streetlights, parking on one side.

3.0 Survey Results

3.1 The results of the overnight parking surveys conducted are presented in **Tables 1 & 2** below.

Table 1 - Wednesday, 13th November 2024 at 01:00

Road Name	On-street Parking				
	Total Length (m) of parking spaces	No. of parking Spaces	No. of cars parked	No. of parking spaces available	Parking Stress (%)
Wood End Green Road	333	22	18	4	81.8
Cromwell Road	104	18	17	1	94.4
North Road	150	28	24	4	85.7
Rosedale Avenue	28	5	2	3	40.0
Tudor Road	238	44	34	10	77.3
Tudor Square	55	12	12	0	100.0
Waylands	82	17	13	4	76.5
Cranmer Road	54	10	10	0	100.0
Kingsway	129	0	0	0	0
Hanover Cir	23	3	2	1	66.7
Morgan's Lane	97	19	11	8	57.9
**Rosslyn Close	144	21	16	5	76.2
**Dawson Close	448	96	65	31	67.8
**Melina Close	114	15	15	0	100.0
Middleton Road	214	41	30	11	73.2
Angel Lane	104	19	11	8	57.9
Total	2317	370	280	90	75.7

*Parking stress percentages have been rounded up to one decimal place.

** Includes perpendicular parking

***The breakdown of the parking spaces can be found in Appendix 5

Table 2 – Thursday 14th November 2024 at 01:00

Road Name	On-street Parking				
	Total Length (m) of parking spaces	No. of parking Spaces	No. of cars parked	No. of parking spaces available	Parking Stress (%)
Wood End Green Road	333	22	17	5	77.3
Cromwell Road	104	18	18	0	100.0
North Road	150	28	26	2	92.9
Rosedale Avenue	28	5	3	2	60.0
Tudor Road	238	44	36	8	81.8
Tudor Square	55	12	11	1	91.7
Waylands	82	17	12	5	70.1
Cranmer Road	54	10	10	0	100.0

Kingsway	129	0	0	0	0
Hanover Cir	23	3	1	2	33.3
Morgan's Lane	97	19	14	5	73.7
**Rosslyn Close	144	21	14	7	66.7
**Dawson Close	448	96	70	26	72.9
**Melina Close	114	15	15	0	100.0
Middleton Road	214	41	29	12	70.7
Angel Lane	104	19	11	8	57.9
Total	2317	370	287	83	77.6

*Parking stress percentages have been rounded up to one decimal place.

** Includes perpendicular parking

**The breakdown of the parking spaces can be found in Appendix 5

3.2 The results of the survey show that on Wednesday, the 13th of November, there were 280 cars parked and 90 parking spaces available within a 200m walking distance of the site. This equates to a parking stress of 75.7%. On Thursday, the 14th of November, there were 287 vehicles parked and 83 spaces available. This equates to a parking stress of 77.6%. Over the two days surveyed, an average of 284 vehicles were parked and 86 parking spaces were available resulting in a parking stress of 76.8%.

3.3 With the additional 1 vehicle that could potentially be displaced by the development, average parking stress will increase from 76.8% to 77.0% and there will still be 85 spaces available within a 200-metre distance of the site.

3.4 The results of the survey demonstrate that there are sufficient parking spaces available on-street to accommodate any potential parking overspill by the development. Further, it is noted that even with the additional parking from the development, parking stress levels in the area will remain below the 85%-90% threshold.

3.5 Site photographs are in **Appendix 1**, parking survey maps which show the location of parked vehicles are in **Appendices 2 & 3**. The key to the symbols in **Appendices 2 & 3** are provided below.

Symbol	Key
DYL	Double Yellow Line
SYL	Single Yellow Line
PB	Parking Bays
SYL+HK	Single Yellow Line + Hard Kerb
DYL+HK	Double Yellow Line + Hard Kerb
DK+SYL	Drop Kerb + Single Yellow Line
JUNCTION	Junction
DISABLED	Disabled
CAR	Vehicle
DK	Drop Kerb
HK	Hard Kerb

3.6 The floor plans are in **Appendix 4** and a breakdown of parking spaces are in **Appendices 5 & 6**.

4.0 Conclusion

4.1 Parking stress surveys were carried out on Wednesday, 13th November 2024 and Thursday, 14th November 2024 at 01:00 hours in line with the guidance set out by the "Lambeth Methodology". The results indicate that over the two days surveyed, an average of 284 vehicles were parked and 86 parking spaces were available resulting in a parking stress of 76.8%.

