26 Inglis Road, Ealing, London W5 3RL

TRANSPORT STATEMENT

2nd March 2021

PublicHighway Ltd
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London EC2A 4NE

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INTRODUCTION

1) PublicHighway Ltd has been appointed to provide highways and transport advice in support of the residential development of the property shown on the attached plans at 26 Inglis Road London W5 3RL

2) Ealing London Borough Council is the local planning and highways authority

3) The proposals for the site are not considered to generate significant transport impacts that would require a full Transport Statement, (Appendix B of the Government Guidance for Transport Assessment (Department for Transport, 2007) states a transport statement is required for 50 dwellings and upwards;) however, this report seeks to clarify any potential transport and parking related issues raised in the context of the development proposals and the pre-application advice received

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1. EXISTING ARRANGEMENT

1.1. The property is situated in the Ealing Common ward of the London Borough of Ealing and is within the Creffield Conservation Area

1.2. Inglis Road is an unclassified, 30mph road

1.3. Inglis Road runs northward from Creffield Road in the south and although there is no vehicular access at this point, adjoins Hanger Lane, the A406 North Circular Road, in the north

1.4. Inglis Road is within Controlled Parking Zone G, with operational hours of 9 - 10am and 3 – 4pm, Mon to Fri

1.5. The operational hours of the on-street residents parking bays in the vicinity (9 - 10am and 3 – 4pm, Mon to Fri) indicate the intention is mainly to prevent parking during school peak times, as well as all-day commuter and/or shopper parking in the area and to manage any overspill from the other side of the A406 in controlled parking zone A

1.6. The proposed development site consists of a single, detached dwelling house

1.7. The subject property currently has sufficient off-street parking space to accommodate at least four parked vehicles

1.8. There is an existing vehicle crossover to the property, 3.6m in width

1.9. The footway outside the property is constructed in ASP paving slabs and is in a poor condition, with numerous cracked slabs

1.10. The carriageway is in a good state of repair and the road has speed humps along its length

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2. PRE-APPLICATION ADVICE

2.1. The client received comprehensive pre-application advice in a letter dated 15th February 2021under reference 205244PAC

2.2. The main relevant comments in relation to the transport and highways impacts were in regard to a possible S106 agreement in relation to residents parking permits and in relation to the possible implementation of a travel plan

2.3. In addition, clarification regarding the on-site parking layout was required

2.4. This report includes Swept Path Analysis drawings demonstrating the parking layout achieves adequate turning circles for vehicles, both accessing in forward gear and reverse (**Appendix 2**)

3. DEVELOPMENT PROPOSALS

(Appendix 2)

2.1. The proposals for the site are to redevelop the existing property to contain 7 flats to provide a mix of 2 x 1 bed units, 4 x 2-bed units and 1 x 3-bed unit. The 3-bedroom unit to house 5-persons

2.2. Off-street parking is to be provided for four of the flats in allocated bays

2.3. Secure, covered cycle parking will be provided to the rear of the property and in excess of the London Plan 2020 minimum requirements of Policy T5, at a level of two per unit (14 in total)

2.4. Bin Store proposals are to provide refuse & recycling wheelie bins for individual properties, in the position shown on the attached plans. Alternatively, a minimum of two 1100 litre Eurobins and associated recycling will be sited adjacent to the access

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4. PARKING

4.1. Off-street parking for 4 vehicles will be provided in the layout shown on drawing P002 in appendix 2

4.2. The off-street parking spaces will be allocated to individual apartments

4.3. Car parking bays will have infrastructure provision for electric vehicle charging points (EVCPs)

4.4. The development will require no off-site highway works and will utilise the existing vehicle crossover

4.5. Swept Path Analysis drawings are provided to demonstrate the accessibility of the parking arrangement

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5. ACCESSIBILITY, PUBLIC TRANSPORT, PTALs & ACTIVE TRAVEL

(Appendix 3)

3.1. According to the Transport for London WebCat tool, the site currently has a PTAL score of 3

3.2. However, as can be seen from the maps, the property is located just 150m away from a PTAL zone of 6a, the second highest score possible

3.3. In addition, the predicted 2021 data shows the PTAL score the property will achieve, increasing to a PTAL score of 4

3.4. There are advisory cycle lane markings where the pedestrianised section of Inglis Road meets the junction of the A406; however, these only continue approximately 28m into Inglis Road

3.5. The nearest tube stations are Ealing Common to the south, North Ealing to the north, Ealing Broadway to the west and West Acton to the east; all within a 1km radius

3.6. Walking times from the property to the following stations are:

3.6.1. North Ealing (Piccadilly Line) – 9 minutes
3.6.2. Ealing Common (District & Piccadilly Line) – 6 minutes
3.6.3. Ealing Broadway (Central & District Line, GWR & TfL Rail) – 13 minutes
3.6.4. West Acton (Central Line) – 16 minutes

3.7. Cycle times from the property to the following stations are:

3.7.1. North Ealing (Piccadilly Line) – 3 minutes
3.7.2. Ealing Common (District & Piccadilly Line) – 2 minutes
3.7.3. Ealing Broadway (Central & District Line, GWR & TfL Rail) – 7 minutes
3.7.4. West Acton (Central Line) – 5 minutes

3.8. The nearest bus stops are situated to the south in North Common Road, at the junction with Gunnersbury Avenue and in the north by the junction of Ealing Village. Both a six minute walk in either direction

3.9. Isochrone travel time maps are contained in **Appendix 4.** These demonstrate the accessibility of the site using various travel modes

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6. PARKING SURVEY

6.1. A Lambeth Methodology parking survey was carried out overnight on Tuesday 23rd February 2021 & Wednesday 24th February 2021

6.2. The full details and requirements of the Lambeth Methodology may be found here https://www.lambeth.gov.uk/sites/default/files/pl-PARKING_SURVEY_GUIDANCE_NOTE_Nov_2012_Update.pdf

6.3. The Lambeth Methodology is the de facto standard for residential parking surveys across most of London

6.4. The full survey report, including contemporaneous photos, is contained in **appendix 6**

6.5. The summary table below provides the parking stress figures recorded. It is clear from the figures there is sufficient parking capacity in the vicinity of the property, with a combined overall parking stress for the survey area of just **52.5%** and Inglis Road in particular being just **46.5%**

5.0m per vehicle space survey				CPZ [G] Mon - Fri 0900 - 1000 & 1500 - 1600				CPZ [G] OR pay by phone Mon - Fri 0900-1700				Marked Disabled Bays				Non Space [less than 5m space] or over crossover			TOTALS			Safe Single yellow Line Parking				Double Yellow/Keep Clear Line/RR			
TUES FEB 23rd 2021 00:30	Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	
	Inglis Road	457.1	57.1	400	80	35	44%										0		80	35	44%							1	
	Freeland Road	247.2	42.2	175	35	24	69%	30	6	2	33%						0		35	24	69%							0	
	TOTALS	**704.3**	**99.3**	**575**	**115**	**59**	**51%**	**30**	**6**	**2**	**33%**	**0**	**0**	**0**	**nil**		**0**		**115**	**59**	**51%**	**0**	**0**	**0**	**nil**			**1**	

5.0m per vehicle space survey				CPZ [G] Mon - Fri 0900 - 1000 & 1500 - 1600				CPZ [G] OR pay by phone Mon - Fri 0900-1700				Marked Disabled Bays				Non Space [less than 5m space] or over crossover			TOTALS			Safe Single yellow Line Parking				Double Yellow/Keep Clear Line/RR			
WEDS FEB 24th 2021 00:30	Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	
	Inglis Road	457.1	57.1	400	80	39	49%										0		80	39	49%							0	
	Freeland Road	247.2	42.2	175	35	23	66%	30	6	1	17%						0		35	23	66%							0	
	TOTALS	**704.3**	**99.3**	**575**	**115**	**62**	**54%**	**30**	**6**	**1**	**17%**	**0**	**0**	**0**	**nil**		**0**		**115**	**62**	**54%**	**0**	**0**	**0**	**nil**			**0**	

6.6. Given the very low parking stress, it is felt unnecessary for the client to be required to enter into a S106 unilateral undertaking, restricting access to residents parking permits for the occupiers of the flats

7. ACCIDENT DATA

7.1. A search of Personal Injury Collision date from the CrashMap database for the last 20 years revealed no incidents within 200m of the property, or in Inglis Road at all

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8. CONCLUSION

8.1. The application benefits from positive pre-application comments and advice

8.2. The parking stress survey favourably supports the application and clearly demonstrates there is more than sufficient on-street parking availability within the controlled parking zone to accommodate the development proposals and that any additional parking will have minimal impact

8.3. Thus there is no need to require a S106 or unilateral undertaking to restrict access to residents parking permits for residents

8.4. There is an identified need to promote greater use of active travel modes in the borough and across the capital, hence the uplift in cycle provision for the development to two spaces per flat

8.5. The property is well-served by nearby public transport, particularly tube and rail

8.6. The balance between the travel modes is considered to be the most appropriate for the development

8.7. We therefore commend the proposals to the local Planning and Highways authority

9. POLICY REFERENCES

9.1. Ealing Council Transport Strategy 2019
9.2. Ealing Council Development Management Plan December 2013
9.3. Ealing Council Core Strategy April 2012
9.4. Creffield Conservation Area Management Plan
9.5. NPPF Feb 2019 Section 9, Page 32 para 109
9.6. The Mayor Of London's - London Plan Dec 2020, Chapter 10, Policies T4, T5, T6

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APPENDICES

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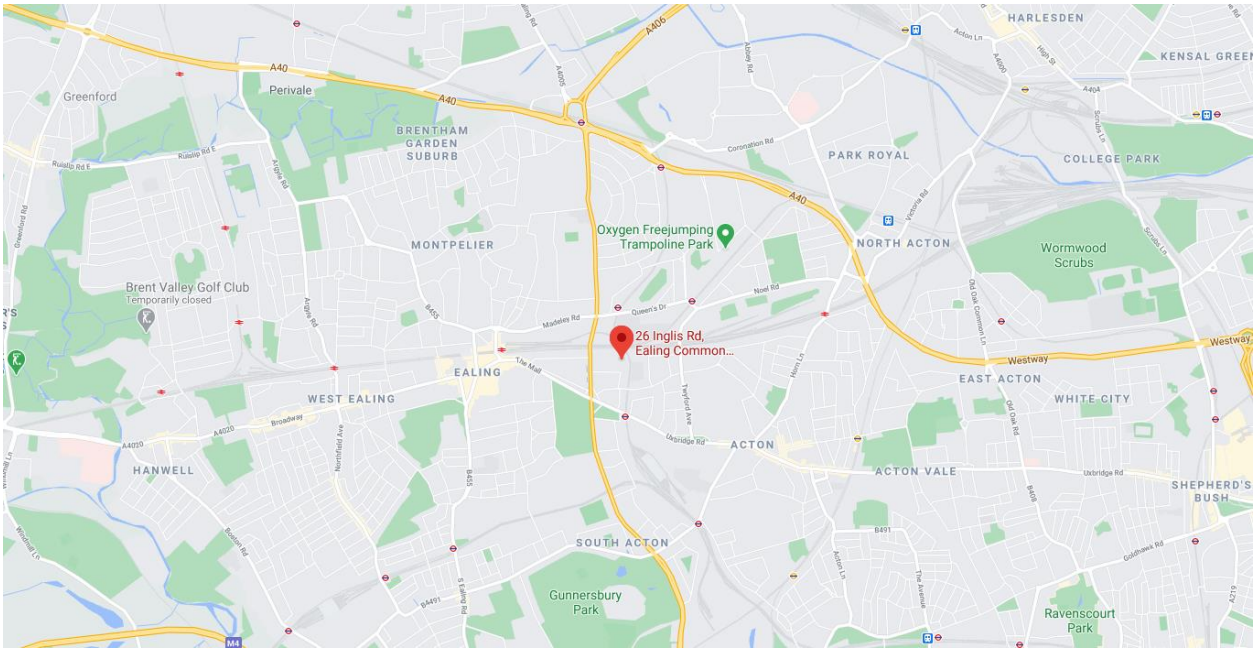
1. Site Location



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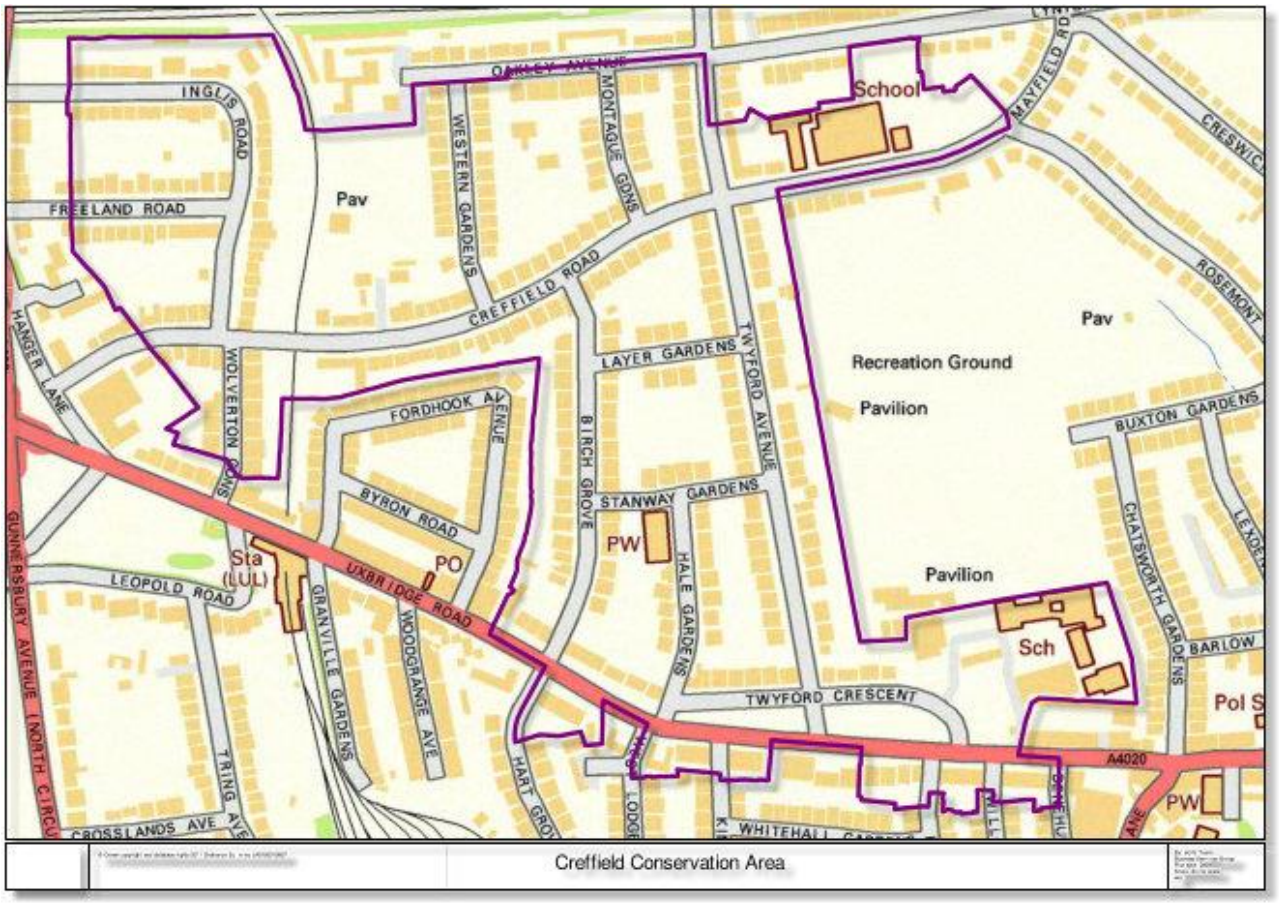

