
AWT RESTAURANTS

PROPOSED RESIDENTIAL DEVELOPMENT, 10B KEW GREEN, TW9 3BH

TN01 – PARKING SURVEY REPORT

19TH JULY 2019

1.0 Introduction

- 1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed in relation to a proposed residential development at 10B Kew Green in the London Borough of Richmond upon Thames.
- 1.2 The proposal site is currently occupied by the Kew Grill restaurant. The proposal is to implement a change of use of the A3 restaurant and for the conversion and extension of the upper floors of the existing building to provide five new dwellings, of which two will be 2-bedroom units and three will be 1-bedroom units. No parking provision is proposed.
- 1.3 Pre-application advice from the London Borough of Richmond upon Thames (LBRT), acting as the Local Highway Authority (LHA), sets out that:

"In this instance, the lack of onsite parking for the additional residential use does not raise an objection subject to points I-V above and if it can be demonstrated that the proposals would not result in an unacceptable increase in on-street car parking. It is evident that no parking is or can be provided within the application site. Whilst it is acknowledged that the existing use may generate parking pressure, this will only be during opening hours. Parking stress is generally measured overnight and the additional residential units would likely result in additional vehicles overnight, particularly given the absence of a CPZ in this area."

- 1.4 The LHA highlighted the following requirement to support any formal planning application:

"On-street parking survey conducted to the approved Richmond methodology, which has been scoped with Local Authority transport planning officers prior to submission."

- 1.5 This Technical Note (TN) has been prepared to assess the potential parking demand of the proposed development and to measure the likely demand against the capacity of local on-street parking options.

2.0 Parking Demand

- 2.1 In order to quantify the potential parking demand of the proposed development, Census data serves as a useful indicator of the prevailing local car-ownership levels and the associated demand for parking.
- 2.2 The 2011 Census data for car ownership (contained in Census Table CT0103) shows by ward the average car ownership by number of rooms and building type.
- 2.3 Note that this dataset relates to the number of rooms in a household, as opposed to the number of bedrooms.
- 2.4 The Census definition of a room does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms, studies and conservatories are counted.
- 2.5 The proposed development comprises two 2-bedroom flats and three 1-bedroom flats, all of which equate to the Census category of "1-3-room units".
- 2.6 Census car-ownership data for the ward of Richmond upon Thames is as shown at Table 1, along with the equivalent car ownership numbers for the proposed five flats.

Table 1 – Car Ownership in Richmond upon Thames

	Number of Cars Owned				
	0	1	2	3+	Total
Flats, Maisonettes or Apartments - 1-3 rooms					
No. dwellings	7,102	5,874	693	77	13,746
Proportion of total	0.52	0.43	0.05	0.01	1.00
Projection for proposed 5 flats	3	2	0	0	5

- 2.7 Table 1 shows the following:
- Residents of three of the five flats are not expected to own a car.
 - Residents of two of the five units are predicted to own one car (parking demand for 2 cars).
 - None of the flats are predicted to own more than one car.
- 2.8 Based on the prevailing local Census data for car ownership in similar types of dwelling to the proposed flats, the proposed development is expected to result in demand for two car parking spaces.