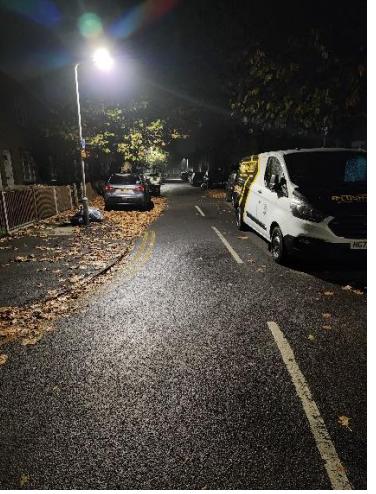
4.2 With the additional 1 vehicle that could be displaced by the development, average parking stress will increase from 76.8% to 77.0% and there will still be an average of 85 parking spaces available within a 200-metre distance of the site. It falls below the threshold of between 85% - 90% that most local authorities in London apply.

4.3 It is therefore considered that there are sufficient spaces available on-street to accommodate the up to 1 vehicle that could be displaced on-street by the proposed development. Hence, there is no justifiable reason to reject the proposal on parking/highway grounds.

4.4 Cycle parking will be provided to London Borough of Hillingdon's standards and the applicant would accept if such provision was secured by way of a planning condition.

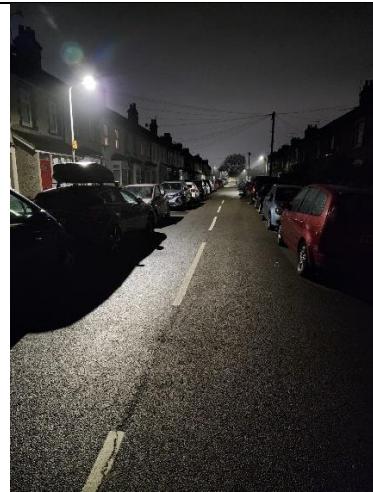
4.5 Refuse will continue to be collected on-street and there are no changes to existing refuse storage arrangements. Servicing arrangements for the site will continue as existing.

**Appendix 1 –
Site Photographs**

	
Wood End Green Road	Rosedale Avenue
	
Rosedale Avenue	Melina Close

	
Footway Parking on Dawson Close	Middleton Road
	
Dawson Close	Perpendicular Parking on Dawson Close
Restrictions on Melina Close	Melina Close