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2. Development Layout Proposals

Ground Floor External Indicative Plan & Swept Path Analysis drawings

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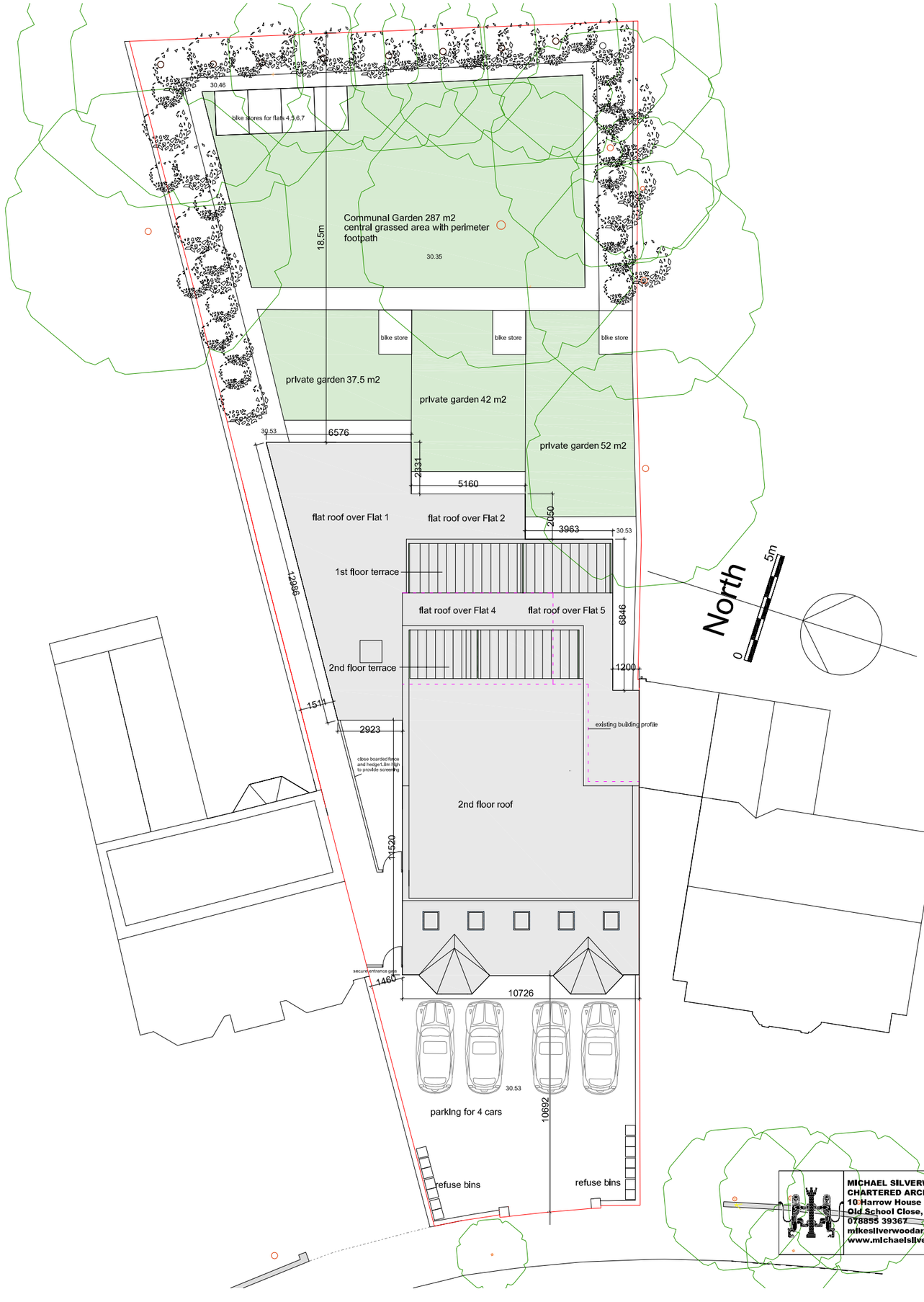

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mikesilverwoodarchitect@yahoo.com
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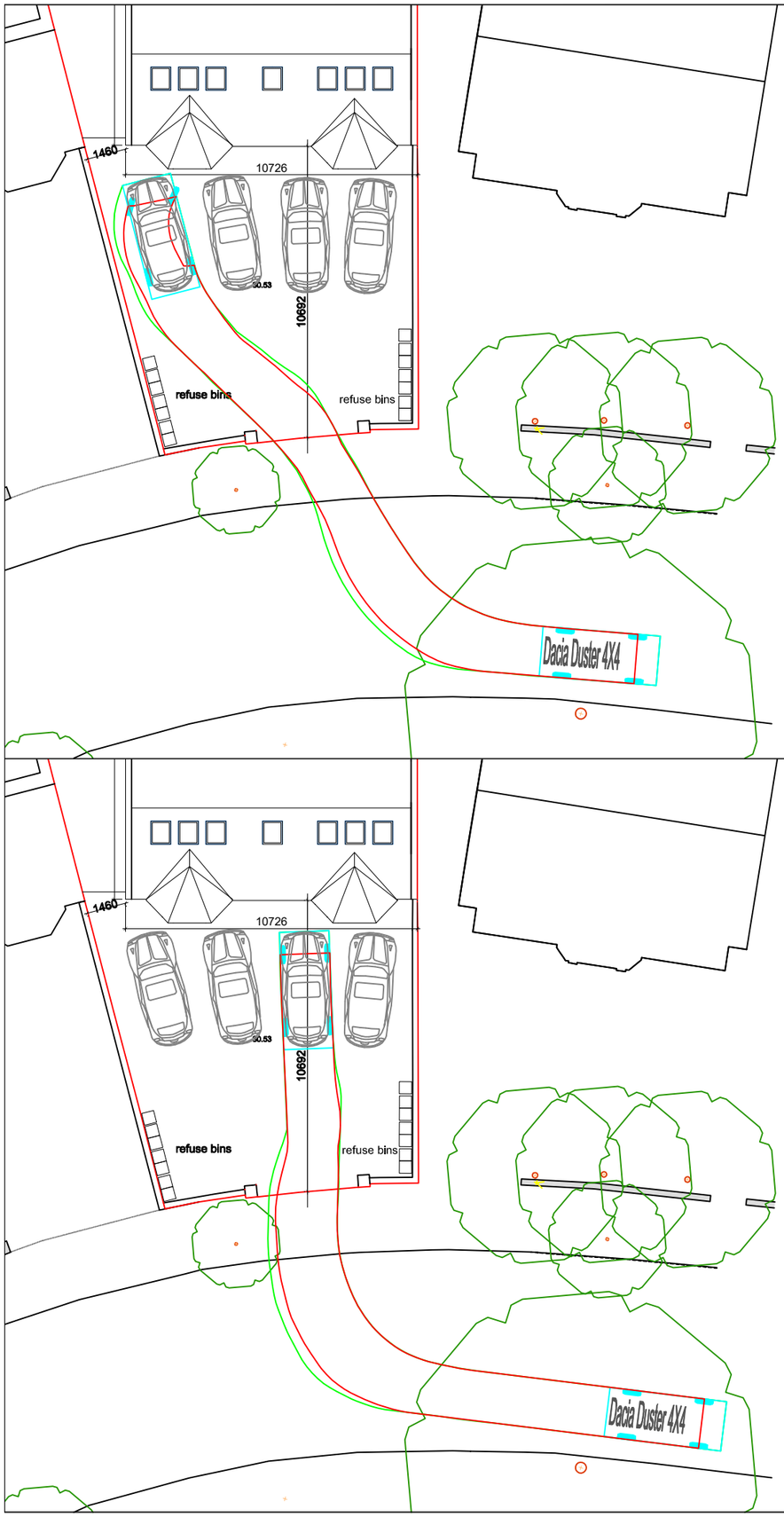
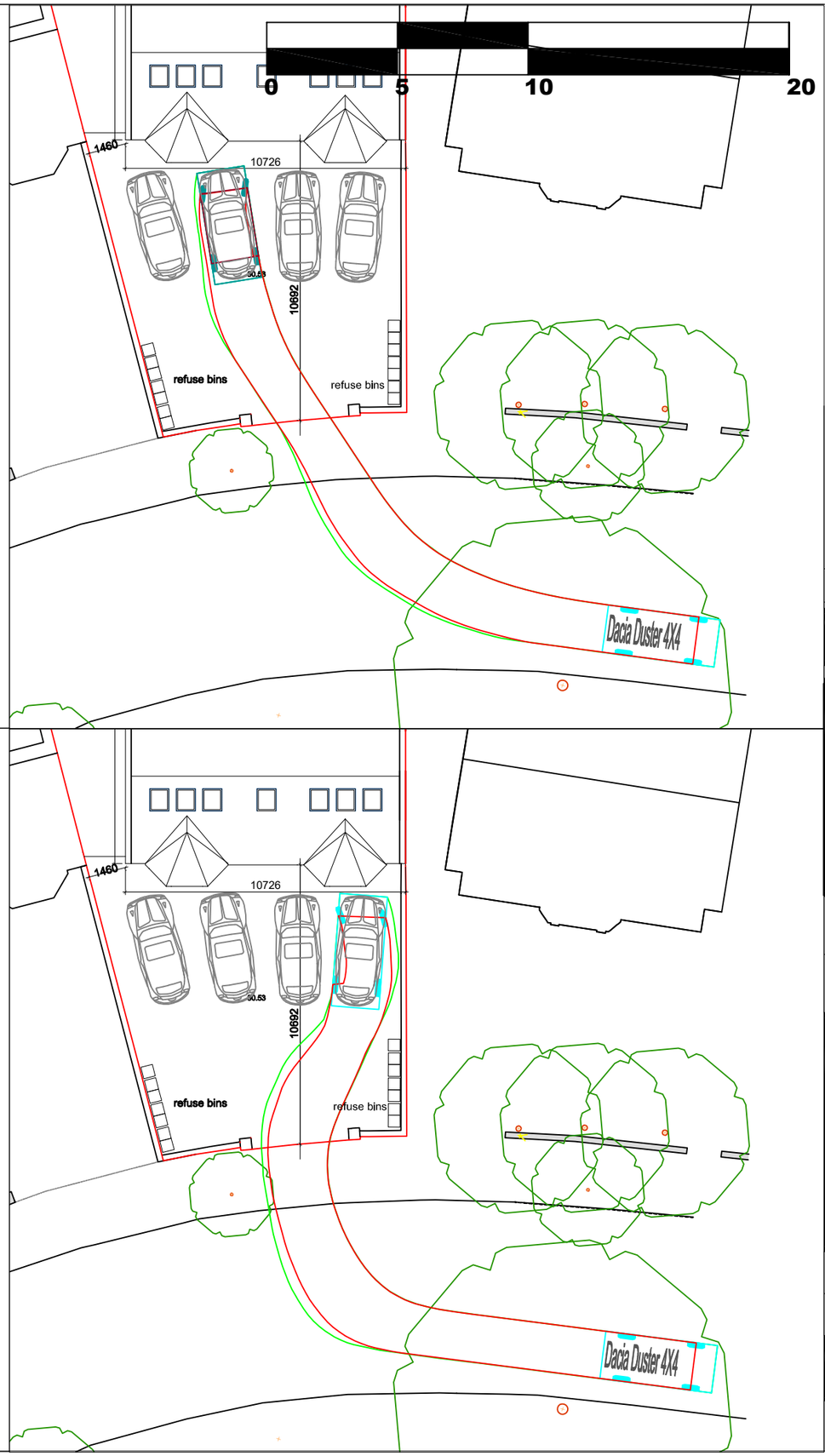
Drawing : Site Plan	Scale : 1:200 @ A3 Date : 01 Mar 2021	
Drawing no: P002	-	Rev. /
Project : 26 Inglis Rd, Ealing W5 3RL		





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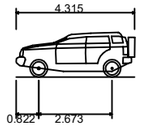

Dacia Duster 4X4	
Overall Length	4.315m
Overall Width	1.822m
Overall Body Height	1.625m
Min Body Ground Clearance	0.210m
Track Width	1.822m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.220m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS: PLANNING APPLICATION

PUBLIC HIGHWAY LTD

CLIENT: Mr M Kripalani 26 Inglis Road Ltd

ARCHITECT: Michael Silverwood

PROJECT: 26 Inglis Road, Ealing, W5 3RL

TITLE: Swept Path Analysis Sheet 1 of 2

SCALE @ A3:	CHECKED:	APPROVED:
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CAD FILE:	DESIGN-DRAWN: AW	DATE: 01.03.2021
PROJECT No:	DRAWING No: PH-01	REV: -

