Blake Mews

Blake Mews, Kew
Unit 1C

Transport Statement

October 2014

Network Building, 97 Tottenham Court Road, London W1T 4TP www.vectos.co.uk
Registered address: Vectos (South) Limited, Hardwick House, Prospect Place, Swindon SN1 3LJ Company no. 7591661

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1 INTRODUCTION

1.1 Vectos has been appointed by the property owners of Unit 1C in Blake Mews, Kew, to provide traffic and transport advice on in relation to a prior approval application. Blake Mews is in the London Borough of Richmond upon Thames.

1.2 Blake Mews is situated to the south of Kew Gardens Underground Station. The site location in shown in **Figure 1**.

1.3 The development proposal is to convert an existing office unit to provide a single one bedroom residential unit with a single parking space.

1.4 This Transport Statement sets out the likely impact of this prior approval application on the surrounding local highway network. Specifically, it provides a parking survey to demonstrate that the proposals will not have a material impact on on-street car parking, and will not be detrimental to the free flow of traffic and safety.

1.5 This Transport Statement follows best practice guidance from the Department for Transport (DfT) and Transport for London (TfL).

1.6 The remainder of this report is set out as follows:

Section 2 - Describes the local characteristics of Blake Mews, including the accessibility of the local area, and a summary of local parking conditions;

Section 3 - Sets out the development proposals of the scheme;

Section 4 - Considers the proposed development in the context of national, regional and local policy guidance;

Section 5 - Sets out the effect of the development proposals on the surrounding area;

Section 6 - Provides a summary and conclusion.

2 EXISTING SITUATION

2.1 This section of the Transport Statement summarises the local characteristics of the site surrounding Blake Mews, including details of the existing operation of the Site and its accessibility by non-car modes of transport.

Location

2.2 The location of Blake Mews is shown in **Figure 1** at the end of this report.

2.3 Blake Mews is a small cul-de-sac located in Kew, approximately 65m to the south of Kew Gardens Underground Station. Station Avenue provides a direct route for pedestrians to access the Station. Vehicular access is provided from High Park Road.

2.4 Blake Mews is mixed use in nature with commercial and residential uses. A number of commercial units within Blake Mews are in the process of being converted into residential use. The surrounding area, including High Park Road and Sandycombe Road are predominately residential in nature.

Controlled Parking Zone

2.5 Blake Mews is located within the KA Controlled Parking Zone. This is in operation between 10:00 – 12:00 Monday to Friday.

2.6 Each commercial unit within Blake Mews is currently permitted up to five business permits for employees seeking to park in the local area.

Car Club

2.7 There are five car club bays, operated by Zipcar within a 200m walk from Blake Mews. These are located on Kew Gardens Road, Leyborne Park, Lichfield Road and Station Approach.

2.8 The Zipcar car club allows members to book and make use of their fleet of vehicles, negating the need to own a car.

Accessibility by Non-Car Modes

Walking

2.9 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

2.10 Central Government research refers to a distance of 2km as the maximum distance over which walking might replace car trips. Similarly, the Institution of Highways and Transportation (IHT) Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without a mobility impairment of 2km. Kew Gardens, Mortlake, North Sheen and parts of Richmond are all within a 2km catchment of Blake Mews

2.11 Footways are situated alongside all local streets. As the area is residential in nature, traffic speeds are restricted to 20mph creating a pleasant environment for pedestrians.

Cycling

2.12 Central Government research states that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport. As well as encompassing Richmond, Twickenham and Isleworth, a 5km catchment also encompasses Hounslow, Brentford, Teddington, Hampton and Kingston upon Thames.

2.13 Low traffic volumes and speeds in the area create a safe environment for cyclists.

2.14 A number of local roads within the vicinity of the Site are designated by Transport for London (TfL) as 'routes signed for cyclists on a mixture of quiet and busy roads, some [of which] have cycle lanes marked on the road surface'. Notably, High Park Road provides good access to the wider London cycling network.

Local Bus Services

2.15 Blake Mews is situated approximately 140m from bus stops situated on Sandycombe Road. Additional bus stops are located on Kew Road and Mortlake Road, both approximately 400m from Blake Mews.

2.16 A summary of the routes serving these stops is presented in **Table 2.1** below.

Table 2.1 – Local Bus Services

Bus Service	Bus Stop	Route	Average Frequency (minutes per bus)		
			Weekday	Saturday	Sunday
65	Kew Rd	Chessington – Kew – Ealing Broadway	5-8	6-10	9-12
391	Sandycombe Rd	Richmond Station – Kew – Sands End	8-12	8-12	10-14
R68	Mortlake Rd	Kew – Richmond - Twickenham	15	15	15

London Underground/Overground Services

2.17 The PTAL guidance suggests a maximum walking distance of 960 metres for accessing rail and underground stations. The Site is located less than 100m from Kew Gardens Station which is served by the District Line and London Overground services. Kew Gardens Station is located in Travel Zone 3.

