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TRANSPORT STATEMENT

May 2016

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1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Smartrose Estates Limited in relation to the proposed development at 179-181 High Street Hampton Hill, Hampton, TW12 1NL.

1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

Site Location

1.3 The site is located in south-west London in the London Borough of Richmond. It is situated around 1km north of the A308 Hampton Court Road, with Bushy Park flanking the site to the east.

1.4 The High Street itself is predominantly comprised of commercial outlets, with some residential and office uses present along the road.

1.5 The High Street provides a range of amenities including a pharmacy, bookmakers, dry cleaners, dentists, opticians, several cafes, hairdressers, takeaways, restaurants, pubs, a Tesco Express and Sainsbury's Local.

1.6 Several schools, municipal parks and various religious buildings are also interspersed within the surrounding urban area.

Existing Site

1.7 The site forms part of a parade of shops, with four self-contained retail units on the ground floor and three residential units on the first floor, comprised of 2x 2-bed and 1x 1-bedroom dwellings. The combined GIA of the existing retail space is 212m^2.

1.8 The surrounding buildings along the high street are of a similar mix, with commercial on the ground floor and residential dwellings above.

1.9 There is no parking currently associated with the proposals.

1.10 The existing site plans are presented in Appendix B.

Proposed Site

1.11 The proposals involve redevelopment of the site, amalgamating the existing self-contained retail units with extensions to the rear to create a large single retail space. The combined GIA of the existing retail space is 540m^2, thus a 330 m^2 increase from the extant commercial use.

1.12 The three existing residential units will be refurbished to provide an overall total of 10 residential units, comprised of 6x 1-bedroom and 4x 2-bedroom dwellings.

1.13 Residents will access the site through a communal passageway along the side of the site, linked to an internal stairway to the dwellings.

1.14 No off-street parking is provided under the proposals, as is the case with the extant development.

1.15 The proposed site plans are presented in Appendix C.

Transport Statement

1.16 This report has been produced in relation to the submission of a full planning application to the London Borough of Richmond and has been prepared to assess the highways and parking impacts of the proposed development on the adjoining highway.

2.0 TRANSPORT POLICY CONTEXT

2.1 This proposal has been assessed in light of the current transport planning policy guidance at the local, regional and national level.

2.2 Richmond Council's Local Plan sets out the priorities for the development of the Borough and is used for making decisions on planning applications.

2.3 At the regional level the Mayor's London Plan (2015) is a material planning document which sets out the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.4 At the national level objectives for the integration of planning and transport are set out in the National Planning Policy Framework (NPPF).

Richmond Council

2.5 The Local Plan consists of a number of planning documents and guidance, of which the Core Strategy and the Development Management Plan (DMP) are the most relevant to this study.

2.6 In addition to the above, the Council has adopted Supplementary Planning Documents (SPDs) which provide greater detail on policies within the Local Plan to support decisions on planning applications. Where appropriate the Council's SPDs are referred to within this study.

2.7 The Core Strategy, adopted on 21 April 2009, is a policy document which determines the future development of the Borough over the subsequent 15 year period. The key Core Strategy spatial policy in respect of transport is set out as follows:

"8.1.5 CP5 Sustainable Travel

5.A The need for travel will be reduced by the provision of employment, shops and services at the most appropriate level locally, within the network of town centres identified in CP 8. To implement this policy the Council will:

- *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.*

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:

5.B Land for transport

- *Safeguard land for existing and proposed transport functions*
- *Reflect the above priorities in the allocation of road spaces as part of the Parallel Initiatives Programme*

5.C Cycling and Walking

- *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.*
- *Investigate the possibility of a footbridge across the Thames between Ham and Twickenham for pedestrians and cyclists.*

5.D Public Transport

- *Improve provision for buses particularly in Richmond and Twickenham town centres, and seek to improve bus services within River Crane Corridor through the implementation of development proposals.*
- *Achieve integration and convenient interchange facilities at all the borough's stations*
- *Seek improvements to orbital public transport including rail access to Heathrow.*

- *Improve walking, cycling and public transport in areas less well served by public transport, including some of the areas of relative deprivation.*

5.E Congestion and Pollution

- *Undertake traffic management measures to reduce the impact of traffic particularly in Richmond town centre, the district and local centres, residential areas and streets unsuitable for through traffic.*

5.F Car parking and travel

- *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 car share facilities and car clubs in appropriate new developments and encourage the use of low emission motor vehicles in order to reduce congestion and pollution.*
- *Discourage commuter parking particularly by giving priority to residents' needs.*
- *Limit any further expansion of parking in town and local centres and manage parking controls to help maintain the vitality and viability of the centres, including the evening economy.*

5.G Sustainable travel

- *Encourage major employers and schools to develop Green Travel Plans and require these where appropriate with planning applications.*
- *Require all major developments to submit a Transport Assessment based on TfL's Best Practice Guidance.*
- *Encourage efficient, safe and sustainable freight transport.*
- *Encourage river transport through the retention and support for new transport infrastructure.*

5.H The Council will support measures to minimise the impacts of Heathrow, particularly on traffic and noise on the Borough and will oppose changes that increase local impacts. Specifically it will seek the support of BAA, the Government and relevant statutory authorities for the following measures:
a) maintenance of the 480,000 limit on total air transport movements;
b) maintenance of the current system of segregated mode;
c) maintenance of the current noise preferential routes;
d) the discontinuation of night flights;
e) restrictions of the use of private cars and improvements to public transport including a southern rail link."

2.8 As is shown, the Council's Core Policy CP5, in line with National and Regional guidance and plans, seeks to promote sustainable travel by means of appropriate location, encouragement of the more sustainable modes of travel and other means to reduce the need to travel by private vehicle, with the aim of improving accessibility and reducing congestion and pollution.

2.9 The Council's DMP, adopted on 1 November 2011, builds on the Core Strategy and includes more detailed policies for managing development. The DMP policies for Transport and Parking are designed to take forward Core Strategy Policy 5. The key transport and parking related DMP policies relative to this assessment are extracted as follows:

> *"Policy DM TP 1*
> *Matching Development to Transport Capacity*
> *Higher trip generating development will only be permitted in areas which are, or at the time of implementation are, easily accessible by transport other than the private car, and well located with respect to local services.*
>
> *Policy DM TP 2*
> *Transport and New Development*
> *The impact of new development on the transport network will be assessed against other plan policies and transport standards. All planning applications for major developments should be accompanied by a Transport Assessment and for smaller developments should be accompanied by a Transport Statement. Matters to be included are set out in DofT/TfL guidance.*
> *Developers should also take account of the Council's SPD on Transport Standards.*
>
> *Policy DM TP 3*
> *Enhancing Transport Links*
> *New developments will be expected to create or improve links with the local and wider transport networks, including links to the cycle and pedestrian networks. All new developments must be designed to improve accessibility including:-*
> *1. Maximise permeability, with safe, convenient, accessible and appropriate road, cycle and pedestrian routes within and in the immediate vicinity of the scheme, as well as accessible walking and cycling links to the wider transport network including to public transport nodes and key land uses, taking account of the need to connect people to jobs, to town centres and to schools.*
> *2. Gated developments will not be permitted.*

3. Developments adjoining the River Thames must provide a public riverside walk.

Policy DM TP 4

Integration of different types of Transport and Interchange Facilities

Developments will be expected to improve the quality and connectivity of transport interchanges of any scale, particularly in terms of:

- *Opportunities for interchange between different types of transport through the provision of appropriate facilities and good information.*
- *Ease of access to interchange points (e.g. stations/ bus stops) by various types of transport.*
- *Transport facilities which are well laid out and allow access to a wide range of users (e.g. level or with accessible lifts or ramps).*
- *Attractive and welcoming environment – well designed civic spaces, sun and rain shelter, high quality and well maintained hard and soft landscape.*
- *Safe and secure environment – e.g. good lighting, CCTV, ticket barriers.*

Policy DM TP 6

Walking and the Pedestrian Environment

To protect, maintain and improve the pedestrian environment, the Council will ensure that:-

1. New development and schemes protect, maintain and, where appropriate, improve the existing pedestrian infrastructure, including the Rights of Way network.

2. New development does not adversely impact on the pedestrian environment and provides appropriate pedestrian access (see Policy DM TP 3 'Enhancing Transport Links').

3. New development and schemes improve the safety and security of the pedestrian environment where appropriate.

Policy DM TP 7

Cycling

To maintain and improve conditions for cyclists, the Council will ensure that new development or schemes do not adversely impact on the cycling network or cyclists and provide appropriate cycle access and sufficient, secure cycle parking facilities, see Policy DM TP 3 'Enhancing Transport Links' and Policy DM TP 8 'Off Street Parking - Retention and New Provision'.

Policy DM TP 8

Off Street Parking - Retention and New Provision

Developments, redevelopments, conversions and extensions 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 conditions and local traffic conditions.

A set of maximum car parking standards and minimum cycle parking standards are set out in Appendix Four - Parking Standards 'Appendix Four - Parking Standards' for all types of development, these take into account bus, rail and tube accessibility as well as local highway and traffic conditions including demand for on-street parking. These standards will be expected to be met, unless it can be shown that in proposing levels of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking.

2.10 The parking standards for A1 retail uses are extracted herein for ease of reference:

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
USE CLASS A1- SHOPS			
GENERAL RETAIL (RICHMOND & TWICKENHAM TOWN CENTRES)	Operational parking standard only of 1 space per 500 sqm	N/A	1 per 100sqm
GENERAL RETAIL	1 space per 100sqm	as CPZ	1 per 200sqm
(A) OTHER DISTRICT CENTRES - TEDDINGTON,EAST SHEEN & WHITTON	Up to 1 space per 20m2 will be acceptable where the parking can provide for the needs of the centre as a whole.		
(B) (ELSEWHERE)	1 space per 50sqm ,	as CPZ	
ALSO (A) & (B) (OPERATIONAL PARKING)	Operational parking standard only of 1 space per 500 sqm PLUS 1 lorry space per 500 sqm.	as CPZ	

Source: LB Richmond Development Management Plan Adopted November 2011

2.11 The application site is not located within a CPZ, and is not within a district or town centre. The Council's parking standards related to this assessment is

therefore a maximum of one parking space per 50sqm for the proposed retail use.

2.12 The parking standards for C3 residential uses are extracted herein for ease of reference:

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
NOTE: Each case will be considered on its merits having regard to the nature of services being provided.			
USE CLASS C3			
STANDARD RESIDENTIAL	In CPZs occupiers of new residential developments may not be eligible for on street parking permits where existing levels of on street parking are very high. (Blue Badge holders exempt) There are exceptions to this rule which are detailed in Policy DM TP 8. Garages will be treated as parking spaces.		
	1- 2 bedrooms 1 space	1-2 bedrooms 1 space	1 space
	3 bedrooms For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	3 bedrooms For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	1 space
	4+ bedrooms 2 spaces	4+ bedrooms 2 spaces (negotiable)	2 spaces
Conversion and/or extension of existing residential units	Parking will be assessed in accordance with the standard for each size of unit	As CPZ	To be assessed in accordance with the standards as specified above

2.13 The Council's parking standards related to this assessment is therefore a maximum of 10 parking spaces for the residential units.

The London Plan

2.14 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), has to produce a spatial development strategy (SDS) which has become known as the London Plan.

2.15 The most recent iteration of the London Plan is dated March 2015.

2.16 Chapter 6 of the London Plan relates to London's Transport.

2.17 At the regional level the London Plan Policy 6.3 sets out the Mayor's approach to assessing the effects of development on transport capacity, parts A, B, and C of Policy 6.3 are extracted as follows:

> **"Policy 6.3 - Assessing effects of development on transport capacity**
>
> ***Planning decisions***
>
> *A). Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.*
>
> *B). Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.*
>
> *C). Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."*

2.18 This Transport Assessment has been prepared in accordance with TfL's *Transport Assessment Best Practice Guidance*; the impacts of the proposed development on transport capacity are fully assessed within this report in accordance with Policy 6.3 of The London Plan.

2.19 Policy 6.13 of the London Plan relates to the provision of parking in new developments; at the strategic level the guidance states that:

> *"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."*

2.20 In terms of guidance for parking standards, The London Plan sets maximum parking standards in Table 6.2 and minimum cycle parking standards in Table 6.3. The following salient parking policy and parking standard notes have been extracted from The London Plan relative to this assessment:

C3 Residential

- PARKING FOR RESIDENTIAL DEVELOPMENT – Four or more beds, 2 spaces per unit; three beds, 1.5 spaces per unit, one and two beds, less than one space per unit. All developments in areas of good public transport accessibility should aim for significantly less than one space per unit. Adequate parking spaces for disabled people must be provided preferably on-site, in accordance with the Mayor of London's *Draft Interim Housing Supplementary Planning Guidance (May 2015).* 20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.
- CYCLE PARKING FOR RESIDENTIAL DEVELOPMENT – for ***long-stay,*** 1 space per studio and 1 bedroom unit, and 2 spaces for all other dwellings, and for ***short-stay,*** 1 space per 40 units.

A1 Retail Use

Parking for retail

Maximum standards for retail uses: space per sq m of gross floorspace (GIA)			
Use	**PTAL 6 and 5**	**PTAL 4 to 2**	**PTAL 1**
food: up to 500 m2	75	50-35	30
food: up to 2500 m2	45-30	30-20	18
food: over 2500 m2	38-25	25-18	15
non food	60-40	50-30	30
garden centre	65-45	45-30	25
town centre/ shopping mall/ department store	75-50	50-35	30

Notes:

Unless for disabled people, no non-operational parking should be provided for locations in PTAL 6 central.
Unless for disabled people, no additional parking should be provided for use classes A2-A5 in town centre locations.
10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

Parking for employment uses

Non-operational maximum standards for employment B1: space~~s~~ per sq m of gross floorspace (GIA)	
Location	
Central London (CAZ)	1000 – 1500
Inner London	600 – 1000
Outer London	100 – 600
Outer London locations identified through a DPD where more generous standards should apply (see Policy 6.13)	50 - 100

Note 20 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

2.21 The London Plan goes on to state that the starting point for meeting parking demand for new retail development should be use of existing public off-street parking provision.

2.22 Parking is discussed in Chapter 5 of this report and relates to the local and regional planning policy guidance for the provision of parking for all modes of travel in new development.

National Planning Policy Framework (NPPF)

2.23 The main planning policy documents which provide a context for national sustainable transport is The Government's White Paper *New Deal for Transport* (1998) and the *National Planning Policy Framework* (NPPF).

2.24 *New Deal for Transport* set out the choices needed to tackle road congestion and pollution, mainly by persuading people to use cars less and encouraging more sustainable modes of travel.

2.25 The NPPF sets out key sustainable transport objectives.

2.26 Promoting sustainable transport is an integral part of transportation policy. NPPF states that Travel Plans are a key tool to ensure that sufficient consideration is given to encourage people to chose sustainable travel choices into the future, and that all areas of reducing traffic congestion and assisting travel behaviour are considered.

2.27 An extract from section 4 'Promoting Sustainable Transport' of the NPPF is set out as follows:

> *"35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to*
>
> - *accommodate the efficient delivery of goods and supplies;*
> - *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
> - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
> - *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
> - *consider the needs of people with disabilities by all modes of transport.*
>
> *36. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."*

2.28 The following chapter sets out the site's accessibility to local amenities and public transport nodes.

3.0 SITE ACCESSIBILITY AUDIT

3.1 The application site is situated on High Street, Hampton Hill, around 1km north of the A308 Hampton Court Road which in turn connects to the M3 running between Surrey and Hampshire.

3.2 As detailed in the introduction, the site is within immediate proximity of a range of a range of services and amenities which will be accessible to future residents and thus reduce the need to travel.

3.3 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.

3.4 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.

3.5 The level of available public transport at a point of interest in London is quantified and measured using Transport for London's (TfL) PTAL model.

3.6 Details on how PTAL scores are calculated are set out in TfL's *'Transport Assessment best practice guidance document'.*

3.7 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.

3.8 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The assessment was taken to the front of the site demonstrate that the application site has a PTAL score of 2 which indicates a 'poor' accessibility rating respectively as defined by TfL. However, closer inspection illustrates the region of the High Street immediately north of the site

is a PTAL 3, indicating a 'moderate' accessibility rating. Full details are provided in Appendix D.

3.9 A total of four bus services with high hourly service frequencies can be accessed from stops on the High Street within immediate proximity of the site, the details of which are outlined in Table 1 below:

Table 1. Local Bus Connections

Bus Number	Route	Frequency[1]	Operator
X26	West Croydon - East Croydon - Wallington Green - Carshalton - Sutton - Cheam - North Cheam - Worcester Park - New Malden - Kingston - Teddington - Hatton Cross - Heathrow Airport Central *(Express Service)*	2	Quality Line
285	Heathrow Airport Central - Hatton Cross - Feltham - Uxbridge Road - Hampton Hill - Teddington - Hampton Wick Station - Kingston	6	London United
R68	Hampton Court - Hampton - Hampton Hill - Teddington - Strawberry Vale - Twickenham - Richmond - Richmond Station - Kew Retail Park	4	Abellio London
R70	Hanworth/Nurserylands (circular) - Hampton Hill - Fulwell - Twickenham - Richmond - Richmond Station - Richmond *Homebase*	6	Abellio London

Source: londonbusroutes.com

Note:

[1]Mondays to Fridays, vehicles per hour

3.10 Refer to Figure 2 of this report for a map detailing the locations of nearby public transport access points.

3.11 The site is also within walking distance of railway stations, with Fulwell Railway Station around 0.4 miles away. The R70 bus route also serves Wellington Road, adjacent to the station.

3.12 Fulwell Station is on the Shepperton Branch Line. The typical off-peak service from Fulwell Station in trains per hour is: two tph to London Waterloo, with two tph travelling the opposite direction towards Shepperton terminus.

3.13 The walk routes to nearby bus stops and railway stations are very direct and straightforward. Footpaths around the site are well lit, sufficiently wide and in a good state of repair.

3.14 TfL publishes cycling guides; there are 14 guides in total covering the whole of London. All of the cycle routes presented in the guides have been ridden and recommended by cyclists.