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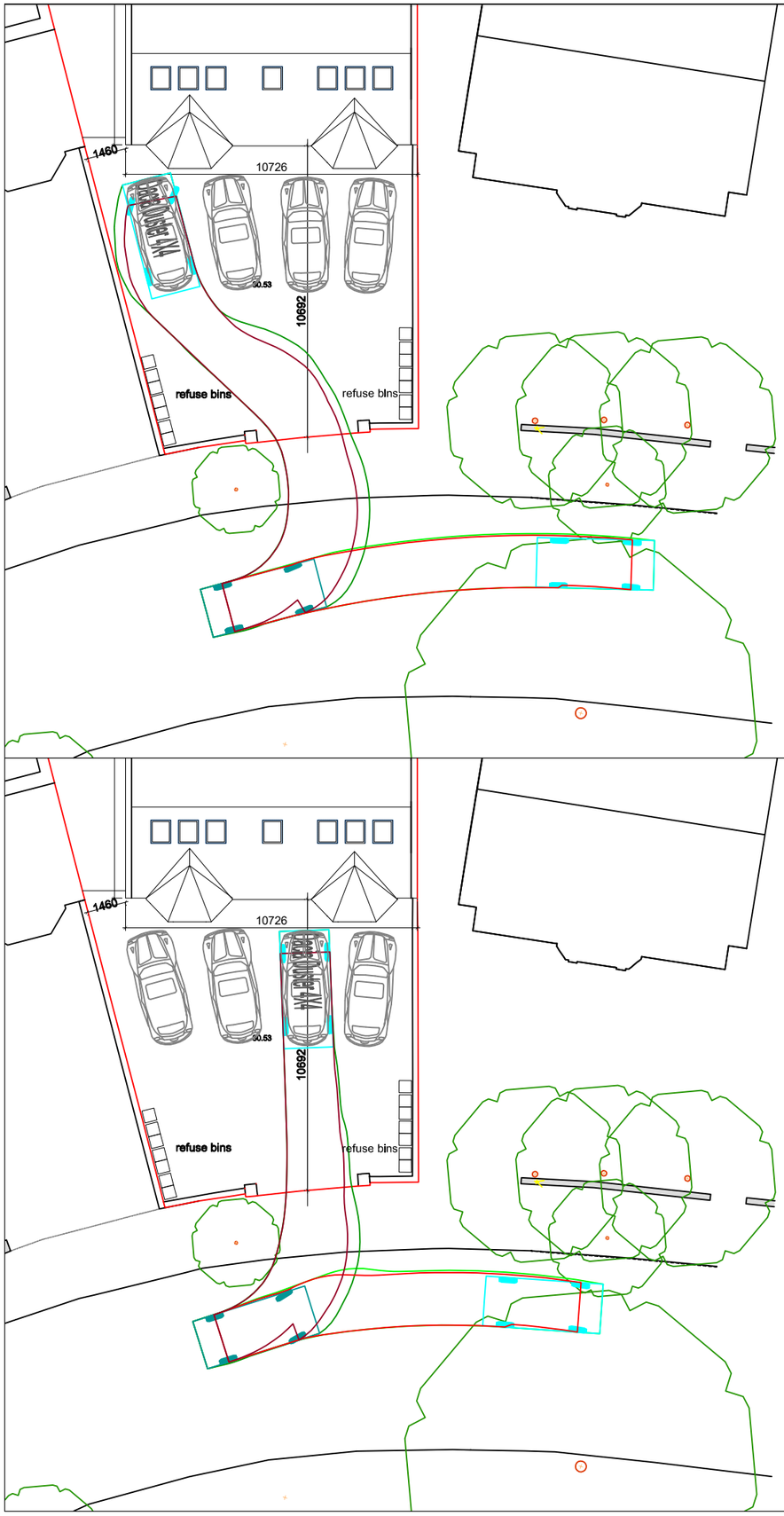

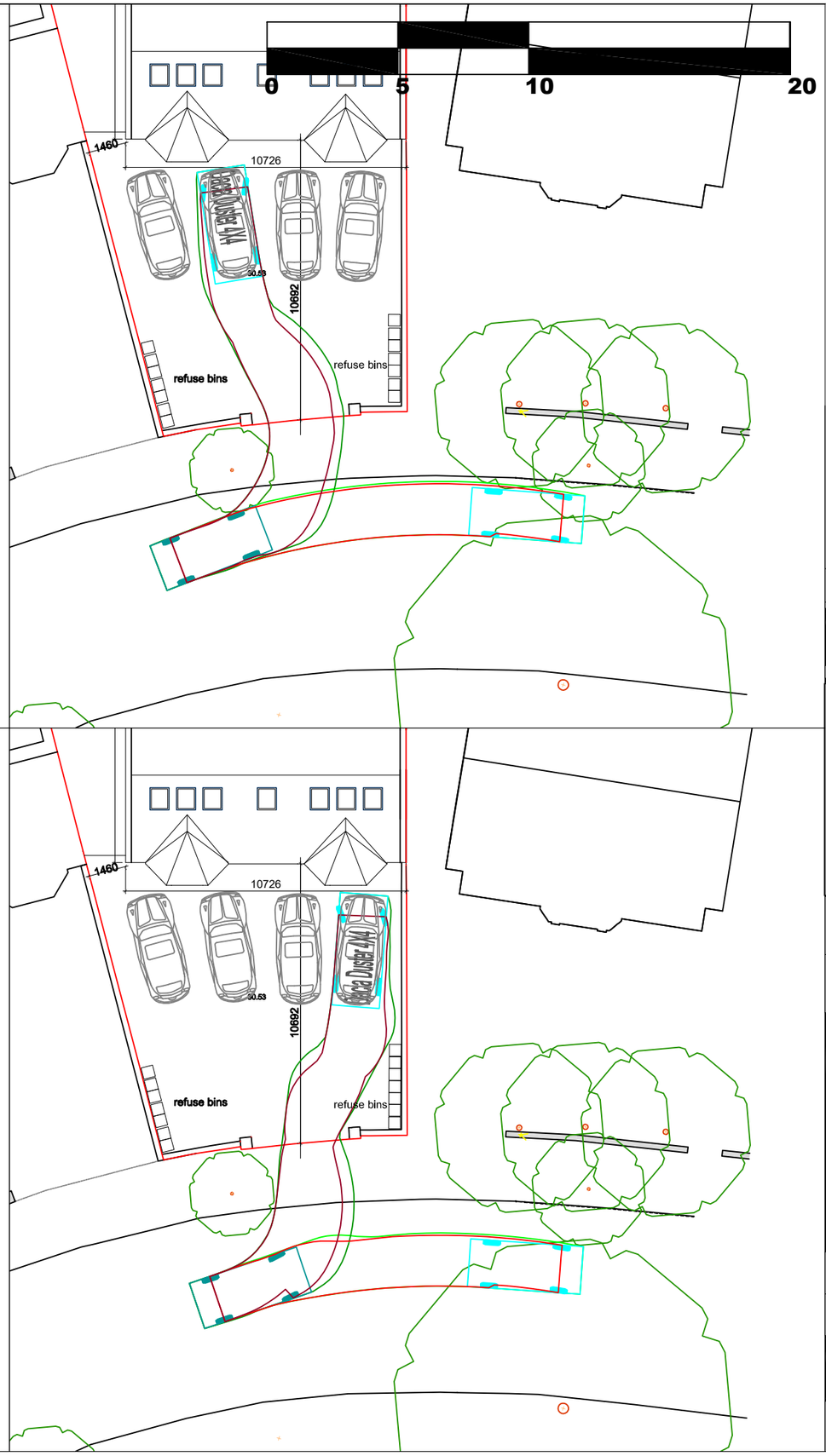

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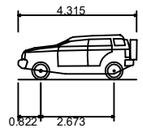

Dacia Duster 4X4	
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Overall Body Height	1.625m
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Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.220m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS: PLANNING APPLICATION

PUBLIC HIGHWAY LTD

CLIENT: Mr M Kripalani 26 Inglis Road Ltd

ARCHITECT: Michael Silverwood

PROJECT: 26 Inglis Road
Ealing
W5 3RL

TITLE: Swept Path Analysis
Sheet 2 of 2

SCALE @ A3:	CHECKED:	APPROVED:
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CAD FILE:	DESIGN-DRAWN: AW	DATE: 01.03.2021
PROJECT No:	DRAWING No: PH-02	REV: -

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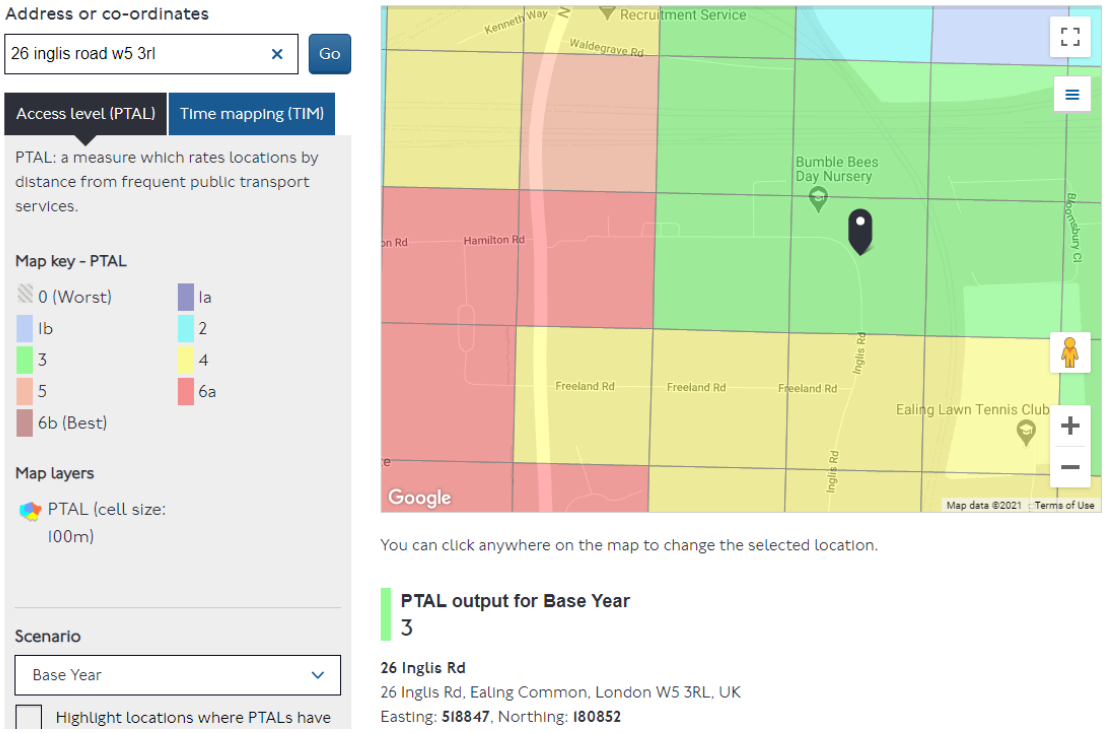
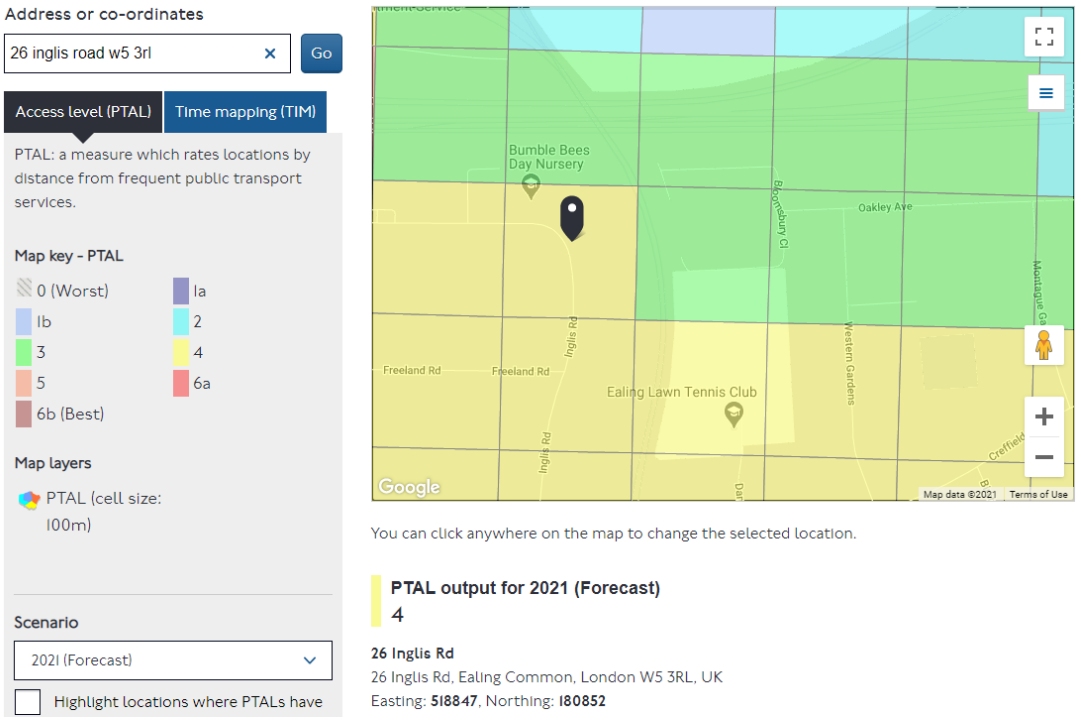
3. Public Transport, PTAL & Active Travel

3.1. PTAL Map 2011 base date



3.2. PTAL Map 2021



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3.3. Walking distance from property to PTAL 6a