2.18 District Line services operate between Richmond and Upminster via Central London. There are multiple interchange opportunities along this route to access all London Underground Lines. Richmond Station, located one stop away on the District Line provides access to National Rail Services.

2.19 The branch of the London Overground network that serves Kew Gardens Station operates between Richmond and Stratford. Again there are multiple interchange opportunities throughout the route.

Public Transport Accessibility Level (PTAL)

2.20 The Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.

2.21 The PTAL measure, reflects:

- The walking distance from the point of interest to the public transport access points;
- The reliability of the service modes available;

- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

2.22 The PTAL is categorised into eight levels, 1a to 6b where 6b represents an excellent level of accessibility and 1a a low level of accessibility.

2.23 The PTAL level of the site is 3. It is considered that this is an under-representation of the good accessibility of the site, particularly considering the close proximity of Kew Gardens Station, which provides access to the London Underground/Overground network.

2.24 The PTAL detail and summary reports are presented at **Appendix A** for information.

Summary

2.25 As demonstrated above, the site benefits from its proximity to local bus services and to Kew Gardens Station, which provides good access to both the London Underground and Overground networks. The site is also accessible via walking and cycling, encouraging sustainable travel by potential residents, and is within walking distance of five car club bays (operated by Zipcar).

3 DEVELOPMENT PROPOSALS

3.1 The development proposal is to convert Unit 1C of Blake Mews from office use to provide a single one bedroom residential unit.

3.2 The architect's layout plans are included as part of the application package.

3.3 The proposals utilise the same building envelope as currently exists. No increase in floor area is proposed.

3.4 One vehicle parking space is proposed as part of the development proposals. This is in line with the London Borough of Richmond's maximum parking standards, as outlined within their Development Management Plan. This states that a 1-2 bedroom unit should supply one parking space.

3.5 The applicant is willing to enter into a legal agreement which would limit future residents of the unit to only apply for a single residential parking permit. This is consistent with other approved applications within Blake Mews. This is also a reduction from the five business permits which are currently issued to commercial units within Blake Mews.

3.6 One cycle parking will be provided on-site which is consistent with the London Borough of Richmond's minimum cycle parking standards.

Cumulative Development Proposals in Blake Mews

3.7 Various commercial units within Blake Mews have applied or are in the process of applying for prior approval for the conversion to provide residential units. This is summarised below in **Table 3.1**.

3.8 Whilst this is a standalone application, assessment work within this Transport Statement considers the cumulative impact of all developments.

Table 3.1: Status of Prior Approval Applications in Blake Mews

Unit	Size of Unit	Parking Provision	Application Status
1A	1 x 1-bedroom	1 Parking Space	New Application
1B	1 x 1-bedroom	1 Parking Space	New Application
1C	1 x 1-bedroom	1 Parking Space	New Application
1D	2 x 1 bedroom	No Parking	Approved
2A	1 x 2-bedroom	No Parking	Submitted*
2B	1 x 2-bedroom	No Parking	Approved
2C	1 x 2-bedroom	No Parking	New Application
3A	2 x 1 bedroom	No Parking	Approved
3B	1 x 2-bedroom	No Parking	Submitted*
5	1 x 1-bedroom	No Parking	Submitted*
6	1 x 2-bedroom	1 Parking Space	Approved
7A	1 x 2-bedroom	1 Parking Space	New Application
7B	1 x 2-bedroom	No Parking	New Application
7D	1 x 2-bedroom	1 Parking Space	Submitted*
Total	16 Residential Units		

**Decision Pending at time of writing*

3.9 **Table 3.1** indicates that a total of 16 residential units are either proposed or approved within Blake Mews. The approved applications for Unit 2A, Unit 2B and Unit 6 have a legal agreement precluding the issue of parking permits. Unit 1D and Unit 3A were not required to enter into the legal agreement.

4 POLICY CONSIDERATIONS

4.1 In this section a summary of the relevant transport policies at a national, regional and local level is given and considered in the context of the application site and the proposed development.

National Guidance

National Planning Policy Framework (NPPF)

4.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

4.2 One of the 12 core land-use principles within the NPPF includes:

"[to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

4.3 Section 4 of the NPPF deals with 'Promoting sustainable transport.' Paragraph 29 states that:

"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."

4.4 Paragraph 32 sets out the transport issues which should be addressed within Development Plans and decisions. These are:

- *"the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

Regional Policy

London Plan (July 2011)

4.5 The London Plan, the Spatial Development Strategy for Greater London (July 2011) sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

4.6 One of the Mayor's six objectives for London is:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

4.7 The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

4.8 Policy 6.1 establishes the Mayor's strategic approach to transport. Of relevance it states that the Mayor will encourage the closer integration of transport and development by:

"a. encouraging patterns and nodes of development that reduce the need to travel, especially by car;

b. seeking to improve the capacity and accessibility of public transport, walking and cycling;

g. supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and

i. promoting walking by ensuring an improved urban realm."