3.15 TfL's Local Cycling Guide 9 covers Hampton Hill and the surrounding area. Within each guide, cycle routes are categorised as follows:

- Yellow – routes on quieter roads recommended by cyclists
- Blue – routes signed for cyclists that may be on busier roads
- Brown – provision for cyclists adjacent to busy roads
- Light Green – routes through parks for walking
- Green – routes on canal towpaths for walking and cycling

3.16 According to the Local Cycle Guide map there are several cycle routes close to the site, with yellow route connecting the High Street towards Richmond and green routes running through Bushy Park towards the A307.

3.17 Cycling will be encouraged under the development proposals through the provision of appropriate facilities.

3.18 Pedestrian access to the site will be served through a communal entrance running along the length of the side of the site.

3.19 The following chapter presents details of parking surveys carried out to illustrate existing parking conditions on the roads adjacent to the site.

4.0 BASELINE PARKING ASSESSMENT

4.1 In order to illustrate the existing parking levels on the roads adjoining the site a parking stress study has been carried out.

4.2 The local planning authority prescribes a parking survey methodology for this type of study. A copy the document is presented in Appendix E.

4.3 All roads within a 200 metre distance of the development site has been surveyed in accordance with the standardised approach, the survey area is shown in Figure 3.

4.4 The roads in proximity to the site are not within a controlled parking zone (CPZ).

4.5 All vehicle crossovers and kerb space within 7.5 metres of junctions has been eliminated from the surveys. Vehicle totals parked in private car parks, loading bays and disabled parking bays have been excluded from the totals.

4.6 The remainder of the parkable kerb space within the survey area has been measured on-site. The total distance of parking bays has been recorded and split into increments of 5.5 metres in accordance with Richmond Council's parking survey methodology.

4.7 The survey area was outlined and agree with Mary Toffi, Highways Officer at LB Richmond in advance of the surveys being conducted. It was requested that the tarmacked area to the rear of the site off Taylor Close which is predominantly used for unloading, drop-offs and informal parking be accounted in the parking surveys but excluded from the totals:

Overnight Parking Assessment

4.8 The overnight parking survey inventory is presented in Table 2 as follows (additionally refer to Figures 4 a-e):

Table 2. On-Street Parking Survey Inventory

Road	Kerb Side Inventory					
	Unrestricted		30 Minute Bays[1]		SYL[2]	
	Metres	Spaces	Metres	Spaces	Metres	Spaces
Cross Street	33	6	-	-	-	-
Edward Road	88	16	-	-	-	-
Hampton Road	39	7	16.5	3	-	-
High Street	5.5	1	27.5	5	270	49
Park Road	99	18	-	-	-	-
Parkside	66	12	-	-	-	-
Taylor Close	55	10	-	-	-	-
Total	385	70	44	8	270	49

Source: PMA Survey

Notes: Spaces calculated in mulitples of 5.5m

[1]30 Minute Bays = Monday-Saturday 0800-1830

[2]SYL = Single Yellow Line. No parking 0800-1830 north of crossroads

4.9 The parking survey inventory demonstrates that there are 70 unrestricted kerb side parking opportunities within the study area.

4.10 The unrestricted kerb space on the southern side of Hampton Road (totalling an overall distance of 79.4metres and thus 14 parkable spaces) was not included in the totals of the survey in order to project a "worst-case" parking scenario. Whilst the road is wide enough at around 8.5m to allow two cars to pass each other along the road with cars parked either side and there were no restrictions, it was discounted from the unrestricted kerbside totals. Any cars found to be parked here would have been included in the street totals.

4.11 In accordance with the Richmond Council Parking Survey Guidance Note, two overnight surveys on two separate typical weekdays Monday to Thursday and one overnight survey on a Sunday night between the hours of 0100 and 0530

must be carried out to determine the current parking uptake on the streets within the study area.

4.12 The surveys are carried out at this time so as to capture the peak demand for parking by local residents as it is expected that the majority of people would be at home and parked for the night.

4.13 The overnight surveys were carried out on Monday 9th May, Tuesday 10th May and Thursday 12th May 2016 at approximately 0100.

4.14 The average results of the three overnight parking surveys are presented in Table 3 as follows. Full details are presented in Appendix F, supported by parking maps depicting parked cars and spaces in Appendix G.

Table 3. Overnight Parking Survey Average - Kerbside

Road	Average of Overnight Parking Surveys								
	UNRESTRICTED			P&D			SYL		
	X = Parked	S = Space	Parking Stress	X = Parked	S = Space	Parking Stress	X = Parked	S = Space	Parking Stress
Cross Street	8	1	89%	-	-	-	-	-	-
Edward Road	12	5	72%	-	-	-	-	-	-
Hampton Road	7	1	83%	2	2	47%	-	-	-
High Street	0	1	0%	1	4	13%	4	42	9%
Park Road	15	4	79%	-	-	-	-	-	-
Parkside	7	6	54%	-	-	-	-	-	-
Taylor Close	8	2	78%	-	-	-	-	-	-
Total	58	21	74%	2	6	27%	4	42	9%

Source: PMA Survey

Note: Some arithmetic errors due to rounding's

4.15 The results in Table 3 demonstrate that the average overnight parking 'stress' across unrestricted kerb space within the identified survey area is 74% which is relatively low.

4.16 An average of 58 cars have been observed to be parked, leaving 21 free spaces during the overnight surveys. Single Yellow Line parking was seldom used, with

an average of just 9% across the two nights, with a similarly low uptake of restricted '30-minute' parking bays, which operate between 0800-1830 and are thus essentially unrestricted overnight.

4.17 To put the results into perspective, the Richmond methodology document does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.

4.18 As the inventory shows, there are two public car parks operated by LB Richmond adjoining the High Street and Taylor Close respectively in close proximity to the development site. As Table 4 below illustrates, there are time restrictions on daytime parking but the car parks are free for residential parking overnight between 1830 and 0800.

Table 4. Car Park Survey Inventory

Car Park	Spaces	Notes
High Street Car Park	47	Monday to Saturday; 0800-1830 Maximum stay 2 hours
Taylor Close Car Park[1]	72	Monday to Friday; 0800-1830 - Pay&Display, Maximum stay 4 hours

Source: PMA Survey

Notes: [1]Car Park capacity at 66 as some bays currently blocked from use

4.19 The average results of the three overnight parking surveys are presented in Table 5 as follows. Full details are presented in Appendix E.

Table 5. Overnight Parking Survey Average – Car Parks

Car Park	Average of Overnight Parking Surveys		
	UNRESTRICTED		
	Total Spaces	Parked Cars	Parking Stress
High Street Car Park	47	11	23%
Taylor Close Car Park	66	2	4%
Total	111	13	12%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's

4.20 The results in Table 5 demonstrate that the average overnight parking 'stress' in the Council operated car parks adjoining the site is very low, with an average of just 12%.

Daytime Parking Assessment

4.21 In addition to undertaking the overnight surveys, the Council also indicated the need for daytime parking beats surveys to be conducted, given the commercial use and the immediate proximity of the development to the High Street.

4.22 As such, daytime surveys were conducted by surveyors on an hourly basis over a typical weekday. The survey was carried out on Tuesday 10th May 2016. The results of the hourly beats survey are presented in Table 6 below. Full details are presented in Appendix H, supported by parking maps depicting parked cars and spaces in Appendix I.

Table 6. Daytime Hourly Beats Survey Results – Unrestricted Parking

Unrestricted Kerb-Side Parking: 0700-1300 Beats Parking Survey																		
Time	0700			0800			0900			1000			1100			1200		
Road	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress
Cross Street	7	1	88%	8	0	100%	8	0	100%	8	0	100%	8	0	100%	8	0	100%
Edward Road	11	4	73%	11	4	73%	11	5	69%	12	4	75%	14	2	88%	15	1	94%
Hampton Road	5	2	71%	5	2	71%	5	2	71%	3	4	43%	3	4	43%	3	4	43%
High Street	0	1	0%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%
Park Road	14	6	70%	15	5	75%	15	5	75%	17	3	85%	16	4	80%	15	5	75%
Parkside	5	9	36%	9	5	64%	10	4	71%	11	3	79%	11	4	73%	11	3	79%
Taylor Close	6	4	60%	6	4	60%	6	4	60%	7	3	70%	7	3	70%	7	3	70%
Total	48	27	64%	55	20	73%	56	20	74%	59	17	78%	60	17	78%	60	16	79%

Source: PMA Survey

Unrestricted Kerb-Side Parking: 1300-1900 Beats Parking Survey																		
Time	1300			1400			1500			1600			1700			1800		
Road	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress
Cross Street	9	0	100%	7	1	88%	7	2	78%	7	1	88%	6	2	75%	6	2	75%
Edward Road	15	1	94%	15	1	94%	15	2	88%	17	0	100%	13	3	81%	14	2	88%
Hampton Road	4	3	57%	3	4	43%	4	3	57%	4	3	57%	4	3	57%	5	2	71%
High Street	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%
Park Road	15	5	75%	15	4	79%	15	4	79%	17	2	89%	17	3	85%	15	3	83%
Parkside	11	3	79%	11	4	73%	10	4	71%	11	4	73%	10	5	67%	10	5	67%
Taylor Close	7	3	70%	7	3	70%	8	3	73%	5	5	50%	6	4	60%	6	4	60%
Total	62	15	81%	59	17	78%	60	18	77%	62	15	81%	57	20	74%	57	18	76%

Source: PMA Survey

4.23 The survey results demonstrate that there are plenty of free parking spaces within the study area throughout the day. The hourly parking stress was within practical capacity throughout the day, with demand levels of between 64% and 81%. The area was most heavily parked at 81% between 1300-1400 and 1600-1700.

4.24 Single Yellow Line parking is operational during the day street along the high street south of the crossroads, however north of the crossroads SYL parking is prohibited between 0800-1830. As such, parking beats included analysis of the

SYL area have been included in the total. Any cars found to be illegally parked between 0800-1830 north of the crossroads, have been included within the totals. The results of the hourly beats survey are presented in Table 7 below.

Table 7. Daytime Hourly Beats Survey Results – Single Yellow Line Parking

SYL & Restricted Parking: 0700-1300 Beats Parking Survey																		
Time	0700			0800			0900			1000			1100			1200		
Road	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress
Restricted Parking	2	6	25%	2	6	25%	2	6	25%	1	7	13%	0	8	0%	1	7	13%
SingleYellowLine	4	30	12%	2	30	6%	7	26	21%	26	7	79%	23	10	70%	21	11	66%

Notes: *Cars parked illegally on Double Yellow Lines are included in the totals

Source: PMA Survey

SYL & Restricted Parking: 1300-1900 Beats Parking Survey																		
Time	1300			1400			1500			1600			1700			1800		
Road	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress
Restricted Parking	2	6	25%	2	6	25%	4	4	50%	1	7	13%	1	7	13%	2	6	25%
SingleYellowLine	27	6	82%	27	5	84%	30	3	91%	24	9	73%	25	7	78%	26	6	81%

Notes: *Cars parked illegally on Double Yellow Lines are included in the totals

Source: PMA Survey

4.25 The survey results demonstrate that there is a very low parking stress throughout the day in the restricted parking bays along Hampton Road and High Street. Single Yellow Line parking gets steadily busier during the afternoon, exhibiting between 78% and 91% between 1200-1900, with the largest volume of vehicles parked found to be at around 1500.

4.26 The two Council car parks adjoining the High Street and Taylor Close were also surveyed as part of the beats surveys.

Table 8. Daytime Hourly Beats Survey Results – Council Car Parks

Car Park Hourly Beats	0700			0800			0900			1000			1100			1200		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
High Street	5	42	11%	26	21	55%	35	12	74%	51	-4	109%	47	0	100%	42	5	89%
Taylor Close	7	59	11%	15	51	23%	22	44	33%	30	36	45%	41	25	62%	46	20	70%
Car Park Hourly Beats	1300			1400			1500			1600			1700			1800		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
High Street	50	-3	106%	47	0	100%	40	7	85%	32	15	68%	28	19	60%	26	21	55%
Taylor Close	48	18	73%	51	15	77%	52	14	79%	42	24	64%	24	42	36%	13	53	20%

Source: PMA Survey

4.27 The survey results demonstrate that both the car parks are very quiet in the early morning and early evening. The High Street car park was recorded to be at capacity between around 1000 to 1400 before declining steadily in demand towards the evening. The Taylor Close car park was within practical capacity throughout the day, with the highest stress recorded as 79%, leaving 14 free spaces between 1500-1600.

Parking Survey Summary

4.28 The broad conclusion of this baseline parking assessment is that parking conditions on the streets adjoining the site in areas of 'unrestricted parking' are within practical capacity during the night time residential peak and throughout the day. Key to note is that certain roads such as Cross Street and Edward Road are consistently higher in demand than streets such as Taylor Close and Hampton Road. However, when accumulated, the unrestricted kerbside recorded is within practical capacity during the day and night.

4.29 Single Yellow Line parking is virtually unused overnight, with an average parking stress of 9%. However, during the daytime the area the area is significantly busier.

4.30 Chapter 5 of this report projects the parking survey results within the wider context of the proposed development.

5.0 DEVELOPMENT PARKING PROVISION & IMPACT

5.1 The proposals comprise the redevelopment of the site, amalgamating the existing self contained commercial units with extensions to the rear to create a large single retail space with a GIA of 540m^2. The three existing residential units, comprised of 1x 1-bedroom and 2x 2-bedroom dwellings will be refurbished to provide an overall total of 10 residential units, comprised of 6x 1-bedroom and 4x 2-bedroom dwellings.

5.2 There is no parking currently associated with the proposals, which is in accordance with the Council's maximum standards and is therefore considered to be acceptable.

C3 Residential Development

5.3 The parking peak for residential developments is deemed to be overnight, thus overnight parking surveys have been conducted in order to project the potential impact of the proposed C3 development.

5.4 LB Richmond Parking Methodology stipulates that parking stress should be calculated by plotting an 'X' for parked vehicles and an 'S' for spaces of 5.5m or over on the site inventory. Spaces of 5.3m and upwards have been included as parkable, given several cars parked legally in bays of less than 5m, as evidenced in the survey maps.

5.5 On this basis, the surveys have illustrated that the streets surrounding the site are within practical capacity, with an average parking stress of 74%. Additionally, there is a large amount of free parking available overnight in the Council run car parks, to the rear of the development site on Taylor Street, and further along the High Street.

5.6 The Council's maximum car parking standards for one to two bedroom dwellings is up to one per unit, whilst The London Plan suggests provision of one to less than one space per unit for one and two bedroom dwellings. The

additional seven residential dwellings would therefore require a maximum of up to 7 off-street car parking spaces in accordance with the Council's policy requirements. 7 further cars parked in unrestricted kerbside locations would bring the overnight parking demand up to around 81%, which is still within practical capacity for the survey area.

5.7 It is not expected that all residents of the new development will own a car given the immediate proximity to bus connections, services and amenities and as such, a projection of 7 vehicles which would be the maximum under the standards is considered unlikely.

5.8 16 secure cycle parking spaces will be provided as part of the development, meeting the residential standards required by the London Plan (2015), illustrated to the rear of the site plan in Appendix B.

A1 Retail Development

5.9 In accordance with the Richmond Methodology, daytime parking beats surveys were conducted in order to ascertain the parking demand associated with the commercial use of the site during the day. Hourly beats between 0700-1900 were agreed with the Council and duly carried out.

5.10 The Council's maximum car parking standards for A1 retail developments outside of Twickenham and Richmond town centres and other district centres is 1 space per 50m^2. On this basis, the increased GIA of 330m^2 would suggest a maximum provision of up to 7 spaces in accordance with the Council's policy requirements. As the daytime parking surveys show, the Taylor Street Car Park is within practical capacity throughout the day, with the lowest number of free spaces noted between 1500-1600 when there was still at least 14.

5.11 The parking impact of the development is therefore expected to have a minimal impact on the adjoining highway in terms of capacity, safety, and neighbouring amenity.

5.12 In accordance with the Council's minimum residential cycle parking standards as prescribed in the London Plan, the proposed development would require 62 secure and sheltered cycle parking spaces.

5.13 Given the front of the site is built out to the site boundary, it is not possible to situate cycle parking to the front of the site. However, there are several locations along both sides of the high street where cycle parking "Sheffield Stands" are in place for communal use.

5.14 The developer would look to work alongside the Council to increase the provision available as part of planning consent which would clearly be a communal benefit and increase feasibility of sustainable travel for all travelling to the High Street.

5.15 In summary the proposed parking provision is considered to be satisfactory and is acceptable in accordance with the Council's policy requirements.

6.0 ACCESS & SERVICING

6.1 Delivery and servicing requirements for extant site have been considered and are set out in this chapter.

Servicing & Deliveries

6.2 The extant site comprises of four retail units on the ground floor, with three residential dwellings above. The current procedure for the commercial sees deliveries received to the front of the shops on the kerbside adjoining the High Street. The proposed development will be look to tie-in with this strategy.

6.3 Under the proposals, the four units will be consolidated to one large retail use. It is reasonable to expect that one retail unit is less likely to generate less frequent vehicle trips as four exclusive units of varying uses. Once operational, deliveries to the store will be pre-arranged with suppliers and depots to ensure that main deliveries arriving by lorry are scheduled to arrive either early in the morning or late at night so as not to conflict with daytime parking and traffic flow.

6.4 It is expected that the residential dwellings will generate infrequent demand for servicing activity such as food deliveries, especially given the development is situated on the High Street where there are several amenities including two local supermarkets.

Refuse Collection

6.5 The residential bin store and the retail service yard are both situated to the rear of the site at ground floor level. The procedure for refuse collections will see all refuse brought to the front of the high street ahead of allocated collection times. For residents, refuse will be brought along the communal access passage running along the side of the site, whilst commercial waste will be brought from the rear service yard to the High Street.

7.0 SUMMARY

7.1 The proposals involve redevelopment of the site, amalgamating the existing self-contained retail units with extensions to the rear to create a large single retail space. The combined GIA of the existing retail space is 540m^2, thus a 330 m^2 increase from the extant commercial use.