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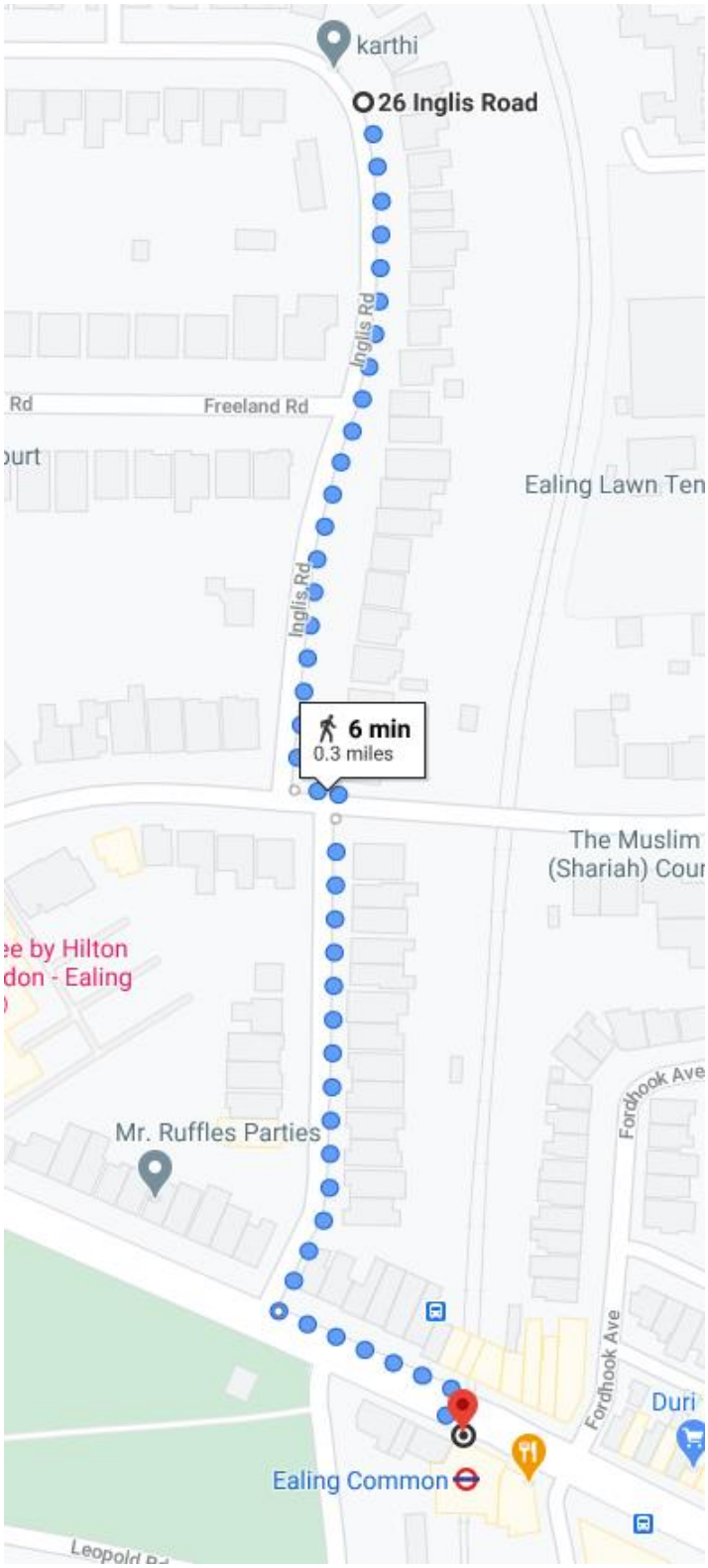
3.4. Nearest Station Walking & Cycle routes & times

a) Walk to Ealing Common Station – 6 minutes



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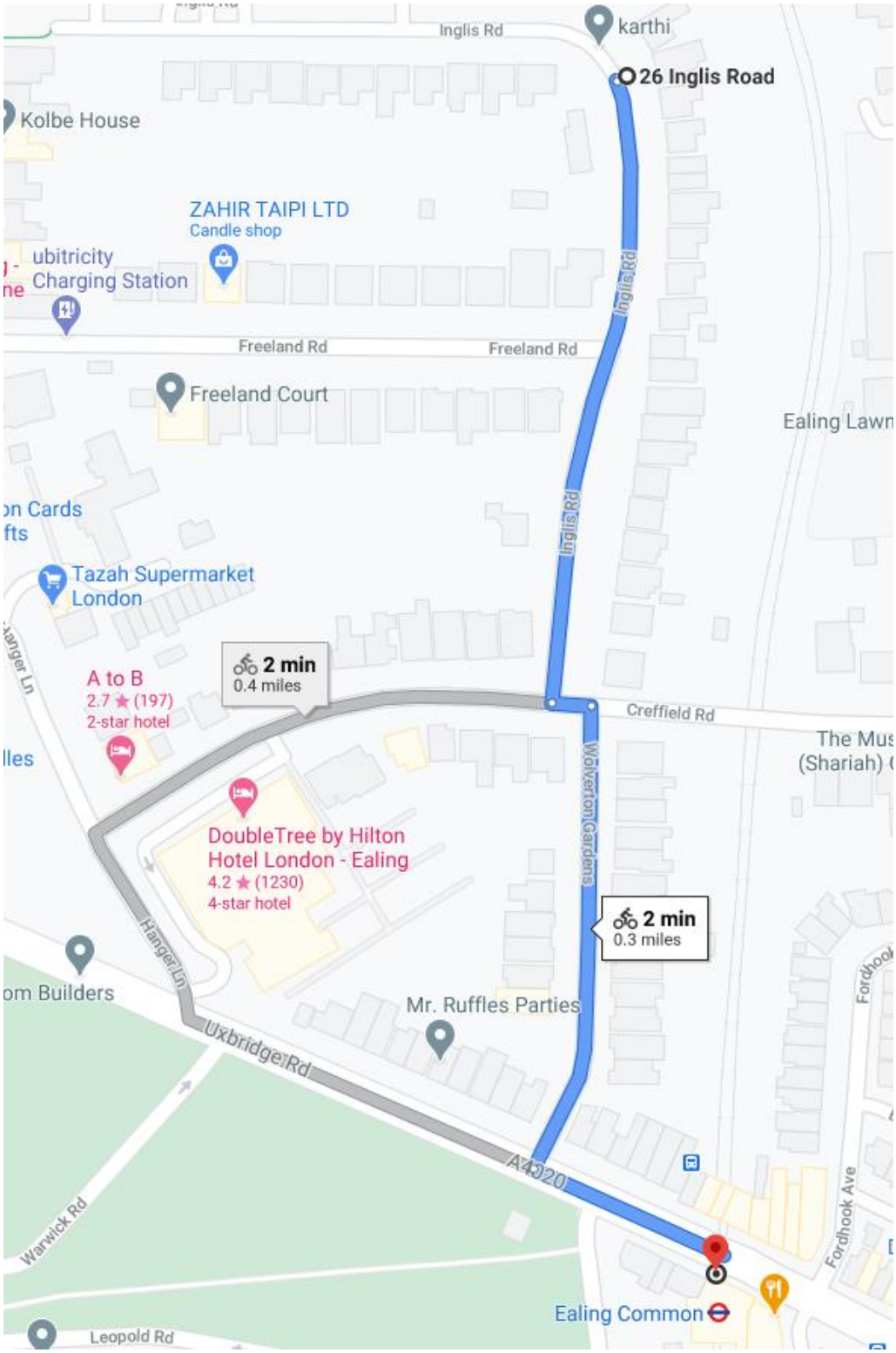
b) Cycle to Ealing Common Station – 2 minutes



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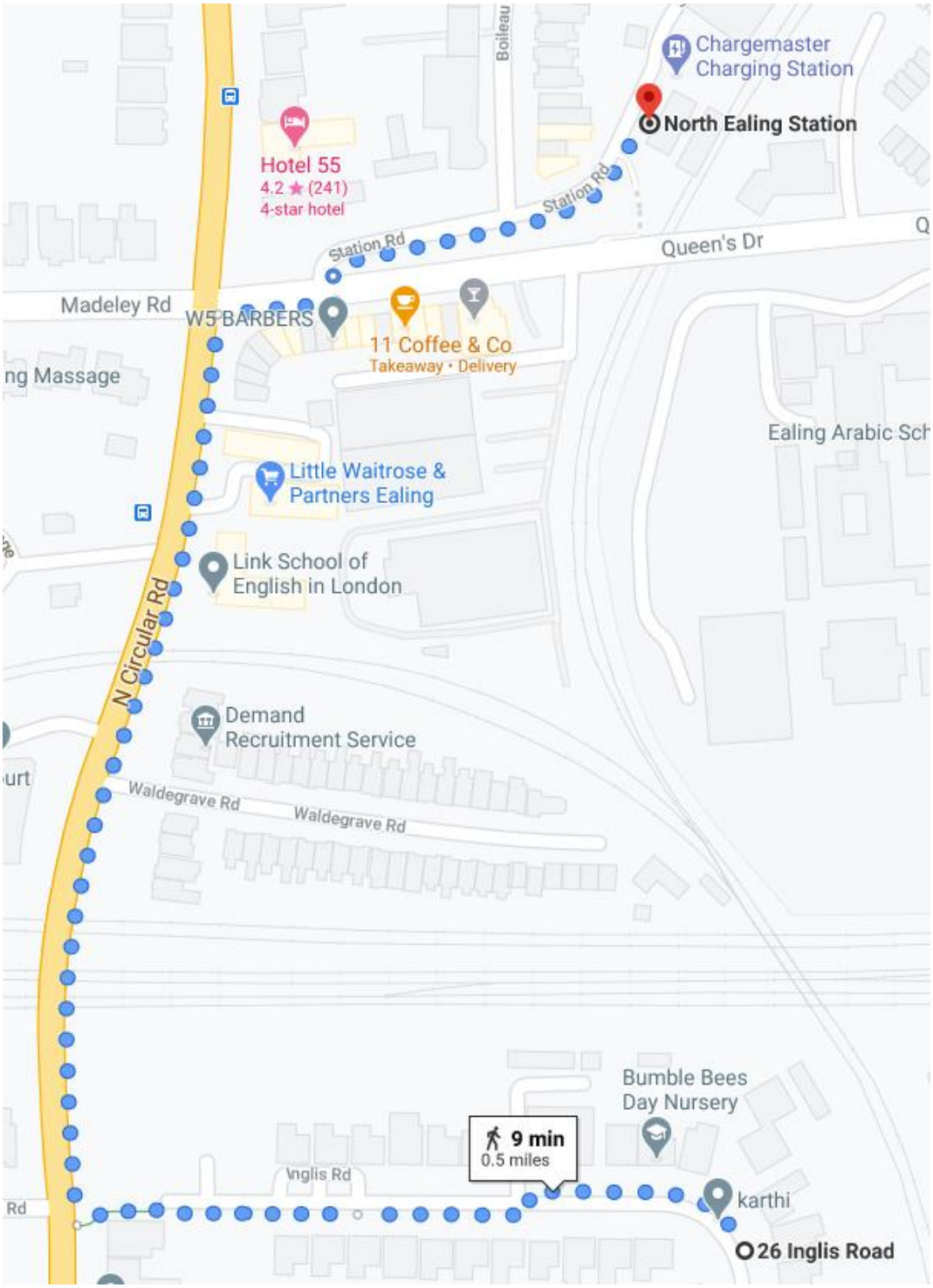
c) Walk to North Ealing Station – 9 minutes



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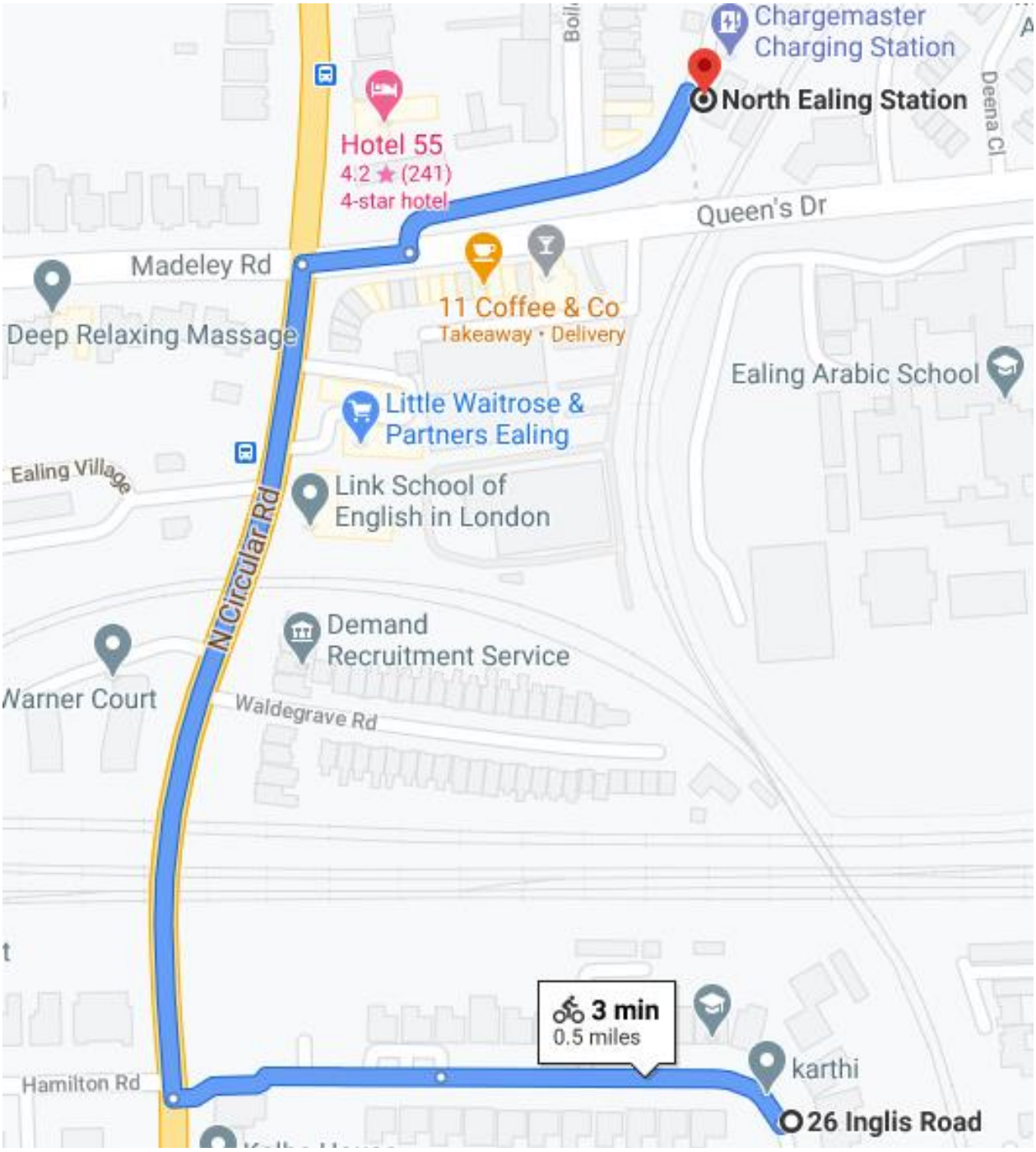
d) Cycle to North Ealing Station – 3 minutes