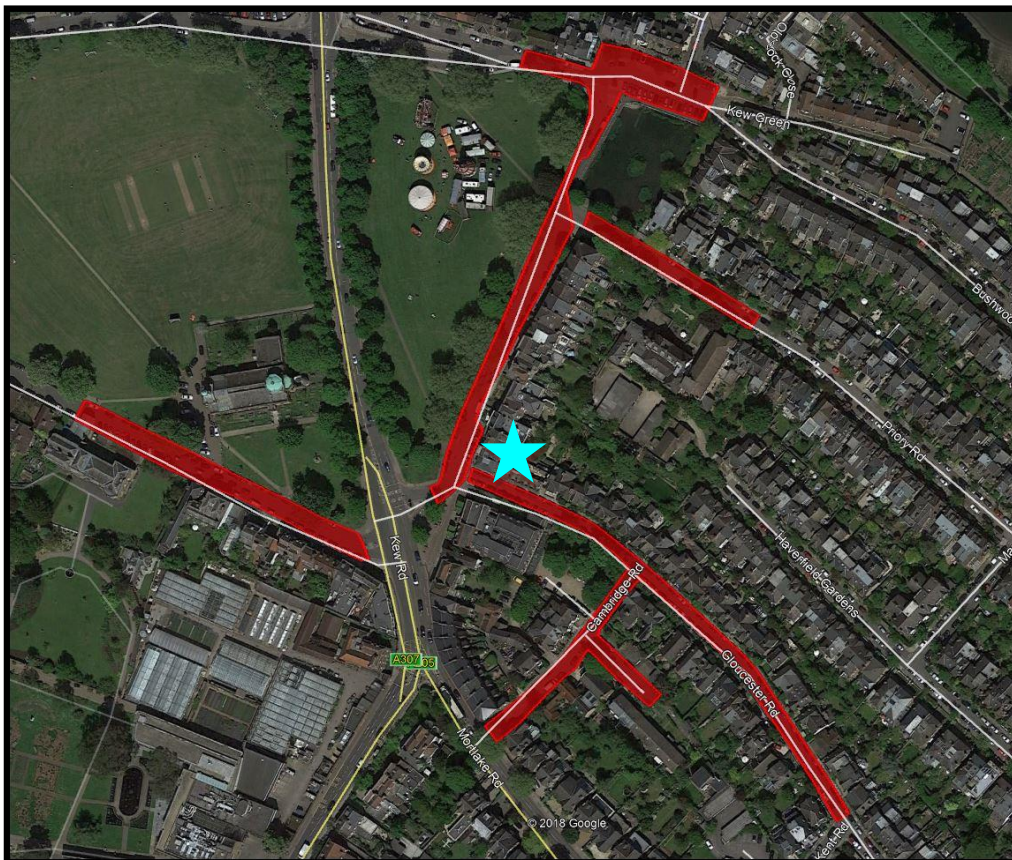
3.0 Existing On-Street Parking Availability

- 3.1 LBRT transport planning officers have not responded to Connect Consultants' attempts to scope the details of the parking survey, however, a survey has been undertaken to quantify the level of available parking capacity within the vicinity of the proposal site.
- 3.2 The survey of the local road network was undertaken on Tuesday 9th July 2019 and Wednesday 10th July 2019 in accordance with the Richmond methodology of parking surveys.
- 3.3 The Richmond methodology requires that parking surveys cover an area within 200m walking distance (approximately two-minute walk) around a site, and that the surveys should be undertaken during the expected period of greatest residential parking demand; at night between the hours of 00:30 – 05:30 on two separate weekday nights (i.e. between Monday and Thursday).
- 3.4 In accordance with the required methodology, the parking surveys were recorded between 03:00 and 04:00 on two weekday nights to capture the maximum residential (overnight) demand. The surveys recorded the number of parked vehicles and reported them as a percentage of the number of available parking spaces, to give the 'parking stress' for each survey road.
- 3.5 The Richmond methodology indicates that a parking stress of 90% is the level at which capacity is close to being reached. The number of available parking spaces has been determined by measuring the length of on-street parking in between areas of parking restrictions (e.g. crossovers, traffic islands, double yellows etc.) and dividing the lengths by either 5.5m (representing one 'Lengthwise Space') or 2.5m (representing 'Marked / Crosswise Bays').
- 3.6 The surveys also recorded the types of parking restrictions present on each surveyed road.
- 3.7 All roads with on-street parking within c.200m walk distance of the proposal site have been surveyed.
- 3.8 Figure 1 shows a plan of the surveyed roads highlighted in red, the names of which are listed below.
 - 1) Kew Green
 - 2) Gloucester Road
 - 3) Cambridge Road
 - 4) Hanover Close
 - 5) Priory Road
- 3.9 Details of the parking survey are provided at Appendix 1, including the site location and extent of the survey area, as well as all parking and waiting restrictions in the study area.

3.10 The following restrictions were recorded within the survey area:

- Red Route (No Stopping Mon-Sat 7am-7pm Except Loading Max 20 Min/Disabled Permits Max 3 Hours).
- Resident Permit Holders (KC) Mon-Sun 10am-4:30pm including Bank Holidays.
- 7.5 metres from junction.
- Double Yellow.
- Double Red.
- Single Yellow.
- Crossover.
- Crossing.
- Car Club.

Figure 1 – Parking Beat Survey Locations



N.B. the proposal site is denoted by a blue star.

Table 2 below shows the results of the parking beat survey for the Tuesday 9th July 2019 and Wednesday 10th July 2019 study periods.

