

Transport Technical Note

85 Station Road, Hampton, TW12 2BJ

Project P1601.2 85 Station Road, Hampton, TW12 2BJ
Date February 2016
Reason Supporting Technical Note for Planning

Introduction

Kronen Limited has been instructed to prepare this Technical Note to support a planning application which will be made at No. 85 Station Road, Hampton, TW12 2BJ (London Borough of Richmond Upon Thames).

Site Information

No. 85 Station Road, the site, is a five-bedroom dwelling.

Refer to the accompanying plans for existing drawings.

The site is accessed directly from Station Road on foot and has no vehicle access or off-street vehicle parking.

Site Location and Transport Conditions

The site is in Hampton Village, which is described as a 'Local centre' in Appendix Two of Local Development Framework (LDF) *Adopted Development Management Plan* (LB Richmond, 2011) development plan document.

The site has access to three bus services: 111 and 216 from Hampton & Richmond FC stops E and J outside the site on Station Road and bus service R68 from Park Close stops M and U on High Street to the East of the site.

The site also has access to rail services from Hampton Railway Station. The Shepperton Branch Line rail service, from London Waterloo to Shepperton, is accessible from Hampton Railway Station.

Public transport accessibility in London is often quantified and measured using Transport for London's (TfL) Public Transport Accessibility Level (PTAL) model.

TfL provides a GIS-based PTAL tool [Online] <<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>> [Accessed February 2016].

TfL's online GIS-based PTAL tool was used to research the site's PTAL and PTAL score. The PTAL tool calculated the site to have a PTAL score of 8.3 and a PTAL score of 2. These PTAL and PTAL scores indicate a poor level of public transport service availability. Details of the PTAL calculation are provided in Enclosure 1 of this note.

Station Road is an unclassified mixed priority route (a local distributor or access road). Surrounding streets are local access roads / residential streets.

The site and surrounding streets are not in a LB Richmond Controlled Parking Zone.

Station Road has formally marked time restricted parking bays; parking on surrounding streets is unrestricted. As discussed in the next section of this note it is expected that LB Richmond will request parking survey evidence examining existing background parking conditions on streets surrounding the site as part of any future planning applications at the site.

Existing on-street parking 'stress' has been assessed by undertaking two overnight weekday manual parking surveys.

The parking surveys have been undertaken with reference to procedures outlined in *Lambeth Council Parking Survey Guidance Note* (Lambeth Council, 2012), the most established and recognised parking survey methodology in London, and *Richmond parking survey methodology* set out in Appendix A of an unpublished emerging draft of *Developers Transport Supplementary Planning Document* (LB Richmond, unpublished).

The parking surveys have found the existing overnight parking stress is 106% on unrestricted kerb space and 103% when other restrictions on Station Road are included.

A Parking Survey report is provided in Enclosure 2 of this Note detailing the work.

Recent Site Planning History

Two planning applications have been submitted for the site in the past year by the current proposal's applicant; Mr Pevin Patel.

Application 15/3688/PS192, for the subdivision of the five-bedroom house to one x two-bedroom flat and one x three-bedroom flat under permitted development, was withdrawn for procedural reasons.

Application 15/4084/FUL, for the subdivision of the five-bedroom house to one x two-bedroom flat and one x three-bedroom flat, was refused in December 2015.

As with the existing site both applications included no vehicle access and no off-street vehicle parking.

The applications were made so that the applicant's young family could occupy the proposed self contained front flat and the applicant's father could occupy the self contained rear flat.

Application 15/4084/FUL was refused for two reasons one of which was transport / parking as follows:

"U94162 Reason for refusal-lack of parking

The proposal would result in an intensification of the use of the site without the provision of parking required to comply with published guidelines and the parking standards. Parking surveys suggest that the surrounding area is already heavily parked and the additional demand created by the proposal would exacerbate the situation. The proposal is therefore contrary to policy DM TP 8 of the Richmond upon Thames Development Management Plan 2011 and Supplementary Planning Document 'Front Garden and other Off Street Parking Standards'."

Current Planning Application and Assessment

The current planning application is also for the subdivision of the five-bedroom house to one x two-bedroom flat and one x three-bedroom flat to enable the applicant's family to occupy two self contained flats.

The application includes no vehicle access and no off-street vehicle parking.

The applicant has explained that up until recently his family / the occupants of the existing five-bedroom house had owned and generated an on-street parking demand of up to five vehicles; at the time of writing this is slightly lower at three vehicles.