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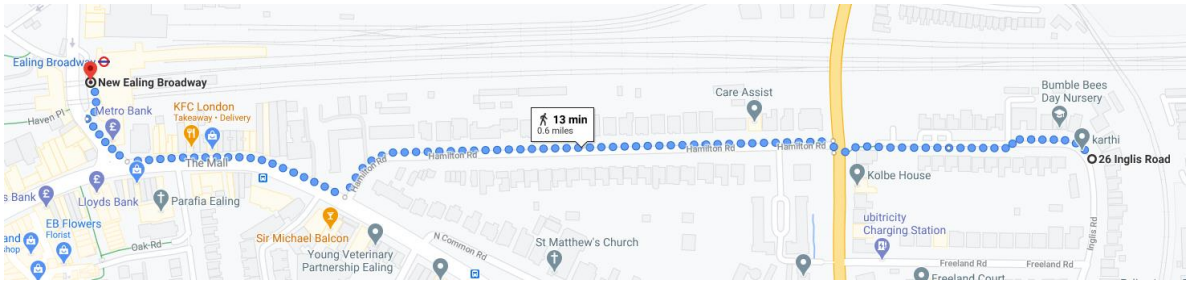
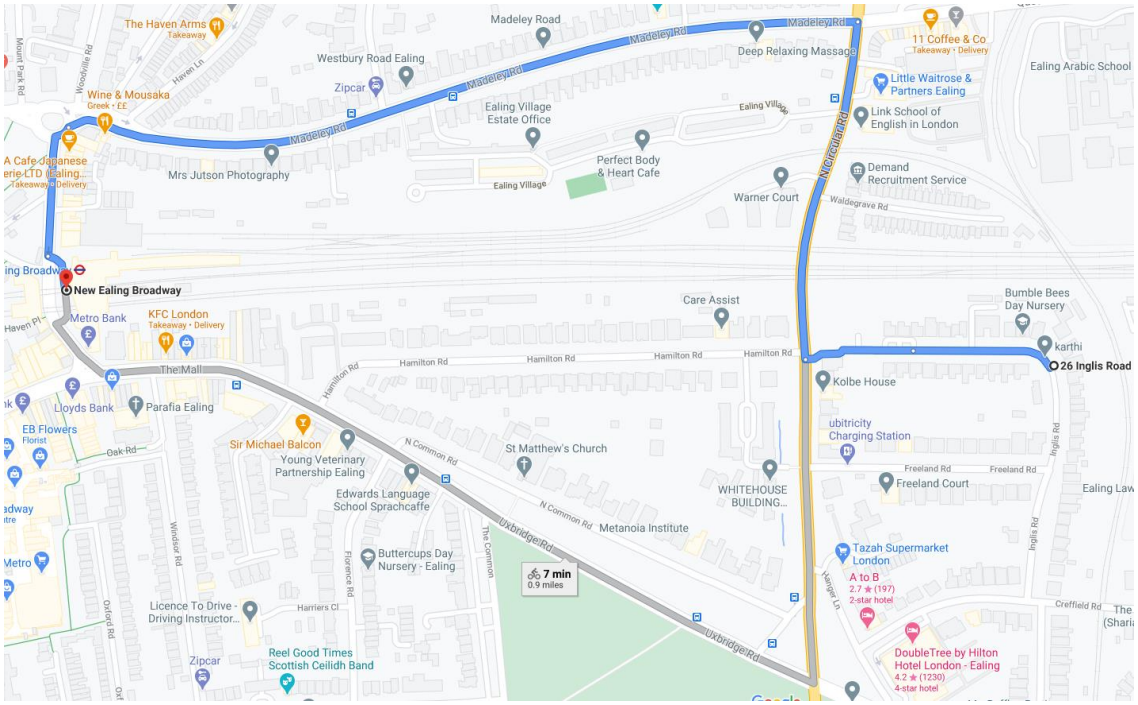
e) Walk to Ealing Broadway Station – 13 minutes



f) Cycle to Ealing Broadway Station – 7 minutes



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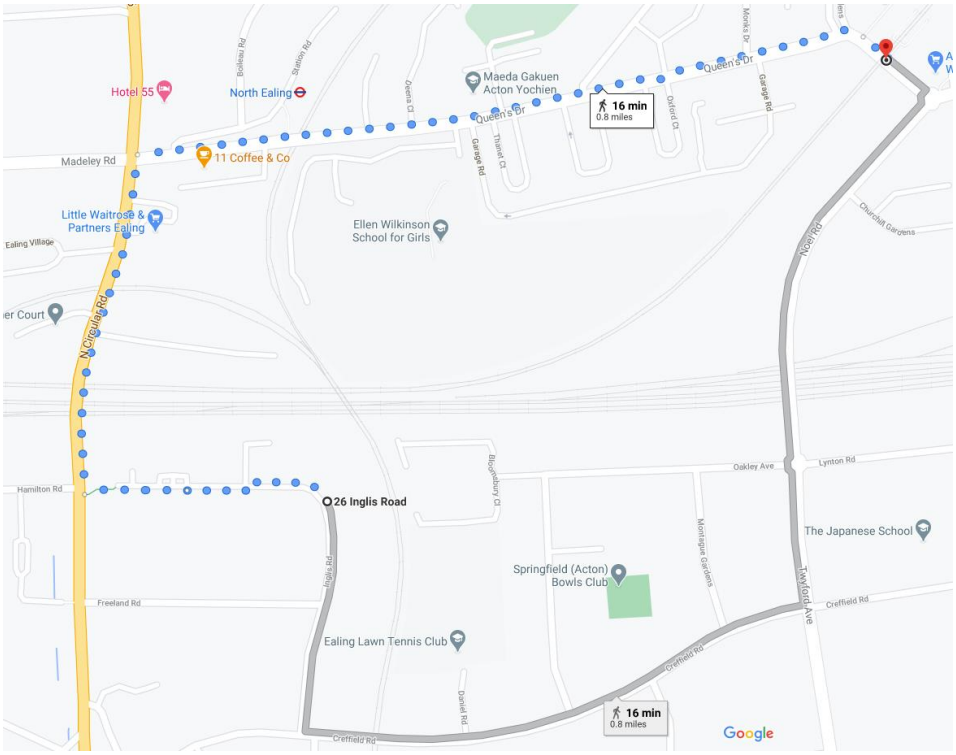
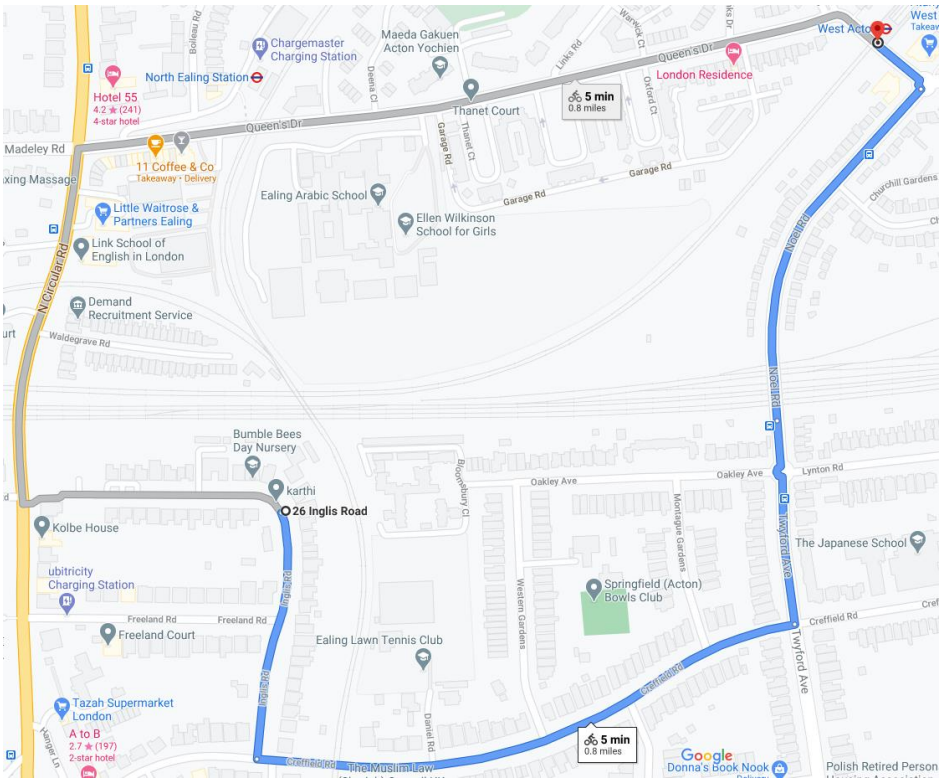
g) Walk to West Acton Station – 16 minutes



h) Cycle to West Acton Station – 5 minutes



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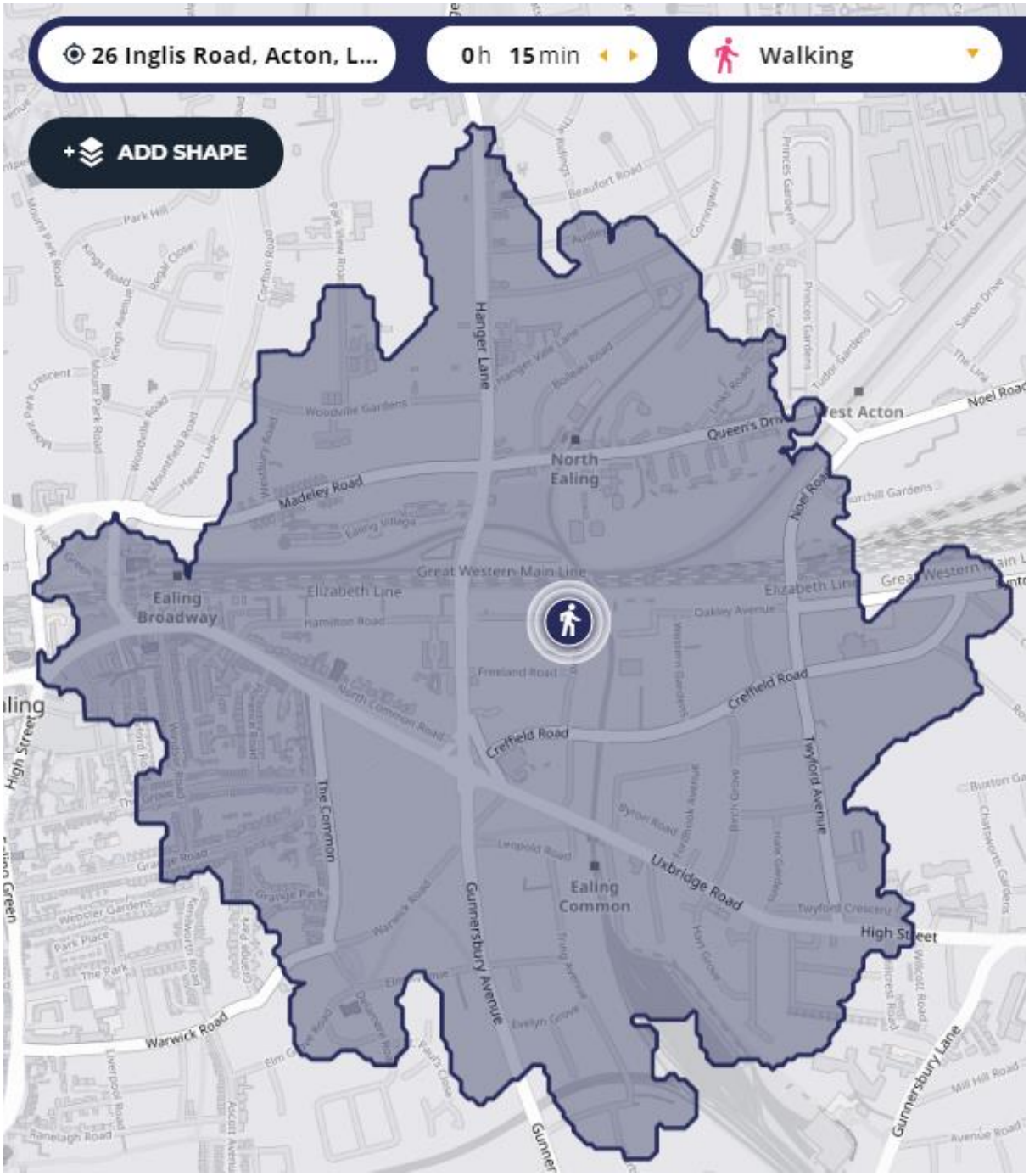
4. Isochrone Maps