Table 2 – On-Street Parking Survey Results

Street Name	No. of Spaces	Tues 9th July 2019		Wed 10th July 2019	
		No. of Cars Parked	Parking Stress	No. of Cars Parked	Parking Stress
Unrestricted					
Kew Green (East Side)	37	26	70%	27	73%
Gloucester Road	75	51	68%	54	72%
Cambridge Road	16	14	88%	15	94%
Hanover Close	9	10	>100%	8	89%
Priory Road	20	15	75%	16	80%
Total	157	116	74%	120	76%
Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays					
Kew Green (East Side)	48	42	88%	43	90%
Kew Green (West Side)	36	17	47%	19	53%
Total	84	59	70%	62	74%
Single Yellow					
Kew Green (East Side)	2	0	0%	0	0%
Red Route (No Stopping Mon-Sat 7am-7pm Except Loading Max 20 Min/Disabled Permits Max 3 Hours)					
Cambridge Road	1	1	100%	0	0%
Kew Green (West Side)	3	0	0%	0	0%
Total	4	1	25%	0	0%

- 3.11 The results of the parking beat survey show that there is spare unrestricted parking capacity on all of the surveyed roads on both survey days, except for Hanover Close which was fully occupied during the Tuesday period. Cambridge Road was recorded at over 90% during the Wednesday survey.
- 3.12 Gloucester Road, adjacent to the site, provides unrestricted parking and was recorded to have 24 available overnight spaces during the Tuesday survey and 21 available overnight spaces during the Wednesday survey.
- 3.13 A large section of Kew Green (East Side), opposite the west side of the site, provides unrestricted parking and was recorded to have 11 available overnight spaces during the Tuesday survey and 10 available overnight spaces during the Wednesday survey.
- 3.14 Overall, the on-street parking capacity will be able to accommodate the expected parking demand of the proposed development, even if the future occupiers own more cars than the prevailing Census data suggests.

4.0 Conclusions

- 4.1 Based on the prevailing local Census data for car ownership in similar types of dwelling to the proposed five flats, the proposed development is expected to result in demand for two car parking spaces.
- 4.2 A parking survey undertaken on Tuesday 9th July 2019 and Wednesday 10th July, covering roads within a 200m walk distance of the site, demonstrates that the existing on-street parking capacity will be able to accommodate the expected parking demand of the proposed development, even if the future occupiers own more cars than the prevailing Census data suggests.