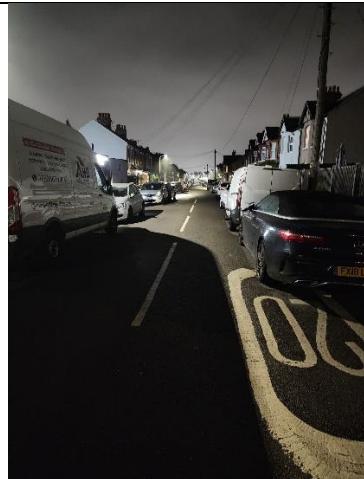
	
Angel Lane	Kingsway
	
Kingsway	Roundabout close to Wood End Green Road
	
Tudor Road	Tudor Square



Cranmer Road



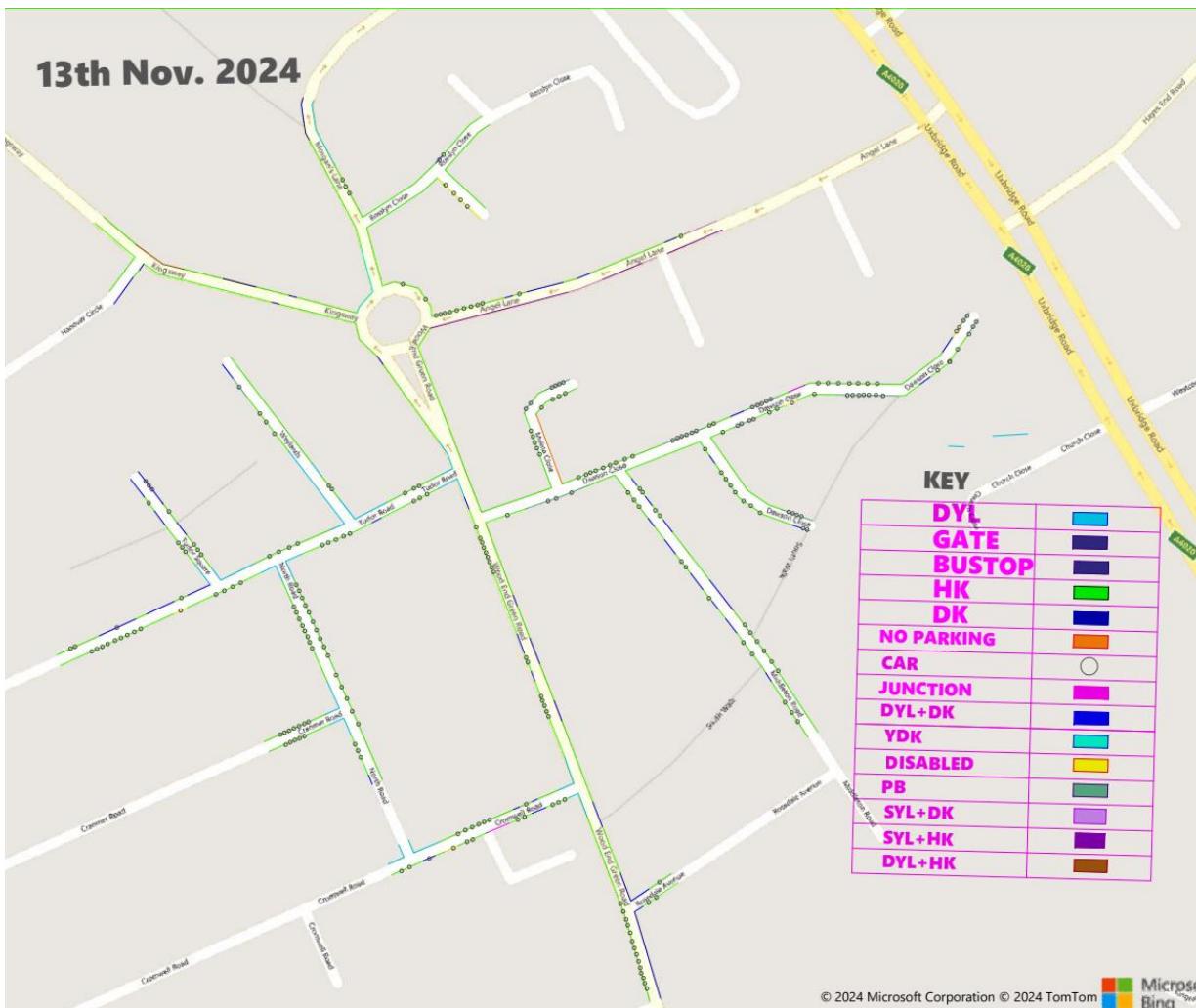
North Road



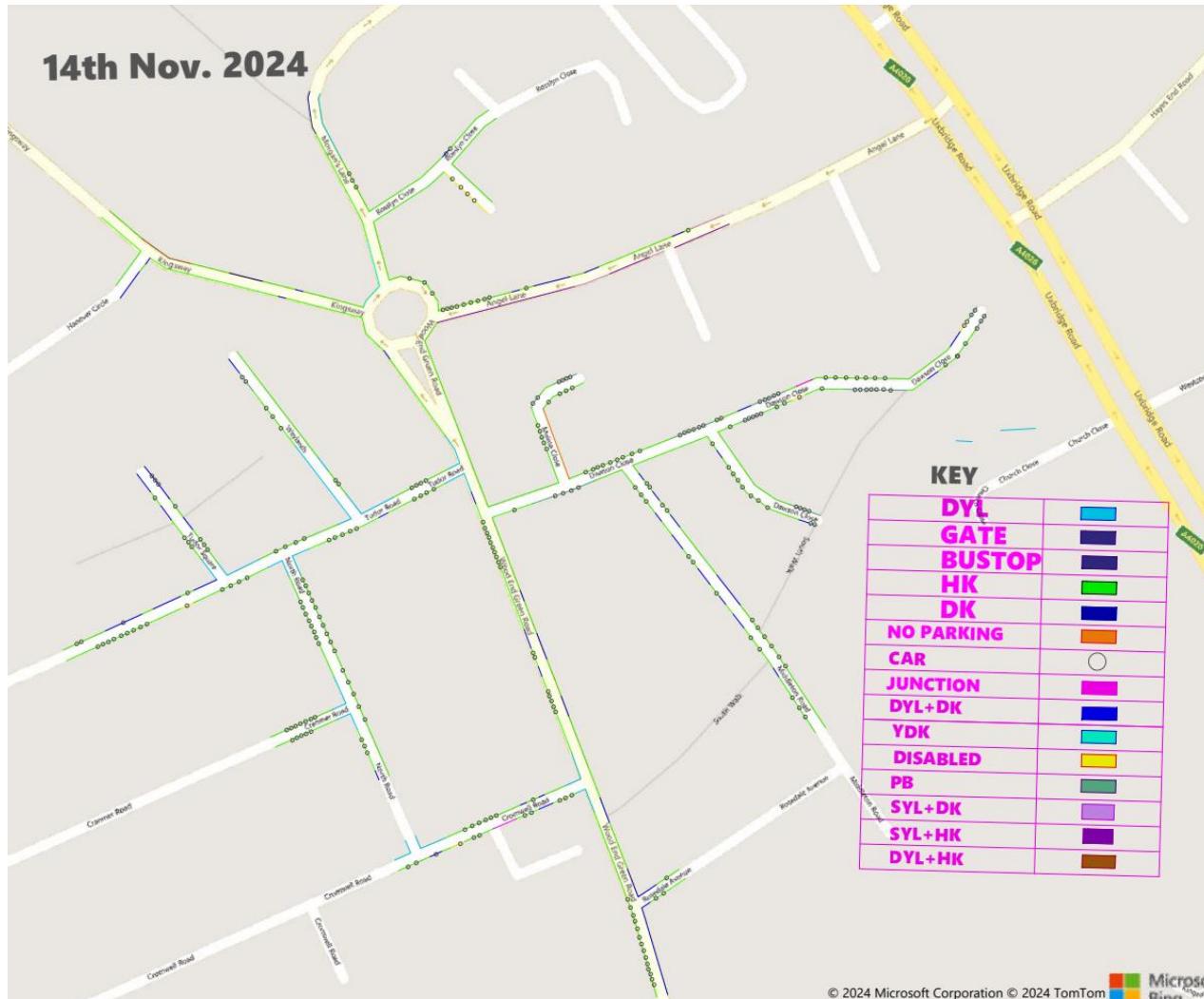
Cromwell Road

Appendix 2

Parking Survey Map – Wednesday, 13th November 2024 @ 01:00