4.1. 15 Minute Walking



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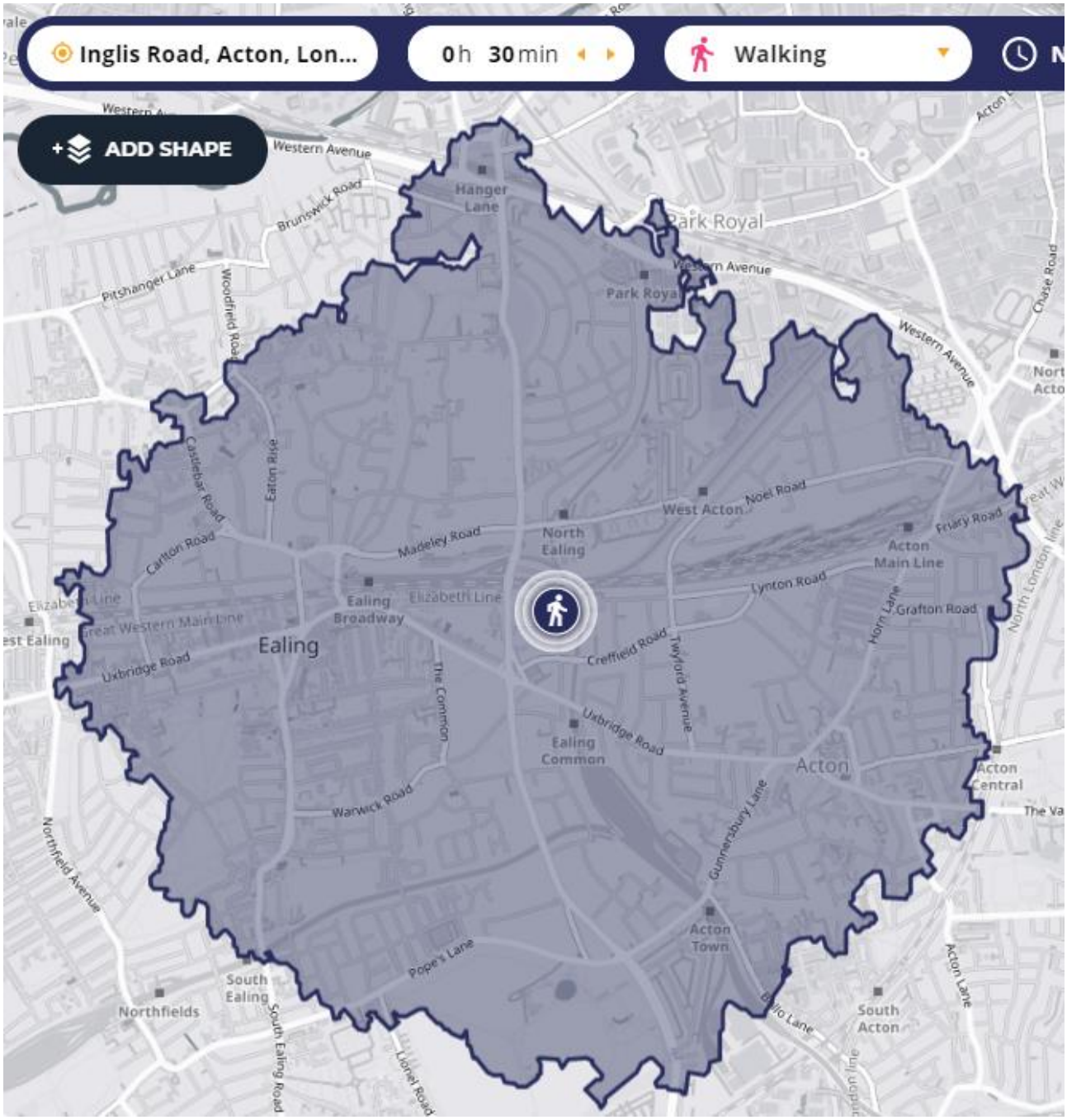
4.2. 30 Minute Walking



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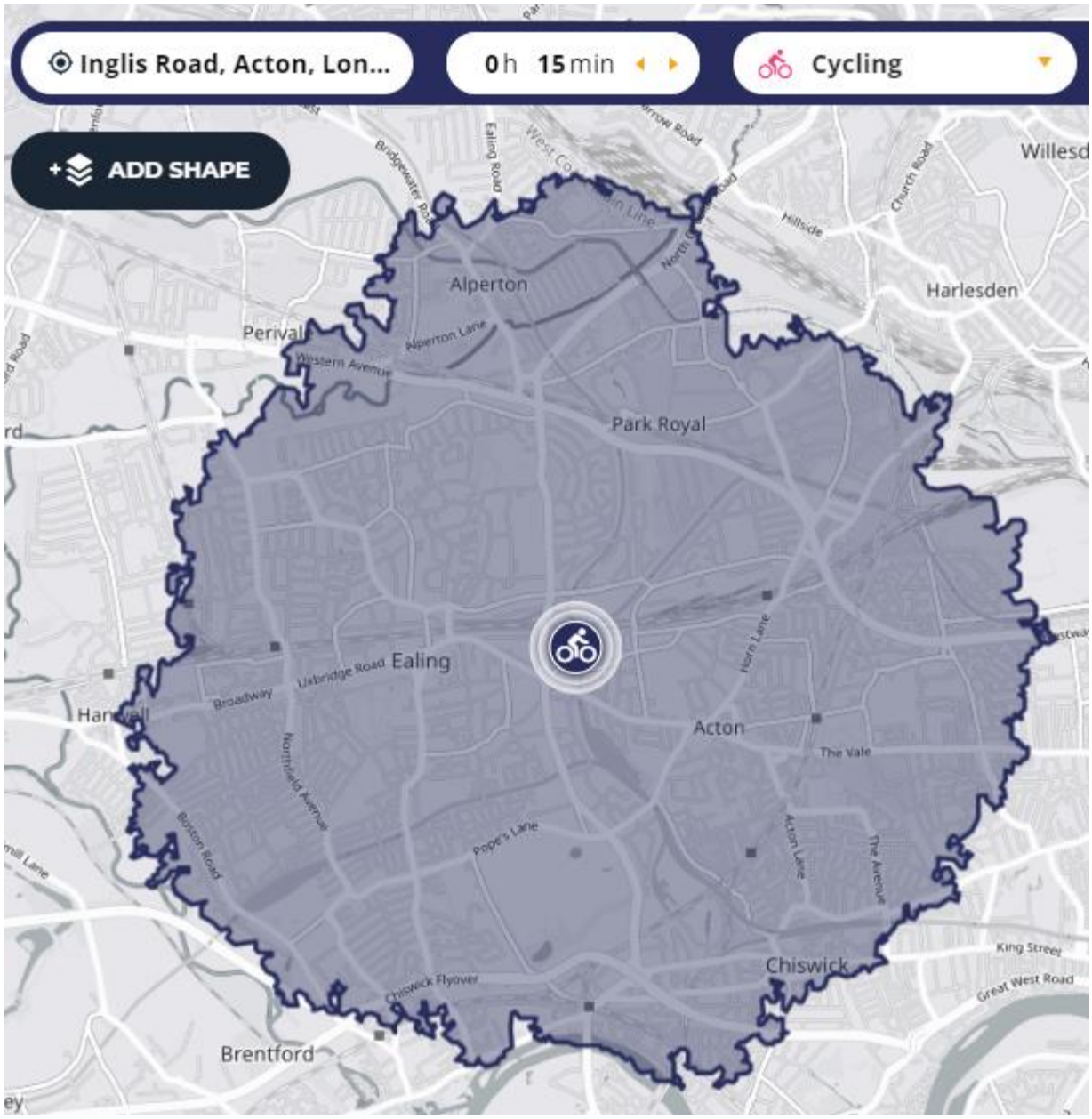
4.3. 15 Minute Cycling



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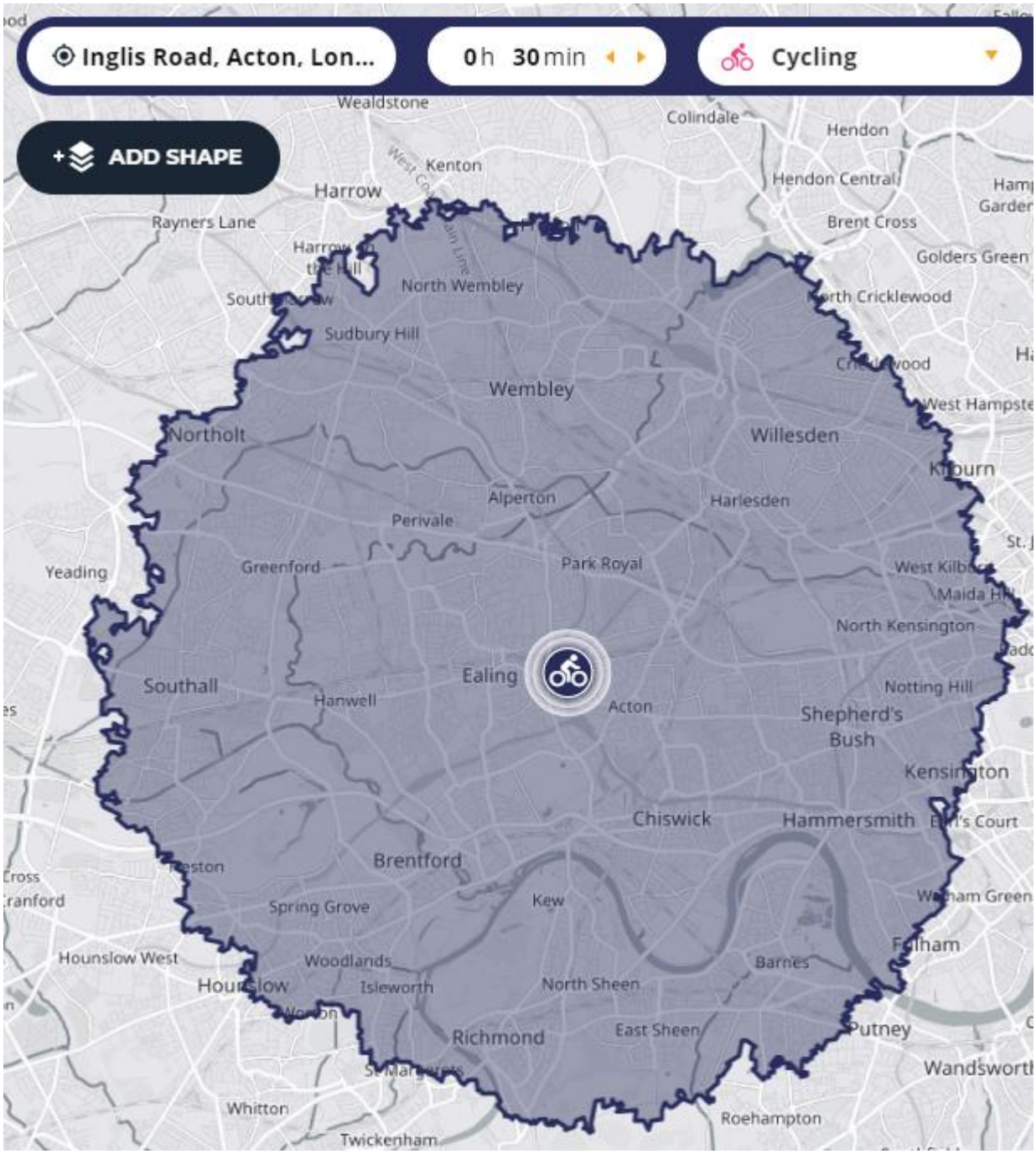
4.4. 30 Minute Cycling



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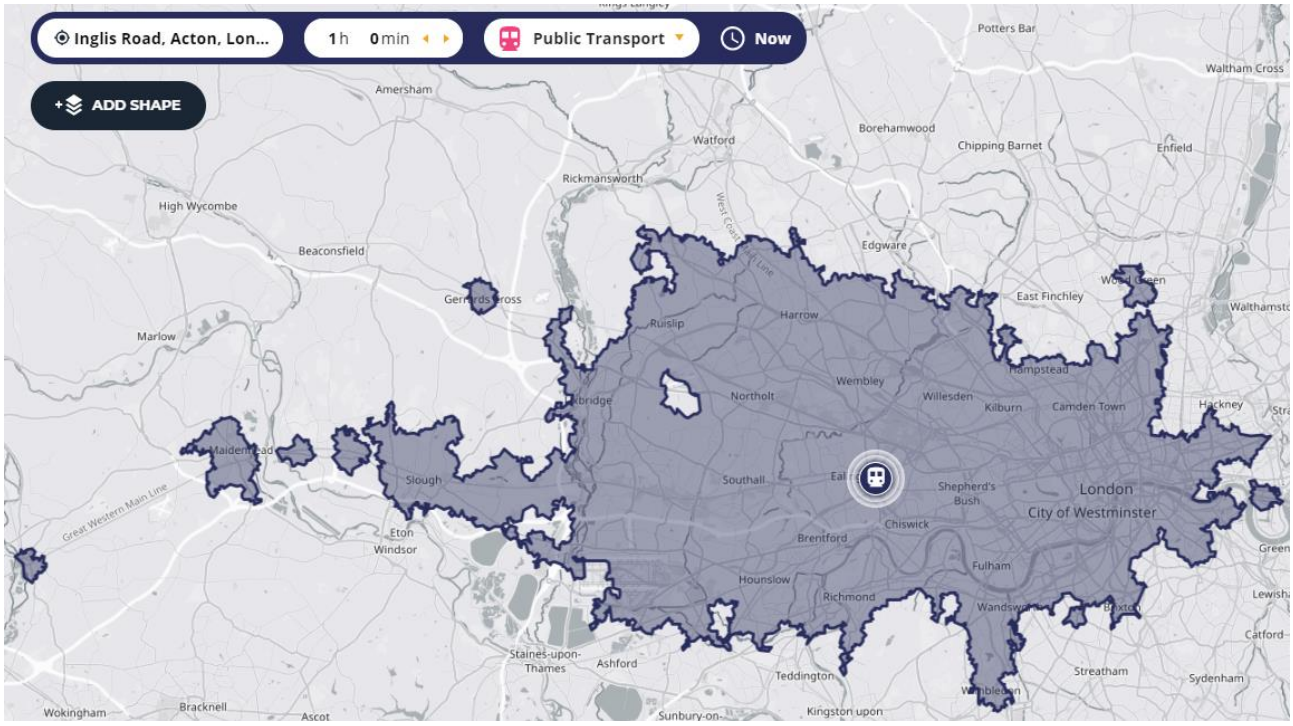
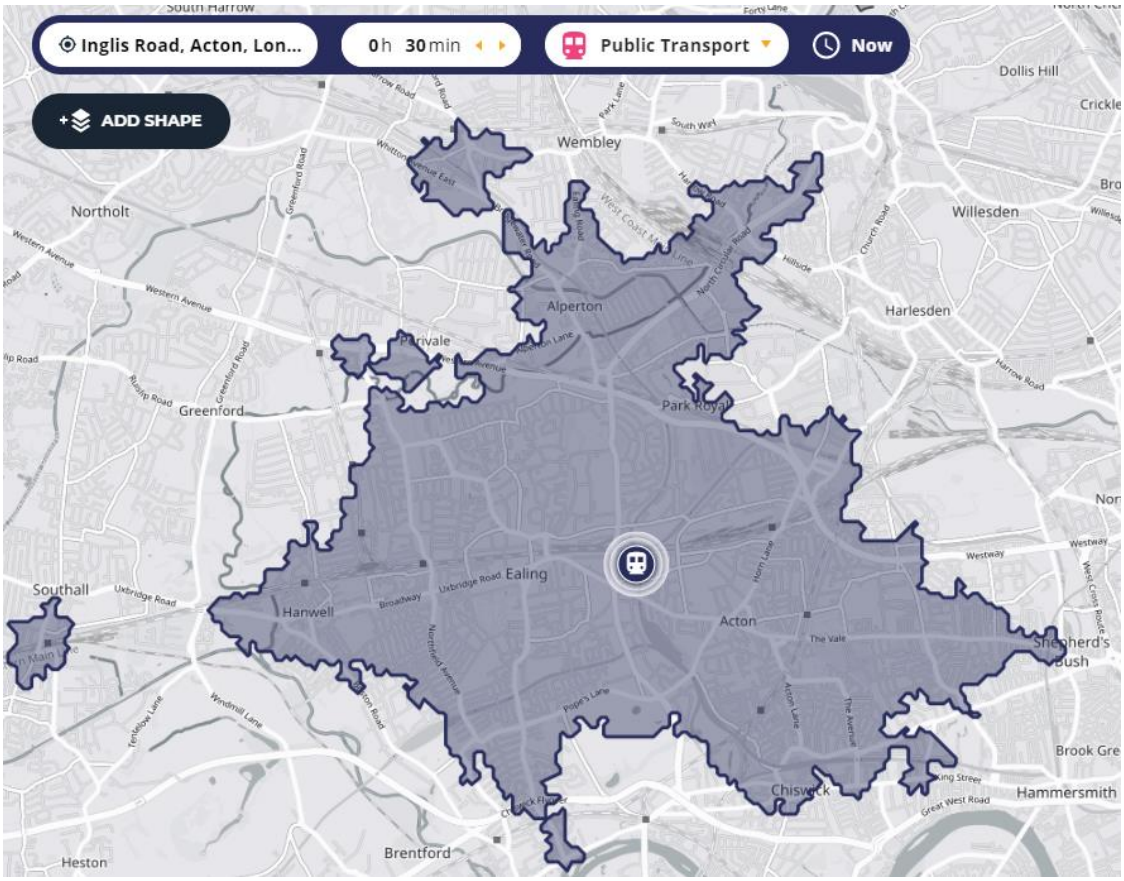
4.5. 1 Hour Public Transport