Revised Early Minor Alterations to the London Plan, 2013

4.9 The Revised Early Minor Alterations to the London Plan was published in October 2013 and is aimed at ensuring the London Plan is fully consistent with NPPF. Issues relevant to the Proposed Development are considered below:

4.10 In relation to transport, the plan states at paragraph 6A.3A that:

"The Mayor is currently conducting a review of residential car parking standards in conjunction with Transport for London and with the advice of the Outer London Commission. In particular, he is considering the scope for greater flexibility in different parts of London having regard to patterns of car ownership and use, levels of public transport accessibility, the need for integrated approaches to on- and off-street parking, efficiency in land use and overall impact on the environment and the transport network."

Draft Further Alterations to the London Plan, 2014

4.11 The Draft Further Alterations to the London Plan was published in January 2014 and is currently undergoing public consultation. The further alterations have been prepared primarily to address key housing and employment issues emerging from analysis of Census 2011 data.

4.12 The Mayor notes that transport infrastructure will: "*have a vital part to play in supporting the capital's success...The planning of transport services and the physical infrastructure they require will need to be carefully coordinated with the growth and development envisaged by this Plan*" (para. 1.39).

Local Policy

London Borough of Richmond upon Thames Core Strategy

4.13 The London Borough of Richmond upon Thames Core Strategy was adopted in April 2009. The strategy sets out the long term spatial visions and strategic objectives for future development in the area.

4.14 Policies relating to transport are detailed in Core Strategy Policy CP5, Sustainable Travel, although transport polices are not confined to this chapter. Policy CP5 seeks to:

- *"Protect and enhance local facilities and employment to reduce the need to travel.*
- *Require developments which would generate significant amounts of travel to be located on sites well served by public transport".*

4.15 Policy CP5 goes on to state that, *"in promoting safe, sustainable and accessible transport modes such as walking, cycling and public transport, in association with its partners the Council will seek to:*

- *Give priority to pedestrians, including those with disabilities, particularly in Richmond town centre and the district and local shopping centres;*
- *Provide and promote a well-designed bicycle and walking network across the Borough (the Strategic Walks network, Richmond Borough Cycle Network and London Cycle Network Plus), and improve conditions for cyclists and pedestrians elsewhere;*
- *Prioritise the needs of pedestrians and cyclists in the design of new developments including links to existing networks and requiring the provision of adequate cycle parking;*
- *Improve walking, cycling and public transport in areas less well served by public transport, including some of the areas of relative deprivation;*
- *Undertake traffic management measures to reduce the impact of traffic;*
- *Require new car free housing in Richmond and Twickenham town centres and in other areas where there is good public transport and elsewhere have regard to maximum parking standards;*
- *Require all major developments to submit a Transport Assessment based on TfL's Best Practice Guidance".*

London Borough of Richmond upon Thames Development Management Plan (DMP)

4.16 The DMP was adopted in November 2011 and contains detailed policies to be used when considering future development in the borough. The policies take forward the strategic objectives set out in the Core Strategy and follow its three theses – For a Sustainable Future, Protecting Local Character and Meeting People's Needs.

4.17 The Development Management policies for Transport and Parking are designed to take forward Core Policy 5 of the Core Strategy, which seeks to promote the use of sustainable modes of travel. Those relevant to the site are listed below.

4.18 **Policy DM TP 2** - 'Transport and New Development.' This policy states that *"the impact of new development on the transport network will be assessed against other plan policies and transport standards."* It is noted that all planning applications for smaller developments should be accompanied by a Transport Statement.

4.19 **Policy DM TP 3** - 'Enhancing Transport Links.' Policy DM TP 3 states that all new development must be designed to improve accessibility. Developments should maximise permeability, with safe, convenient, accessible and appropriate road, cycle and pedestrian routes, both within and within the immediate vicinity of the site. Appropriate links should also be provided to public transport nodes and key land uses.

4.20 **Policy DM TP 6** - 'Walking and the Pedestrian Environment' states that *"the Council will ensure that new development protects, maintains and, where appropriate, improves the existing pedestrian infrastructure. New development should not adversely impact in the pedestrian environment and should provide appropriate pedestrian access."*

4.21 **Policy DM TP 7** 'Cycling' states that the Council will ensure that new development do not adversely impact on the cycling network or cyclists and provides appropriate cycle access and sufficient, secure cycle parking facilities

4.22 **Policy DM TP 8** 'Off Street Parking- Retention and New Provision.' This policy states that *"developments, redevelopments [and] conversions will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking and local traffic conditions."*

4.23 Subsequently, the policy refers to a set of maximum car parking standards which are set out in Appendix Four. These standards take into account bus, rail and tube accessibility as well as local highway and traffic conditions including the demand for on-street parking. The standards are summarised in Table 4.1 below.