The applicant has advised that the proposed conversion to one x two-bedroom flat and one x three-bedroom flat will not generate any additional on-street parking demand to that set out above.

Local Development Plan parking policy is set out in Policy DM TP 8 Off-Street Parking - Retention and New Provision of *Adopted Development Management Plan* (LB Richmond, 2011).

Policy DM TP refers to Appendix Four of the *Adopted Development Management Plan* (LB Richmond, 2011).

Appendix Four states maximum parking standards (outside Controlled Parking Zone areas) of:

- One parking space for one-bedroom / two-bedroom dwellings
- Two parking spaces for three-bedroom dwellings (standalone)
- Two parking spaces for four-bedroom dwelling and larger

Based on the maximum parking standards the proposed development of one x two-bedroom flat and one x three-bedroom flat would generate an on-street parking demand of up to three vehicles; this is the same demand as the five-bedroom house currently generates according to the applicant.

Based on the above the planning application is considered to have no parking impact.

It is acknowledged that the application site is in an area of existing high parking stress as recorded by the parking surveys recently carried out and enclosed.

However the modest application is not anticipated to have any parking impact and specifically not a significant or severe impact in the context of The *National Planning Policy Framework* policy of only preventing or refusing development on transport grounds where the "*residual cumulative impacts of development are severe*" (p.10, DCLG, 2012).

The modest proposed development is therefore considered acceptable / not objectionable on parking or transport grounds.

Summary

Kronen Limited has been instructed to prepare this Technical Note to support a planning application which will be made at No. 85 Station Road, Hampton, TW12 2BJ.

No. 85 Station Road, the site, is a five-bedroom dwelling with no vehicle access or off-street vehicle parking.

The planning application is for the subdivision of the five-bedroom house to one x two-bedroom flat and one x three-bedroom flat to enable the applicant's family to occupy two self contained flats.

The applicant has explained that up until recently his family / the occupants of the existing five-bedroom house had owned and generated an on-street parking demand of up to five vehicles; at the time of writing this is slightly lower at three vehicles.

Based on the maximum parking standards for new development the planning application is considered to have no parking impact.

It is acknowledged that the application site is in an area of existing high parking stress as recorded by the parking surveys recently carried out.

However the modest application is not anticipated to have any parking impact and specifically not a significant or severe impact in the context of The *National Planning Policy Framework* and is therefore considered acceptable / not objectionable on parking or transport grounds.

Transport Technical Note

Prepared for:

Mr Pevin Patel

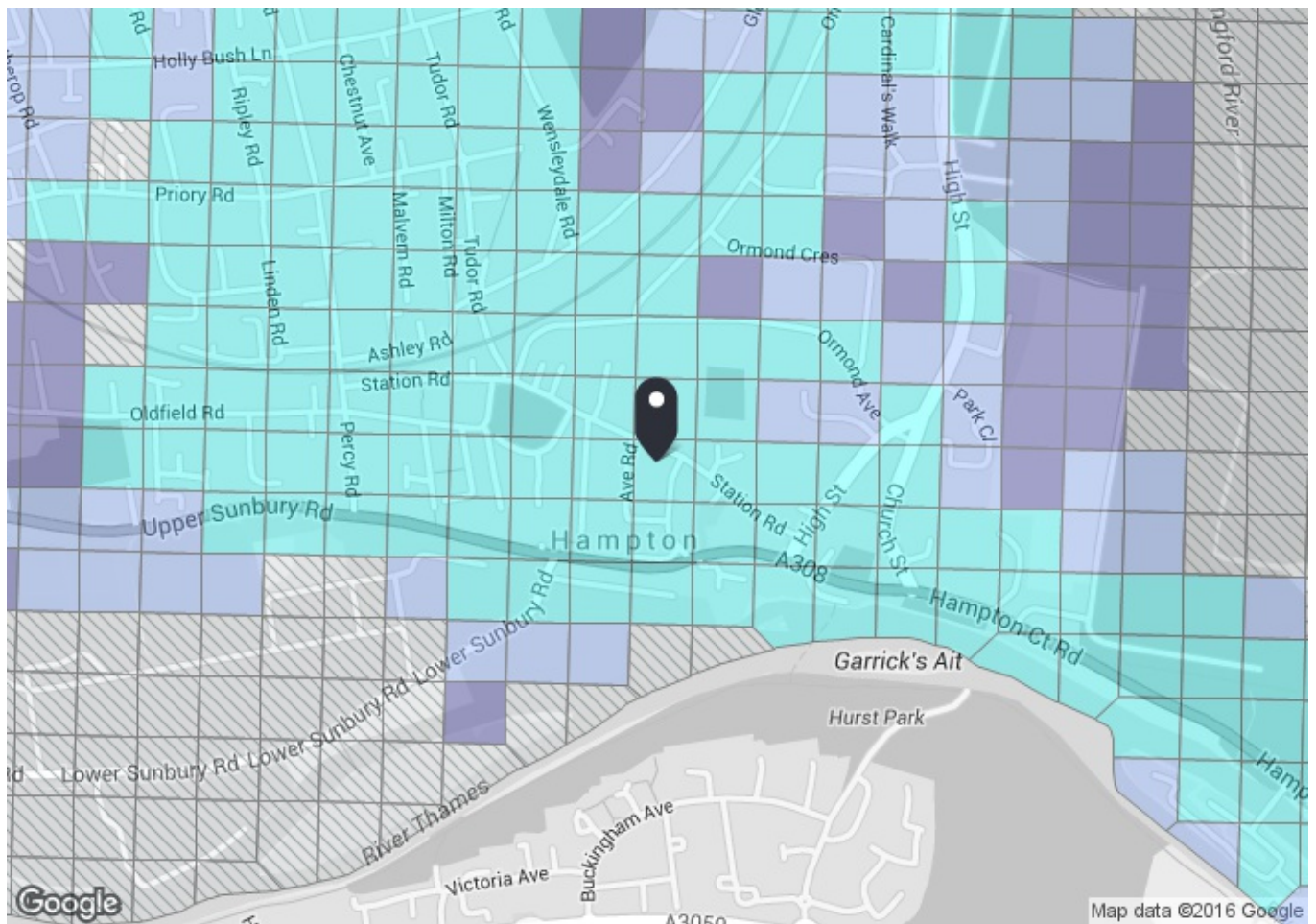
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PTAL output for 2011 (Base year)

2

TW12 2BJ

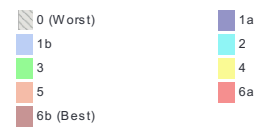
Station Rd, Hampton, Greater London TW12 2BJ, UK

Easting: 513735, Northing: 169650

Grid Cell: 30778

Report generated: 12/02/2016

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAMPTON CT RD HOGARTH WY	R68	620.69	4	7.76	9.5	17.26	1.74	0.5	0.87
Bus	HAMPTON POLICE STATION	111	106.99	7	1.34	6.29	7.62	3.94	1	3.94
Bus	HAMPTON POLICE STATION	216	106.99	3	1.34	12	13.34	2.25	0.5	1.12
Rail	Hampton	'WATRLMN-SHEPRTN 2H09'	542.47	2	6.78	15.75	22.53	1.33	1	1.33
Rail	Hampton	'SHEPRTN-WATRLMN 2H10'	542.47	2	6.78	15.75	22.53	1.33	0.5	0.67
Rail	Hampton	'SHEPRTN-WATRLMN 2H92'	542.47	1	6.78	30.75	37.53	0.8	0.5	0.4
Total Grid Cell AI: 8.33										

Client

Mr Pevin Patel

Project / Application Site

85 Station Road, Hampton, TW12 2BJ

Report

Parking Survey

Published

February 2016

Parking Survey

Prepared for:

Mr Pevin Patel

Prepared by:

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Contents

- 1 Introduction
- 2 Existing Parking Conditions
- 4 Summary

Figures

- 1 Parking Survey Area
- 2 Parking Survey Area - Detail
- 3 Parking Survey Area - Detail
- 4 Parking Survey Area - Detail

Appendices

- A Raw Parking Survey Data
- B Parking Survey Data Tabulated

1 Introduction

1.1 Kronen Limited has been by instructed Mr Pevin Patel to prepare this Parking Survey to support a planning application at No. 85 Station Road, Hampton, TW12 2BJ.

1.2 This Parking Survey assesses existing parking conditions in streets surrounding No. 85 Station Road.

2 Existing Parking Conditions

2.1 The site, No. 85 Station Road Hampton, is not in a London Borough of Richmond Upon Thames Controlled Parking Zone.

2.2 Parking beat surveys have been carried out on streets surrounding the site to assess existing background parking conditions at the site at a high level of detail.