4.6. 30 Minute Public Transport



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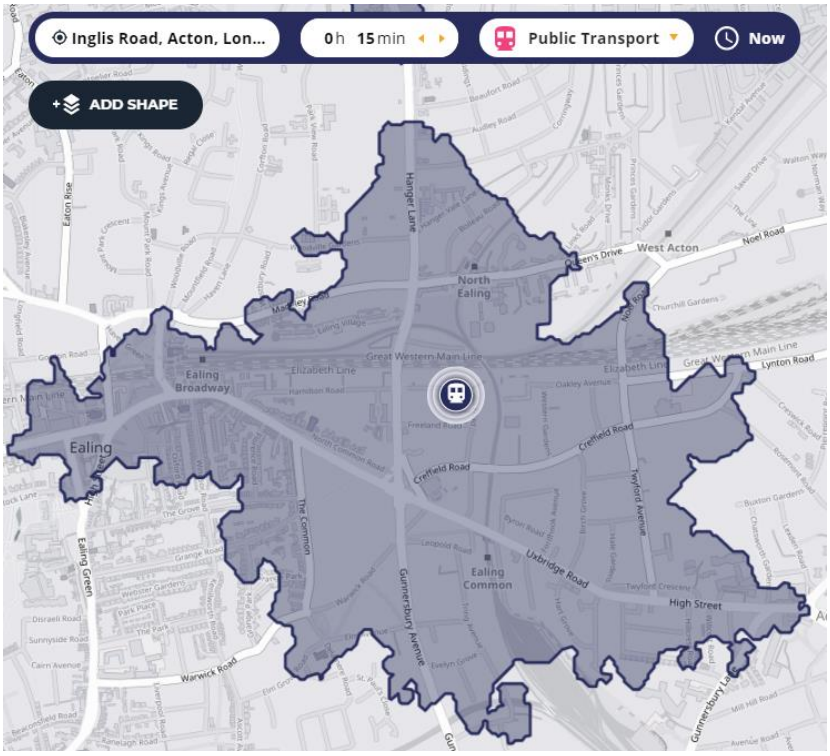
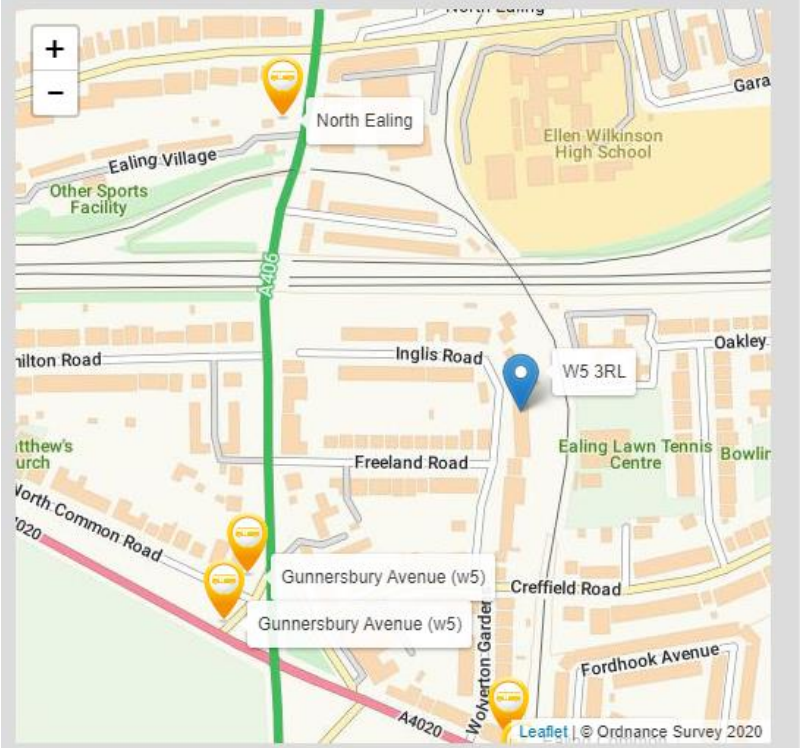
4.7. 15 Minute Public Transport



4.8. Bus stop information



Bus Stops near W5 3RL

1: Gunnersbury Avenue (W5) is 0.19 Kilometres away

View Bus Stop Information

2: Ealing Common is 0.21 Kilometres away

View Bus Stop Information

3: Gunnersbury Avenue (W5) is 0.22 Kilometres away

View Bus Stop Information

4: North Ealing is 0.23 Kilometres away

View Bus Stop Information

5: Ealing Common Underground Station is 0.23 Kilometres away

View Bus Stop Information

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5. Site Photos

5.1. Site frontage Inglis Road

5.2. Aerial view

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6. Parking Survey Data & Photos

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200mLambeth Methodology parking Survey Parking Beat Survey - one day time survey x 2 overnight parking beats

Job Number & Name: ***Inglis Road, Ealing***

Site Number/Name: ***No 26***

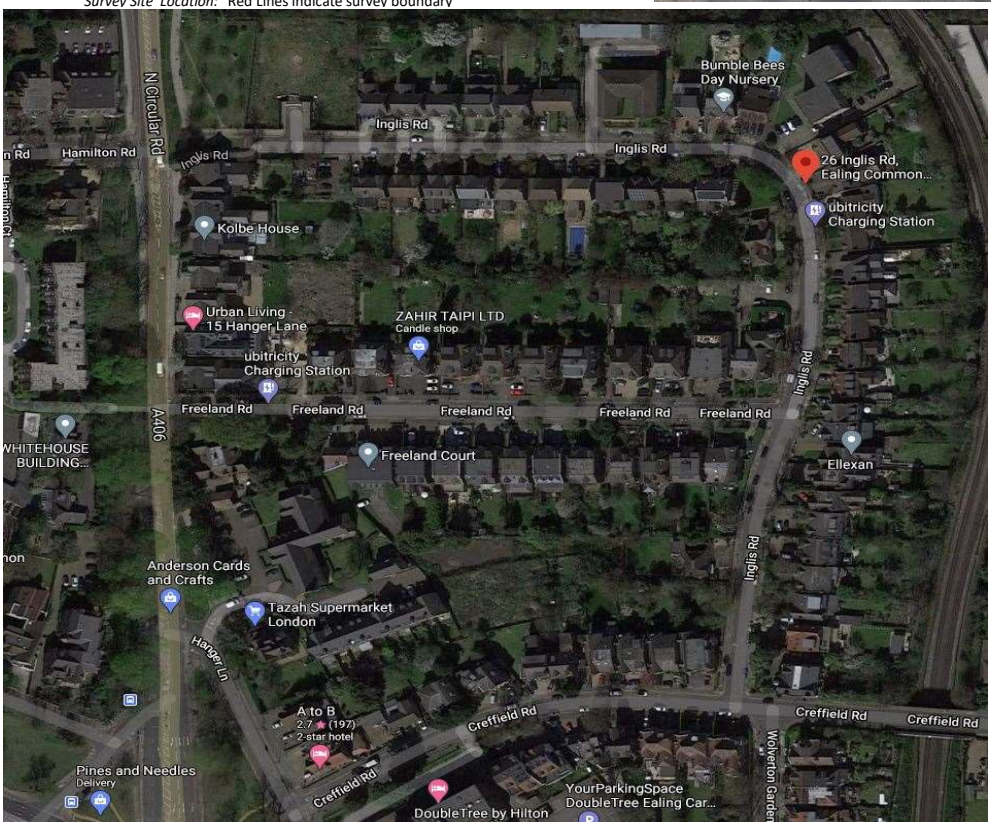
Client: **Public Highway Ltd**

Date: Tuesday 23rd & Wednesday 24th February 2021

00:30 night time beats.

Weather: Dry

Survey Site Location: Red Lines indicate survey boundary



Description of column headers

Total Available Length of Kerb Space Measured length (in metres) of kerb space [inc SY Lines] excluding individual short sections of less than 5.0m [i.e. between two crossovers]

Unuseable kerb Space Measured length (in metres) of unusable kerb space - sections left over not divisible by 5.0m & 7.5m close to junctions & DY Lines, Bus Stops, Ped Crossings

Crossovers Measured total length of all crossovers within each road

Total Length (m) Total length of roadway inc all crossovers and unusable section lengths.

Length (m) Measured length (in metres) of total useable kerb length per road parking type , divisible by 5.0m [parking spaces for this survey]

Calculated Spaces Calculation of number of available spaces based on 5.0m length

Cars Parked Number of vehicles parked per time period

Stress Calculated stress per restriction per road based on number of parked vehicles and number of available spaces

please refer to OS supplied mapping for survey area and road inventory

Brief Overview Summary

Traffic Surveys UK were appointed by to carry out a Parking survey over one week night and weekday in the area of Ealing, West London
The survey was carried out to Lambeth Methodology guidelines to approx. 200m from site
The correct variant of the Lambeth Methodology is carried out taking into consideration the closeness of the site to:-
Rail Stations, high streets, shops, local amenities & attractions, religious venues, and bars & restaurants etc that may make extra parking demands during the day or in the evening period.
A Road inventory has been supplied of the area detailing road parking available and restrictions
Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping
Vehicle spaces are determined at 5.0m [as Lambeth Parking Survey Methodology guidelines]
Survey area is extended to a junction if close to survey "boundary distance" - a turning point for a vehicle
Likewise survey boundary is curtailed if no parking is possible i.e. junction approach, narrow restricted road/bridge ped or level crossings etc.
The scope of the report assesses:
availability of kerb space (both usable and unusable);
the level of parking availability within 200m of the site; and
provides information regarding the occupancy stress levels of the surrounding roads, and feasibility of adding some extra on road parking.

Survey Area Description

The survey area is wholly residential in nature, with parking in the CPZ area [G] Mon - Fri 0900-1000 & 1500 - 16:00
Most dwellings enjoy driveways with multi vehicle parking.
Inglis Road is situated just east of the A406
There are no local amenities/retail outlets directly within the survey area

Most dwellings enjoy safe off road parking for multiple vehicles, alleviating parking stress on the surrounding local streets

TSUK Result overview/observations

Parking stress on the overnight parking beats was 51% on day 1 and 54% on day 2 for the overnight parking beats.
The results show that within the survey boundary there are around 50 usable parking spaces available overnight
There were available spaces right outside the site.
In our professional opinion there is adequate local on street parking provision for this application.