APPENDIX 1 – PARKING SURVEY REPORT

PARKING BEAT SURVEY

KEW GRILL RESTAURANT, 10B KEW GREEN, TW9 3BH



TUESDAY 9 JULY 2019

WEDNESDAY 10 JULY 2019

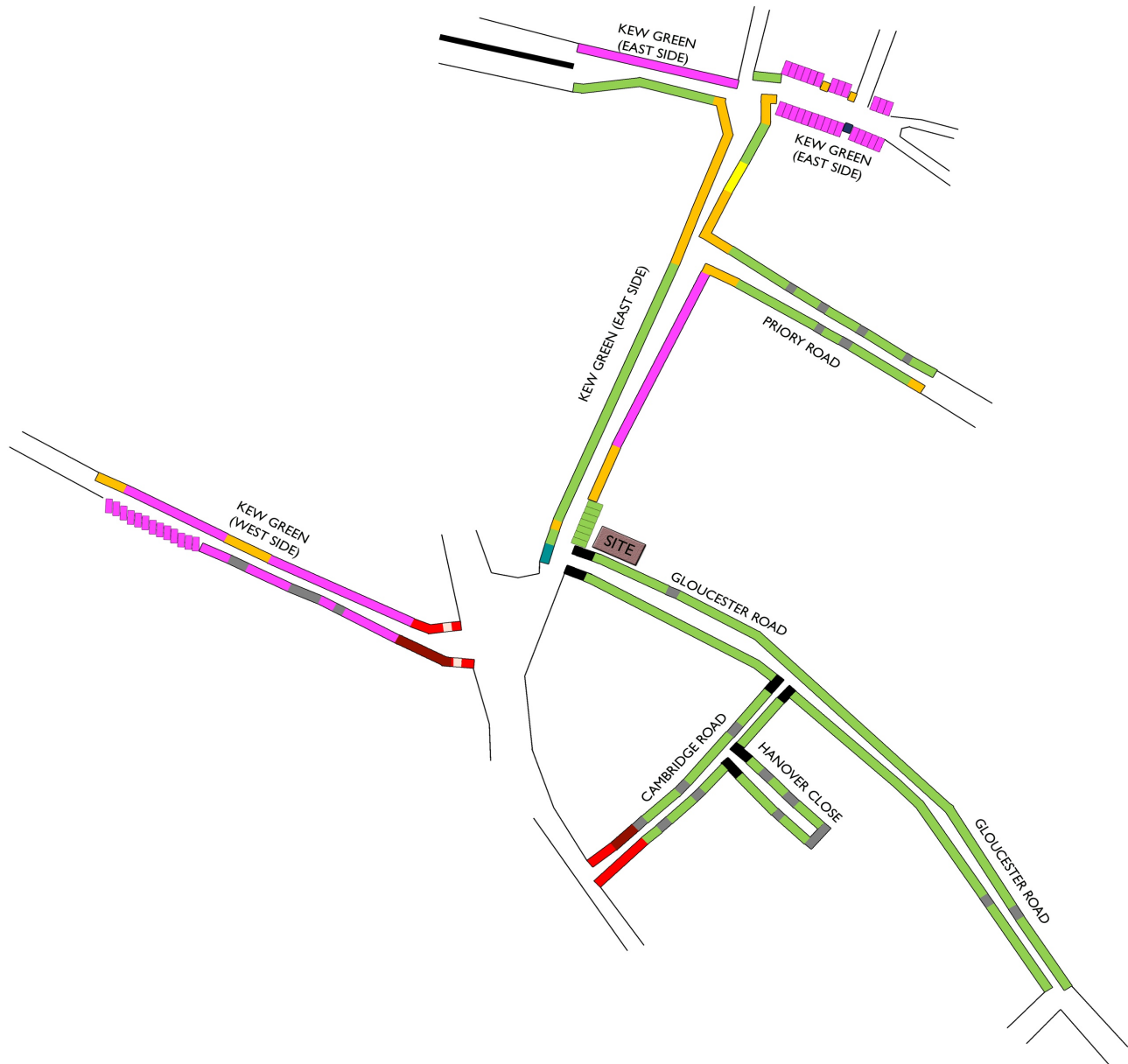


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SURVEY DETAILS	
Survey Type	PARKING BEAT SURVEY
Methodology Guidance	London Borough of Richmond
Site	KEW GRILL RESTAURANT, 10B KEW GREEN, TW9 3BH
Date/s	TUESDAY 9 JULY 2019 WEDNESDAY 10 JULY 2019
Time/s	03:00
Beat Frequency	SNAPSHOT
Unit for 1 Unmarked Lengthwise Space (m)	5.5
Unit for 1 Unmarked Crosswise Space (m)	2.5
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity calculation	<p>First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.</p>
Parking excluded from stress calculation	<p>Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).</p>
Terminology	<p>"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)</p>

SITE PLAN

KEW GRILL RESTAURANT, 10B KEW GREEN, TW9 3BH
PARKING BEAT STREET INVENTORY MAP



Unrestricted	Double Yellow
Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	Crossing
Single Yellow	Crossover
Red Route (No Stopping Mon-Sat 7am-7pm Except Loading Max 20 Min/Disabled Permits Max 3 Hours)	7.5 Meters From Junction
Car Club	Double Red
Build Out	



DATE DRAWN: 08.07.2019
CREATED BY: SONIA BEDREGAL

PARKING STRESS TABLES

Restriction 1					Unrestricted					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 9 JULY 2019			WEDNESDAY 10 JULY 2019		
					03:00			03:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Kew Green (East Side)	165	30	7	37	26	11	70%	27	10	73%
Gloucester Road	413	75	0	75	51	24	68%	54	21	72%
Cambridge Road	88	16	0	16	14	2	88%	15	1	94%
Hanover Close	50	9	0	9	10	0	111%	8	1	89%
Priory Road	110	20	0	20	15	5	75%	16	4	80%
Total	825	150	7	157	116	42	74%	120	37	76%

Restriction 2					Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 9 JULY 2019			WEDNESDAY 10 JULY 2019		
					03:00			03:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Kew Green (East Side)	116	21	27	48	42	6	88%	43	5	90%
Kew Green (West Side)	121	22	14	36	17	19	47%	19	17	53%
Total	237	43	41	84	59	25	70%	62	22	74%

Restriction 3					Single Yellow					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 9 JULY 2019			WEDNESDAY 10 JULY 2019		
					03:00			03:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Kew Green (East Side)	11	2	0	2	0	2	0%	0	2	0%
Total	11	2	0	2	0	2	0%	0	2	0%