7.2 The three existing residential units will be refurbished to provide an overall total of 10 residential units, comprised of 6x 1-bedroom and 4x 2-bedroom dwellings. No on-site parking is provided as part of the development.

7.3 This report has assessed the proposal in light of current transport planning policy guidance at the local, regional and national level.

7.4 The application site is located along the High Street, Hampton Hill and is therefore within immediate proximity to a range of shops, services and amenities inclusive of smaller independent retailers and larger stores such as Sainsbury's and Tesco. The accessibility to amenities will reduce the need for future residents and thus reduce the need to travel.

7.5 The site has a PTAL score of 2 which indicates a 'poor' accessibility rating as defined by TfL; notwithstanding this there are four bus routes within a reasonable walking distance of the site, with the R68 and R70 connecting to larger transport hubs such as Richmond Station.

7.6 A parking stress survey has been carried out on the roads in proximity to the site in order to assess the current levels of parking demand in the area based on the overnight parking levels deemed to show the 'peak' parking demand. Parking beats surveys were also carried out during the day to quantify daytime parking levels. The results set out herein demonstrate that the overall parking demand is below the point where an area is deemed to suffer from high parking stress.

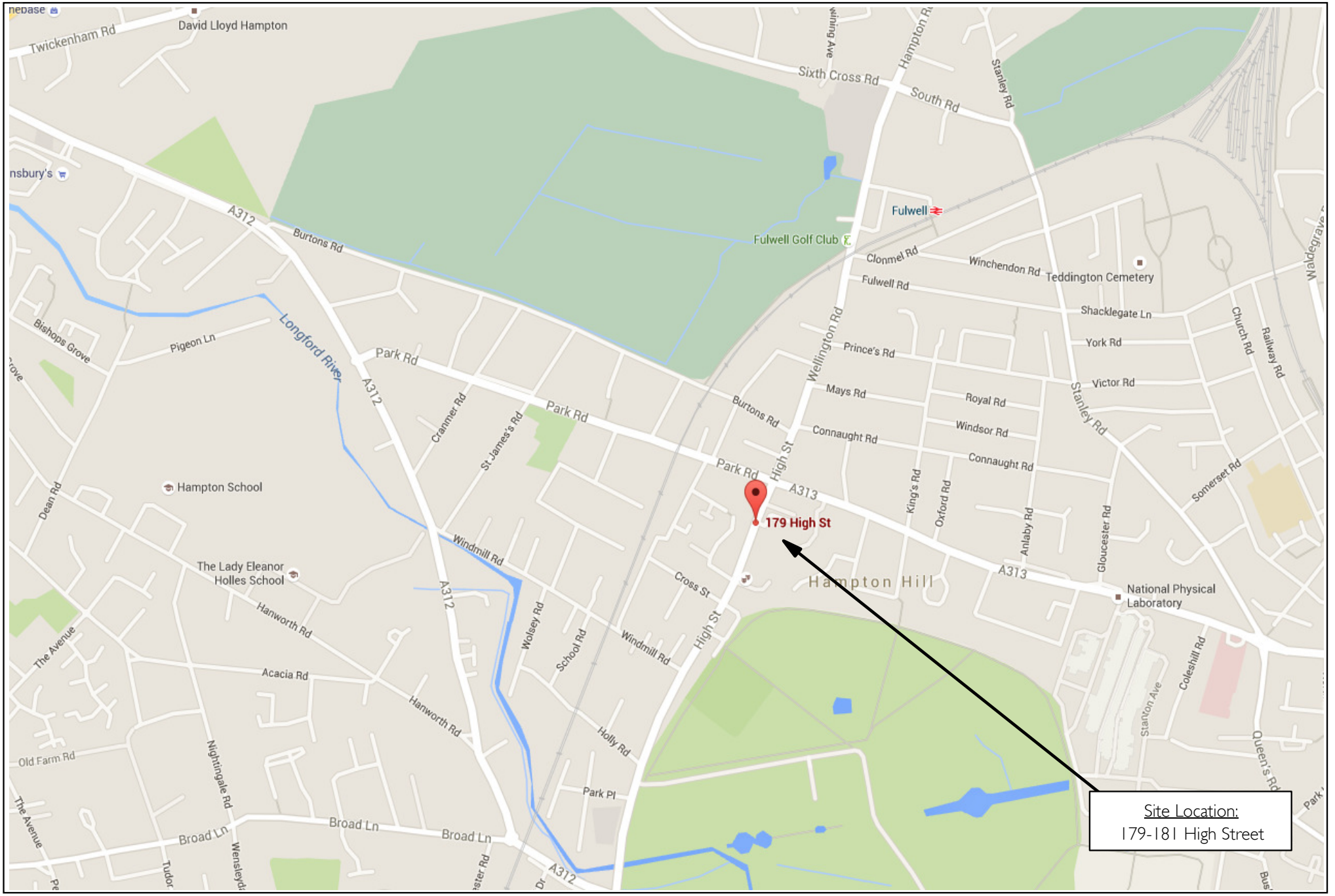
7.7 No on-site parking provision will be provided which is within the maximum standards of The London Plan.

7.8 The developer will commit to working with the Council to invest in further cycle parking provision on the high street, simultaneously providing a communal benefit whilst encouraging sustainable travel to the new retail space.

7.9 The roads and turning heads associated with the site will not be compromised by the new development, and will be in keeping with the existing arrangements for refuse collection in the local area.

7.10 In summary, the development will offer rejuvenation to the area providing additional new housing, and a larger retail space which will be readily accessible to both residents and the wider community. The development is considered satisfactory and will not result in conditions prejudicial highway capacity, safety or neighbouring amenity.

FIGURES



Date: 20-April-2016
Scale: NTS
Source: Google Maps
Drawing No: P1515/TS/01

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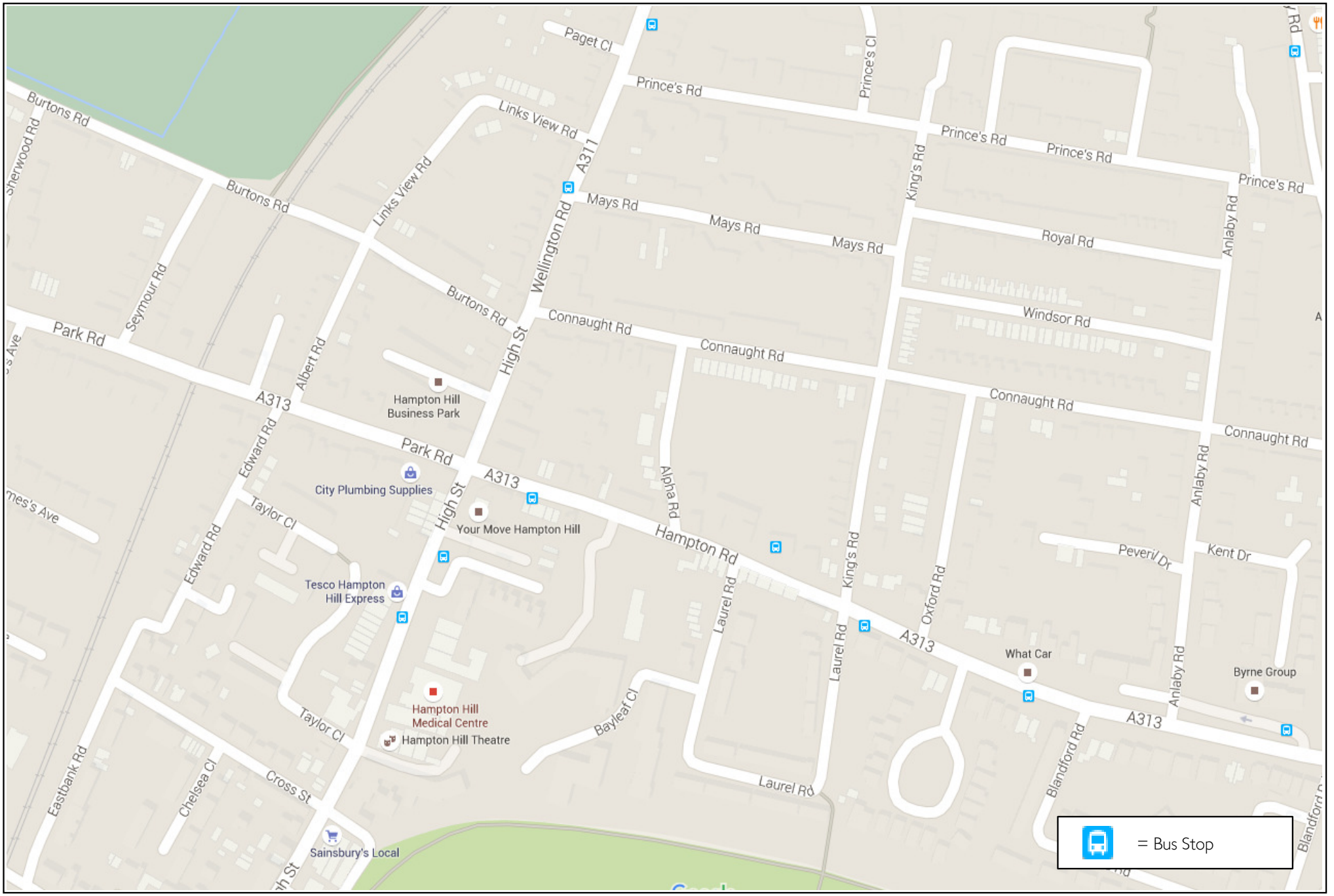
P1514: 179-181 HIGH STREET, HAMPTON HILL, TW12 1NL

Figure 1
Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: 10-May-2016
Scale: NTS
Source: Citymapper
Drawing No: P1515/TS/02

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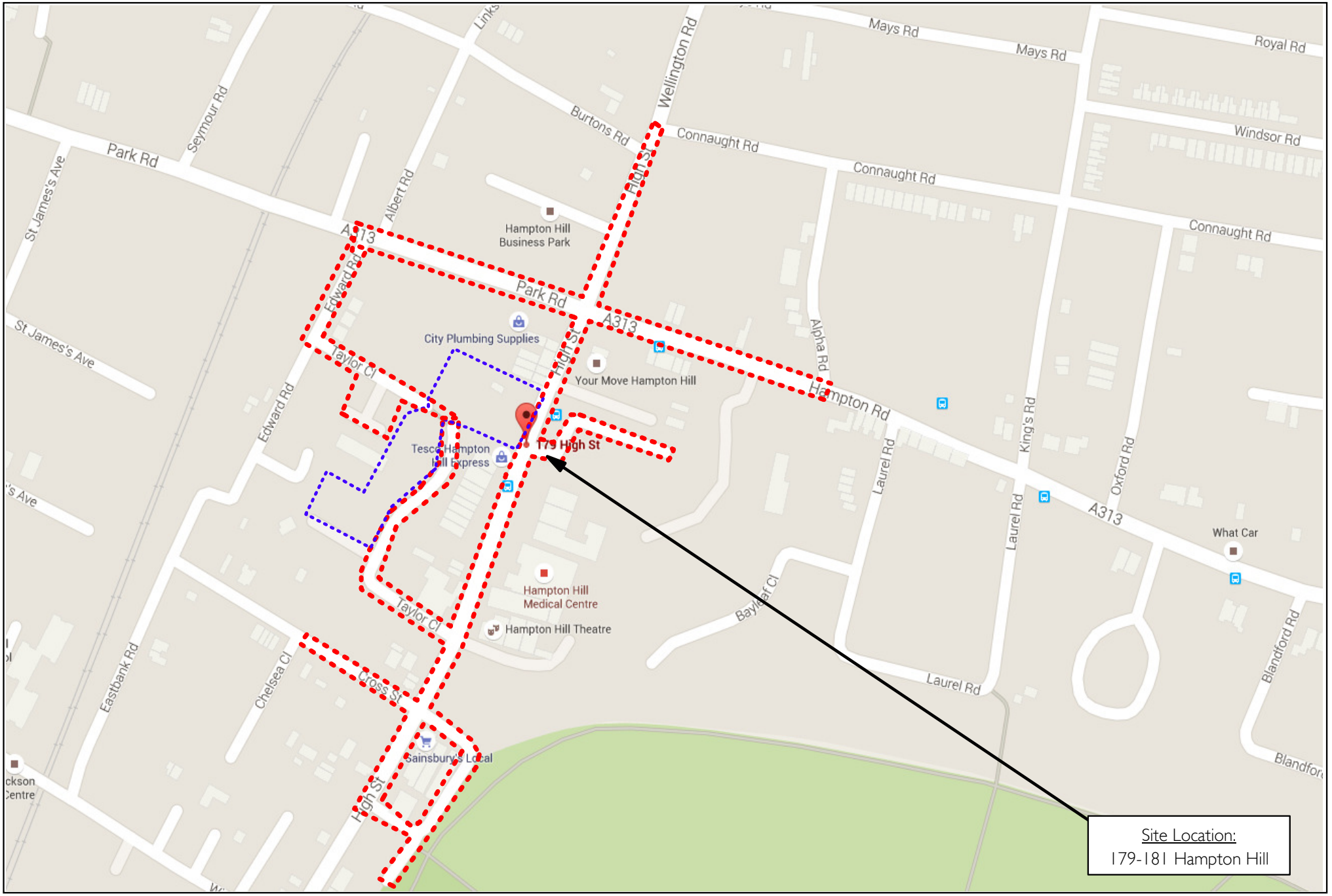
P1514: 179-181 HIGH STREET, HAMPTON HILL, TW12 1NL

Figure 2

Public Transport Access Map

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: 20-April-2016
Scale: NTS
Source: Google Maps
Drawing No: P1514/TS/03

P1514: 179-181 HIGH STREET, HAMPTON HILL, TN12 1NL

Figure 3.
Parking Survey Area

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

Date: 25-May-2016 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1514/TS/4a	N	P1514: 179-181 High Street, Hampton Hill Figure 4a. Inventory - Cross Street & High Street (section)

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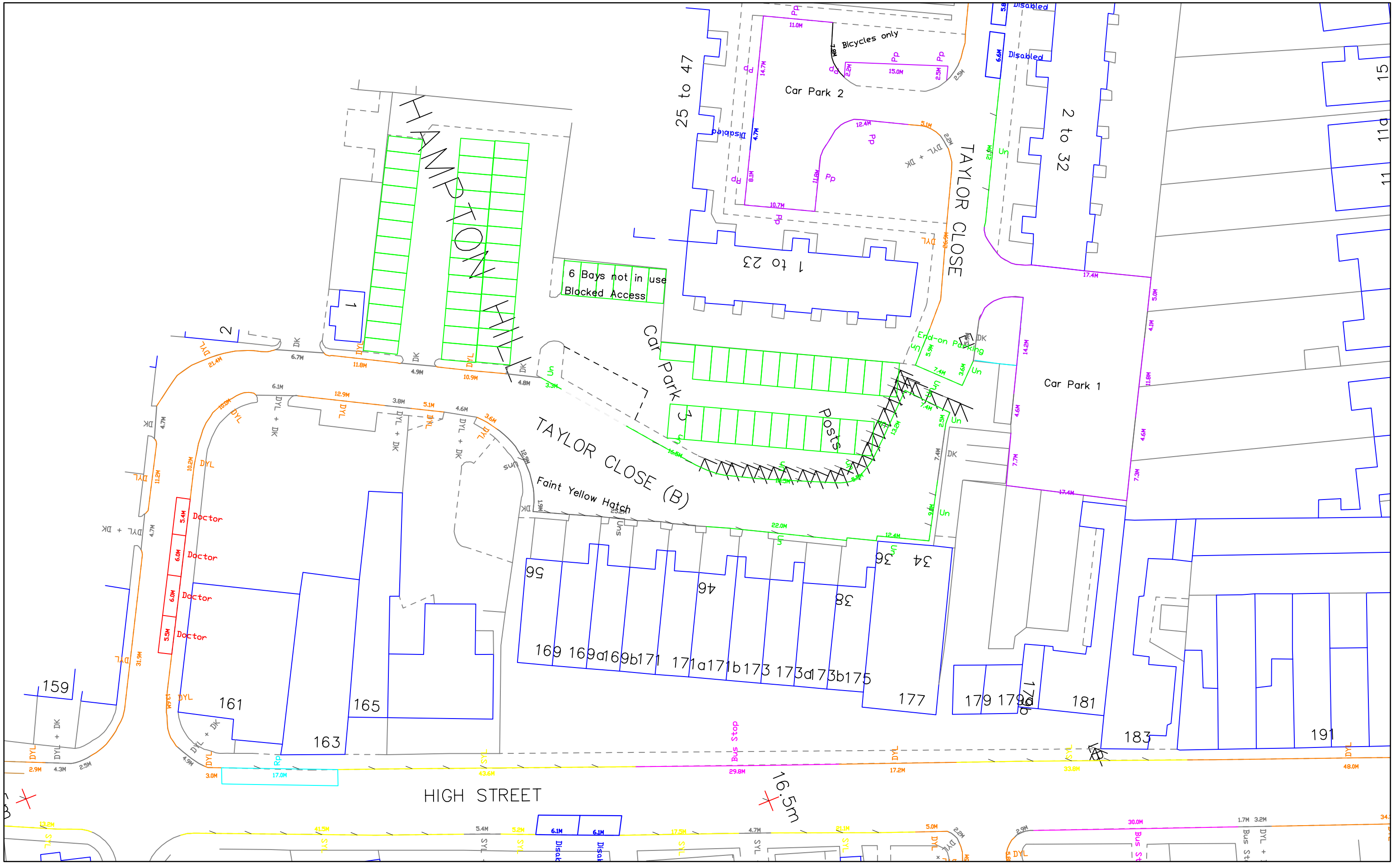
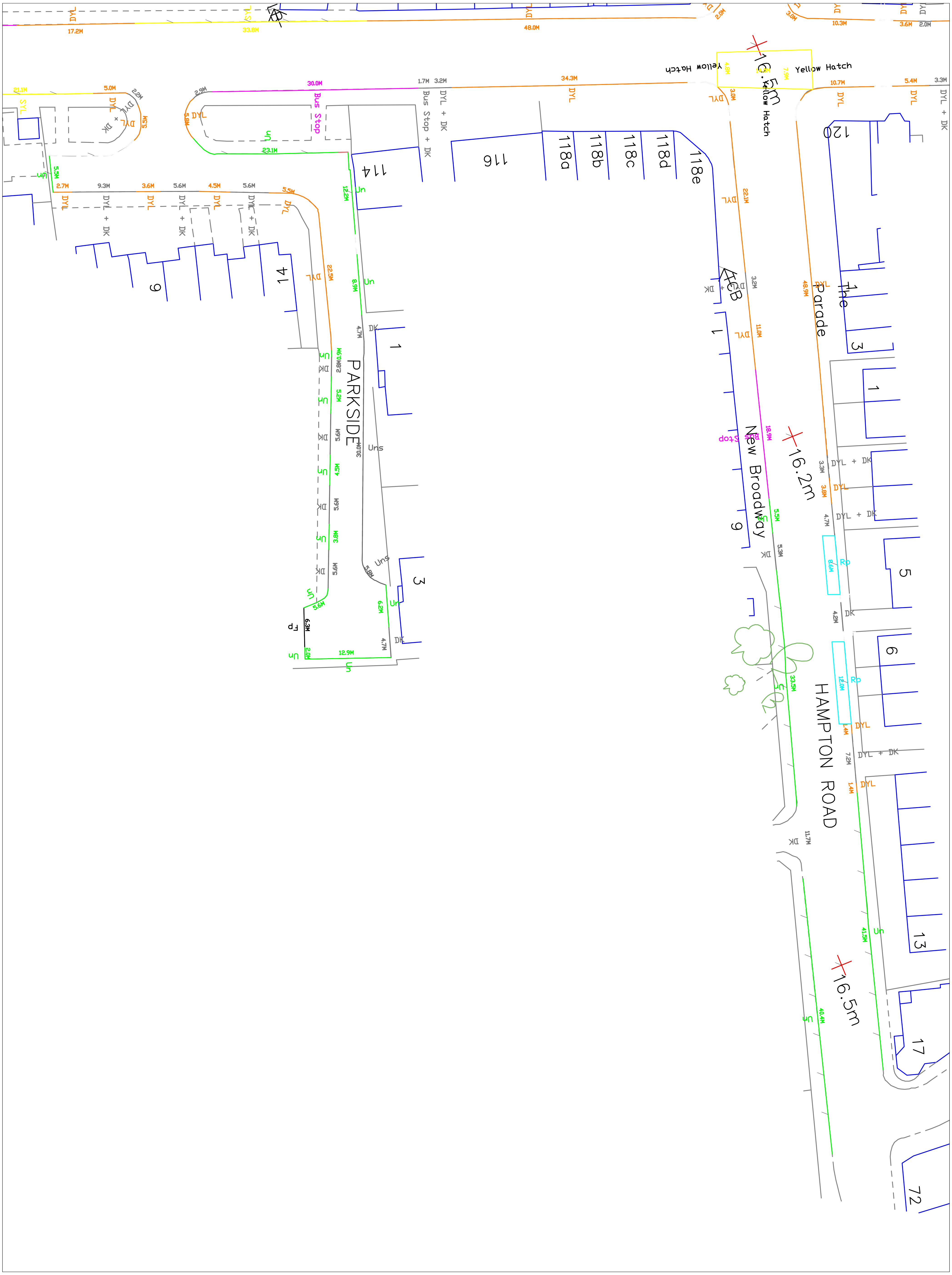