2.3 Existing on-street parking 'stress' has been assessed by undertaking two overnight weekday manual parking surveys.

2.4 The parking surveys have been undertaken with reference to procedures outlined in *Lambeth Council Parking Survey Guidance Note* (Lambeth Council, 2012), the most established and recognised parking survey methodology in London, and *Richmond parking survey methodology* set out in Appendix A of an unpublished emerging draft of *Developers Transport Supplementary Planning Document* (LB Richmond, unpublished).

2.5 The extent of the survey area covered within this parking assessment is shown in Figure 1. Detailed mapping of the survey area is shown in Figures 2 to 4. All kerb space within the survey area was measured using a measuring wheel.

2.6 As shown in the Figures 1 to 4 the parking survey area includes the following streets:

- Station Road
- Station Close
- Warfield Road
- Gander Green Crescent
- Belgrade Road
- Avenue Road
- Varna Road
- Plevna Road

2.7 All parkable kerb space in the survey area was split into increments of 5.5m.

2.8 For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5.5m.

2.9 The number of parking spaces in the survey area were identified as part of the parking inventory measurements.

2.10 The parking survey inventory measurements found that there are a total of 208 'spaces' available at unrestricted kerb space within the survey area. The total number of spaces increases to 233 spaces when including 17 marked bays and 8 parkable spaces at Single Yellow Line kerb space on Station Road (marked bays have various short daytime restrictions and Single Yellow Line restrictions are Monday to Friday 8.30am to 6.30pm). The inventory measurements and survey beats exclude parking associated with Denny House and Dyer House.

2.11 Parking 'beats' in the survey area were undertaken on Thursday 4 February 2016 at 2.30am and Friday 5 February 2016 at 2.15am.

2.12 The time of the beats is in accordance with *Lambeth Council Parking Survey Guidance Note* (Lambeth Council, 2012) and *Richmond parking survey methodology (Developers Transport Supplementary Planning Document, LB Richmond, unpublished)*. The parking beats surveys were undertaken during neutral conditions.

2.13 Raw survey sheet information, as requested in *Richmond parking survey methodology (Developers Transport Supplementary Planning Document, LB Richmond, unpublished)*, is provided in Appendix A.

2.14 Parking survey inventory measurements, full overnight survey results and overnight parking stress calculations are provided in Appendix B.

2.15 The results show a high parking stress and uptake.

2.16 The surveys recorded an average 106% parking stress at unrestricted kerb space within the survey area; this reduced to an average 103% stress when including marked bays and parkable Single Yellow Line kerb space on Station Road.

2.17 It should be noted that this did not mean there were no available parking spaces in the survey area. For example on the more heavily parked survey night, Thursday 4 February 2016 at 2.30am, Appendix A shows that there were 8 free parking spaces at unrestricted kerb space: 1 at Station Road, 2 at Station Close, 1 at Gander Green Crescent, 1 at Belgrade Road, 2 at Avenue Road / Varna Road and 1 at Plevna Road. This is due to the long theoretical 5.5m vehicle / space length set out in *Richmond parking survey methodology* (LB Richmond, unpublished) compared to the actual space taken up by vehicles in the area.

3 Summary

3.1 Kronen Limited has been instructed to prepare this Parking Survey to support a planning application at No. 85 Station Road, Hampton, TW12 2BJ.

3.2 Parking beat surveys have been carried out on the following streets surrounding the site to assess existing background parking conditions:

- Station Road
- Station Close
- Warfield Road
- Gander Green Crescent
- Belgrade Road
- Avenue Road
- Varna Road
- Plevna Road

3.3 The parking surveys have been undertaken with reference to procedures outlined in *Lambeth Council Parking Survey Guidance Note* (Lambeth Council, 2012) and *Richmond parking survey methodology* set out in Appendix A of an unpublished emerging draft of *Developers Transport Supplementary Planning Document* (LB Richmond, unpublished).

3.4 The surveys recorded an average 106% parking stress at unrestricted kerb space within the survey area; this reduced to an average 103% stress when including marked bays and parkable Single Yellow Line kerb space on Station Road.