Table 4.1. Maximum Parking Standards: London Borough of Richmond upon Thames

Unit Size	Parking Spaces
1-2 bedrooms	1 spaces
3 bedrooms	2 spaces

4.24 In general it is expected that in areas which have a low PTAL (1-4), the standards should be met. Developers may only provide fewer parking spaces, including car free schemes, if they can show that there would be no adverse impact on amenity, street scene, road safety or emergency access in the surrounding area or a generation of unacceptable overspill of on-street parking in the vicinity.

Policy Summary

4.25 The proposals at Unit 1C Blake Mews accord with policy requirements. The proposals include one off-street parking space, which is in line with maximum parking standards. The site is located in an area of good accessibility to public transport.

5 EFFECT OF THE DEVELOPMENT PROPOSALS

5.1 This section details the effect of the proposed development in traffic and transport terms.

Trip Generation

5.2 The conversion of a small commercial unit to provide one residential unit will not result in any material change in trip generation. Therefore a detail trip generation assessment is not necessary.

Parking Demand

5.3 As discussed, one parking space will be provided. This is in line with maximum parking standards as set out by LB Richmond.

5.4 Blake Mews is located within the KA Controlled Parking Zone. This is in operation between 10:00 – 12:00 noon Monday to Friday.

5.5 Each commercial unit within Blake Mews is currently permitted up to five business permits for employees seeking to park in the local area. These permits will not be available to non-commercial units within Blake Mews. The applicant is willing to enter into a legal agreement which would limit future residents of the unit to only apply for a single residential parking permit. This is consistent with other approved applications within Blake Mews. Therefore, during the daytime period, parking stress on surrounding streets will reduce as a result of the development proposals.

Car Ownership in the Kew Ward

5.6 Census 2011 data for the Kew Ward has been interrogated to establish the likely car ownership of the unit. Car ownership data indicates that, on average throughout the Ward, each unit owns one vehicle. It is worth noting that car ownership data does not take into account the type of unit, the mix of unit, or it's accessibility to public transport services. It also does not consider the availability of off-street parking bays. It is simply an average of all units within the Ward and the number of vehicles owned. Therefore, it is highly likely that the average car ownership at Blake Mews would be below one. The Census 2011 data for car ownership in the Kew Ward is shown in **Appendix B**.

5.7 Unit 1C at Blake Mews will provide one parking space. Therefore it is envisaged that all parking demand associated with the Unit will be accommodate on-site, and there will be no overspill parking on to local streets surrounding Blake Mews.

5.8 Notwithstanding this, an on-street parking assessment has been carried out, assessing the cumulative impact of all the applications within Blake Mews.

Cumulative Impact of Development Proposals in Blake Mews

5.9 As shown in Section 3, various commercial units within Blake Mews have applied or are in the process of applying for a change of use to residential.

5.10 Table 3.1 indicated that a total of 16 residential units are either proposed or approved within Blake Mews. The approved applications for Unit 2A, Unit 2B and Unit 6 have a legal agreement precluding the issue of parking permits. Unit 1D and Unit 3A were not required to enter into the legal agreement.

5.11 It is considered that residents of units with no access to a parking space will not own a vehicle. Instead residents would utilise the good public transport, walking and cycling provisions in the area, and/or become a member of the local car club. Therefore there would not be a material impact on parking conditions surrounding Blake Mews as a result of the combined applications.

5.12 Notwithstanding, in order to provide a robust assessment it is assumed that each unit will generate the demand for one vehicle parking space, in line with car ownership data for the Ward. This relates to 16 spaces. Six of the Units, including Unit 1B, will have access to a parking space. Therefore, as an absolute worst case scenario, the cumulative developments will generate demand for up to 10 on-street parking spaces.

Parking Beat Survey and Parking Stress Levels

5.13 A parking beat survey was undertaken on streets surrounding Blake Mews, Kew (within 200m Blake Mews). The parking survey followed LB Richmond's own parking survey methodology. The area and timing of the survey was agreed with highways officers at the London Borough of Richmond prior to the survey commencing. The independent survey

company used was recommended by highways officers as they are familiar with Richmond's methodology.

5.14 The raw survey data and a plan indicating the extent of the survey area is included at **Appendix C**.

5.15 The parking beat survey was carried out on Tuesday 23rd September after 01:00 and on Wednesday 24th September after 02:00. Parking bays were measured as 5.5m in length unless they were marked on street.

5.16 The survey company provided details of potential parking for all possible locations, including single yellow lines and loading bays. However, within our analysis only pay and display bays, parking bays and resident bays were considered. This provides a robust assessment. The survey results showed only a very small number of vehicles parked outside of these designated bays.

5.17 The observed survey results are shown in **Table 5.2** below.

Table 5.2: Observed On-Street Parking Demand

Restriction	Bays	Occupied (Tues)	Occupied (Wed)	Occupied (Average)	% Stress Level (Ave)
Pay & Display	24	7	6	7	27%
Parking Bay	13	4	3	4	27%
Residential Permit Bay	93	63	59	61	66%
Total	130	74	68	71	55%

5.18 Table 5.2 shows that there is currently a 55% parking stress level on streets surrounding Blake Mews. Of 130 parking bays, 59 remain vacant.