Job Number & Name: ***Inglis Road, Ealing***

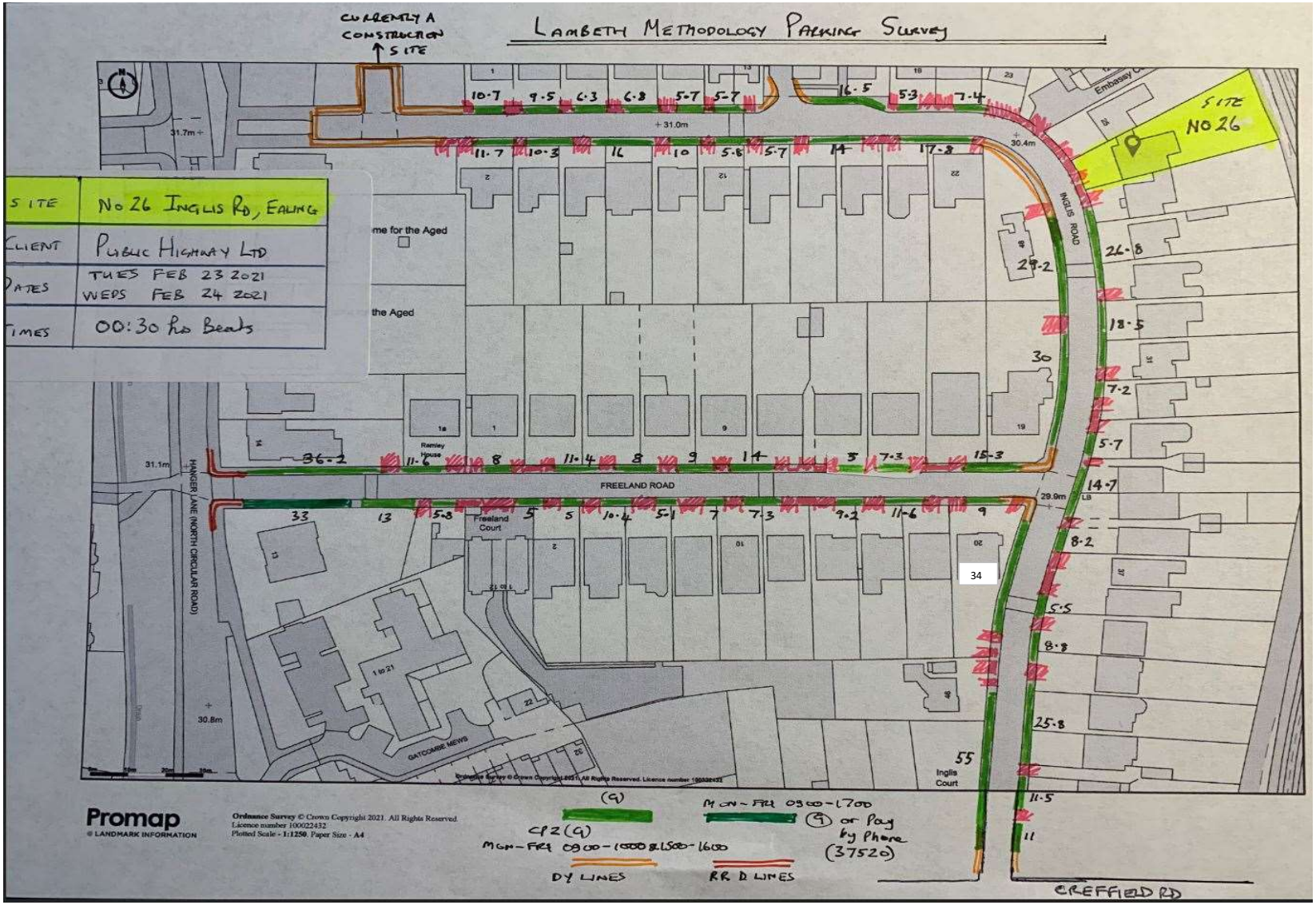
Site Number/Name: ***No 26***

Client: **Public Highway Ltd**

ROAD INVENTORY

Date: Tuesday 23rd & Wednesday 24th February 2021

00:30 night time beats.



5.0m per vehcile space survey

TUES FEB 23rd 2021 00:30	Street Name	Total Length of Available Kerb Space	unuseable kerb space	CPZ [G] Mon - Fri 0900 - 1000 & 1500 - 1600				CPZ [G] OR pay by phone Mon - Fri 0900-1700				Marked Disabled Bays				Non Space [less than 5m space] or over crossover			TOTALS			Safe Single yellow Line Parking				Double Yellow/Keep Clear Line/RR			
				Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	
	Inglis Road	457.1	57.1	400	80	35	44%										0		80	35	44%							1	
	Freeland Road	247.2	42.2	175	35	24	69%	30	6	2	33%						0		35	24	69%							0	
	TOTALS	**704.3**	**99.3**	**575**	**115**	**59**	**51%**	**30**	**6**	**2**	**33%**	**0**	**0**	**0**	**nil**		**0**		**115**	**59**	**51%**	**0**	**0**	**0**	**nil**			**1**	

5.0m per vehcile space survey

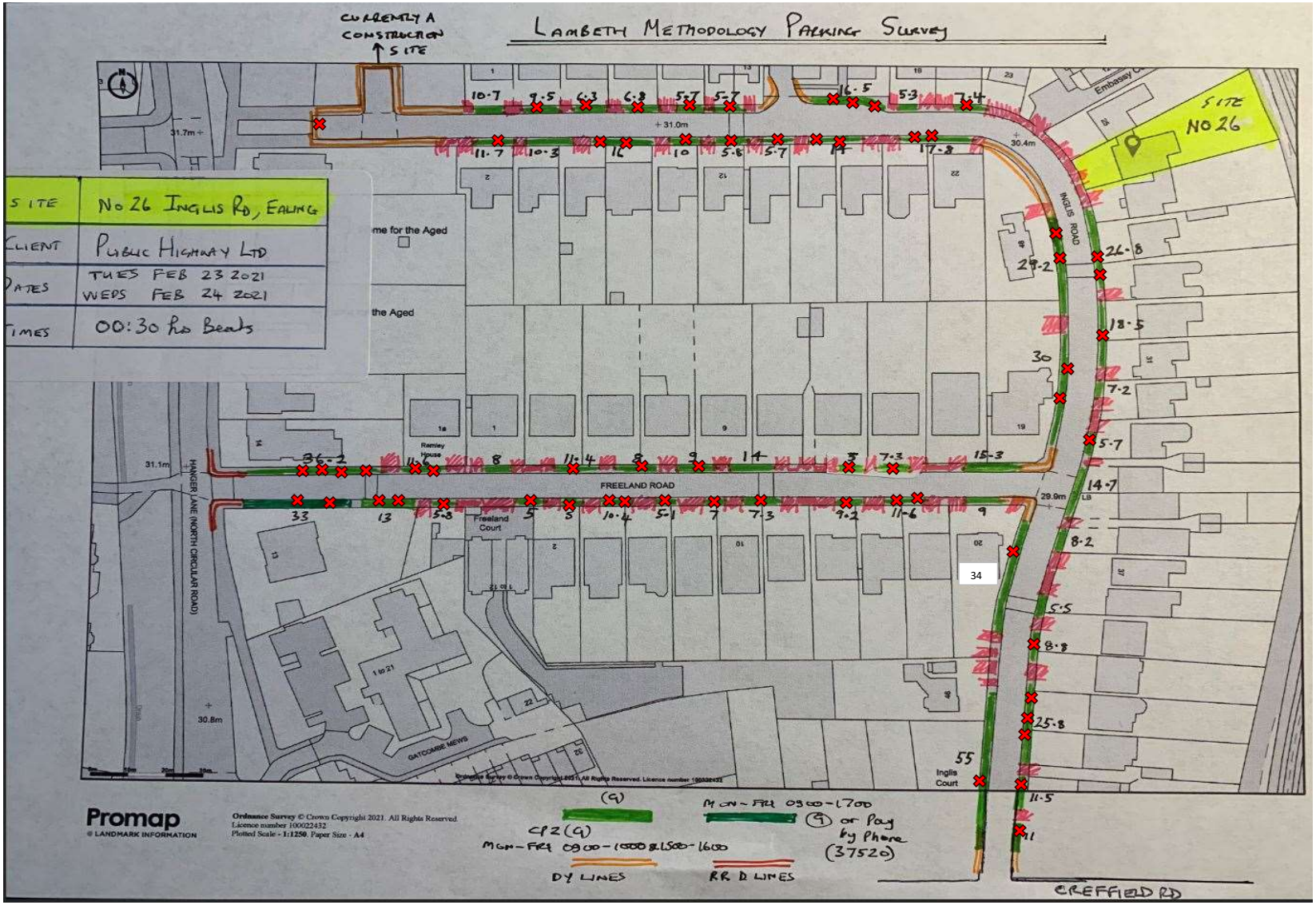
WEDS FEB 24th 2021 00:30	Street Name	Total Length of Available Kerb Space	unuseable kerb space	CPZ [G] Mon - Fri 0900 - 1000 & 1500 - 1600				CPZ [G] OR pay by phone Mon - Fri 0900-1700				Marked Disabled Bays				Non Space [less than 5m space] or over crossover			TOTALS			Safe Single yellow Line Parking				Double Yellow/Keep Clear Line/RR			
				Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	
	Inglis Road	457.1	57.1	400	80	39	49%										0		80	39	49%							0	
	Freeland Road	247.2	42.2	175	35	23	66%	30	6	1	17%						0		35	23	66%							0	
	TOTALS	**704.3**	**99.3**	**575**	**115**	**62**	**54%**	**30**	**6**	**1**	**17%**	**0**	**0**	**0**	**nil**		**0**		**115**	**62**	**54%**	**0**	**0**	**0**	**nil**			**0**	

Job Number & Name: ***Inglis Road, Ealing***
Site Number/Name: ***No 26***
Client: **Public Highway Ltd**

Date: Tuesday 23rd February 2021

00:30 night time beat

Parking Plot "X"



Job Number & Name: ***Inglis Road, Ealing***

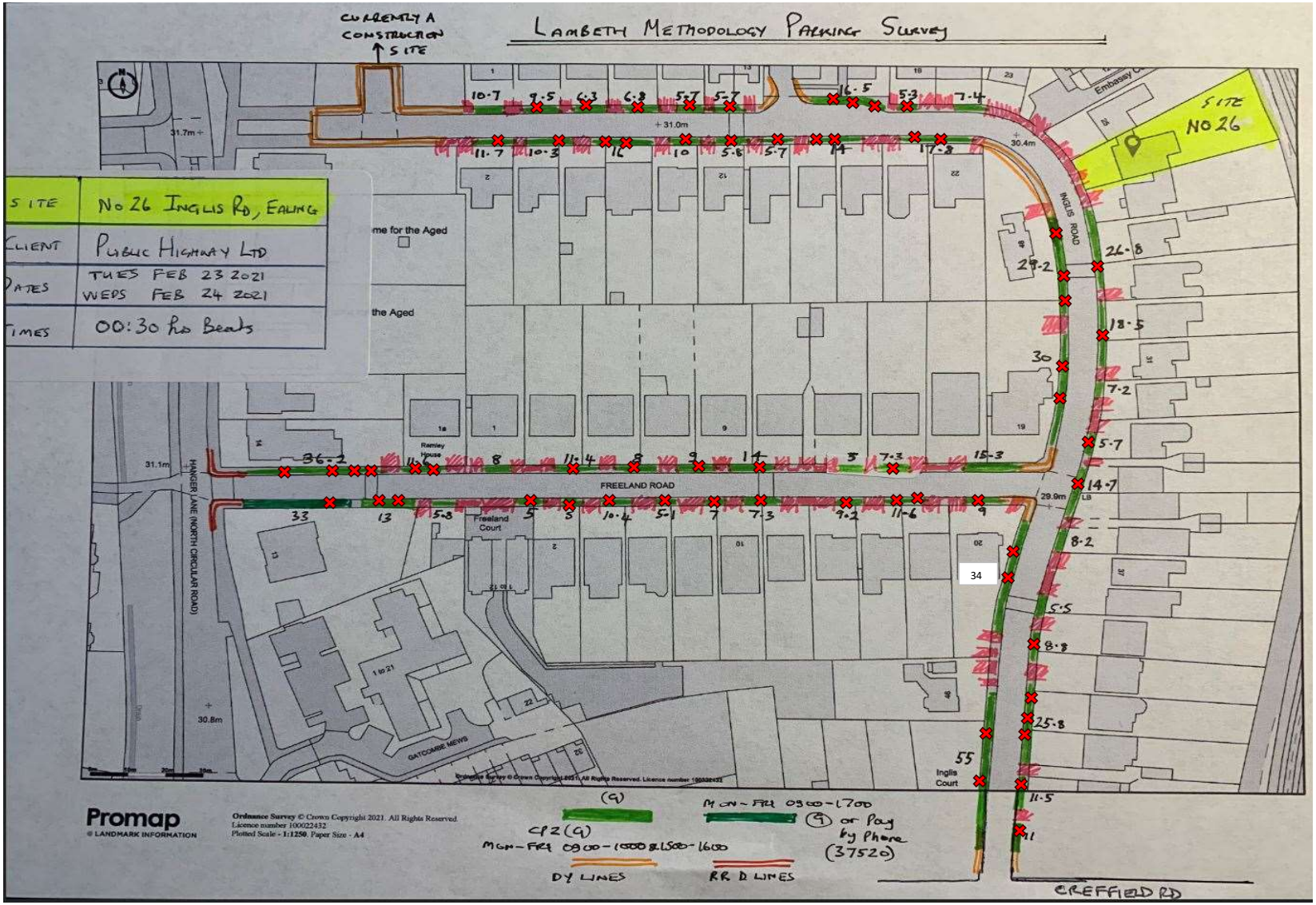
Site Number/Name: ***No 26***

Client: **Public Highway Ltd**

Date: Wednesday 24th February 2021

00:30 night time beat

Parking Plot "X"



Job Number & Name: ***Inglis Road, Ealing***
Site Number/Name: ***No 26***
Client: **Public Highway Ltd**

Date: Tuesday 23rd & Wednesday 24th February 2021

00:30 night time beats.

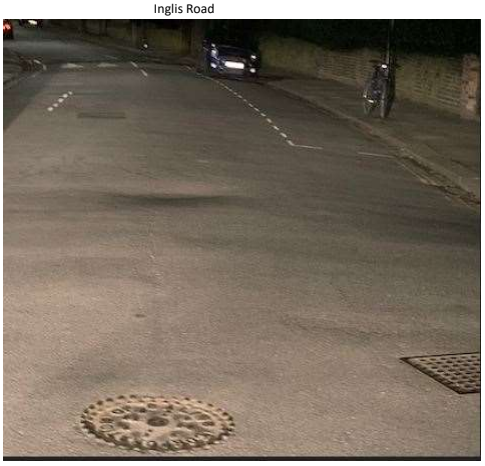
Site photos taken 00:30 approx Feb 23rd 2021

The site No26

Inglis Road

Inglis Road

Inglis Road



Inglis Road

Freeland Road

Freeland Road

Inglis Road

– END –

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