Figures



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Project
Proposed Development at
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Figure
Figure 1 Parking Survey Area

Date February 2016
Scale 1:2500 @ A4
Source: Ordnance Survey/
Figure Reference P1601-2.1



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Figure
Figure 2 Parking Survey Area
Gander Green Crescent, Belgrade Road,
Avenue Road, Varna Road and Plevna
Road

Date February 2016
Scale 1:1250 @ A4
Source: Ordnance Survey/
Figure Reference P1601-2.2



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Figure 3 Parking Survey Area
Station Close, Warfield Road and Station Road

Date February 2016
Scale 1:1250 @ A4
Source: Ordnance Survey
Figure Reference P1601-2.3



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Figure
Figure 4 Parking Survey Area
Station Road (continued)

Date February 2016
Scale 1:1250 @ A4
Source: Ordnance Survey/
Figure Reference P1601-2.4

Appendix A

Raw Parking Survey Data

supvfy onf
THURS 04-FEB-2016
@ 2.30 AM

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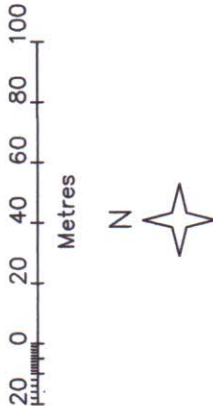
Figure
Figure 1 Parking Survey Area

Date February 2016
Scale 1:2500 @ A4
Source: Ordnance Survey
Figure Reference P1601.2_1



- Key**
- Unrestricted Kerbside Parking
 - Marked Station Road Parking Bays
 - Dropped Kerbs
 - Yellow Lines
 - Parkable Single Yellow Lines

Note
Parking regulation inventory plot is an approximation and is for illustrative purposes only





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Project

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Figure

Figure 2 Parking Survey Area
Gander Green Crescent, Belgrade Road,
Avenue Road, Varna Road and Plevna
Road