5.19 **Table 5.3** below shows the stress level in the worst case scenario of all units associated with Blake Mews requiring a parking space. As stated, in this scenario there will be a demand for 10 on-street parking spaces. This demand has been added to the resident permit bay restriction.

Table 5.3: Observed On-Street Parking Demand

Restriction	Bays	Occupied (Tues)	Occupied (Wed)	Occupied (Average)	% Stress Level (Ave)
Pay & Display	24	7	6	7	27%
Parking Bay	13	4	3	4	27%
Residential Permit Bay	93	73	69	71	80%
Total	130	84	78	81	62%

5.20 Table 5.3 shows that, with an increase in parking demand as a result of all of the applications at Blake Mews, the parking stress level increases to 62%. There are still 49 vacant parking spaces.

5.21 Within the London Borough of Richmond's Methodology, it is stated that if parking stress levels are calculated at 90% or more, the Council will raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity. The survey results show that, with all of the applications at Blake Mews, the parking stress level will reach up to 62%. This is based on a worst case scenario whereby each unit owns one vehicle, in line with local car ownership levels. Therefore it is considered that there is spare parking capacity on-street to accommodate the potential small demand associated with applications at Blake Mews.

Summary

5.22 The conversion of a small commercial unit to provide one residential unit will not result in any material change in trip generation.

5.23 One parking space will be associated with the proposed residential unit at Unit 1C Blake Mews, in line with maximum parking standards, as set out by the London Borough of Richmond.

5.24 During the daytime period, parking stress on surrounding streets is likely to reduce as a result of the development proposals due to the reduction in permits provided. Commercial units are currently issued with five business parking permits. The applicant is willing to enter into a legal agreement which would limit future residents of the unit to only apply for a single residential parking permit.

5.25 A parking beat survey indicates that the cumulative parking demand of all of the applications at Blake Mews could be accommodated on-street within an acceptable level of parking stress. This is based on a worst case scenario whereby all units own one vehicle, in line with local car ownership levels.

6 SUMMARY AND CONCLUSIONS

6.1 Vectos has been appointed by the property owners of Unit 1C in Blake Mews, Kew, to provide traffic and transport advice on in relation to a prior approval application.

6.2 Blake Mews is a small cul-de-sac located in Kew, approximately 65m to the south of Kew Gardens Underground Station. The Site benefits from its proximity to local bus services and to Kew Gardens Station, which provides good access to both the London Underground and Overground networks. The Site is also accessible via walking and cycling, encouraging sustainable travel by potential residents, and is within walking distance of five car club bays (operated by Zipcar).

6.3 The development proposal is to convert Unit 1C of Blake Mews from office use to provide a single one bedroom residential unit. The proposals utilise the same building envelope as currently exists. No increase in floor area is proposed. One vehicle parking space is proposed as part of the development proposals. This is in line with the London Borough of Richmond's maximum parking standards, as outlined within their Development Management Plan.