Date: 25-May-2016 Scale: 500@A3 Source: OS/PMA Drawing No. P1514/TS/4b	N	P1514: 179-181 HIGH STREET, HAMPTON HILL, TW12 1NL Figure 4b. Inventory - High Street (section) & Taylor Close (section)	PAUL MEW ASSOCIATES TRAFFIC CONSULTANTS The Mission Hall, Walkers Place, Putney, London SW15 1PP Tel: 0208 780 0426 Fax: 0208 780 0428 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 25-May-2016
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P1514/TS/4c

N

P1514: 179-181 High Street, Hampton Hill
Figure 4c.
Inventory - High Street, Parkside & Hampton Road

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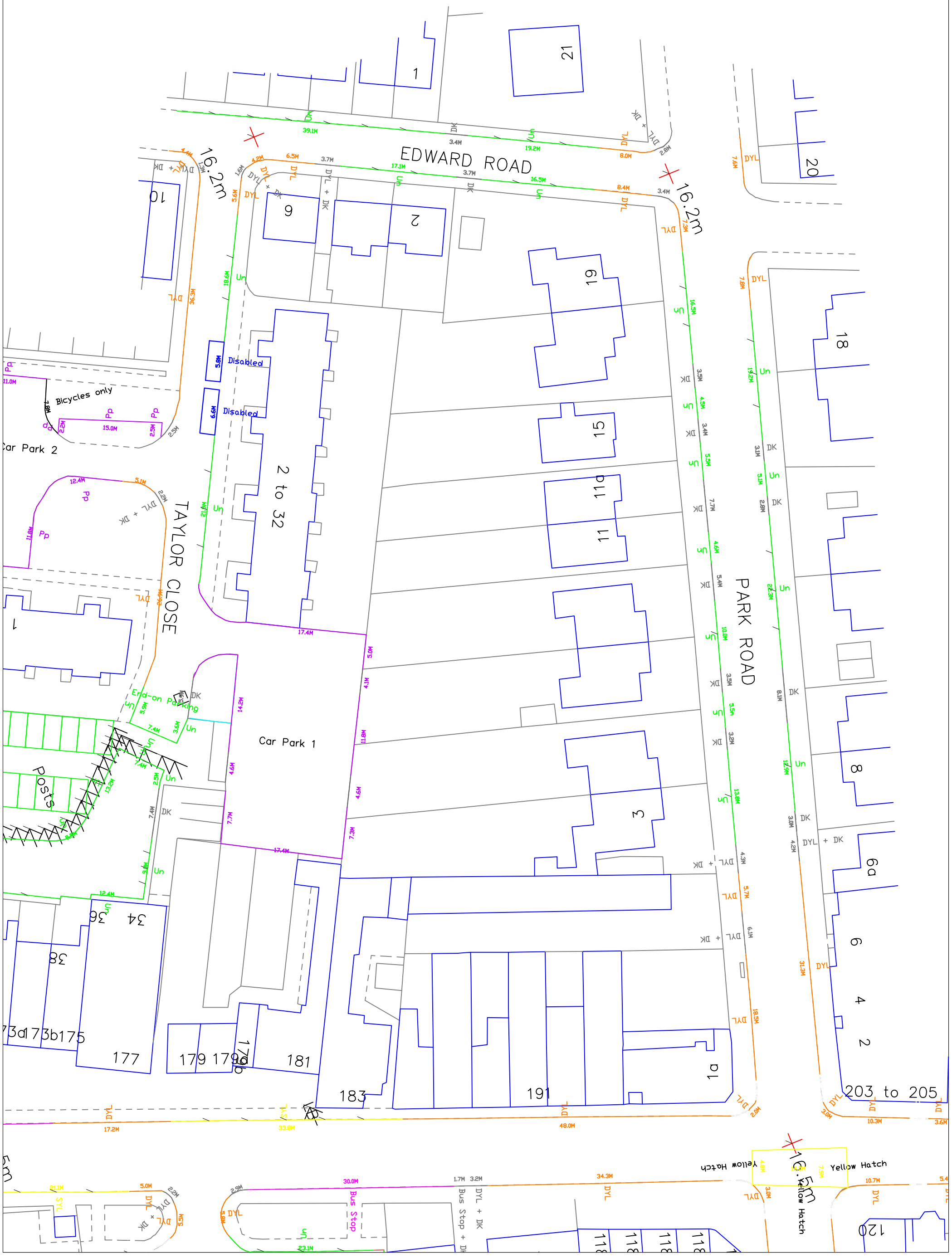

Date: 25-May-2016 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1514/TS/4d	N	P1514: 179-181 High Street, Hampton Hill Figure 4d. Inventory - Taylor Close, Edward Road, Park Road

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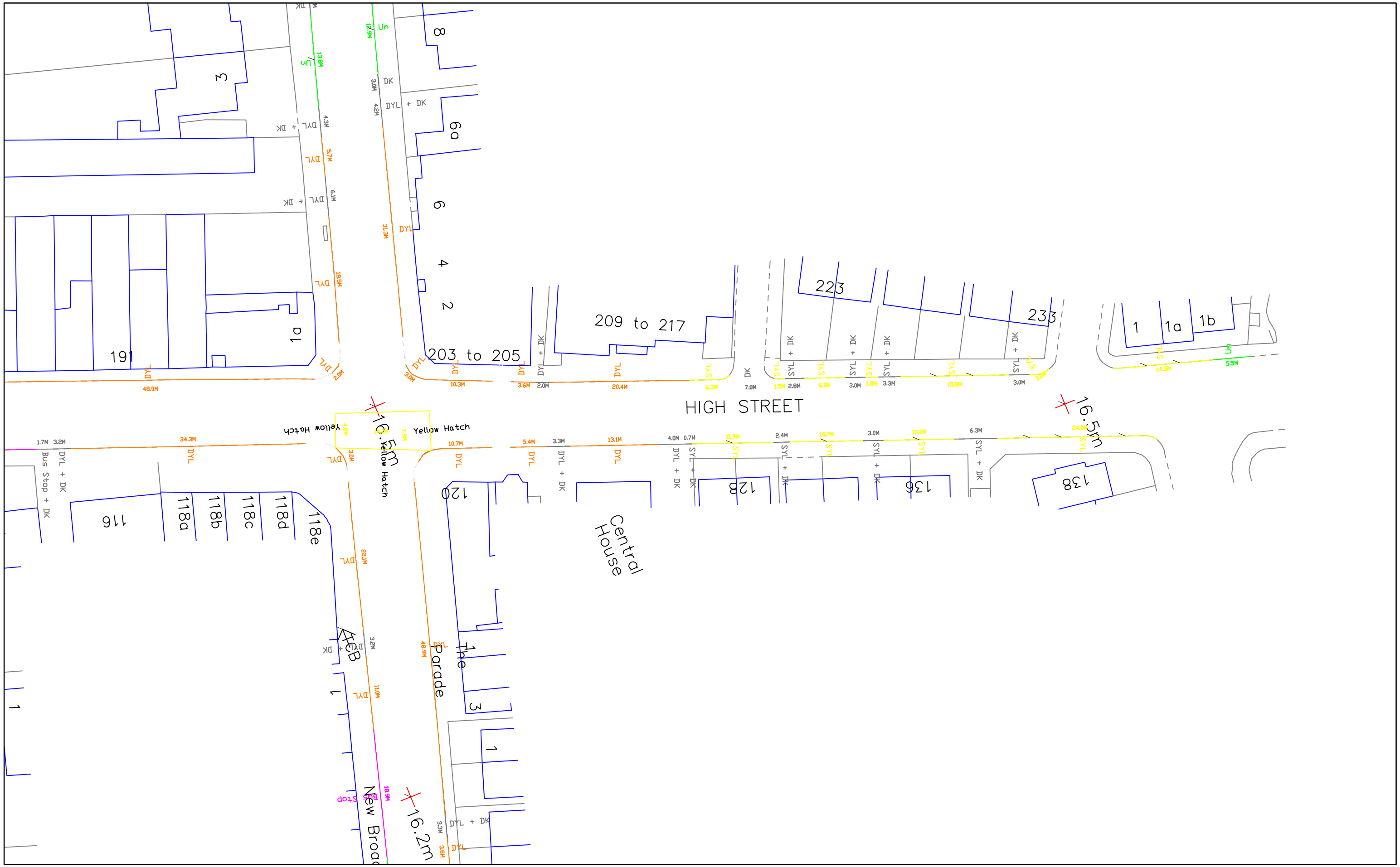

Date: 25-May-2016
Scale: 500@A3
Source: OS/PMA
Drawing No. P1514/TS/4e

N

P1514: 179-181 HIGH STREET, HAMPTON HILL, TW12 1NL

Figure 4e.

Inventory - High Street

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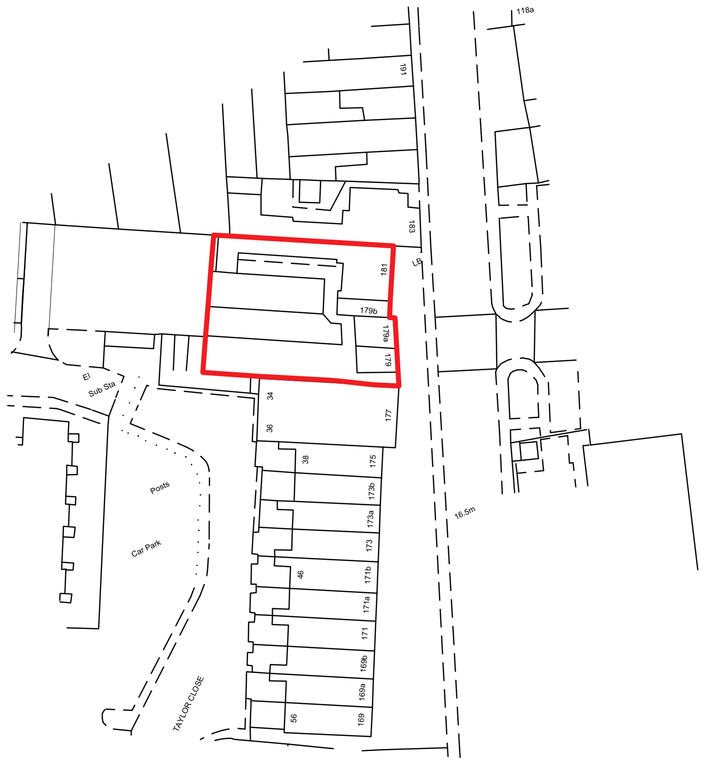
APPENDIX A
Site Boundary



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SITE LOCATION PLAN, 1:1250

PLANNING APPLICATION BOUNDARY

0 10 25 50 100M

PLANNING

Project		
179-181 HIGH STREET, HAMPTON HILL		
Drawing		
SITE LOCATION PLAN		
Drawing No.	Scale	Date
179HS-01A	1:1250 @ A4	07.03.2016

CLIVE CHAPMAN
ARCHITECTS
SUSTAINABILITY CONSULTANTS
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TWICKENHAM MIDDX
TWI 3DY
TELEPHONE 020 8891 4837
FACSIMILE 020 8744 1152
E MAIL CC@CCAR.CO.UK

APPENDIX B
Existing Site Plans

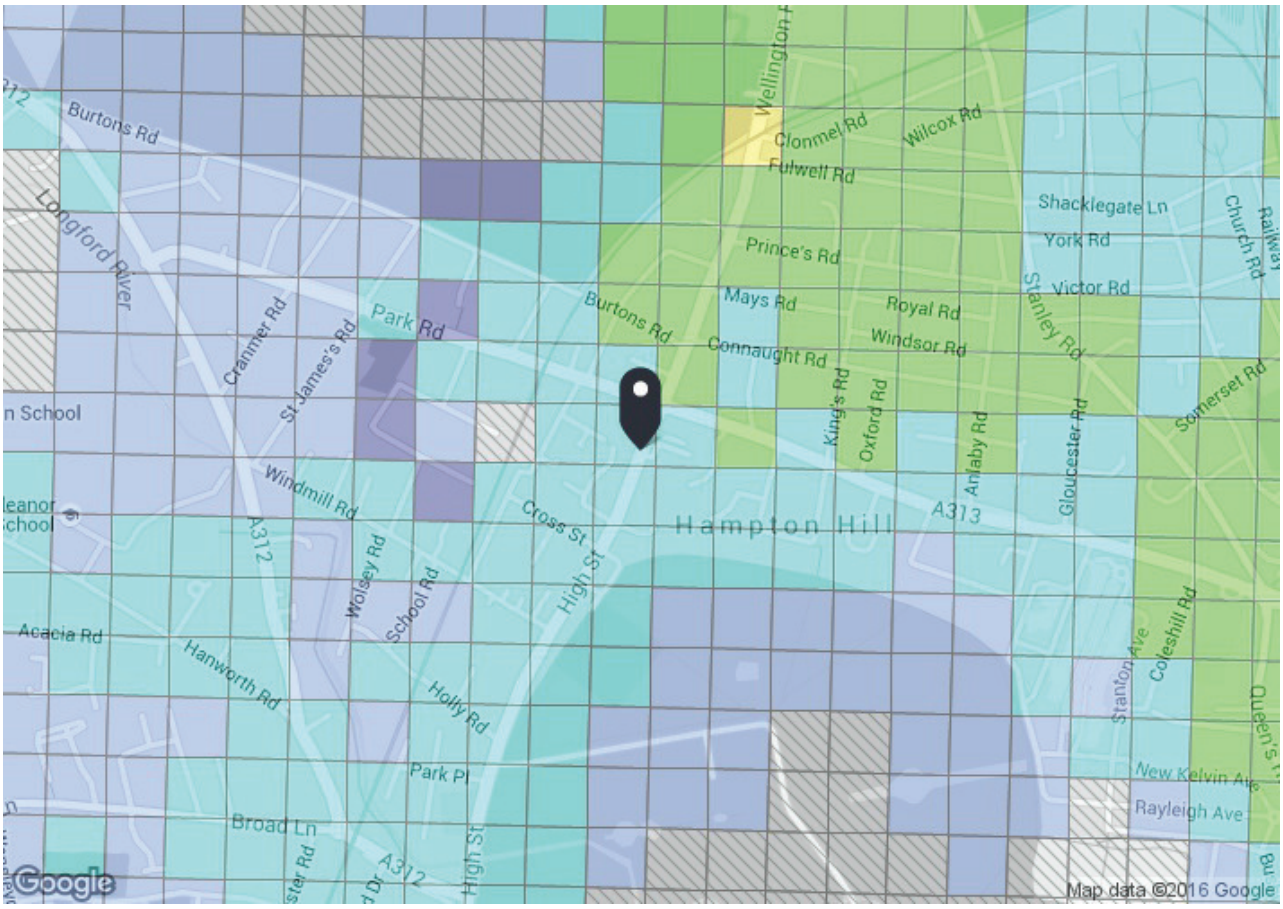
(Please see separate attachment for site plans)

APPENDIX C
Proposed Site Plans

(Please see separate attachment for site plans)

APPENDIX D
TfL PTAL Output File

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
2

179 High St
179 High St, Hampton Hill, Hampton, Greater London TW12 1NL, UK

Easting: 514473, Northing: 171212

Grid Cell: 36915

Report generated: 20/04/2016

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

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 HILL HAMPTON RD	X26	568.2	2	7.1	17	24.1	1.24	0.5	0.62
Bus	HIGH STREET WINDMILL RD	285	304.38	6	3.8	7	10.8	2.78	1	2.78
Bus	HIGH STREET WINDMILL RD	R68	304.38	4	3.8	9.5	13.3	2.25	0.5	1.13
Bus	HIGH STREET WINDMILL RD	R70	304.38	6	3.8	7	10.8	2.78	0.5	1.39
									Total Grid Cell AI:	**5.91**

APPENDIX E
LB Richmond Parking Methodology

Appendix A

Richmond parking survey methodology

Richmond parking survey methodology

The Council has set maximum parking standards for developments in DM DPD Appendix Four - Car and bicycle parking standards; however these are expected to be met in lower PTAL's (1-4) unless it can be shown that there will not be an adverse effect on on-street parking. Where there is a shortfall of parking on site, a parking survey of the surrounding streets will be required. The Council use an independent survey company; however applicants may provide their own surveys as long as they follow the methodology outlined below.

