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HIGHWAYS RESPONSE

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Project:	P1514: 179-181 High Street, Hampton Hill
Subject:	Paul Mew Associates Response to LB Richmond Highways & Transport Comments

This report has been prepared on behalf of the applicant, in response to Highways and Transport comments made regarding the application for redevelopment of no.s 179-181 High Street Hampton Hill (application ref: 16/2288/FUL).

For ease of reference, our numbering below relates directly to the numbers outlined in the Transport meeting notes forwarded onto us by the scheme architects (attached to email).

1. Overnight Parking Stress & Richmond Methodology

Overnight Parking Surveys

The Richmond Methodology requires an inventory map of the area indicating *"'X's as parked cars and 'S's as empty spaces exactly where they are parked on the night".* It goes on to state that *"This will give us a snapshot of exactly how cars are parked in that area, rather than a calculated assumption, which is often incorrect".*

We calculated our results following the procedures above as stipulated. To ensure further accuracy and to illustrate the actual parking patterns, the surveyors not only recorded cars parked with an 'X' and spaces with an 'S', but measured the actual length

of the spaces (at a minimum of 5.5m), and the length of the cars parked to present further accuracy in the results.
As recognised in the methodology, it is important to record the actual spaces in order to calculate *"the current on street stress of parked cars against a total available space on the night".* Measuring the exact length of the cars parked and spaces available is clearly the most accurate way of portraying this.

As the Highways Officer noted in the response, the Richmond methodology has recently been critiqued and tested, with their consultants now advising that the measurement of 5.0m should be used for a space as opposed to 5.5m. However, at the time of our report, we worked with the higher, less lenient figure of 5.5m, allowing for the occasional smaller bay where the bay is readily accessible (5.3m or above), which has previously been discussed with and accepted by Highways Officer's on previous Richmond surveys we have conducted and submitted.

Throughout the overnight surveys, we have recorded several instances where cars were feasibly parked in stretches of bays, within measurements of significantly less than 5.5m per car parked. One key example of this is a 10m stretch of bay on Park Road which comfortably fitted 2 vehicles on each night, with a total of between 2.1m and 2.3m of space between or at the end of the cars. Another instance was on Cross Street, where two cars were recorded to be parked feasibly on each night in a bay measured to be 8.6m, with a gap of between 0.6 and 0.9m between the vehicles. In the same way, all instances where spaces measured in excess of 5.5m were also recorded as they were seen on the night.

By calculating the exact amount of cars parked against the exact amount of free spaces 'on the night' in accordance with the methodology, there were deemed to be an average of 58 cars and 21 spaces, a 74% stress level based on the surveys. The premise of recording 'S's is to illustrate the actual parking spaces recorded, irrespective of whether this is positive or negative for the parking stress results. Measuring against the number in the parking inventory would be against the concept of the methodology and would not accurately reflect the numbers parked and spaces available.
If we are to exclude the 'S' on the High Street as in the Highways Officer's calculations, this would total 74.4%, up from 73.4%.

Potential Overspill

The 10-unit increase suggested in the Highways comments did not take into account the existing three dwellings on the current site, which form part of the extant unrestricted parking stress within the survey area. Taking this into account, the proposed increase by which to calculated potential overspill would be by 7 units.

The Highways Officer also calculated the results and projections based on the number of 5.0m spaces available in the survey inventory as opposed to 5.5m. We calculated an overall total of 76 potential spaces, up from 70, based upon this method.
The figures below indicate this calculation method based on the inventory which excludes available spaces, as opposed to the suggested practice of The Richmond Methodology. A 7-unit increase taking into account the extant parking stress would be as follows:

09/05/16:	62 cars parked, 76 bays = 82%
10/05/16:	66 cars parked, 76 bays = 87%
12/05/16:	67 cars parked, 76 bays = 88%

Taking the average of these figures, the parking stress is between 85% and 86%, which is below the widely accepted and recognised threshold stress level of 90%.

Furthermore, as indicated in the report, it is not expected that all residents will own a car given the immediate proximity to a range of shops and bus routes along the High Street.

2. Daytime Parking Stress

Whilst the parking results are high in the High Street car park at times during the day, it has still been demonstrated that there are plenty of free parking spaces in unrestricted parking areas throughout the day, in addition to Single Yellow Line and Restricted Parking opportunities along the High Street. The parking stress was within practical capacity throughout the day. Whilst a supermarket development would inevitably generate a level of vehicle trips, any increase must also be offset against the loss of the

four existing shops, which generate custom for several categories of customer, as opposed to one.

3. S106

   The applicant will agree to remove access to private resident car parks as part of condition.

4. Refuse/Recycling (condition)

   As indicated in section 6.5 of the Transport Statement, 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 passage running along the side of the site, whilst commercial waste will be brought from the rear service yard to the High Street. The applicant will agree to secure the procedure as a condition on any approved application.

5. Cycle storage (condition)

   16 Secure Cycle spaces for the C3 residential element are indicated in Appendix C of the report, whilst the applicant has suggested working alongside the Council to provide increased provision for the A1 use to the front of the site, which would also be a communal benefit for the high street.

   The applicant will agree to cycle parking as a condition of the development.

6. CMS (condition)

   The applicant will commission a construction management plan in accordance with regional and local requirements upon consent of the development.