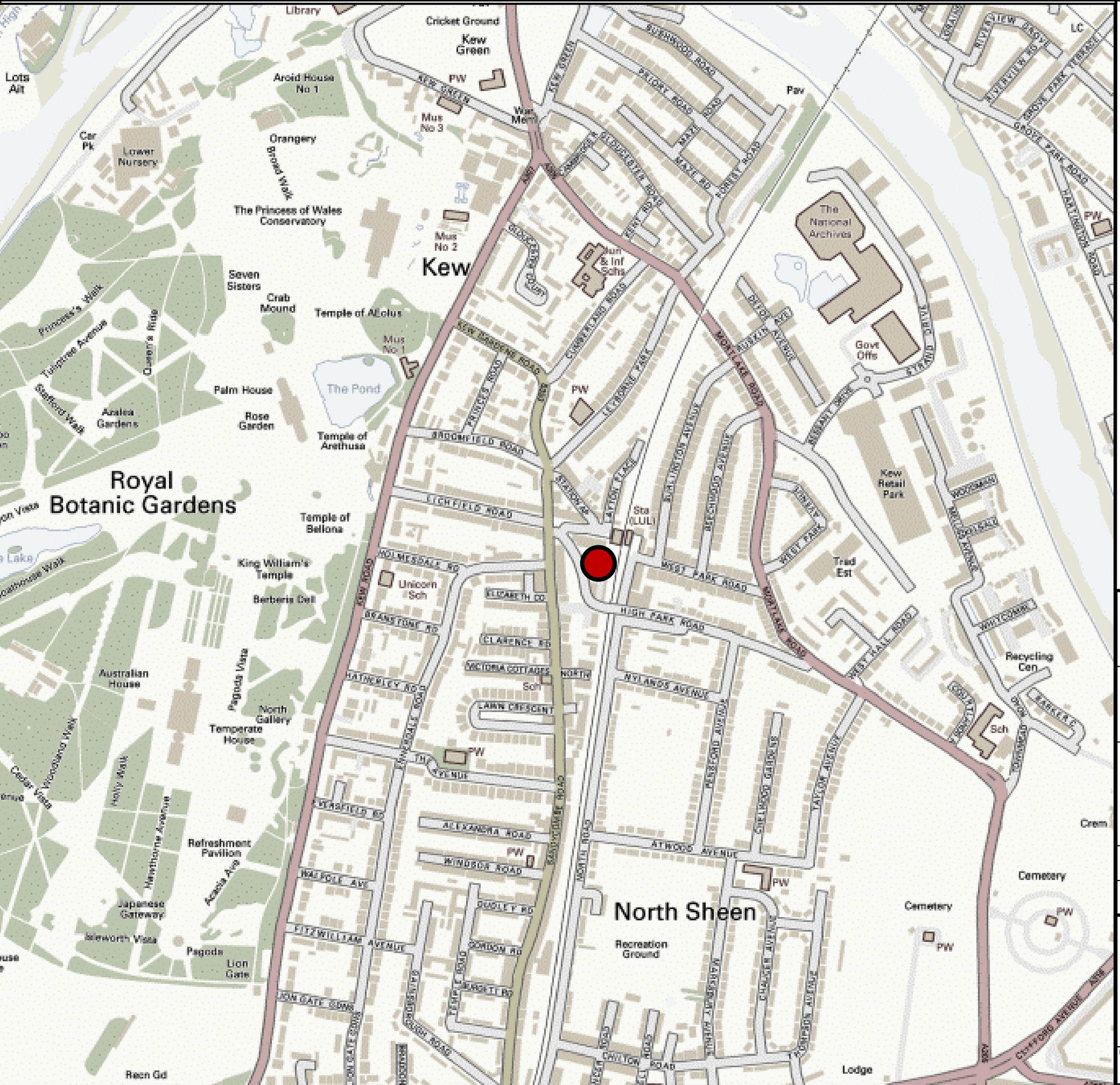
6.4 The conversion of a small commercial unit to provide one residential unit will not result in any material change in trip generation.

6.5 During the daytime period, parking stress on surrounding streets is likely to reduce as a result of the development proposals due to the reduction in permits provided. Commercial units are currently issued with five business parking permits. The applicant is willing to enter into a legal agreement which would limit future residents of the unit to only apply for a single residential parking permit.

6.6 A parking beat survey indicates that the cumulative parking demand of all of the applications at Blake Mews could be accommodated on-street within an acceptable level of parking stress. Parking stress with all development proposals in place will be 62%. The London Borough of Richmond has stated that they will only raise an objection if parking stress levels are calculated at 90% or more.

6.7 In conclusion, and in light of the above, it is considered that the proposed change of use at Unit 1C Blake Mews is acceptable in transport and traffic terms

FIGURES



Key

Site Location

Blake Mews, Richmond

Blake Mews

Site Location Plan

SCALES:			
NTS			
DRAWN:	CHECKED:	DATE:	REVISION:
GS	RR	07/03/14	•

vectos
transport planning specialists

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE:

Figure 1

APPENDIX A

PTAL Calculation

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20142209170050
Description	20142209170050
Run by user	PTAL web application
Date and time	22/09/2014 17:00

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 519155, 176697

Mode	Stop		Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	KEW ROAD LICHFIELD ROAD	65		413.34	8.0	0.5	5.17	5.75	10.92	2.75	1.37

BUS	KEW GARDENS STATION	391	136.08	6.0	1.0	1.7	7.0	8.7	3.45	3.45
BUS	Mortlake R West Park Ave	R68	414.56	4.0	0.5	5.18	9.5	14.68	2.04	1.02
LU LRT	Kew Gardens	District Line Richmond to Dagenham East	101.55	0.3	0.5	1.27	100.75	102.02	0.29	0.15
LU LRT	Kew Gardens	District Line Barking to Richmond	101.55	0.3	0.5	1.27	100.75	102.02	0.29	0.15
LU LRT	Kew Gardens	District Line Tower Hill to Richmond	101.55	0.7	0.5	1.27	43.61	44.88	0.67	0.33
LU LRT	Kew Gardens	District Line Richmond to Upminster	101.55	6.3	1.0	1.27	5.51	6.78	4.42	4.42
NATIONAL_RAIL	KEW GARDENS BR	RICHMOND to STRATFORD	101.55	4.0	1.0	1.27	8.25	9.52	3.15	3.15

Total AI for this POI is 14.04.

PTAL Rating is 3.