Extent of survey area

The area to be surveyed must cover a 200m/2 minute walking distance around the site. This area can be extended/amended in the following ways:

1 If the survey at reaches the middle of a street at 200m the survey area could be extended to the next junction with agreement of Transport Planning officers

2 If there are areas within 200m where parking is restricted due to on street restrictions or undesirable (for which justification must be given) the area is to be curtailed

3 Areas outside of Richmond will be excluded

4 Roads in CPZ's adjacent to the site, which the site would not be able to access parking permits for will be excluded unless surveys of these roads are agreed with Transport Planning officers.

The Council may require amending surveys which reveal anomalies or require further investigation once scrutinised.

Survey times

Surveys must only be undertaken during term time and not within public/school holidays/half term or the week before/after to take into account independent school holidays. It is best to contact the Council to confirm acceptable survey dates and dates which coincide with an event in the area, which must also be avoided as these could impact on the results.

For residential surveys 2 x weekday surveys (Monday to Thursday) and one weekend survey on a Sunday between 01h00 and 05h30 are required. This will capture the residential peak parking time.

Commercial and other land use applications will require surveys at other times which are to be agreed with the Council in advance of the survey being undertaken. Similarly, times may be amended for residential surveys where the site is within close proximity to commercial uses or a town centre in which case morning and early evening surveys may also be requested. More detailed surveys may be required if the operational times clash with nearby restaurants, in which case 15 minute interval surveys between 18h00 and 22h00 will also be required. In order to assess commuter parking morning and evening

peak hour surveys will be required for sites within close proximity to railway stations. These should be undertaken between 06h30 – 08h00 and 17h30 – 19h00.

Required information

Surveys must be provided in map form, examples are included at the end of this appendix.

One map shows the inventory for the area and notes all individual bay lengths and types.

Another shows x's as parked cars and s's as empty spaces exactly where they are parked on the night. This will give us a snapshot of exactly how cars are parked in that area, rather than a calculated assumption, which is often incorrect.

Noted on the survey maps should be the date and time the survey was undertaken as well as whether the area is within a Community Parking Zone (CPZ) or not. All parking restrictions on street must be noted Double/Single Yellow Lines (D/SYL's), bus lay-by's, kerb build outs, legal footway parking, dropped kerbs, disabled/doctors/loading bays, suspensions/temporary restrictions, skips and road works, narrow roads, where parking is not possible or subject to flooding etc. If there are marked bays on street these must be shown and dimensioned on the map. The space between crossovers should also be dimensioned although areas of less than 5.5m should not be included in the calculations.

The first 7.5m of a junction is to be omitted, but cars parked within will be considered in the calculations as contributing to on street stress. Illegally parked cars must be shown on the plan and these will be included in the stress calculation.

Surveys undertaken within CPZ's during CPZ hours will need to clearly define various types of bays (Resident permit holders/shared use bays/Business Bays etc).

Where restrictions start early in the morning we may not consider these areas for overnight parking if the surveys show that residents do not park there as they will have to move their cars before the restriction commences. This includes single yellow lines.

The above information can be tabulated, but this table must reflect the information on the inventory map in terms of bay numbers. Tabulated results should be by road and include a 'Total' column.

Results

In order to assess the survey the Council will calculate the current on street stress of parked cars against total available space on the night and add the shortfall to calculate the anticipated stress. LBRuT will consider appropriate extant planning permissions in the area and if stress levels are calculated at 90% stress or more LBRuT will raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity.

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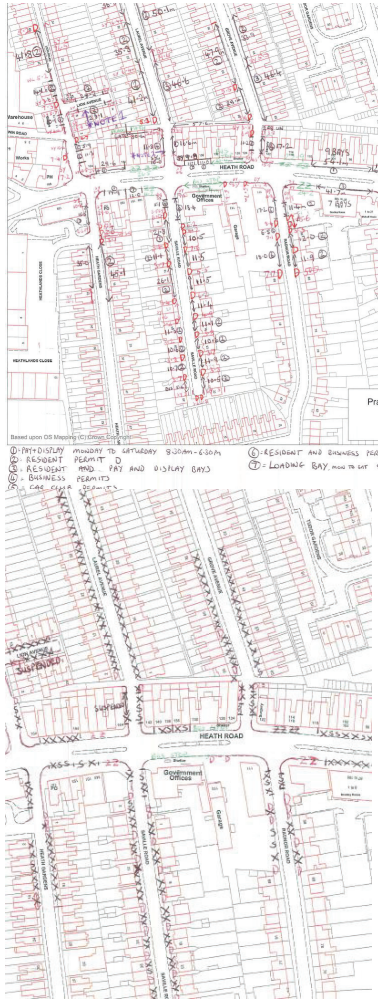

Example of survey inventory sheet and results maps

Road Name	No Bays	17/6/14 @	19/7/14 @	Ave
		5am	5am	
	43	37	45	41
	16	20	21	20.5
	28	28	28	28
	34	29	26	27.5
	22	19	19	19
	21	13	15	14
	11	14	11	12.5
	16	19	19	19
TOTAL	**191**	**179**	**184**	**181.5**
plus anticipated shortfall of proposal	**191**	**192**	**197**	**194.5**
plus x cars from approved applications yet to be implemented within the survey area	191	195	200	**197.5**

All % stress	**95.02617801**
plus x cars stress%	**101.8324607**
plus another x cars stress%	**103.4031414**

Example of results table

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APPENDIX F
Overnight Parking Survey Results (Tabulated)

P1514: 179-181 High Street, Hampton Hill, TW12

Overnight Parking Survey 1: 9th May 2016 at 0100

Road	Overnight Parking Survey 1: 9th May at 2016 at 0100								
	UNRESTRICTED			Restricted Parking			SYL		
	X = Parked	S = Space	Parking Stress	X = Parked	S = Space	Parking Stress	X = Parked	S = Space	Parking Stress
Cross Street	8	1	89%	-	-	-	-	-	-
Edward Road	12	4	75%	-	-	-	-	-	-
Hampton Road	7	1	88%	1	2	33%	-	-	-
High Street	0	1	0%	0	5	0%	3	45	6%
Park Road	14	5	74%	-	-	-	-	-	-
Parkside	4	9	31%	-	-	-	-	-	-
Taylor Close	10	1	91%	-	-	-	-	-	-
Total	55	22	71%	1	7	13%	3	45	6%

Source: PMA Survey

Overnight Parking Survey 2: 10th May 2016 at 0100

Road	Overnight Parking Survey 2: 10th May at 2016 at 0100								
	UNRESTRICTED			P&D			SYL		
	X = Parked	S = Space	Parking Stress	X = Parked	S = Space	Parking Stress	X = Parked	S = Space	Parking Stress
Cross Street	8	1	89%	-	-	-	-	-	-
Edward Road	12	7	63%	-	-	-	-	-	-
Hampton Road	7	1	88%	3	1	75%	-	-	-
High Street	0	1	0%	1	4	20%	5	39	11%
Park Road	15	5	75%	-	-	-	-	-	-
Parkside	9	5	64%	-	-	-	-	-	-
Taylor Close	8	2	80%	-	-	-	-	-	-
Total	59	22	73%	4	5	44%	5	39	11%

Source: PMA Survey

Overnight Parking Survey 3: 12th May 2016 at 0100

Road	Overnight Parking Survey 3: 12th May at 2016 at 0100								
	UNRESTRICTED			P&D			SYL		
	X = Parked	S = Space	Parking Stress	X = Parked	S = Space	Parking Stress	X = Parked	S = Space	Parking Stress
Cross Street	9	1	90%	-	-	-	-	-	-
Edward Road	13	4	76%	-	-	-	-	-	-
Hampton Road	6	2	75%	1	2	33%	-	-	-
High Street	0	1	0%	1	4	20%	4	42	9%
Park Road	17	2	89%	-	-	-	-	-	-
Parkside	8	4	67%	-	-	-	-	-	-
Taylor Close	7	4	64%	-	-	-	-	-	-
Total	60	18	77%	2	6	25%	4	42	9%

Source: PMA Survey

Average of Overnight Parking Surveys

Road	Average of Overnight Parking Surveys								
	UNRESTRICTED			P&D			SYL		
	X = Parked	S = Space	Parking Stress	X = Parked	S = Space	Parking Stress	X = Parked	S = Space	Parking Stress
Cross Street	8	1	89%	-	-	-	-	-	-
Edward Road	12	5	72%	-	-	-	-	-	-
Hampton Road	7	1	83%	2	2	47%	-	-	-
High Street	0	1	0%	1	4	13%	4	42	9%
Park Road	15	4	79%	-	-	-	-	-	-
Parkside	7	6	54%	-	-	-	-	-	-
Taylor Close	8	2	78%	-	-	-	-	-	-
Total	58	21	74%	2	6	27%	4	42	9%

Source: PMA Survey

Note: Some arithmetic errors due to rounding's

P1514: 179-181 High Street, Hampton Hill, TW12

Overnight Parking Survey 1: 9th May 2016 at 0100

Road	Overnight Parking Survey 1: 9th May 2016 at 0100		
	UNRESTRICTED		
	Total Spaces	Parked Cars	Parking Stress
High Street Car Park	47	5	11%
Taylor Close Car Park	64	3	5%
Total	111	8	7%

Road	Overnight Parking Survey 2: 10th May 2016 at 0100		
	UNRESTRICTED		
	Total Spaces	Parked Cars	Parking Stress
High Street Car Park	47	15	32%
Taylor Close Car Park	64	2	3%
Total	111	17	15%

Road	Overnight Parking Survey 3: 12th May 2016 at 0100		
	UNRESTRICTED		
	Total Spaces	Parked Cars	Parking Stress
High Street Car Park	47	13	28%
Taylor Close Car Park	64	2	3%
Total	111	15	14%

Source: PMA Survey

Average of Overnight Parking Surveys

Car Park	Average of Overnight Parking Surveys		
	UNRESTRICTED		
	Total Spaces	Parked Cars	Parking Stress
High Street Car Park	47	11	23%
Taylor Close Car Park	64	2	4%
Total	111	13	12%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's

APPENDIX G
Overnight Parking Survey Results (Maps)

Date: 25-May-2016 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1514/TS/G1	N	P1514: 179-181 High Street, Hampton Hill Figure G1. Overnight 1 - Cross Street & High Street (section)

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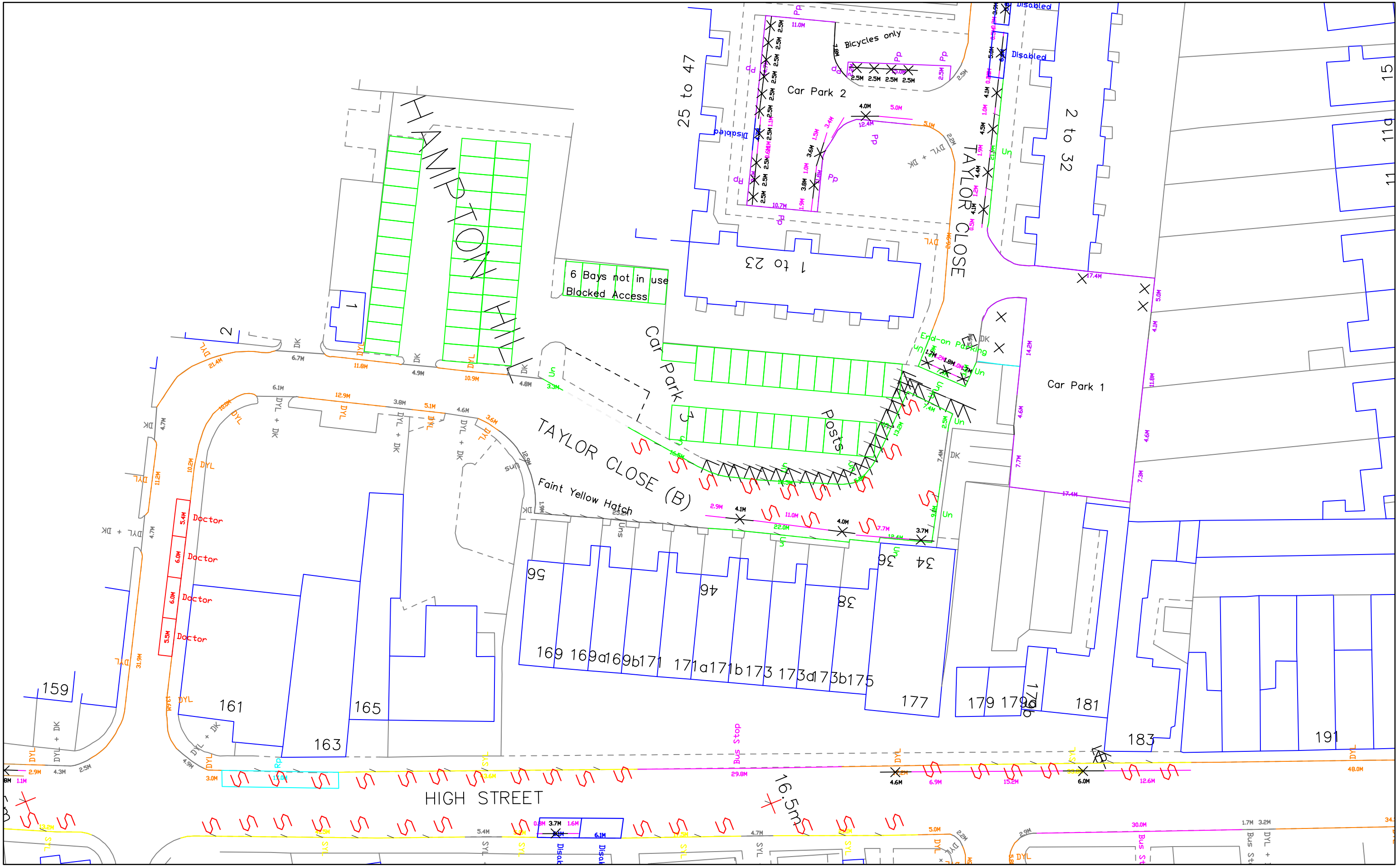

Date: 25-May-2016
Scale: 500@A3
Source: OS/PMA
Drawing No. P1514/TS/G2

N

P1514: 179-181 HIGH STREET, HAMPTON HILL, TW12 1NL

Figure G-2

Overnight Parking Survey Night 1 - High Street (section) & Taylor Close (section)

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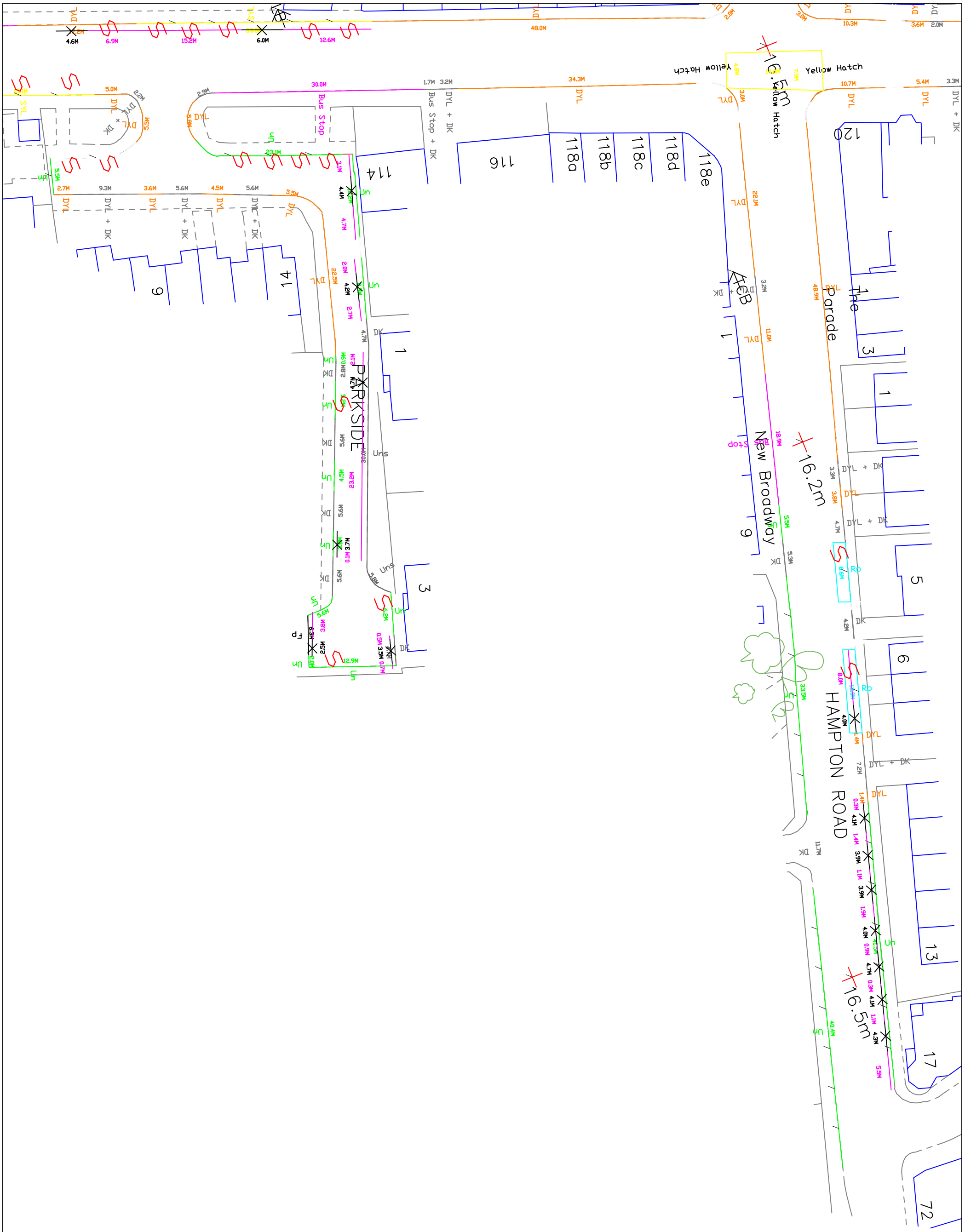

