

## Unit 1C, Blake Mews, Richmond

### Local Parking Stress Assessment

14 / 40 97 / P3 SPA

N01/141259

5<sup>th</sup> June 2014

#### Introduction

1. Vectos has been appointed by the property owners of Unit 1C in Blake Mews, Richmond to undertake a parking stress assessment on streets surrounding Blake Mews.
2. Blake Mews is situated to the south of Kew Gardens Underground Station. The site location is shown in **Figure 1**.
3. Blake Mews is located within the KA Controlled Parking Zone which is operational between 10:00 – 12:00 noon. Each of the ten office units in Blake Mews are currently allowed five parking permits each, equating to a total of 50 permits.
4. A number of change of use planning applications have been submitted to the London Borough of Richmond for the conversion of offices (B1) to residential (C3).
5. In regards to new residential development in the borough, London Borough of Richmond 's Adopted Development Management Plan states that:  
*"In areas controlled by a Community Parking Zone, occupiers of new residential developments may not be eligible for on street parking permits where existing levels of on street parking are very high, this restriction would be secured by a section 106 agreement"*.
6. Previous discussions with LB Richmond highways officers on a similar scheme have indicated a very high parking stress level as over 90%.
7. This note sets out the results of a parking beat survey which was carried out on the streets surrounding Blake Mews. The purpose of the survey is to assess the parking stress level of surrounding streets, and whether it should be considered reasonable for the proposed residential unit to be permitted to apply for residential parking permits.

#### Parking Beat Survey Methodology

8. A parking beat survey was undertaken on streets surrounding Blake Mews, Kew. The parking survey followed the Lambeth Methodology, which is widely used and accepted across London Boroughs when assessing parking stress levels.
9. The raw survey data and a plan indicating the extent of the survey area is included at **Appendix A**.

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10. Surveys were undertaken in 30 minute beats between 10:00 – 12:00 noon, and 18:00 – 23:00 on Wednesday 5<sup>th</sup> March 2014. In addition, a separate count was undertaken at 01:00 in order to capture the overnight residential parking demand. This period reflects when the majority of local residents will be at home.
11. The survey covered all roads within 200 metres of the site. It is considered within the Lambeth Methodology that this is the distance a resident would reasonably leave their vehicle from their home.
12. In line with the Lambeth Methodology the survey area was amended in the following instances:
  - Where the 200m boundary occurred half-way along a street, the survey area was extended to the next junction; or
  - Where parking was not possible (these areas were not included).
13. The number of cars parked within the survey area was counted on a street-by-street basis. For the purposes of calculating parking stress, it was assumed that each vehicle measured 5 metres in length. This is in line with the Lambeth Methodology.

### **Parking Beat Survey Results**

14. A summary of the survey results is presented in **Table 1**. The results show both the number of unoccupied 'Permit Holder Only' bays, and the total number of unoccupied bays. The total number of bays includes pay and display bays but excludes disabled bays and car club bays.

**Table 1: Survey Summary Results**

Time Period	Permit Holder Only Bays (Total 114 Bays)			All Bays (Total 156 Bays)		
	Occ.	Unocc.	% Occ	Occ.	Unocc.	% Occ
<b>CPZ Hours (Wednesday 5<sup>th</sup> March)</b>						
10:00	95	19	83%	126	30	81%
10:30	94	20	82%	127	29	81%
11:00	100	14	88%	124	32	79%
11:30	99	15	87%	133	23	85%
12:00	104	10	91%	131	25	84%
Average Occupancy	98	16	86%	128	28	82%
Maximum Occupancy	104	10	91%	133	23	85%
<b>Evening (Wednesday 5<sup>th</sup> March)</b>						
18:00	85	29	75%	124	32	79%
18:30	86	28	75%	121	35	78%
19:00	87	27	76%	126	30	81%
19:30	88	26	77%	126	30	81%
20:00	92	22	81%	132	24	85%
20:30	94	20	82%	132	24	85%
21:00	92	22	81%	129	27	83%
21:30	88	26	77%	121	35	78%
22:00	88	26	77%	118	38	76%
22:30	86	28	75%	111	45	71%
23:00	85	29	75%	102	54	65%
Average Occupancy	88	26	77%	122	34	78%
Maximum Occupancy	94	20	82%	132	24	85%
<b>Overnight (Thursday 6<sup>th</sup> March)</b>						
01:00	79	35	69%	85	71	54%