APPENDIX B

Car Ownership Data

Car or Van Availability (QS416EW)

				Kew Ward	Richmond upon Thames London Borough	London Region	England Country
All Households	Count	Households	Mar-11	4964	79835	3266173	22063368
No Cars or Vans in Household	Count	Households	Mar-11	1230	19751	1357251	5691251
1 Car or Van in Household	Count	Households	Mar-11	2689	40079	1324032	9301776
2 Cars or Vans in Household	Count	Households	Mar-11	863	16289	458659	5441593
3 Cars or Vans in Household	Count	Households	Mar-11	149	2926	95619	1203865
4 or More Cars or Vans in Household	Count	Households	Mar-11	33	790	30612	424883
All Cars or Vans in Area	Count	Vehicles	Mar-11	5011	84918	2664414	25696833

Car or Van Availability, 2011 (QS416EW), Mar11	LastUpdat	30-Jan-13
Car or Van Availability, 2011 (QS416EW), Mar11	Source	Office for National Statistics
Car or Van Availability (QS416EW)	National Statistics	

APPENDIX C

Parking Beat Survey

L0906
Blake Mews

Date: WED. 24th SEPT.

L0906
Blake Mews

Date: Tues 23rd Sept

L0906
Blake Mews

Date: TUES 23RD SEPT.

KEY.

X = PARKED VEHICLE.

S = AVAILBLE PARKING SPACE (5.5m)*

① = PARKWG BAY- MONDAY TO FRIDAY 10AM - NOON. 1HOUR ONLY. NO RETURN 1 HOUR.

② = RESIDENT BAY- RESIDENT/PERMITS ONLY. MON - FRI 10AM - NOON.

③ = CAR CLUB ONLY BAY

④ = PAY AND DISPLAY BAYS. MONDAY TO SATURDAY. 9AM-5PM MAXIMUM STAY 2 HOURS.

⑤ = DISABLED PARKING BAYS.

⑥ LOADING BAYS. MONDAY TO SATURDAY 9.30AM - 4.00 PM. MAXIMUM 1 HOUR.

DY = DOUBLE YELLOW

SY = SINGLE YELLOW

D = DROP KERB/CROSS OVER/DRIVEWAY.

ZZ = ZIG ZAG LINES.

* PARKING BAYS ARE MEASURED TO 5.5m. UNLESS THEY ARE MARKED BAYS. (WHITE LINES/BOXES PAINTED ON ROAD) FOR EXAMPLE THE PAY + DISPLAY BAYS ON STATION APPROACH AND STATION ROAD ARE MARKED BAYS. IN THAT INSTANCE I HAVE COUNTED THE NUMBER OF MARKED BAYS AND USED THAT FIGURE AS AVAILBLE PARKING SPACE RATHER THAN THE LENGTH OF ROAD

Sky High

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Client:	**Vectos**
Project:	**L0906 Blake Mews**
Survey Date:	**Tues 23rd & Wed 24th September 2014**
Survey Period:	**01:00 - 05:00**
Method:	**Parking**

Incidents / Observations:

Code	Regulation
BS	Bus Stop
CC	Car Club
DIS	Disabled
DY	Double Yellow
LB	Loading Bay
P&D	Pay & Display
PB	Parking Bay
PED	Pedestrian Crossing
RES	Zig Zag
SY	Single Yellow
SY DK	Single Yellow/ Drop Kerb
SY UNDES	Single Yellow/ Undesirable
UN DK	Unrestricted/ Drop Kerb
WL DK	White Line/ Drop Kerb
ZZ	Zig Zag

Street Length by Regulation 1 bay is approximately 5.5m

Street Name	BS	CC	DIS	DY	LB	P&D	PB	PED	RES	SY	SY DK	SY UNDES	UN DK	WL DK	ZZ	Grand Total
BROOMFIELD ROAD	0	0	0	22	0	0	0	0	27.5	16.5	16.5	16.5	0	0	0	99
ENNERDALE ROAD	0	0	0	33	0	0	22	0	132	0	27.5	0	38.5	0	0	253
HIGH PARK ROAD	0	0	0	473	0	0	0	0	33	33	5.5	16.5	5.5	0	0	566.5
KEW GARDENS ROAD	0	5.5	0	27.5	0	0	0	0	55	33	33	0	0	0	0	154
LEYBORNE PARK	0	5.5	0	27.5	0	0	27.5	0	33	0	11	0	5.5	0	0	110
LICHFIELD ROAD	0	11	0	38.5	0	0	0	0	132	16.5	66	0	5.5	0	0	269.5
SANDY COMBE ROAD	60.5	0	0	110	0	0	22	11	99	33	0	0	0	5.5	55	396
STATION APPROACH	22	5.5	11	159.5	16.5	132	0	0	0	5.5	22	0	0	0	0	374
Grand Total	75	25	10	810	15	120	65	10	465	125	165	30	50	5	50	2222

Number of Bays by Regulation

Street Name	BS	CC	DIS	DY	LB	P&D	PB	PED	RES	SY	SY DK	SY UNDES	UN DK	WL DK	ZZ	Grand Total
BROOMFIELD ROAD				4					5	3	3	3				18
ENNERDALE ROAD				6			4		24		5		7			46
HIGH PARK ROAD				86					6	6	1	3	1			103
KEW GARDENS ROAD		1		5					10	6	6					28
LEYBORNE PARK		1		5			5		6		2		1			20
LICHFIELD ROAD		2		7					24	3	12		1			49
SANDY COMBE ROAD	11			20			4	2	18	6				1	10	72
STATION APPROACH	4	1	2	29	3	24				1	4					68
Grand Total	15	5	2	162	3	24	13	2	93	25	33	6	10	1	10	404