Date: 25-May-2016 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1514/TS/G3	N	P1514: 179-181 High Street, Hampton Hill Figure G3. Overnight 1 - High Street, Parkside & Hampton Road

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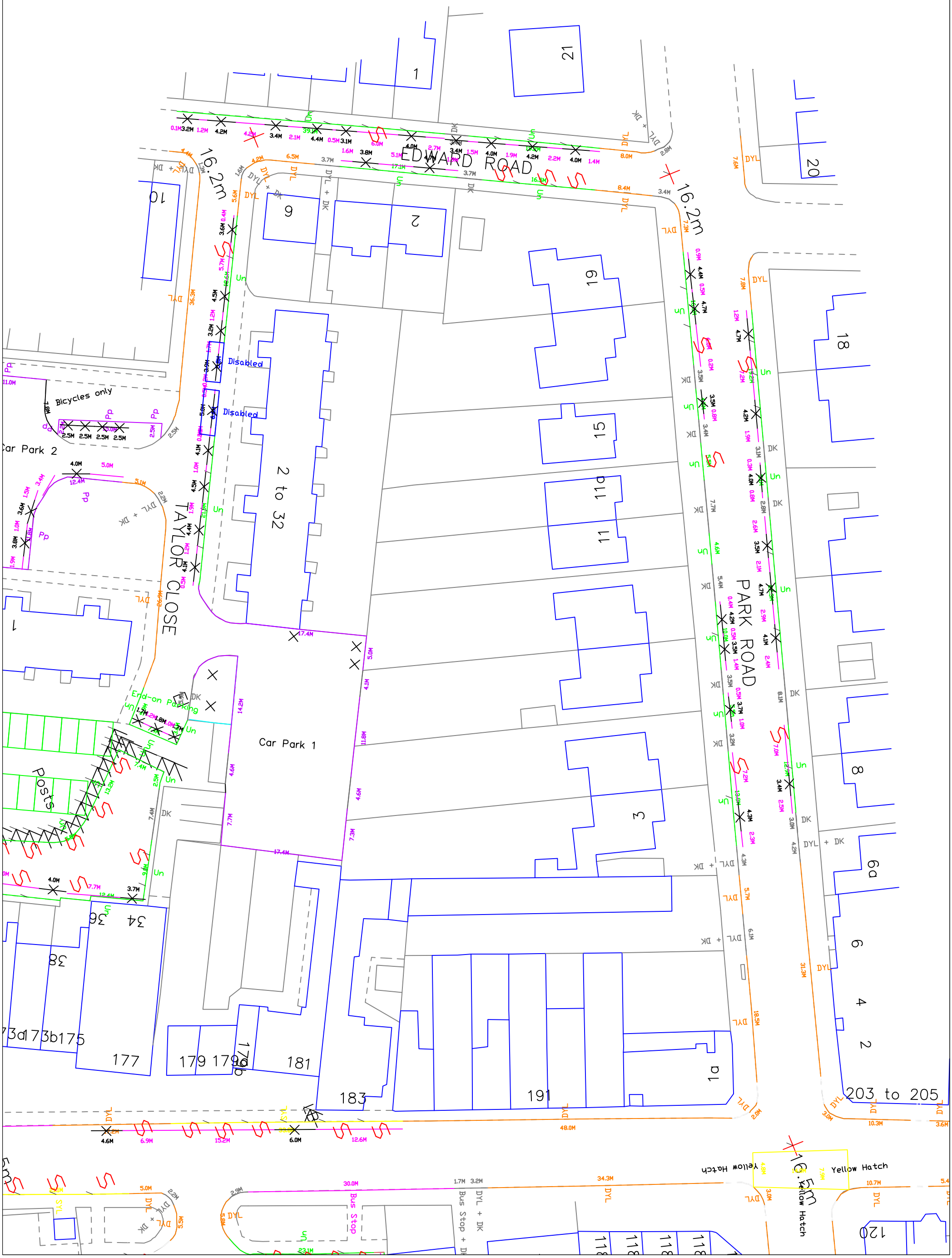

Date: 25-May-2016 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1514/TS/G4	N	P1514: 179-181 High Street, Hampton Hill Figure G4. Overnight 1 - Taylor Close, Edward Road, Park Road

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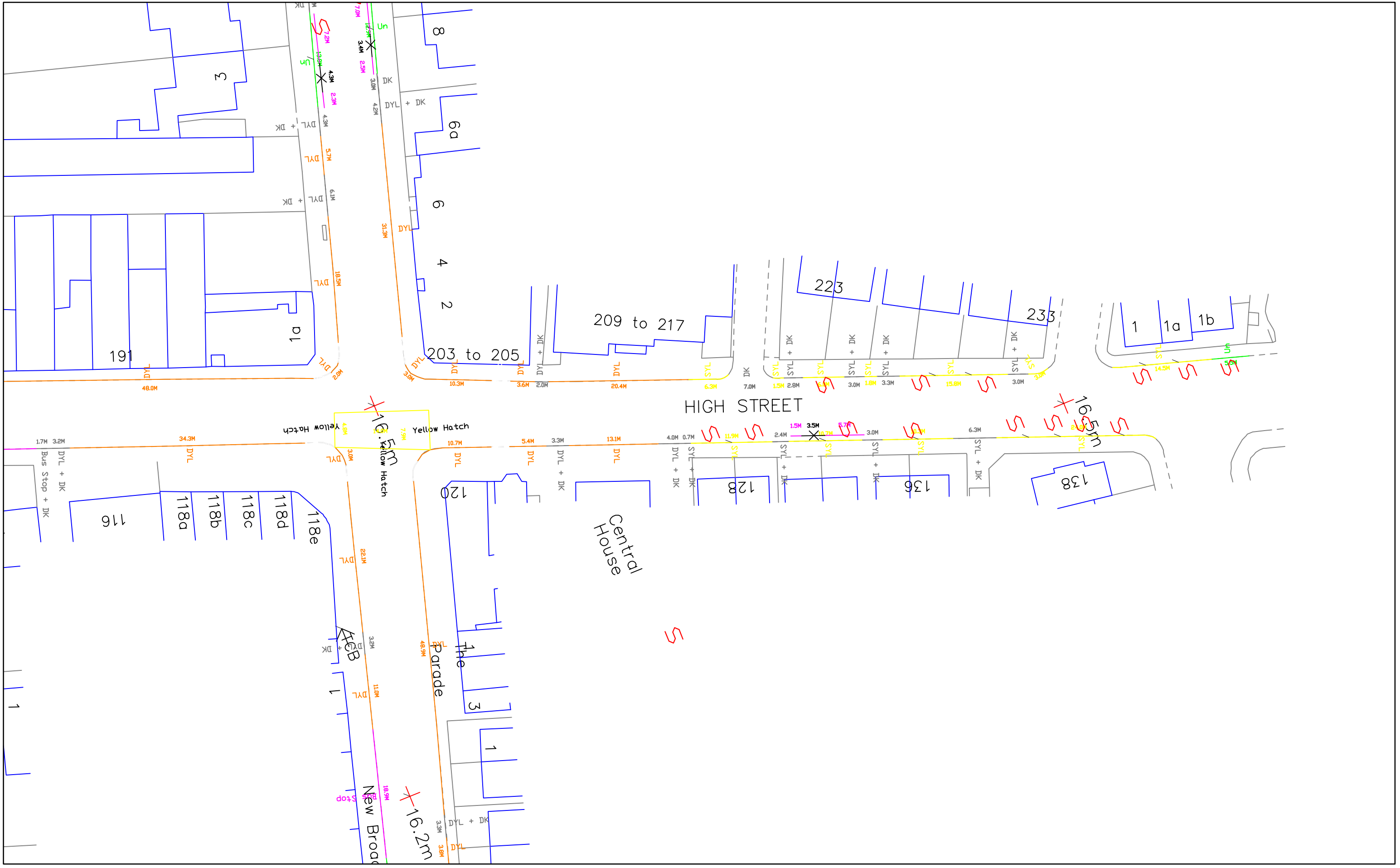

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Scale: 500@A3
Source: OS/PMA
Drawing No. P1514/TS/G5

N

P1514: 179-181 HIGH STREET, HAMPTON HILL, TW12 1NL

Figure G-5

Overnight Parking Survey Night 1 - High Street

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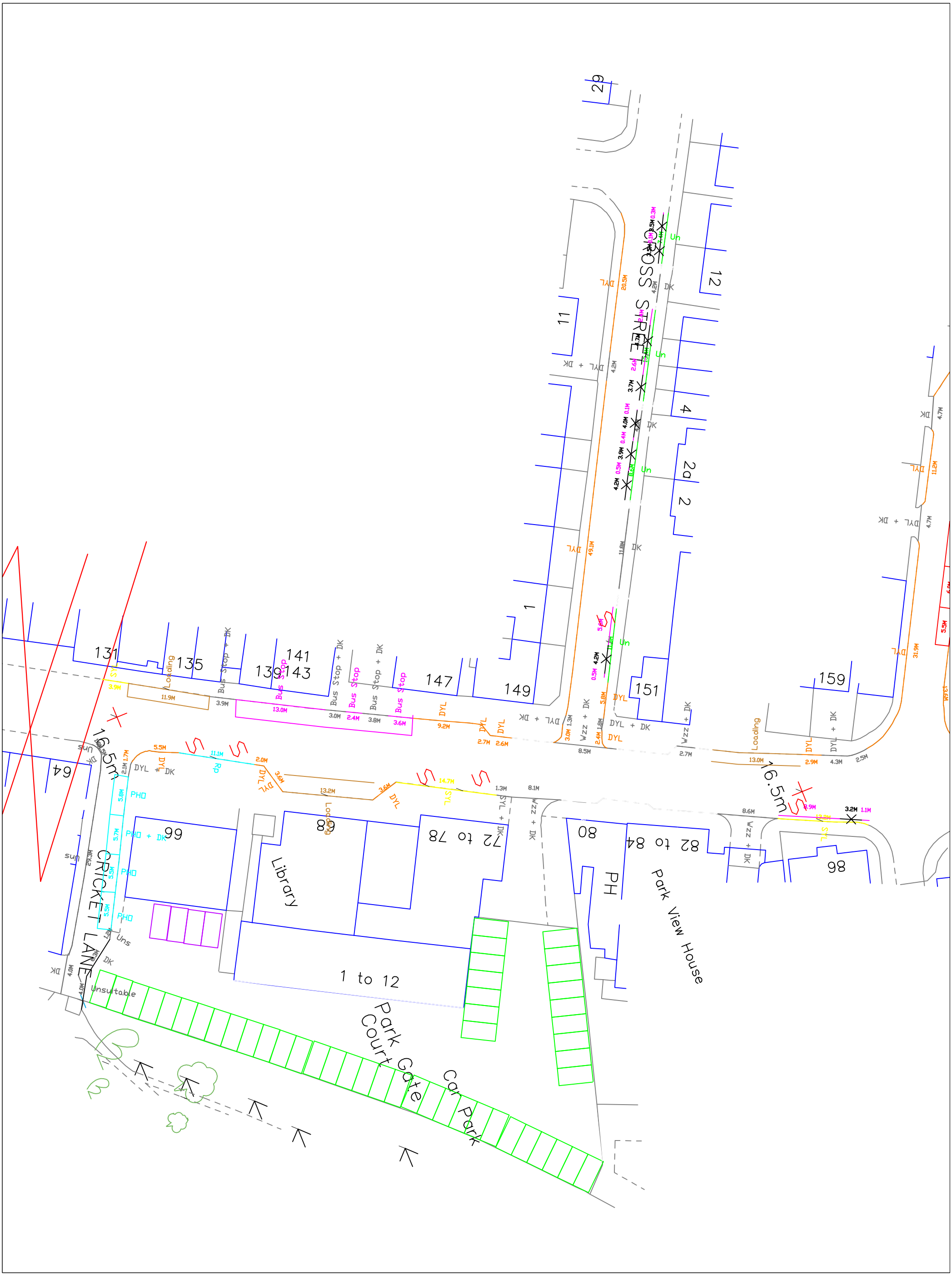

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Scale: 1:500@A3
Source: OS/PMA
Drawing No. P1514/TS/G1

N

P1514: 179-181 High Street, Hampton Hill
Figure G1.
Overnight 2 - Cross Street & High Street (section)

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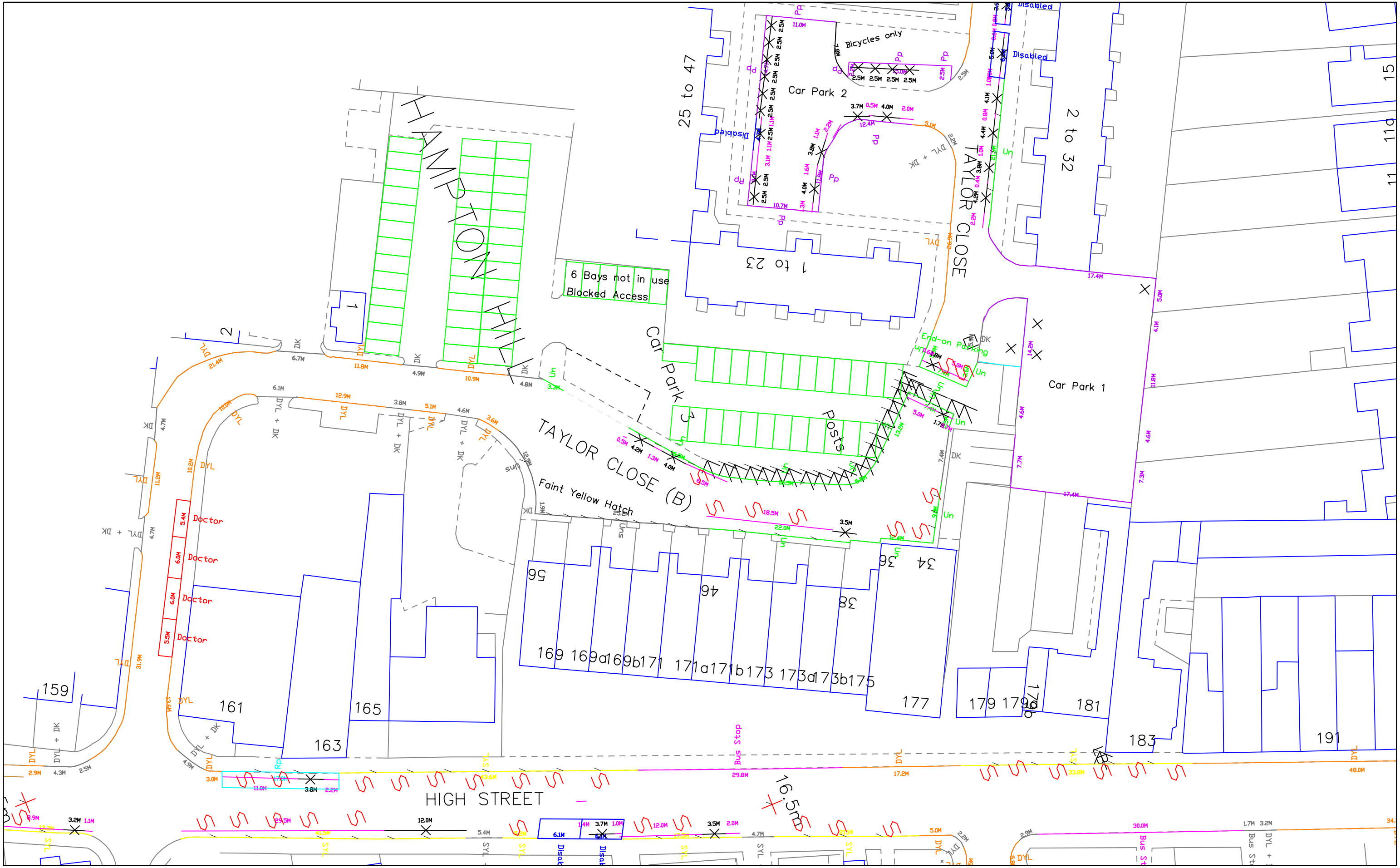

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Scale: 500@A3
Source: OS/PMA
Drawing No. P1514/TS/G2

N

P1514: 179-181 HIGH STREET, HAMPTON HILL, TW12 1NL

Figure G-2

Overnight Parking Survey Night 2 - High Street (section) & Taylor Close (section)