15. It can be observed from the results presented in Table 1 that a minimum of 10 permit holder only spaces were available within the survey area between 10:00 and 12:00. This increases to a minimum of 23 spaces when taking into account all parking bays in the area, including pay & display bays.
16. Between 18:00 and 23:00, a maximum occupancy of permit holder bays of 82% was recorded, therefore indicating that a minimum of 20 bays were available throughout the survey period.
17. The overnight survey indicated that at 01:00 on Thursday 6<sup>th</sup> March, 35 permit only bays and 71 total bays (including permit only and pay & display) remained unoccupied.

### **Vehicles Associated with Proposed Residential Units**

18. Census (2011) data for the Kew Ward was interrogated in order to establish the car ownership for the area. The data shows that, on average in the Ward, each unit will own one vehicle. The raw census data can be found at **Appendix B**.

19. Applying this data to Unit 1C indicates that the unit will generate a parking requirement for one vehicle.
20. Parking occupancy is at its highest during the CPZ hours between 10:00-12:00. Currently, offices within Blake Mews have access to five business permits each. Therefore they are likely to contribute to the occupancy level during this period.
21. It is likely that the parking demand associated with the future residential units in Blake Mews will not be significant during the CPZ hours (10:00-12:00). During these periods, some residents are likely to be at work and will not require parking within the area. Therefore, there is the potential for a net decrease in parking demand during this period.
22. During the evening period, the average occupancy of parking bays within 200m of the site is below 80% with over 30 spaces vacant. During the overnight period, when residents are likely to be at home and, as such, require parking, just 54% of parking bays are occupied. This relates to 71 vacant spaces.
23. In light of the above, it is considered that the addition of one vehicle associated with Unit 1C during the evening period will not result in parking stress levels rising above a level deemed unacceptable. Therefore, it is considered that the proposed residential unit at Blake Mews should not be prevented from applying for parking permits.

### **Summary and Conclusion**

24. Parking beat surveys were undertaken on Wednesday 5<sup>th</sup> March 2014 for all streets within 200 metres of Blake Mews. Beats were undertaken in 30 minute intervals between the hours of 10:00 – 12:00 and 18:00 – 23:00, with an additional count undertaken at 01:00 on Thursday 6<sup>th</sup> March.
25. The results show that the existing parking stress level within 200m of Blake Mews is below 85% at all times. During the overnight period, the stress level is just 54%, with 71 vacant parking spaces.
26. During all periods there is sufficient spare parking capacity to accommodate any vehicles associated with the proposed conversion of office units to residential units
27. In addition, it should be noted that each office unit on Blake Mews currently qualifies for 5 parking permits. The conversion from ten office units to residential units will result in a requirement of just 11 parking permits, including 1 permit for Unit 1C, representing a net reduction of 39 permits from what is currently allowed.
28. Therefore, in light of the above information, the proposed residential unit 1C at Blake Mews should not be prevented from applying for a parking permit.