Restriction 4					Red Route (No Stopping Mon-Sat 7am-7pm Except Loading Max 20 Min/Disabled Permits Max 3 Hours)					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 9 JULY 2019			WEDNESDAY 10 JULY 2019		
					03:00			03:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Cambridge Road	6	1	0	1	1	0	100%	0	1	0%
Kew Green (West Side)	17	3	0	3	0	3	0%	0	3	0%
Total	22	4	0	4	1	3	25%	0	4	0%

Illegal/Obstructive Parking								
Location	Description		TUESDAY 9 JULY 2019			WEDNESDAY 10 JULY 2019		
			03:00			03:00		
			Occupied			Occupied		
Priory Road	Double Yellow		1			0		
Kew Green (West Side)	Crossover		1			0		
Gloucester Road	Crossover		1			0		
Cambridge Road	Crossover		0			1		
Total			3			1		

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Spaces or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Kew Green (East Side)	N E-W	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	8.4	CW	3		3
Kew Green (East Side)	N E-W	Junction	10.5			5.5	1
Kew Green (East Side)	N E-W	Double Yellow	1.4			0	0
Kew Green (East Side)	N E-W	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	7	CW	3		3
Kew Green (East Side)	N E-W	Double Yellow	2.1			0	0
Kew Green (East Side)	N E-W	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	14	CW	6		6
Kew Green (East Side)	N E-W	Unrestricted	9.8			5.5	1
Kew Green (East Side)	N E-W	Junction	6.3			5.5	1
Kew Green (East Side)	N E-W	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	54.6			49.5	9
Kew Green (East Side)	S W-E	Unrestricted	46.2			44	8
Kew Green (East Side)	S W-E	Double Yellow	4.2			0	0
Kew Green (East Side)	S W-E	Junction	14			11	2
Kew Green (East Side)	S W-E	Double Yellow	4.9			0	0
Kew Green (East Side)	S W-E	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	24.5	CW	10		10
Kew Green (East Side)	S W-E	Build Out	1.4			0	0
Kew Green (East Side)	S W-E	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	14	CW	5		5
Kew Green (East Side)	E N-S	Double Yellow	11.2			11	2
Kew Green (East Side)	E N-S	Unrestricted	14			11	2
Kew Green (East Side)	E N-S	Single Yellow	11.2			11	2
Kew Green (East Side)	E N-S	Double Yellow	18.2			16.5	3
Kew Green (East Side)	E N-S	Junction	12.6			11	2
Kew Green (East Side)	E N-S	Double Yellow	4.2			0	0
Kew Green (East Side)	E N-S	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	69.3			66	12
Kew Green (East Side)	E N-S	Double Yellow	21			16.5	3
Kew Green (East Side)	E N-S	Unrestricted	19.6	CW	7		7
Kew Green (East Side)	W S-N	Car Club	7	LW	1		1
Kew Green (East Side)	W S-N	Unrestricted	5.6			5.5	1
Kew Green (East Side)	W S-N	Double Yellow	3.6			0	0
Kew Green (East Side)	W S-N	Unrestricted	102.2			99	18
Kew Green (East Side)	W S-N	Double Yellow	65.1			60.5	11
Gloucester Road	N W-E	7.5 Meters From Junction	7.5			5.5	1
Gloucester Road	N W-E	Unrestricted	25.9			22	4
Gloucester Road	N W-E	Crossover	4.2			0	0
Gloucester Road	N W-E	Unrestricted	161			159.5	29
Gloucester Road	N W-E	Crossover	4.9			0	0
Gloucester Road	N W-E	Unrestricted	28.7			27.5	5
Gloucester Road	S E-W	Unrestricted	34.3			33	6
Gloucester Road	S E-W	Crossover	4.2			0	0
Gloucester Road	S E-W	Unrestricted	100			99	18
Gloucester Road	S E-W	Junction	7			5.5	1
Gloucester Road	S E-W	Unrestricted	74.2			71.5	13
Gloucester Road	S E-W	7.5 Meters From Junction	7.5			5.5	1
Cambridge Road	E N-S	7.5 Meters From Junction	7.5			5.5	1
Cambridge Road	E N-S	Unrestricted	21			16.5	3
Cambridge Road	E N-S	Junction	7			5.5	1
Cambridge Road	E N-S	Unrestricted	11.2			11	2
Cambridge Road	E N-S	Crossover	4.4			0	0
Cambridge Road	E N-S	Unrestricted	11.2			11	2
Cambridge Road	E N-S	Crossover	4.9			0	0
Cambridge Road	E N-S	Unrestricted	6.3			5.5	1
Cambridge Road	E N-S	Double Red	22.4			22	4
Cambridge Road	W S-N	Double Red	9.1			5.5	1
Cambridge Road	W S-N	Red Route (No Stopping Mon-Sat 7am-7pm Except Loading Max 20 Min/Disabled Permits Max 3 Hours)	10			5.5	1
Cambridge Road	W S-N	Crossover	4.5			0	0
Cambridge Road	W S-N	Unrestricted	14.7			11	2
Cambridge Road	W S-N	Crossover	4.8			0	0
Cambridge Road	W S-N	Unrestricted	22.1			22	4
Cambridge Road	W S-N	Crossover	5.6			5.5	1