Date February 2016

Scale 1:1250 @ A4

Source: Ordnance Survey

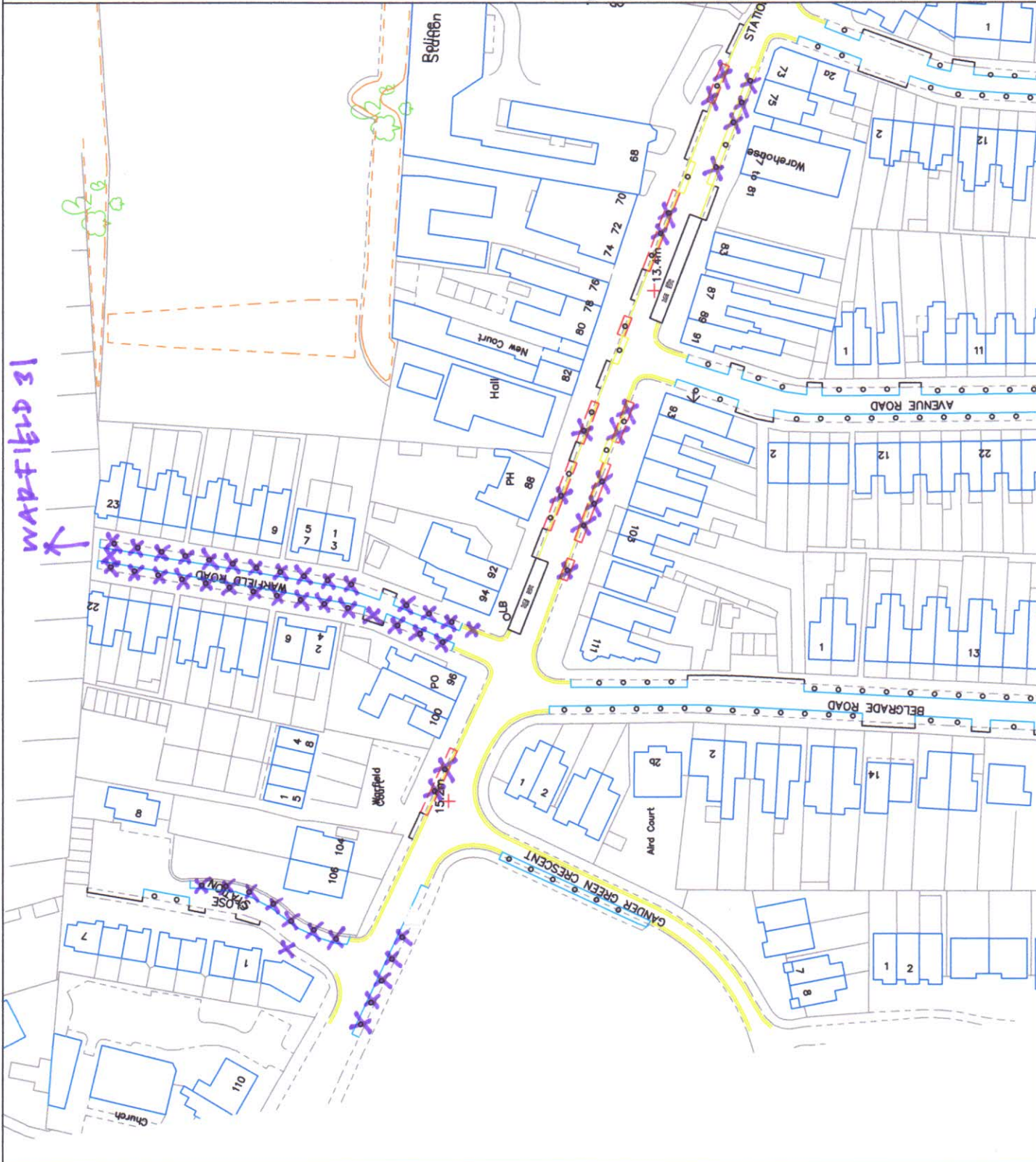
Figure Reference P1601.2.2

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Project
Proposed Development at
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Figure
Figure 3 Parking Survey Area
Station Close, Warfield Road and Station
Road

Date February 2016
Scale 1:1250 @ A4
Source: Ordnance Survey
Figure Reference P1601.2_3





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Project

Proposed Development at
85 Station Road, Hampton, TW12 2BJ

Figure

Figure 4 Parking Survey Area
Station Road (continued)

Date February 2016
Scale 1:1250 @ A4
Source: Ordnance Survey
Figure Reference P1601.2_4

SUPVEX-TW
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 @ 2.15AM

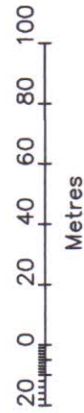


Key

- Unrestricted Kerbside Parking
- Marked Station Road Parking Bays
- Dropped Kerbs
- Yellow Lines
- Parkable Single Yellow Lines

Note

Parking regulation inventory plot is an approximation and is for illustrative purposes only



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Figure

Figure 1 Parking Survey Area

Date February 2016
 Scale 1:2500 @ A4
 Source: Ordnance Survey
 Figure Reference P16012_1



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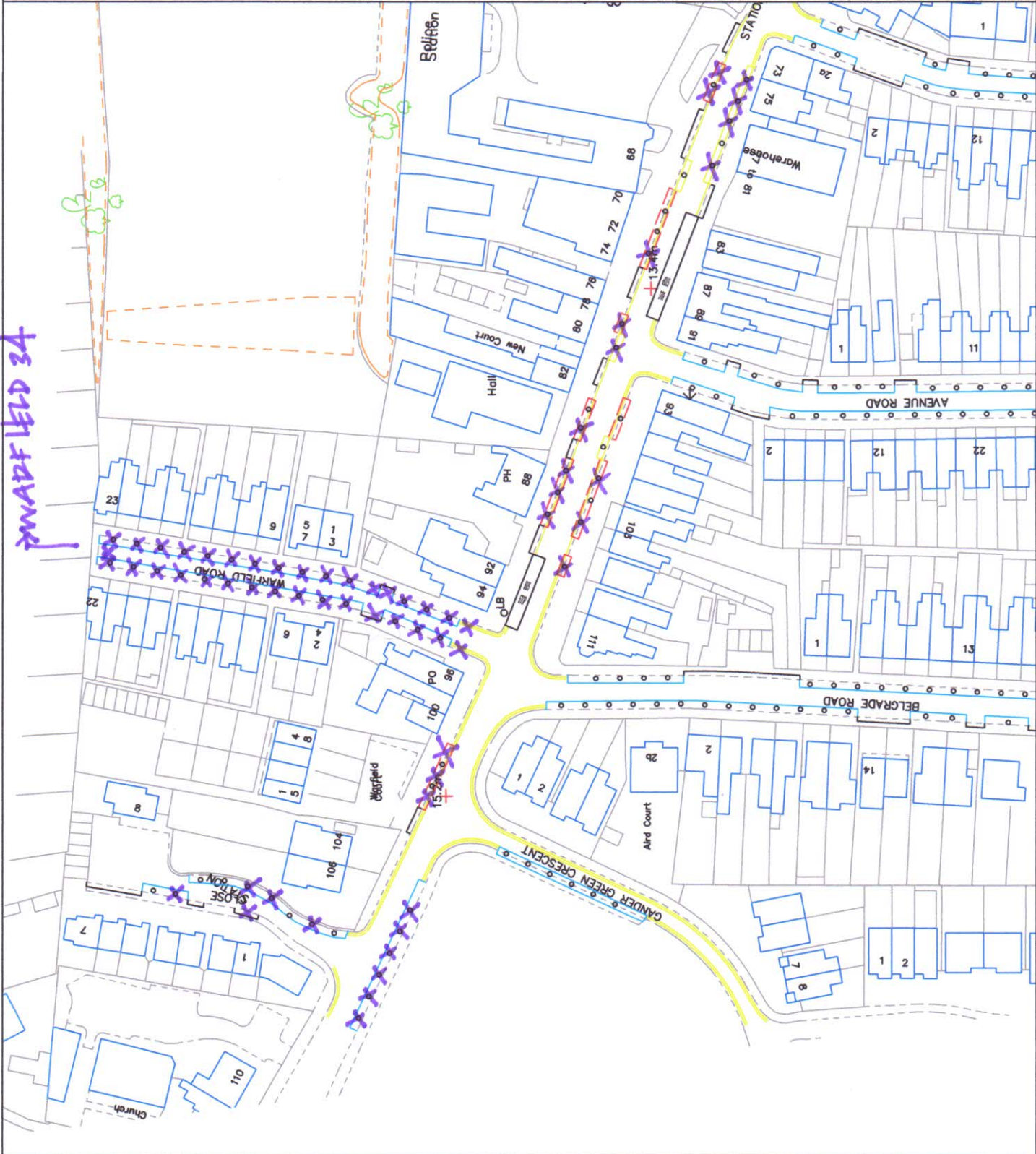
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Figure
Figure 2 Parking Survey Area
Gander Green Crescent, Belgrade Road,
Avenue Road, Varna Road and Plevna
Road