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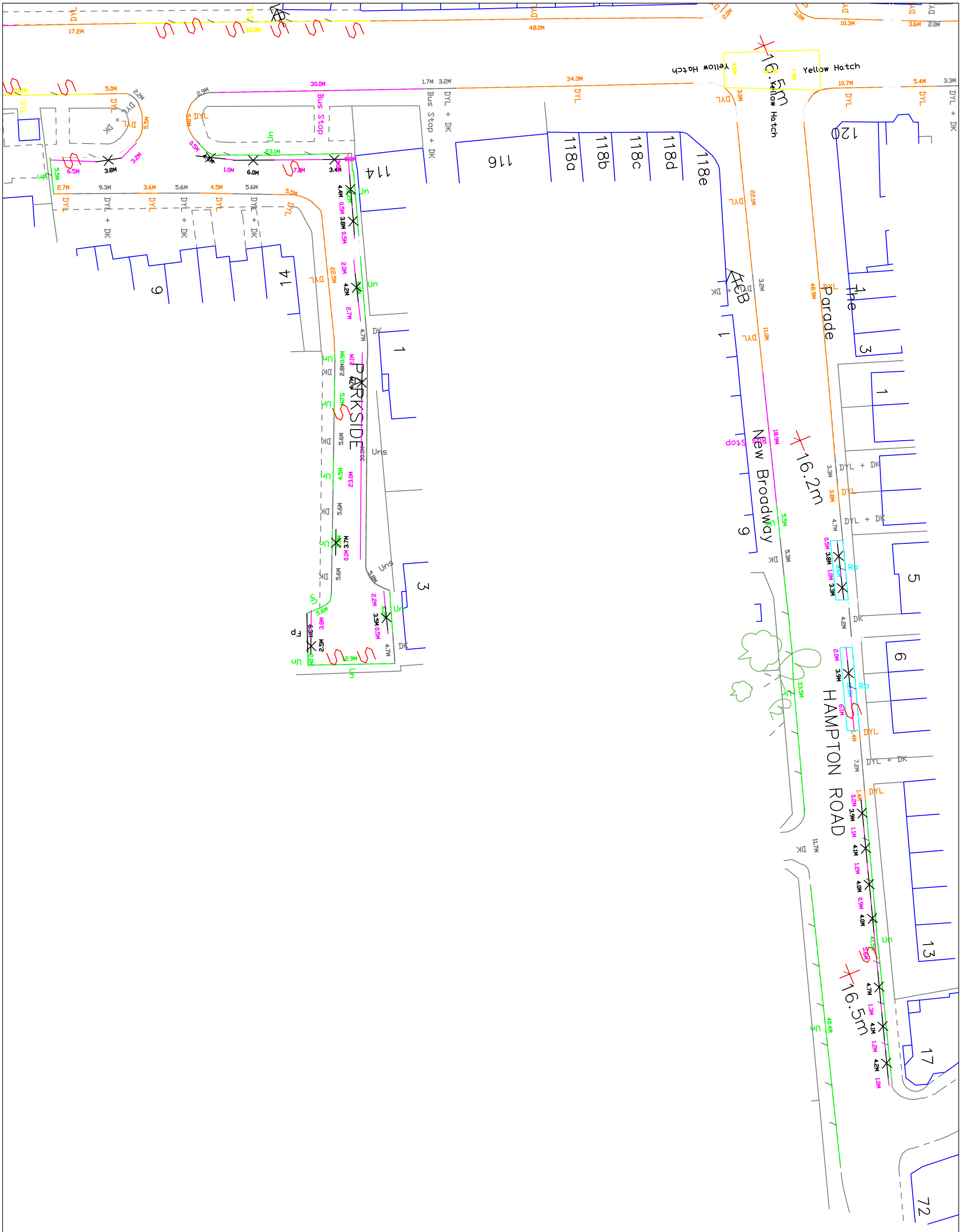
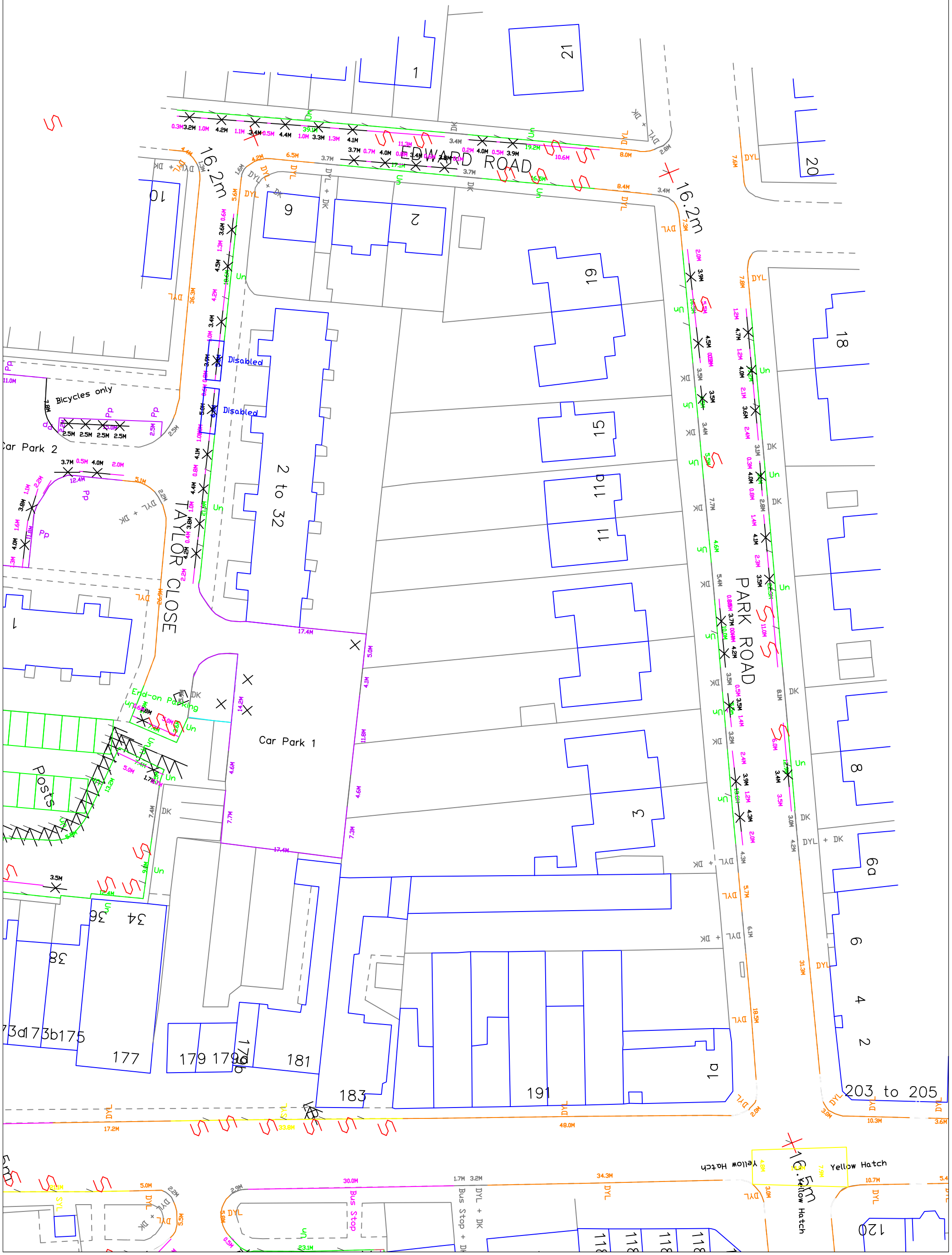


Date: 25-May-2016 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1514/TS/G3	N	P1514: 179-181 High Street, Hampton Hill Figure G3. Overnight 2 - High Street, Parkside & Hampton Road	PAUL MEW ASSOCIATES TRAFFIC CONSULTANTS The Mission Hall, Walkers Place, Putney, London SW15 1PP Tel: 0208 780 0426 Fax: 0208 780 0428 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 25-May-2016 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1514/TS/G4	N	P1514: 179-181 High Street, Hampton Hill Figure G4. Overnight 2 - Taylor Close, Edward Road, Park Road

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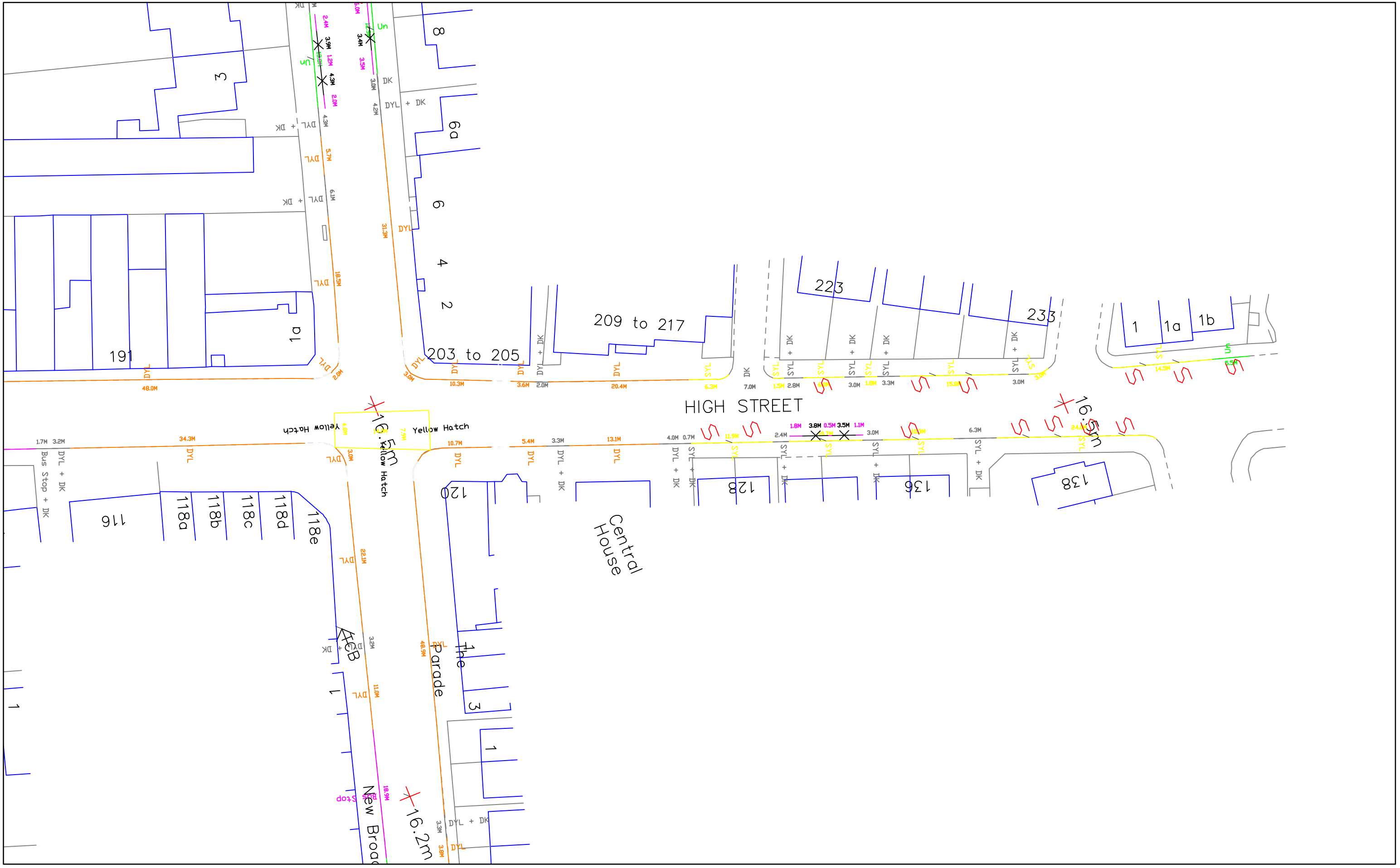

Date: 25-May-2016
Scale: 500@A3
Source: OS/PMA
Drawing No. P1514/TS/G5

N

P1514: 179-181 HIGH STREET, HAMPTON HILL, TW12 1NL

Figure G-5

Overnight Parking Survey Night 2 - High Street

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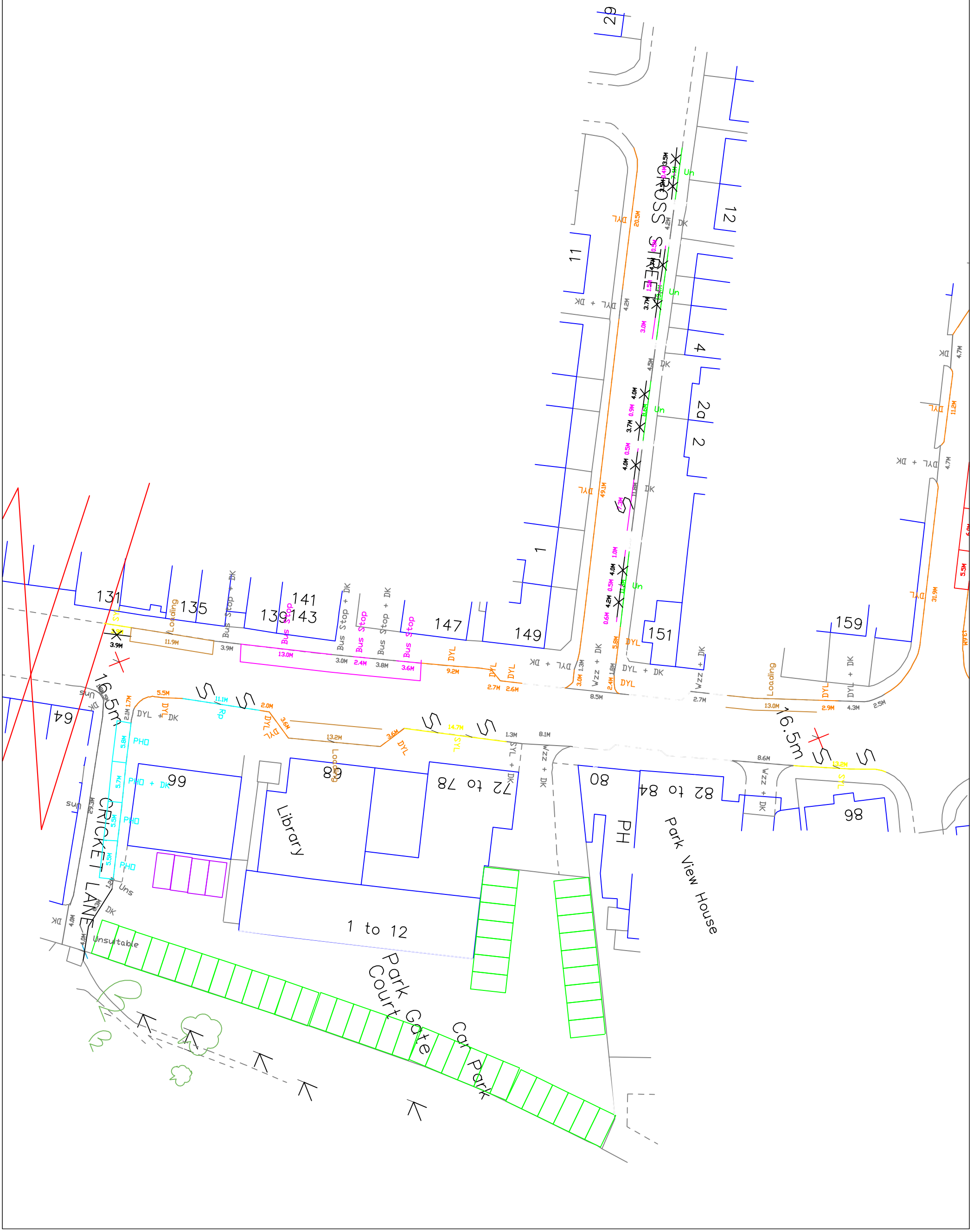

Date: 25-May-2016 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1514/TS/G1	N	P1514: 179-181 High Street, Hampton Hill Figure G1. Overnight 3 - Cross Street & High Street (section)

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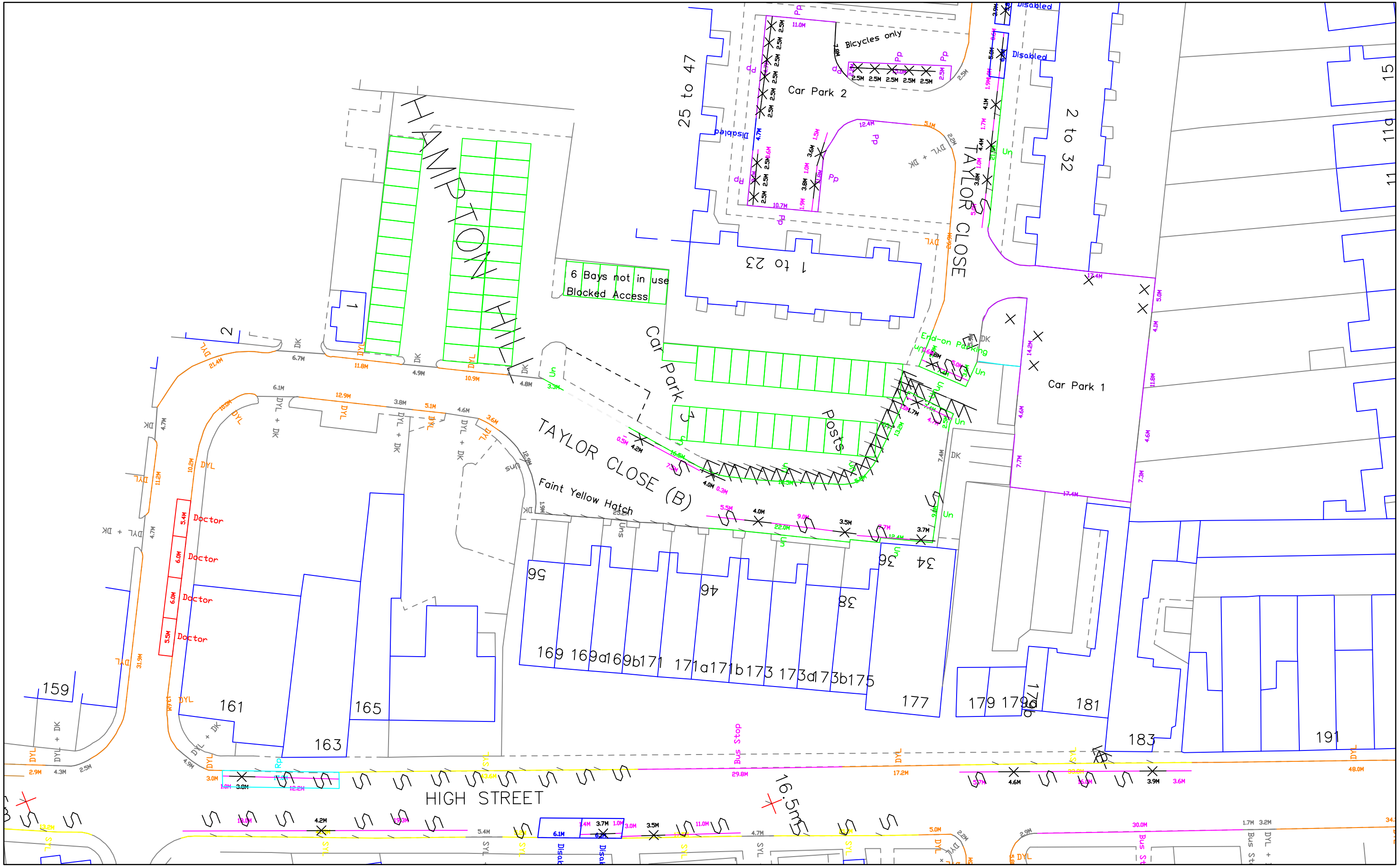