Cambridge Road	W S-N	Unrestricted	14.7			11	2
Cambridge Road	W S-N	7.5 Meters From Junction	7.5			5.5	1
Hanover Close	N W-E	7.5 Meters From Junction	7.5			5.5	1
Hanover Close	N W-E	Unrestricted	5.6			5.5	1
Hanover Close	N W-E	Crossover	4.9			0	0
Hanover Close	N W-E	Unrestricted	7			5.5	1
Hanover Close	N W-E	Crossover	5.6			5.5	1
Hanover Close	N W-E	Unrestricted	11.2			11	2
Hanover Close	S E-W	Unrestricted	11.2			11	2
Hanover Close	S E-W	Crossover	2.8			0	0
Hanover Close	S E-W	Unrestricted	17.5			16.5	3
Hanover Close	S E-W	7.5 Meters From Junction	7.5			5.5	1
Priory Road	N W-E	Double Yellow	11.9			11	2
Priory Road	N W-E	Unrestricted	23.1			22	4
Priory Road	N W-E	Crossover	3.5			0	0
Priory Road	N W-E	Unrestricted	9.8			5.5	1
Priory Road	N W-E	Crossover	3.5			0	0
Priory Road	N W-E	Unrestricted	11.9			11	2
Priory Road	N W-E	Crossover	3.5			0	0
Priory Road	N W-E	Unrestricted	15			11	2
Priory Road	N W-E	Crossover	2.8			0	0
Priory Road	N W-E	Unrestricted	8.4			5.5	1
Priory Road	S E-W	Double Yellow	4.9			0	0
Priory Road	S E-W	Unrestricted	23.8			22	4
Priory Road	S E-W	Crossover	4.2			0	0
Priory Road	S E-W	Unrestricted	7			5.5	1
Priory Road	S E-W	Crossover	2.8			0	0
Priory Road	S E-W	Unrestricted	28.7			27.5	5
Priory Road	S E-W	Double Yellow	10.5			5.5	1
Kew Green (West Side)	N E-W	Double Red	2.1			0	0
Kew Green (West Side)	N E-W	Crossing	2.8			0	0
Kew Green (West Side)	N E-W	Double Red	12.6			11	2
Kew Green (West Side)	N E-W	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	54.6			49.5	9
Kew Green (West Side)	N E-W	Double Yellow	16.1			11	2
Kew Green (West Side)	N E-W	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	37.1			33	6
Kew Green (West Side)	N E-W	Double Yellow	9.8			5.5	1
Kew Green (West Side)	S W-E	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	34.3	CW	13		13
Kew Green (West Side)	S W-E	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	11.2			11	2
Kew Green (West Side)	S W-E	Crossover	6.7			5.5	1
Kew Green (West Side)	S W-E	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	14.7			11	2
Kew Green (West Side)	S W-E	Crossover	11.5			11	2
Kew Green (West Side)	S W-E	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	5.6	LW	1		1
Kew Green (West Side)	S W-E	Crossover	3.7			0	0
Kew Green (West Side)	S W-E	Resident Permit Holders (KC) Mon-Sun 10am-4:30pm Including Bank Holidays	21.7			16.5	3
Kew Green (West Side)	S W-E	Red Route (No Stopping Mon-Sat /am-/pm Except Loading Max 20 Min/Disabled Permits Max 3 Hours	19.6			16.5	3
Kew Green (West Side)	S W-E	Double Red	0.7			0	0
Kew Green (West Side)	S W-E	Crossing	4.2			0	0
Kew Green (West Side)	S W-E	Double Red	4.9			0	0