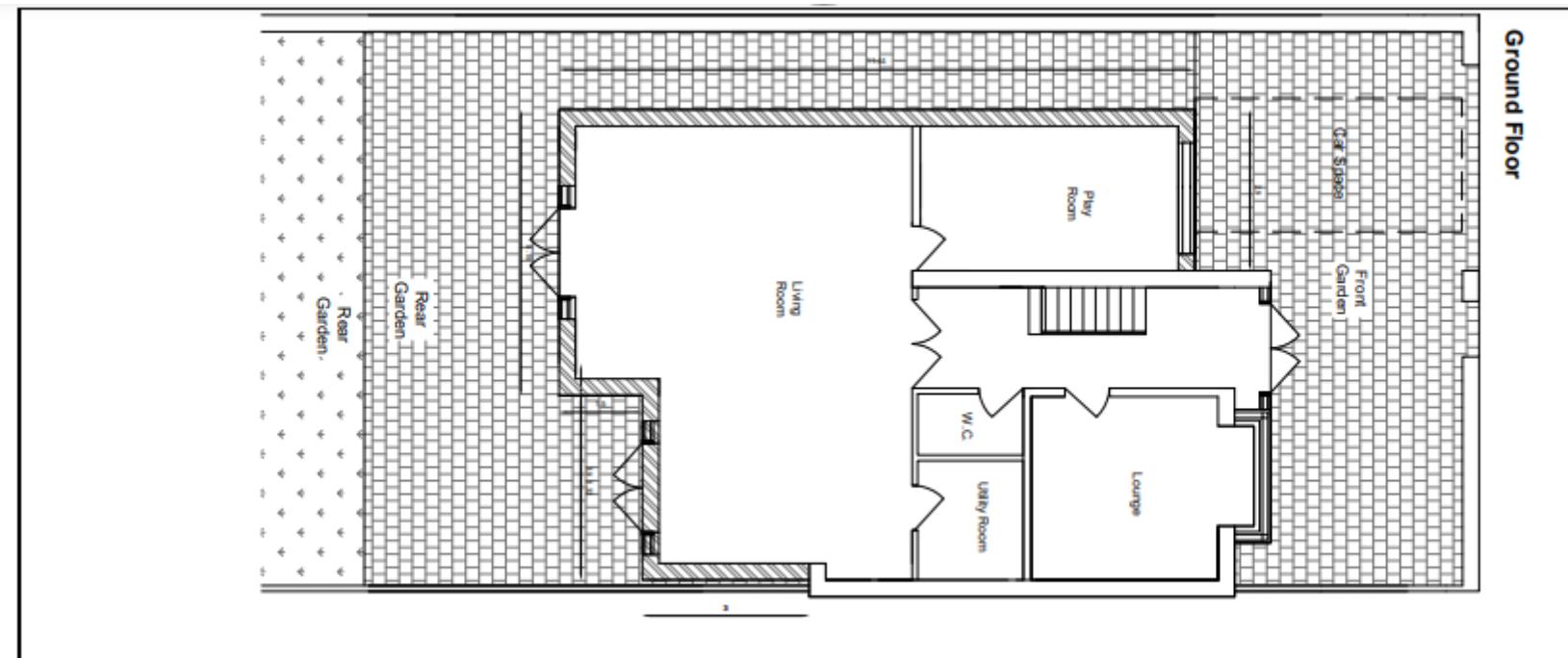


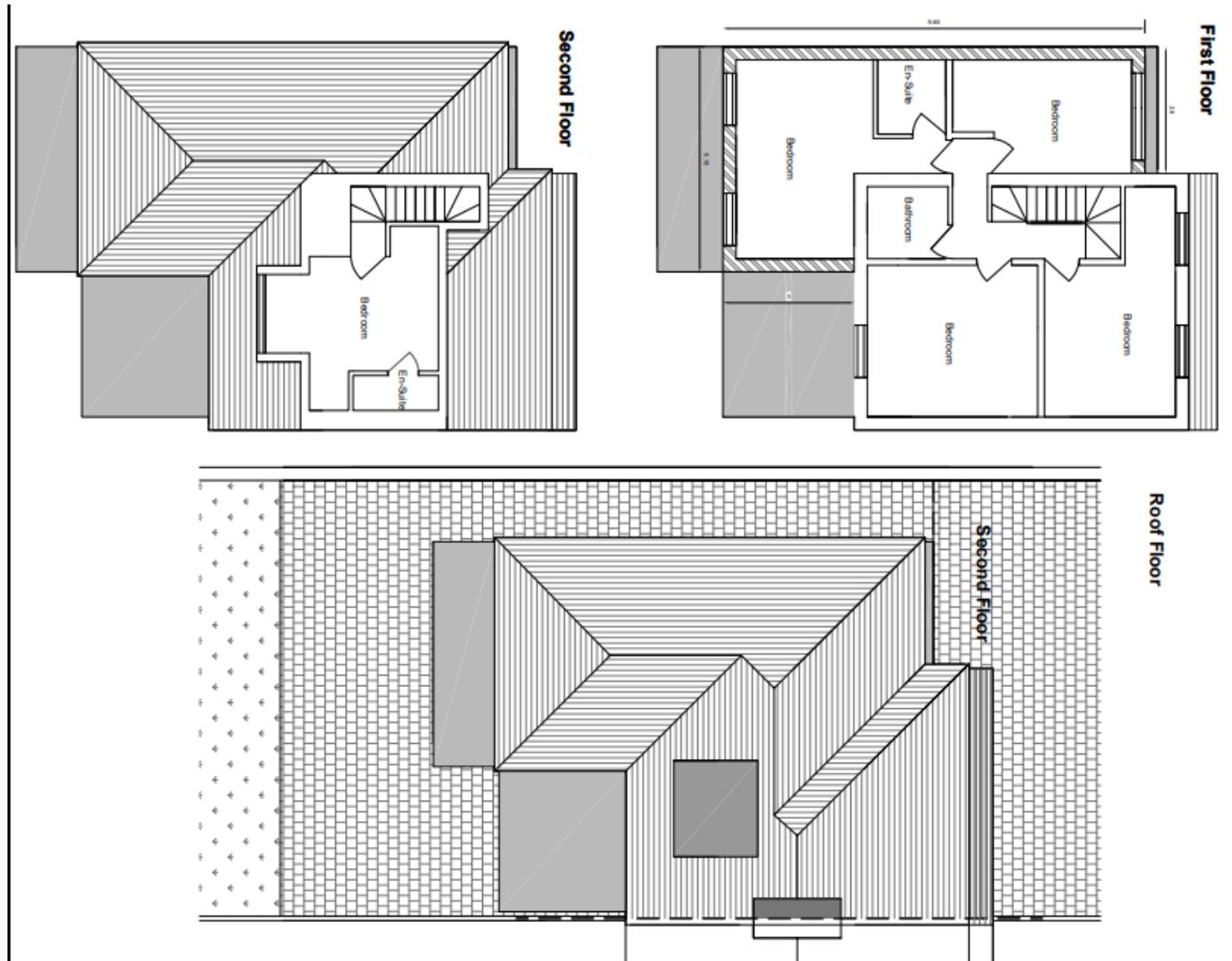
Appendix 3 -
Parking Survey Map – Thursday, 14th November 2024 @ 01:00