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Vectos
L0906 Blake Mews
Tues 23rd & Wed 24th September 2014

STREET	RESTRICTION	Occupancy Tues 23rd	Occupancy Wed 24th
BROOMFIELD ROAD	BS		
	CC		
	DIS		
	DY		
	LB		
	P&D		
	PB		
	PED		
	RES	5	5
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
BROOMFIELD ROAD Total		**5**	**5**
ENNERDALE ROAD	BS		
	CC		
	DIS		
	DY		
	LB		
	P&D		
	PB	2	1
	PED		
	RES	16	15
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
ENNERDALE ROAD Total		**18**	**16**
HIGH PARK ROAD	BS		
	CC		
	DIS		
	DY		
	LB		
	P&D		
	PB		
	PED		
	RES	4	3
	SY	2	2
	SY DK		
	SY UNDES		
	UN DK	1	
	WL DK		
	ZZ		
HIGH PARK ROAD Total		**7**	**5**
KEW GARDENS ROAD	BS		
	CC	1	1
	DIS		
	DY		
	LB		
	P&D		
	PB		
	PED		
	RES	8	6
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
KEW GARDENS ROAD Total		**9**	**7**
LEYBORNE PARK	BS		
	CC	1	1
	DIS		
	DY		
	LB		
	P&D		
	PB		
	PED		
	RES	5	5
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
LEYBORNE PARK Total		**6**	**6**
LICHFIELD ROAD	BS		
	CC		1
	DIS		
	DY		
	LB		
	P&D		
	PB		
	PED		
	RES	9	10
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
LICHFIELD ROAD Total		**9**	**11**
SANDY COMBE ROAD	BS		
	CC		
	DIS		
	DY		
	LB		
	P&D		
	PB	2	2
	PED		
	RES	16	15
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
SANDY COMBE ROAD Total		**18**	**17**
STATION APPROACH	BS		
	CC	1	1
	DIS		
	DY		
	LB		
	P&D	7	6
	PB		
	PED		
	RES		
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
STATION APPROACH Total		**8**	**7**
Grand Total		**80**	**74**

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Vectos
L0906 Blake Mews
Tues 23rd & Wed 24th September 2014

		Occupancy	
STREET	RESTRICTION	Tues 23rd	Wed 24th
BROOMFIELD ROAD	BS		
	CC		
	DIS		
	DY		
	LB		
	P&D		
	PB		
	PED		
	RES	100.0%	100.0%
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
BROOMFIELD ROAD Total		**27.8%**	**27.8%**
ENNERDALE ROAD	BS		
	CC		
	DIS		
	DY		
	LB		
	P&D		
	PB	50.0%	25.0%
	PED		
	RES	66.7%	62.5%
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
ENNERDALE ROAD Total		**39.1%**	**34.8%**
HIGH PARK ROAD	BS		
	CC		
	DIS		
	DY		
	LB		
	P&D		
	PB		
	PED		
	RES	66.7%	50.0%
	SY	33.3%	33.3%
	SY DK		
	SY UNDES		
	UN DK	100.0%	
	WL DK		
	ZZ		
HIGH PARK ROAD Total		**6.8%**	**4.9%**
KEW GARDENS ROAD	BS		
	CC	100.0%	100.0%
	DIS		
	DY		
	LB		
	P&D		
	PB		
	PED		
	RES	80.0%	60.0%
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
KEW GARDENS ROAD Total		**32.1%**	**25.0%**
LEYBORNE PARK	BS		
	CC	100.0%	100.0%
	DIS		
	DY		
	LB		
	P&D		
	PB		
	PED		
	RES	83.3%	83.3%
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
LEYBORNE PARK Total		**30.0%**	**30.0%**
LICHFIELD ROAD	BS		
	CC		50.0%
	DIS		
	DY		
	LB		
	P&D		
	PB		
	PED		
	RES	37.5%	41.7%
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
LICHFIELD ROAD Total		**18.4%**	**22.4%**
SANDY COMBE ROAD	BS		
	CC		
	DIS		
	DY		
	LB		
	P&D		
	PB	50.0%	50.0%
	PED		
	RES	88.9%	83.3%
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
SANDY COMBE ROAD Total		**25.0%**	**23.6%**
STATION APPROACH	BS		
	CC	100.0%	100.0%
	DIS		
	DY		
	LB		
	P&D	29.2%	25.0%
	PB		
	PED		
	RES		
	SY		
	SY DK		
	SY UNDES		
	UN DK		
	WL DK		
	ZZ		
STATION APPROACH Total		**11.8%**	**10.3%**
Grand Total		**19.8%**	**18.3%**