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Scale: 500@A3
Source: OS/PMA
Drawing No. P1514/TS/G2

N

P1514: 179-181 HIGH STREET, HAMPTON HILL, TW12 1NL

Figure G-2

Overnight Parking Survey Night 3 - High Street (section) & Taylor Close (section)

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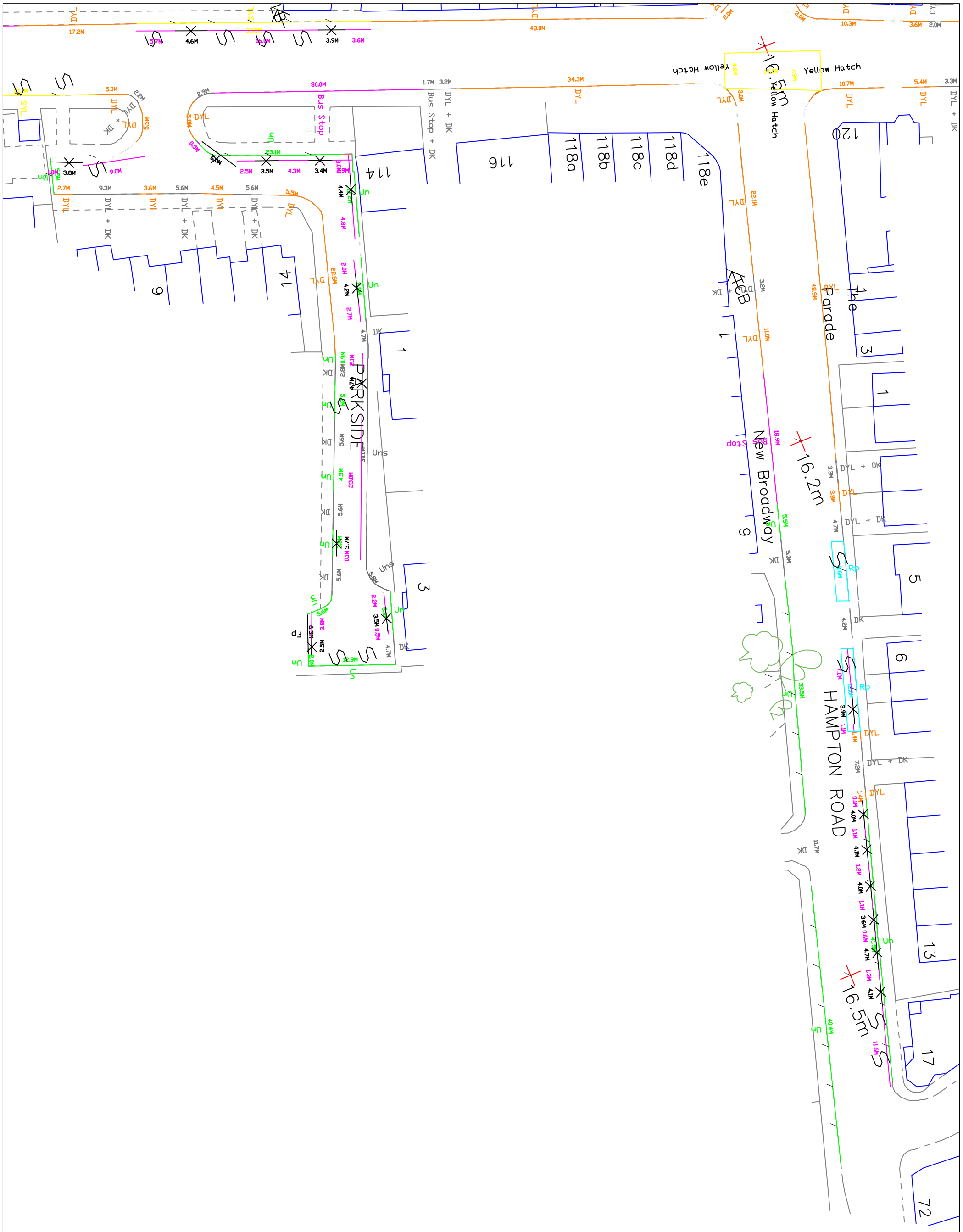

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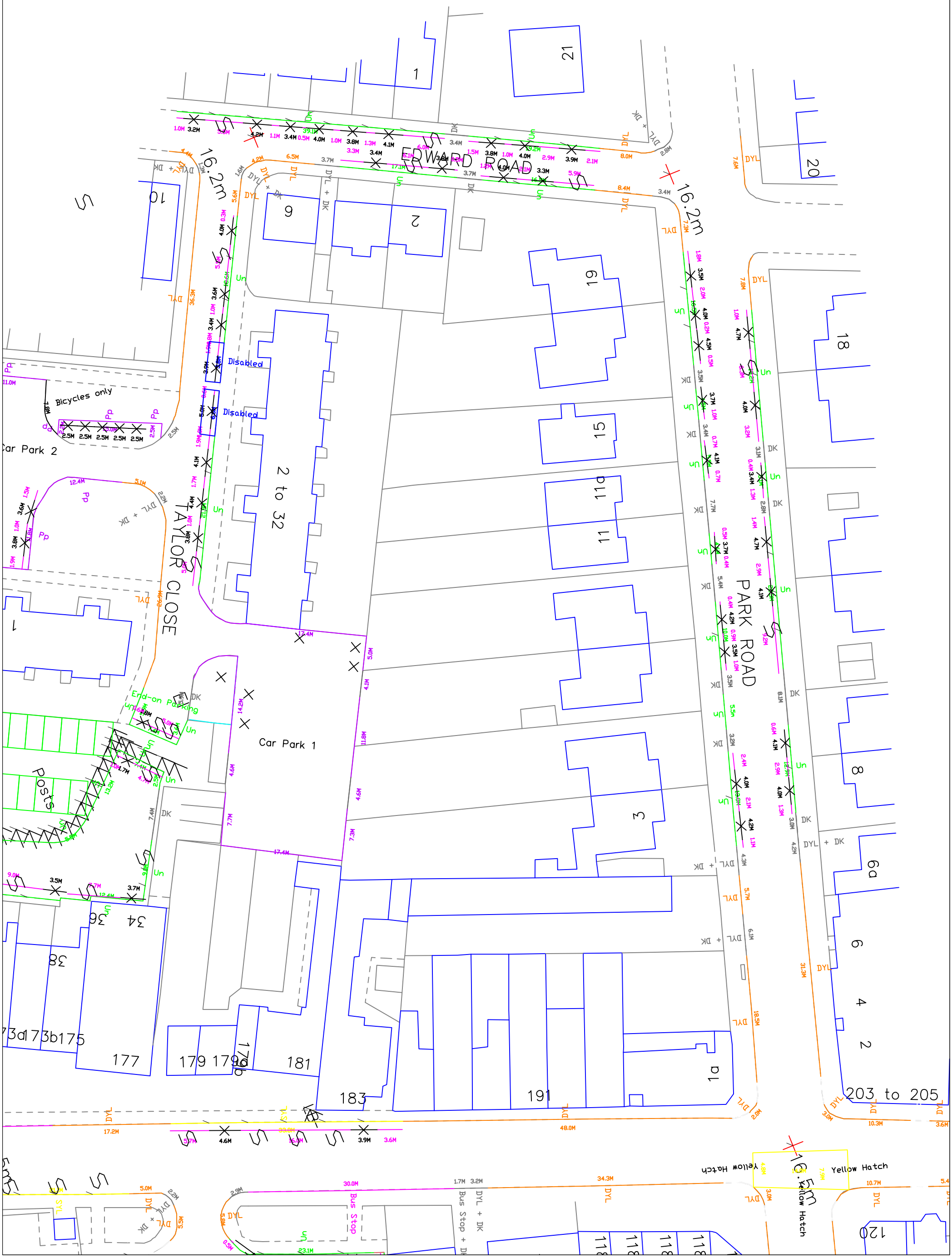

Date: 25-May-2016 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1514/TS/G4	N	P1514: 179-181 High Street, Hampton Hill Figure G4. Overnight 3 - Taylor Close, Edward Road, Park Road

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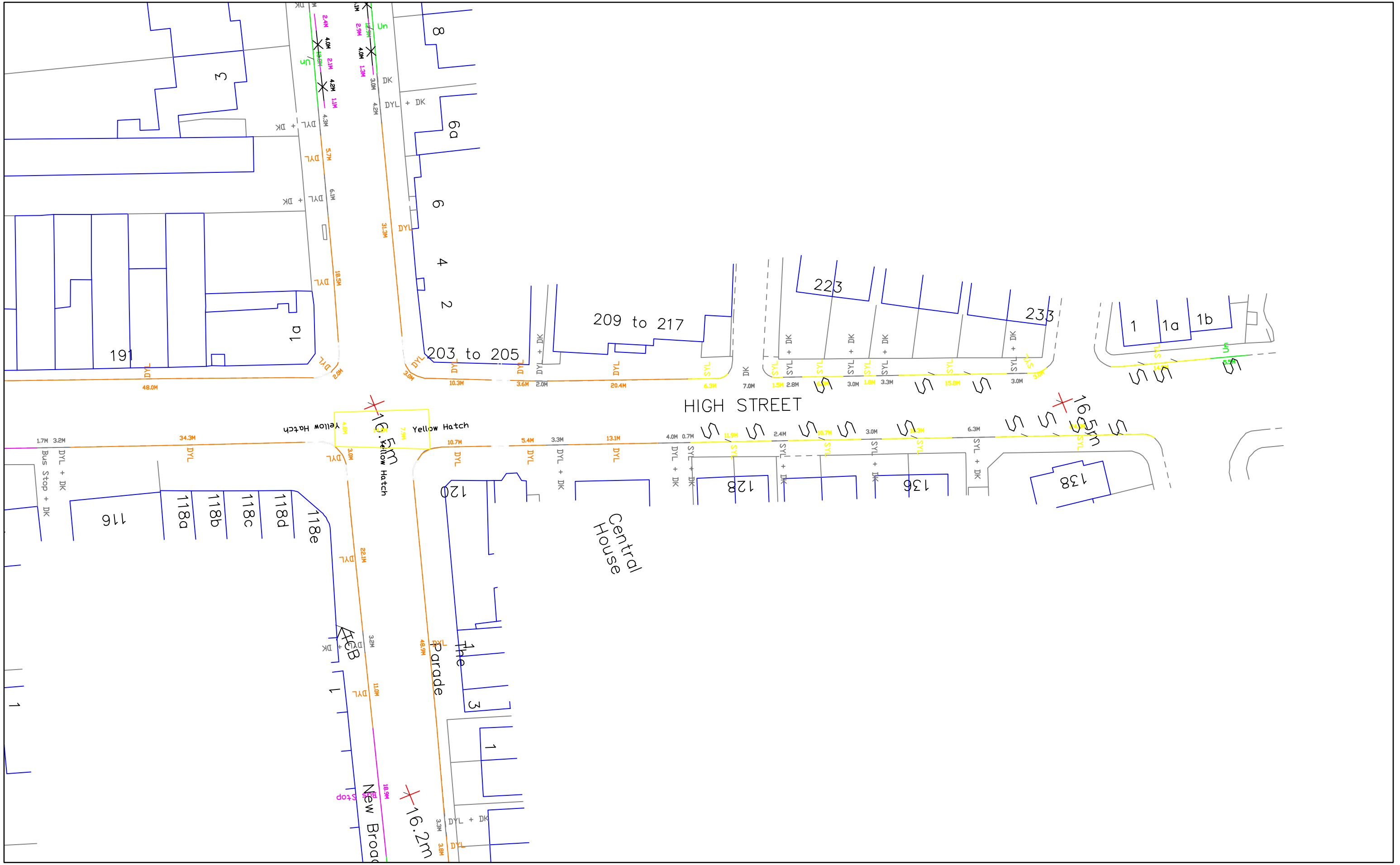

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Scale: 500@A3
Source: OS/PMA
Drawing No. P1514/TS/G5

N

P1514: 179-181 HIGH STREET, HAMPTON HILL, TW12 1NL

Figure G-5

Overnight Parking Survey Night 3 - High Street

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APPENDIX H
Daytime Parking Beats Survey Results (Tabulated)

P1514: 179-181 High Street, Hampton Hill, TW12

Beats Parking Survey

Unrestricted Kerb-Side Parking: 0700-1300 Beats Parking Survey																		
Time	0700			0800			0900			1000			1100			1200		
Road	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress
Cross Street	7	1	88%	8	0	100%	8	0	100%	8	0	100%	8	0	100%	8	0	100%
Edward Road	11	4	73%	11	4	73%	11	5	69%	12	4	75%	14	2	88%	15	1	94%
Hampton Road	5	2	71%	5	2	71%	5	2	71%	3	4	43%	3	4	43%	3	4	43%
High Street	0	1	0%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%
Park Road	14	6	70%	15	5	75%	15	5	75%	17	3	85%	16	4	80%	15	5	75%
Parkside	5	9	36%	9	5	64%	10	4	71%	11	3	79%	11	4	73%	11	3	79%
Taylor Close	6	4	60%	6	4	60%	6	4	60%	7	3	70%	7	3	70%	7	3	70%
Total	48	27	64%	55	20	73%	56	20	74%	59	17	78%	60	17	78%	60	16	79%

Source: PMA Survey

Unrestricted Kerb-Side Parking: 1300-1900 Beats Parking Survey																		
Time	1300			1400			1500			1600			1700			1800		
Road	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress
Cross Street	9	0	100%	7	1	88%	7	2	78%	7	1	88%	6	2	75%	6	2	75%
Edward Road	15	1	94%	15	1	94%	15	2	88%	17	0	100%	13	3	81%	14	2	88%
Hampton Road	4	3	57%	3	4	43%	4	3	57%	4	3	57%	4	3	57%	5	2	71%
High Street	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%
Park Road	15	5	75%	15	4	79%	15	4	79%	17	2	89%	17	3	85%	15	3	83%
Parkside	11	3	79%	11	4	73%	10	4	71%	11	4	73%	10	5	67%	10	5	67%
Taylor Close	7	3	70%	7	3	70%	8	3	73%	5	5	50%	6	4	60%	6	4	60%
Total	62	15	81%	59	17	78%	60	18	77%	62	15	81%	57	20	74%	57	18	76%

Source: PMA Survey

P1514: 179-181 High Street, Hampton Hill, TW12

Beats Parking Survey

Unrestricted Kerb-Side Parking: 0700-1300 Beats Parking Survey																		
Time	0700			0800			0900			1000			1100			1200		
Road	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress
High Street	4	30	12%	2	30	6%	7	26	21%	26	7	79%	23	10	70%	21	11	66%
Total	4	30	12%	2	30	6%	7	26	21%	26	7	79%	23	10	70%	21	11	66%

Notes: *Cars parked illegally on Double Yellow Lines are included in the totals

Source: PMA Survey

Unrestricted Kerb-Side Parking: 1300-1900 Beats Parking Survey																		
Time	1300			1400			1500			1600			1700			1800		
Road	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress
High Street	27	6	82%	27	5	84%	30	3	91%	24	9	73%	25	7	78%	26	6	81%
Total	27	6	82%	27	5	84%	30	3	91%	24	9	73%	25	7	78%	26	6	81%

Notes: *Cars parked illegally on Double Yellow Lines are included in the totals

Source: PMA Survey

P1514: 179-181 High Street, Hampton Hill, TW12

Beats Parking Survey

SYL & Restircted Parking: 0700-1300 Beats Parking Survey																		
Time	0700			0800			0900			1000			1100			1200		
Road	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress
Restricted Parking	2	6	25%	2	6	25%	2	6	25%	1	7	13%	0	8	0%	1	7	13%
Single Yellow Line	4	30	12%	2	30	6%	7	26	21%	26	7	79%	23	10	70%	21	11	66%

Notes: *Cars parked illegally on Double Yellow Lines are included in the totals

Source: PMA Survey

SYL & Restircted Parking: 1300-1900 Beats Parking Survey																		
Time	1300			1400			1500			1600			1700			1800		
Road	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress	X Cars Parked	S Free Spaces	% Stress
Restricted Parking	2	6	25%	2	6	25%	4	4	50%	1	7	13%	1	7	13%	2	6	25%
Single Yellow Line	27	6	82%	27	5	84%	30	3	91%	24	9	73%	25	7	78%	26	6	81%

Notes: *Cars parked illegally on Double Yellow Lines are included in the totals

Source: PMA Survey

APPENDIX I
Daytime Parking Beats Survey Results (Maps)

(Please see separate attachment for daytime survey maps)