Date February 2016
Scale 1:1250 @ A4
Source: Ordnance Survey
Figure Reference P1601.2.2

WARFIELD 34



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Project
Proposed Development at
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Figure
Figure 3 Parking Survey Area
Station Close, Warfield Road and Station
Road

Date February 2016
Scale 1:1250 @ A4
Source: Ordnance Survey
Figure Reference P1601.2_3



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Proposed Development at
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Figure

Figure 4 Parking Survey Area
Station Road (continued)

Date February 2016
Scale 1:1250 @ A4
Source: Ordnance Survey
Figure Reference P1601.2_4

Appendix B

Parking Survey Data Tabulated

Project: (P1601.2) Proposed Development at 85 Station Road, Hampton, TW12

Worksheet: Parking Survey Results (page 1 of 3)

No Kerbside Restriction

Street	Parking - No Kerbside Restriction			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	49.5	9	8	89%
Warfield Road	154.0	28	31	111%
Gander Green Crescent	33.0	6	5	83%
Belgrade Road	286.0	52	56	108%
Avenue Rd & Varna Rd	308.0	56	61	109%
Plevna Road	225.5	41	46	112%
Station Road	88.0	16	17	106%
Total	1144.0	208	224	108%

Source: Kronen Limited Surveys

Marked Parking Bays

Street	Parking - Marked Bays			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	0.0	0	0	0%
Warfield Road	0.0	0	0	0%
Gander Green Crescent	0.0	0	0	0%
Belgrade Road	0.0	0	0	0%
Avenue Rd & Varna Rd	0.0	0	0	0%
Plevna Road	0.0	0	0	0%
Station Road	93.5	17	14	82%
Total	93.5	17	14	82%

Source: Kronen Limited Surveys

Parkable Single Yellow Line Kerbside Space

Street	Parking - Parkable Single Yellow Line			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	0.0	0	0	0%
Warfield Road	0.0	0	0	0%
Gander Green Crescent	0.0	0	0	0%
Belgrade Road	0.0	0	0	0%
Avenue Rd & Varna Rd	0.0	0	0	0%
Plevna Road	0.0	0	0	0%
Station Road	44.0	8	4	50%
Total	44.0	8	4	50%

Source: Kronen Limited Surveys

Combined Total

Street	Parking - Total			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	49.5	9	8	89%
Warfield Road	154.0	28	31	111%
Gander Green Crescent	33.0	6	5	83%
Belgrade Road	286.0	52	56	108%
Avenue Rd & Varna Rd	308.0	56	61	109%
Plevna Road	225.5	41	46	112%
Station Road	225.5	41	35	85%
Total	1281.5	233	242	104%

Source: Kronen Limited Surveys

Project: (P1601.2) Proposed Development at 85 Station Road, Hampton, TW12

Worksheet: Parking Survey Results (page 2 of 3)

No Kerbside Restriction

Street	Parking - No Kerbside Restriction			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	49.5	9	5	56%
Warfield Road	154.0	28	34	121%
Gander Green Crescent	33.0	6	6	100%
Belgrade Road	286.0	52	56	108%
Avenue Rd & Varna Rd	308.0	56	56	100%
Plevna Road	225.5	41	43	105%
Station Road	88.0	16	19	119%
Total	1144.0	208	219	105%

Source: Kronen Limited Surveys

Marked Parking Bays

Street	Parking - Marked Bays			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	0.0	0	0	0%
Warfield Road	0.0	0	0	0%
Gander Green Crescent	0.0	0	0	0%
Belgrade Road	0.0	0	0	0%
Avenue Rd & Varna Rd	0.0	0	0	0%
Plevna Road	0.0	0	0	0%
Station Road	93.5	17	14	82%
Total	93.5	17	14	82%

Source: Kronen Limited Surveys

Parkable Single Yellow Line Kerbside Space

Street	Parking - Parkable Single Yellow Line			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	0.0	0	0	0%
Warfield Road	0.0	0	0	0%
Gander Green Crescent	0.0	0	0	0%
Belgrade Road	0.0	0	0	0%
Avenue Rd & Varna Rd	0.0	0	0	0%
Plevna Road	0.0	0	0	0%
Station Road	44.0	8	5	63%
Total	44.0	8	5	63%

Source: Kronen Limited Surveys

Combined Total

Street	Parking - Total			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	49.5	9	5	56%
Warfield Road	154.0	28	34	121%
Gander Green Crescent	33.0	6	6	100%
Belgrade Road	286.0	52	56	108%
Avenue Rd & Varna Rd	308.0	56	56	100%
Plevna Road	225.5	41	43	105%
Station Road	225.5	41	38	93%
Total	1281.5	233	238	102%

Source: Kronen Limited Surveys

Project: (P1601.2) Proposed Development at 85 Station Road, Hampton, TW12

Worksheet: Parking Survey Average (page 3 of 3)

No Kerbside Restriction

Street	Parking - No Kerbside Restriction			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	49.5	9	6.5	72%
Warfield Road	154.0	28	32.5	116%
Gander Green Crescent	33.0	6	5.5	92%
Belgrade Road	286.0	52	56.0	108%
Avenue Rd & Varna Rd	308.0	56	58.5	104%
Plevna Road	225.5	41	44.5	109%
Station Road	88.0	16	18.0	113%
Total	1144.0	208	221.5	106%

Source: Kronen Limited Surveys

Marked Parking Bays

Street	Parking - Marked Bays			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	0.0	0	0.0	0%
Warfield Road	0.0	0	0.0	0%
Gander Green Crescent	0.0	0	0.0	0%
Belgrade Road	0.0	0	0.0	0%
Avenue Rd & Varna Rd	0.0	0	0.0	0%
Plevna Road	0.0	0	0.0	0%
Station Road	93.5	17	14.0	82%
Total	93.5	17	14.0	82%

Source: Kronen Limited Surveys

Parkable Single Yellow Line Kerbside Space

Street	Parking - Parkable Single Yellow Line			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	0.0	0	0.0	0%
Warfield Road	0.0	0	0.0	0%
Gander Green Crescent	0.0	0	0.0	0%
Belgrade Road	0.0	0	0.0	0%
Avenue Rd & Varna Rd	0.0	0	0.0	0%
Plevna Road	0.0	0	0.0	0%
Station Road	44.0	8	4.5	56%
Total	44.0	8	4.5	56%

Source: Kronen Limited Surveys

Combined Total

Street	Parking - Total			
	Kerb Length (in m)	Number of 'spaces'	Parked Cars	Parking Stress
Station Close	49.5	9	6.5	72%
Warfield Road	154.0	28	32.5	116%
Gander Green Crescent	33.0	6	5.5	92%
Belgrade Road	286.0	52	56.0	108%
Avenue Rd & Varna Rd	308.0	56	58.5	104%
Plevna Road	225.5	41	44.5	109%
Station Road	225.5	41	36.5	89%
Total	1281.5	233	240.0	103%

Source: Kronen Limited Surveys