Appendix 4 –

Floor Plans





Appendix 5 –

Wednesday 13th November 01:00am				Unrestricted			Disabled			Single Yellow Lines			Perpendicular Parking		
	Total Kerb Length(m)	Parking Stress	Total	Parked	Space	Total	Parked	Space	Total	Parked	Space	Total	Parked	Space	
Wood End Green Road	333	81.8	22	18	4	0	0	0	0	0	0	0	0	0	
Cromwell Road	104	94.4	17	16	1	1	1	0	0	0	0	0	0	0	
North Road	150	85.7	28	24	4	0	0	0	0	0	0	0	0	0	
Rosedale Avenue	28	40	5	2	3	0	0	0	0	0	0	0	0	0	
Tudor Road	238	77.3	43	33	10	1	1	0	1	0	0	0	0	0	
Tudor Square	55	100	12	12	0	0	0	0	0	0	0	0	0	0	
Waylands	82	76.5	17	13	4	0	0	0	0	0	0	0	0	0	
Cranmer Road	54	100	10	10	0	0	0	0	0	0	0	0	0	0	
Kingsway	129	0	0	0	0	0	0	0	4	0	0	0	0	0	
Hanover Cir	23	66.7	3	2	1	0	0	0	0	0	0	0	0	0	
Morgan's Lane	97	57.9	19	11	8	0	0	0	0	0	0	0	0	0	
**Rosslyn Close	144	76.2	16	11	5	2	2	0	0	0	0	0	3	0	
**Dawson Close	448	67.8	57	42	15	3	3	0	0	0	0	36	20	16	
**Melina Close	114	100	13	13	0	0	0	0	0	0	0	2	2	0	
Middleton Road	214	73.2	41	30	11	0	0	0	0	0	0	0	0	0	
Angel Lane	104	57.9	19	11	8	0	0	0	0	0	0	0	0	0	
Total	2317	75.7	322	248	74	7	7	0	5	0	0	41	25	16	

Appendix 6 –

Thursday 14th
November 01:00am

Location	Total Kerb Length(m)	Parking Stress	Unrestricted			Disabled			Single Yellow Lines			Perpendicular Parking		
			Total	Parked	Space	Total	Parked	Space	Total	Parked	Space	Total	Parked	Space
Wood End Green Road	333	77.3	22	17	5	0	0	0	0	0	0	0	0	0
Cromwell Road	104	100	17	17	0	1	1	0	0	0	0	0	0	0
North Road	150	92.9	28	26	2	0	0	0	0	0	0	0	0	0
Rosedale Avenue	28	60	5	3	2	0	0	0	0	0	0	0	0	0
Tudor Road	238	81.8	43	35	8	1	1	0	0	0	0	0	0	0
Tudor Square	55	91.7	12	11	1	0	0	0	0	0	0	0	0	0
Waylands	82	70.1	17	12	5	0	0	0	0	0	0	0	0	0
Cranmer Road	54	100	10	10	0	0	0	0	0	0	0	0	0	0
Kingsway	129	0	0	0	0	0	0	0	0	0	0	0	0	0
Hanover Cir	23	33.3	3	1	2	0	0	0	0	0	0	0	0	0
Morgan's Lane	97	73.7	19	14	5	0	0	0	0	0	0	0	0	0
**Rosslyn Close	144	66.7	16	9	7	2	2	0	0	0	0	0	3	3
**Dawson Close	448	72.9	57	44	13	3	2	1	0	0	0	36	24	12
**Melina Close	114	100	13	13	0	0	0	0	0	0	0	2	2	0
Middleton Road	214	70.7	41	29	12	0	0	0	0	0	0	0	0	0
Angel Lane	104	57.9	19	11	8	0	0	0	0	0	0	0	0	0
Total	2317	77.6	322	252	70	7	6	1	0	0	0	41	29	12