## FIGURES



**Key**

● Site Location

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Blake Mews, Richmond

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Blake Mews

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Site Location Plan

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SCALE: NTS

DRAWN: GS	CHECKED: RR	DATE: 07/03/14	REVISION: *
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DRAWING REFERENCE: **Figure 1**

## **APPENDIX A**

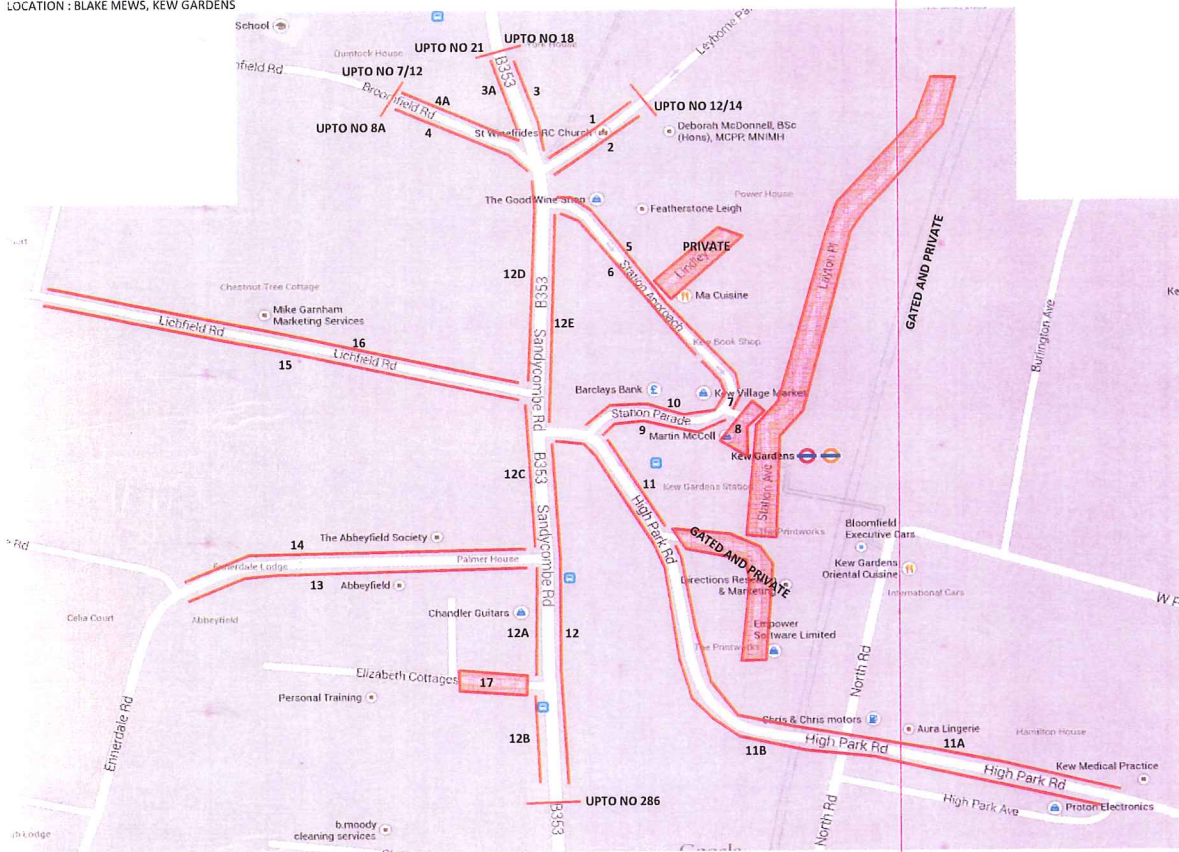
### **Parking Beat Survey Data**

# K&M TRAFFIC SURVEYS

DATE : 5th & 6th MARCH 2014

DAY : WEDNESDAY & THURSDAY

LOCATION : BLAKE MEWS, KEW GARDENS







## **APPENDIX B**

### **Car Ownership Data (Census 2011)**

### QS416EW - Car or van availability

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population	All households; All cars or vans
units	Households
area type	2011 wards
area name	E05000524 : Kew
rural urban	Total

Cars	2011	
All categories: Car or van availal	4,964	
No cars or vans in household	1,230	25%
1 car or van in household	2,689	54%
2 cars or vans in household	863	17%
3 cars or vans in household	149	3%
4 or more cars or vans in housel	33	1%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly