

## Technical Note 1: Parking Technical Note



Project: Land adjacent to South Worple Way, East Sheen  
Prepared by: Ellie Upton  
Approved by: Phil de Jongh  
Date: 28/05/2019

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### 1.0 Introduction

- 1.1 This Technical Note (TN) has been prepared on behalf of Robinson Escott Planning to accompany a planning application for a proposed development at land to the north of South Worple Way, East Sheen (herein referred to as 'the site'). The site is located within the administrative boundary of the London Borough of Richmond-upon-Thames (LBRuT).
- 1.2 Presently the site comprises 45 garages, of which 15 are currently used for car parking and the remaining 30 garages are either used for storage or vacant. The proposals seek planning permission to create six 3-bedroom houses, each provided with one car parking space. Additionally, 15 garages will be retained to the west of the site. The Architect's site layout plan is attached at [Appendix A](#).
- 1.3 The site is located within a highly accessible location, with regular train services from Mortlake railway station located 150 metres west of the site. Additionally, bus stops are located along Sheen Lane approximately 300 metres south of the site. The site also benefits from close proximity to a number of local amenities along Sheen Lane, west of the site.
- 1.4 This TN identifies the on-street parking demand and associated development related traffic, concluding whether there is scope to accommodate any potential overspill parking demand arising from the proposals on-street.

### 2.0 Development Related Parking

- 2.1 To provide an indication of the likely car availability associated with the proposed houses, a review of census data for the category 'Accommodation Type by Car or Van Availability' has been investigated for the resident population of the output area within which the site is located (2011 output).
- 2.2 Since the development proposes houses, a comparison can be made with other housing developments within this output area. Table 2.1 summarises the car and van availability for housing developments within the East Sheen ward.

Number of Cars/Vans	Level of Car/Van Ownership for Housing Developments
No Cars/Vans	11%
1 Car/Van	53%
2+ Cars/Vans	36%
<b>TOTAL</b>	<b>100%</b>

Table 2.1: Level of Car/Van Availability - Housing Developments (East Sheen ward)

- 2.3 Based on the above, the proposed houses would result in one unit without a vehicle, three units with one vehicle and two units with two vehicles. As the houses are provided with one parking space per unit, the development may result in two vehicles requiring on-street parking. Two additional vehicles are considered immaterial and not likely to cause any real change in on-street parking demand.
- 2.4 The loss of 30 garages will not result in any additional vehicles parking on-street, as the 15 garages which are currently used for car parking will be retained as part of the development.
- 2.5 Despite the above, at the request of LBRuT a parking beat survey of the surrounding road network has been undertaken, which is set out in the following section.

### 3.0 On-Street Parking

3.1 The existing on-street parking levels, or “parking stress”, surrounding the development site has been assessed by means of a manual survey in accordance with the ‘Lambeth Council Parking Survey Guidance Note’ (Lambeth Council, 2009).

3.2 Lambeth Council’s parking survey methodology is broadly accepted across Greater London and involve overnight parking observation beat(s) between the hours of 00:30 and 05:30 hours, across two separate weeknights. This is intended to capture the maximum residential parking demand within a 200-metre radius of the identified site.

3.3 The local parking network is considered to be ‘stressed’ when on-street occupancy exceeds the 85% capacity.

#### Survey Design

3.4 In accordance with the above guidance, parking surveys were undertaken on Tuesday 15<sup>th</sup> May 2019 at 04:50 hours and Wednesday 16<sup>th</sup> May 2019 at 03:45 hours.

3.5 The Lambeth methodology requires 200-metre distance from an identified location to be surveyed. Where the 200-metre boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction.

3.6 The survey area has been designed to extend 200 metres from the site, with the 200-metre radius comprising the following roads:

- ▶ Sheen Lane;
- ▶ Vernon Road;
- ▶ Howgate Road;
- ▶ Oaklands Road;
- ▶ Glendower Road;
- ▶ Church Avenue;
- ▶ South Worple Road; and
- ▶ North Worple Road.

3.7 The above roads in the immediate vicinity of the site are shown in Figure 3.1.

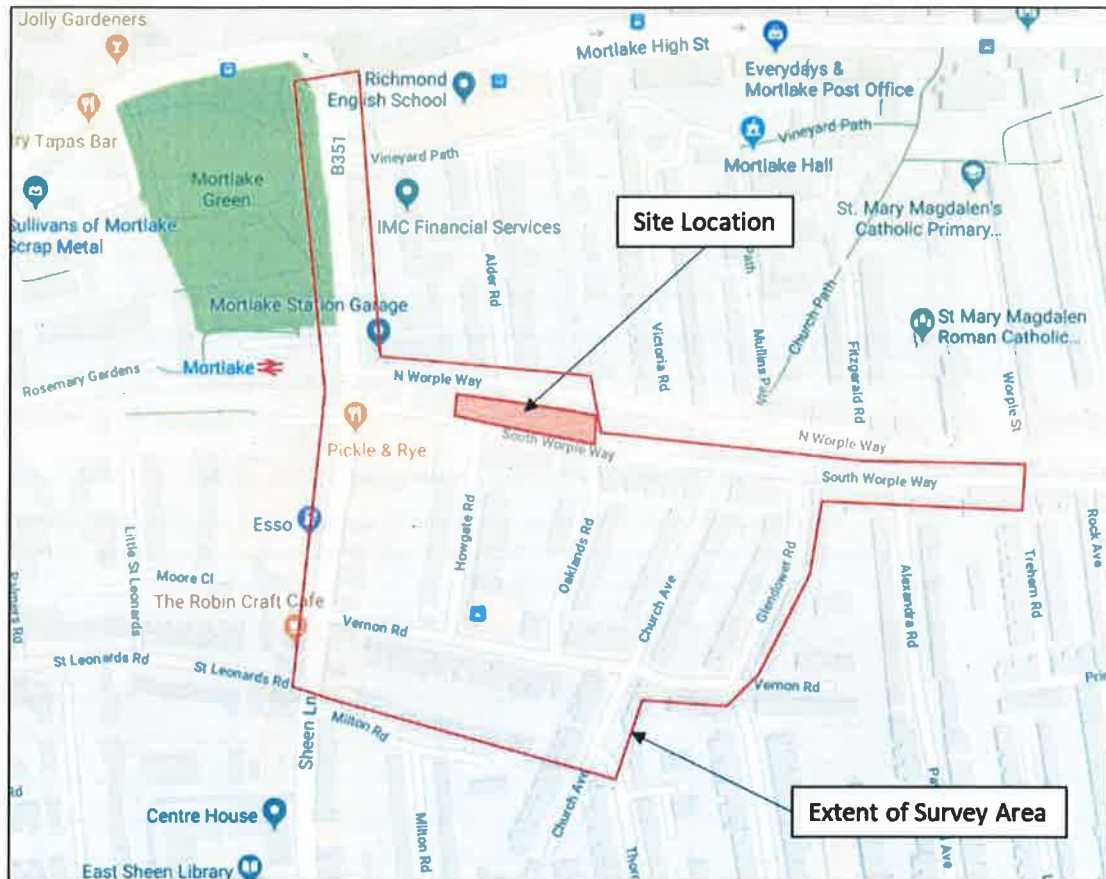


Figure 3.1: Parking Study – Local Area

- 3.8 The number of existing parking spaces in the survey area was identified as part of the analysis. For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5.0 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5.0 metres. Physical bays have been divided into 5.0 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5.0 metres or along vehicle crossovers, have been eliminated from the available kerb space, in accordance with the guidance.

#### Survey Results and Analysis

- 3.9 The parking survey outputs are included for reference at [Appendix B](#) and indicate that, across the assessment area, there are an equivalent of 250 parking spaces located on resident permit holder bays, which restricts parking between 10:00 and 12:00 hours Monday to Friday. Future residents will therefore be able to park in these spaces overnight. This allows overnight parking when residents are likely to need access to on-street parking. There are also 5 parking spaces along single yellow lines operating between the hours of 08:00 and 18:00 hours.
- 3.10 The number of spaces observed during a snapshot survey varies based on how efficiently people park. If parking takes place inefficiently then the number of available spaces added to the occupied spaces will not reach the aforementioned numbers.
- 3.11 In terms of car parking occupancy overnight, the results are set out in full within Table 3.1 for the Tuesday 15th May 04:50 hours survey and Table 3.2 for the Wednesday 16th May 03:45 hours survey.

Street Name	Marked Kerblines/Bays		
	Spaces	Used	% Stress
Sheen Lane	15	13	87
Vernon Road	54	42	78
Howgate Road	33	29	88
Oaklands Road	38	30	79
Glendower Road	33	27	82
Church Avenue	45	39	87
South Worple Road	32	26	81
North Worple Road	0	0	0
<b>TOTAL</b>	<b>250</b>	<b>206</b>	<b>82</b>

Table 3.1: Summary of Parking Stress Survey – Tuesday 15<sup>th</sup> May 2019 04:50 Hours

- 3.12 Table 3.1 indicates that there were 44 spaces available in the local area during the overnight survey period. This equates to an overall occupancy of 82%. One vehicle was observed on single yellow lines leaving four available spaces on single yellow lines overnight.

Street Name	Marked Kerblines/Bays		
	Spaces	Used	% Stress
Sheen Lane	15	9	60
Vernon Road	54	41	76
Howgate Road	33	30	91
Oaklands Road	38	30	79
Glendower Road	33	29	88
Church Avenue	45	38	84
South Worple Road	32	26	81
North Worple Road	0	0	0
<b>TOTAL</b>	<b>250</b>	<b>203</b>	<b>81</b>

Table 3.2: Summary of Parking Stress Survey – Wednesday 16<sup>th</sup> May 2019 03:45 Hours

- 3.13 Table 3.2 indicates that there were 47 spaces available in the local area during the overnight survey period. This equates to an overall occupancy of 81%. Two vehicles were observed on single yellow lines leaving three available spaces on single yellow lines overnight.

### Summary

- 3.14 The surveys identify that the existing night time on-street parking occupancy is in the range of 81-82% capacity. This is below the 85% threshold where networks are considered to be stressed.
- 3.15 The above must be considered alongside the aforementioned census data assessment, which demonstrates that in all likelihood the proposals will only increase parking demand by two cars, and therefore there should be no real change to current parking demand. There is space on the surrounding road network within a 200-metre radius to accommodate two vehicles without creating any on-street parking issues.

## 4.0 Conclusion

- 4.1 The analysis described within this report demonstrates that sufficient spare parking capacity exists on-street to accommodate the 6 proposed houses. On that basis, it is considered that no adverse parking impact will arise from the development.

**Appendix A**

**Architect's Site Layout Plan**



APPENDIX B

Parking Survey Results

2023

**Appendix B**

Parking Survey Results

2023

APPENDIX B

Parking Survey Results

2023

APPENDIX B

Parking Survey Results

**EAST SHEEN**

**PARKING STRESS SURVEY**

**RESULTS**

**SURVEY LOCATION PLAN**

**PARKED VEHICLE LOCATION PLANS**

**PARKING RESTRICTION PLANS**

**LAMBETH METHODOLOGY**

**MAY 2019**

**BENCHMARK DATA COLLECTION**



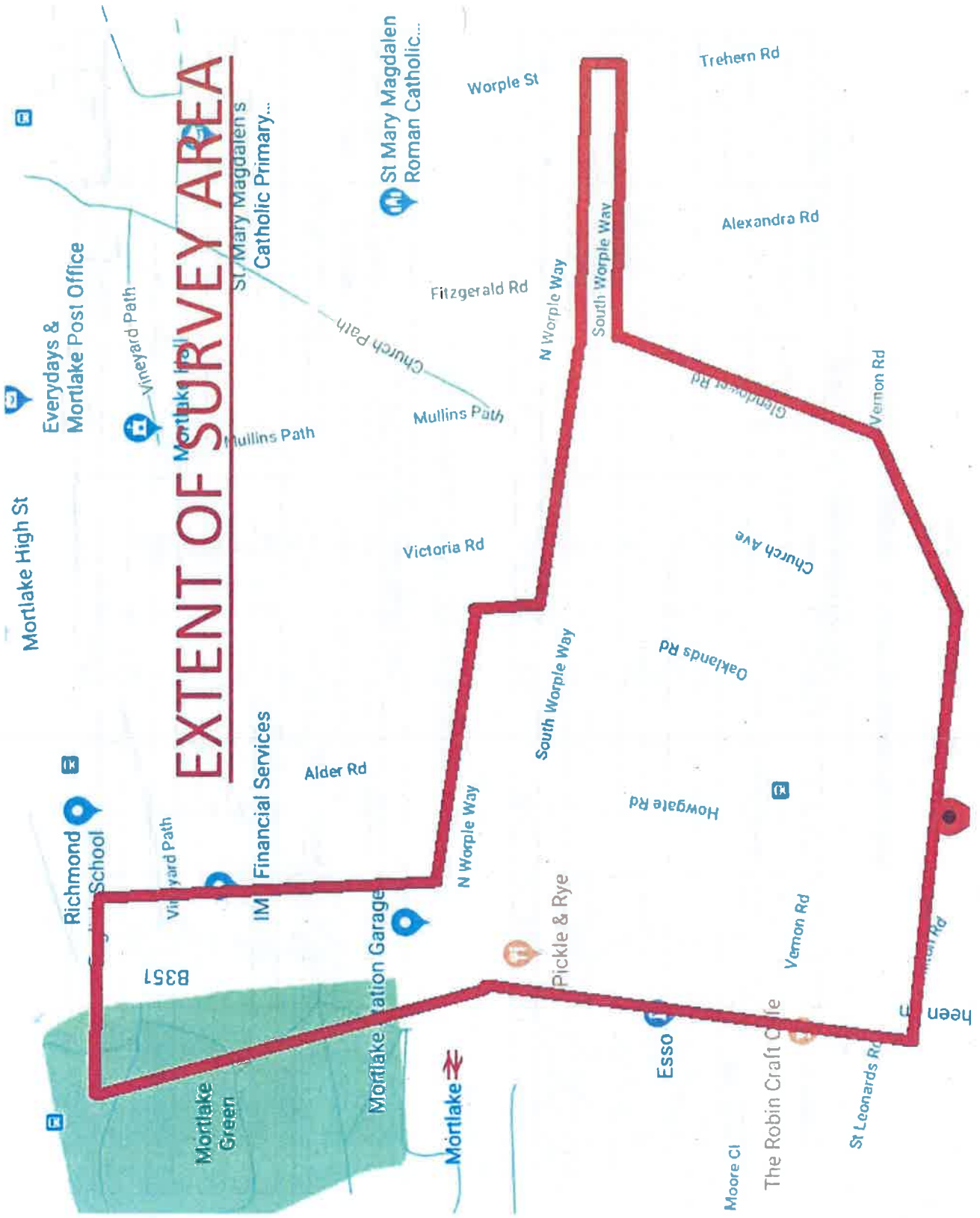
**EAST SHEEN PARKING STRESS SURVEY - TUESDAY 15/05/2019 04:50**

ROAD NAME	AREA WITHIN CONTROLLED PARKING ZONES							
	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH PARKING STRESS %	NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SINGLE YELLOW LINE	SINGLE YELLOW LINE PARKING STRESS %	
SHEEN LANE	77	15	13	87	-	-	-	
VERNON ROAD	293	54	42	78	-	-	-	
HOWGATE ROAD	174.6	33	29	88	-	-	-	
OAKLANDS ROAD	193.1	38	30	79	-	-	-	
GLENDOWER ROAD	173.1	33	27	82	3	1	33	
CHURCH AVENUE	237.9	45	39	87	-	-	-	
SOUTH WORPLE ROAD	173.1	32	26	81	2	0	0	
NORTH WORPLE ROAD	0	0	0	0	-	-	-	
<b>TOTAL</b>	<b>1321.8</b>	<b>250</b>	<b>206</b>	<b>82</b>	<b>5</b>	<b>1</b>	<b>20</b>	

**EAST SHEEN PARKING STRESS SURVEY - WEDNESDAY 16/05/2019 03:45**

ROAD NAME	AREA WITHIN CONTROLLED PARKING ZONES							
	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH PARKING STRESS %	NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SINGLE YELLOW LINE	SINGLE YELLOW LINE PARKING STRESS %	
SHEEN LANE	77	15	9	60	-	-	-	
VERNON ROAD	293	54	41	76	-	-	-	
HOWGATE ROAD	174.6	33	30	91	-	-	-	
OAKLANDS ROAD	193.1	38	30	79	-	-	-	
GLENDOWER ROAD	173.1	33	29	88	3	1	33	
CHURCH AVENUE	237.9	45	38	84	-	-	-	
SOUTH WORPLE ROAD	173.1	32	26	81	2	1	50	
NORTH WORPLE ROAD	0	0	0	0	-	-	-	
<b>TOTAL</b>	<b>1321.8</b>	<b>250</b>	<b>203</b>	<b>81</b>	<b>5</b>	<b>2</b>	<b>40</b>	

# EXTENT OF SURVEY AREA





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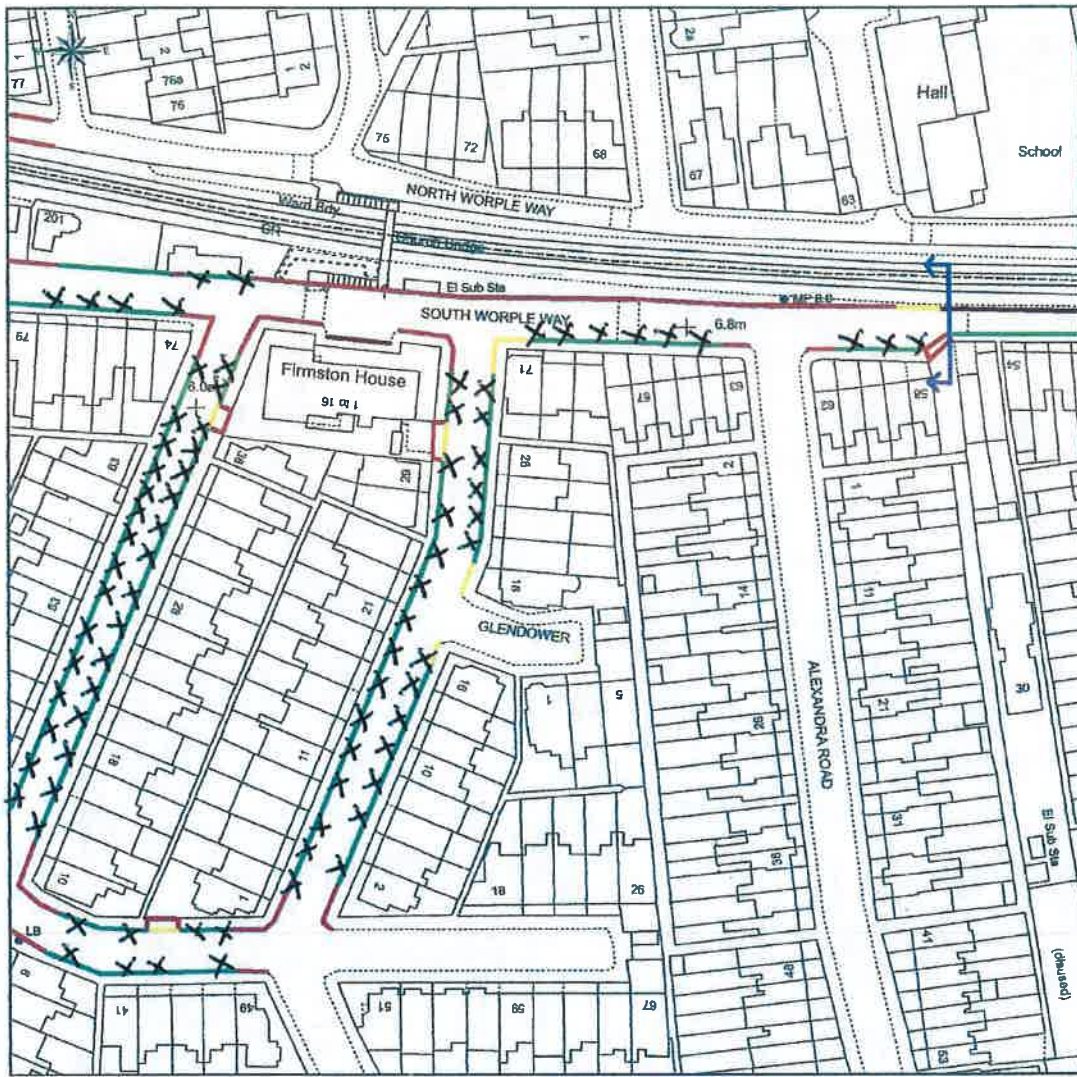
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PARKED VEHICLE LOCATIONS

TUESDAY 15/05/2019 04:50

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DROPPED KERB



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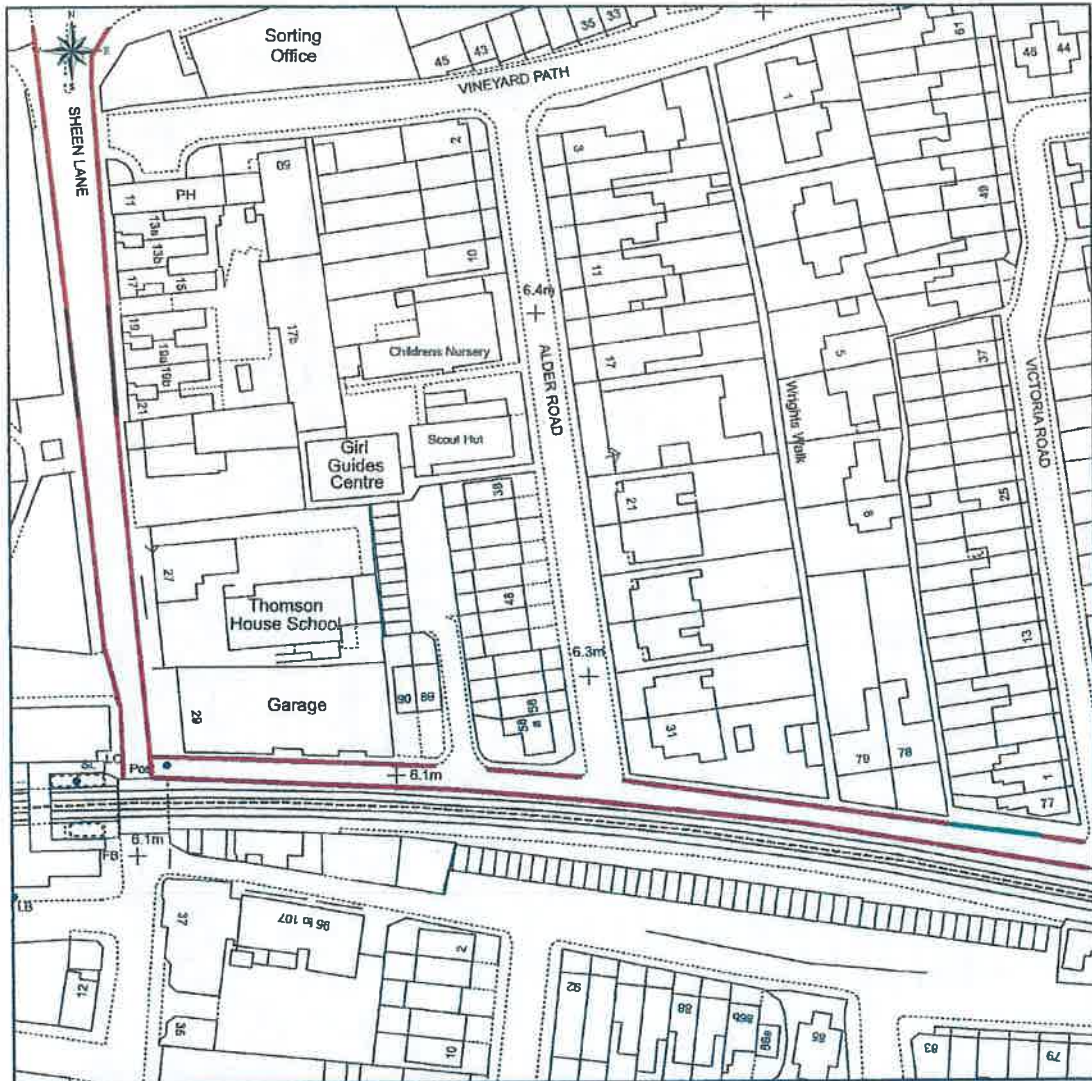
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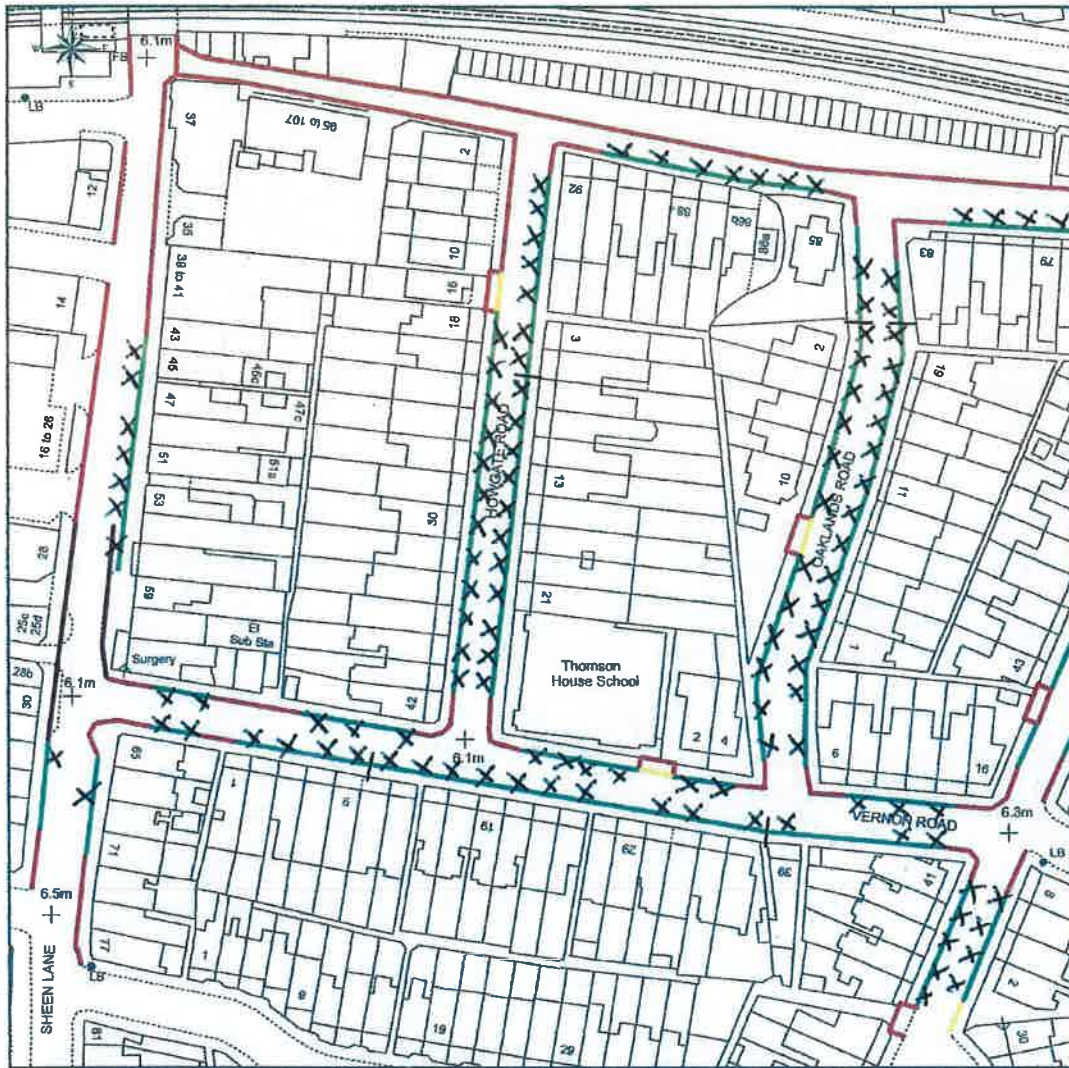
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PARKED VEHICLE LOCATIONS

TUESDAY 15/05/2019 04:50

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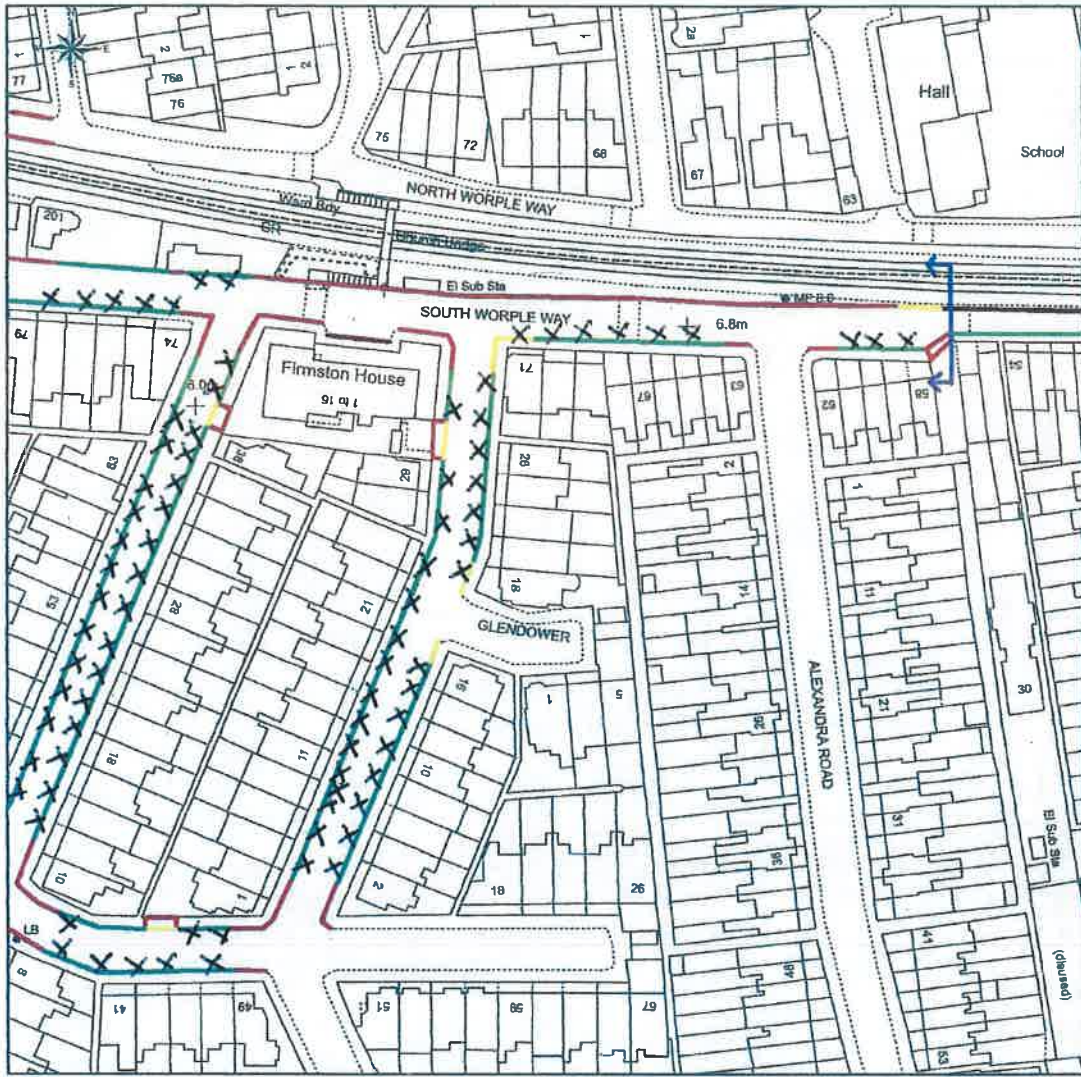
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PARKED VEHICLE LOCATIONS

WEDNESDAY 16/05/2019 03:45

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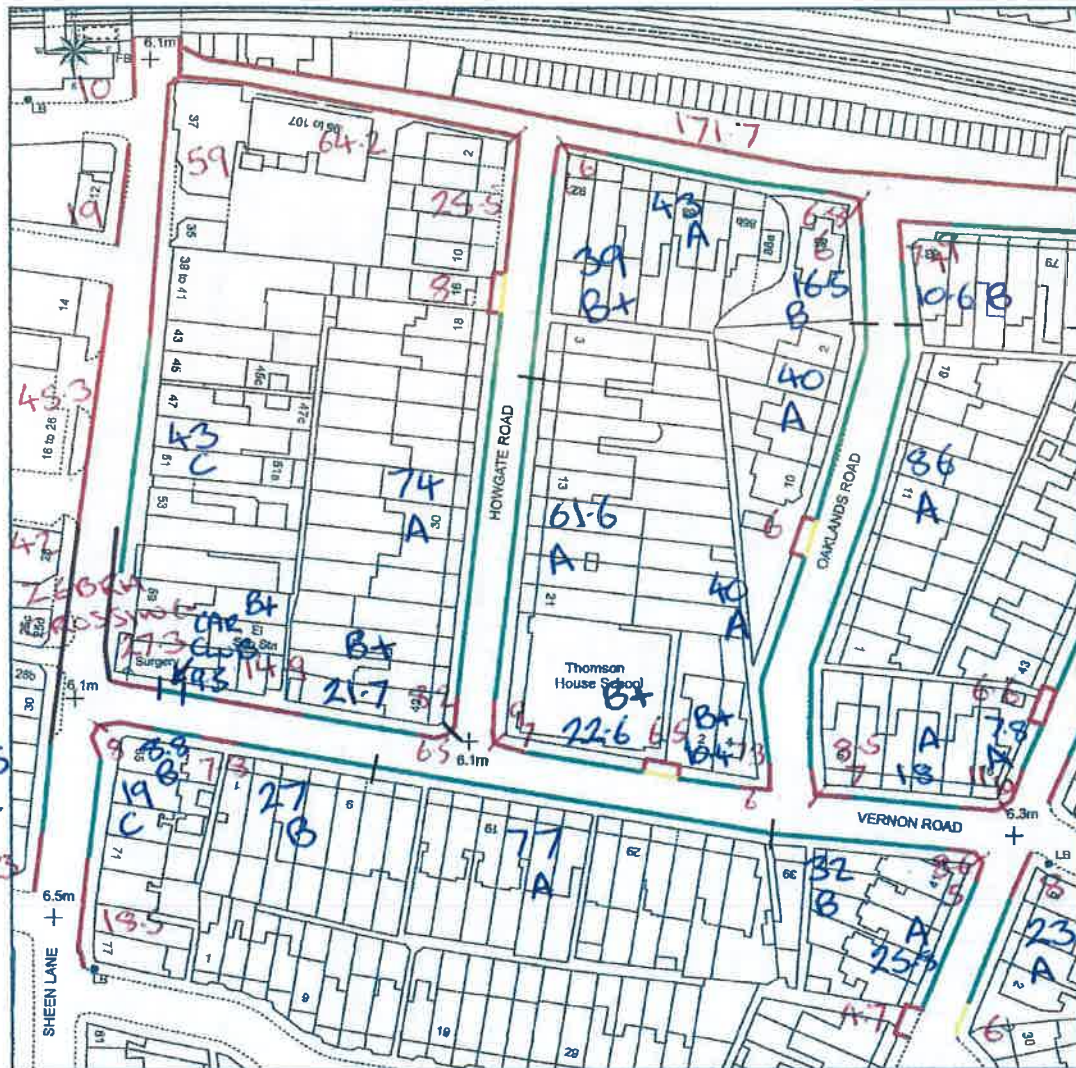
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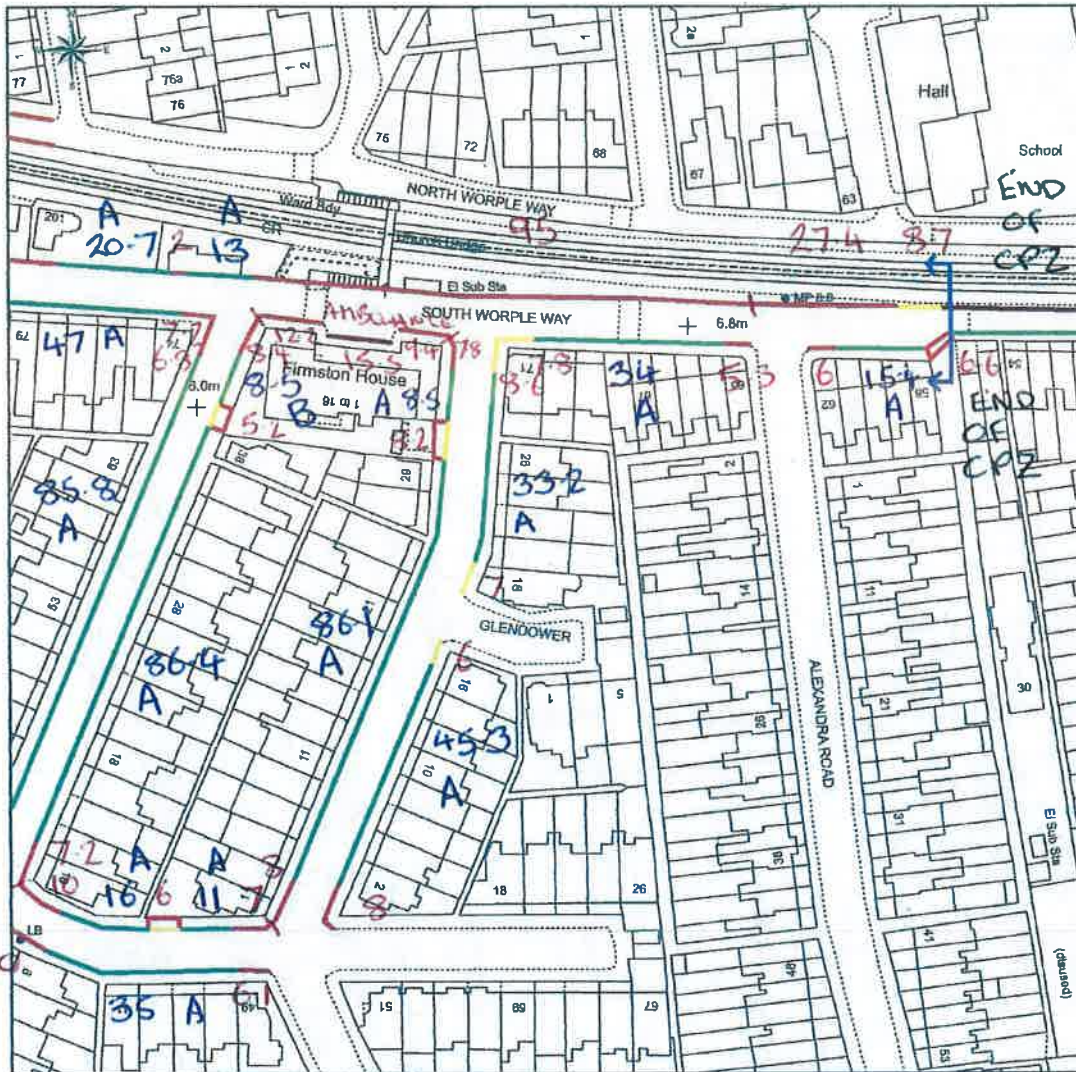
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ALL DIMENSIONS IN METRES

#### PARKING RESTRICTIONS

Controlled Parking Zone ES  
Monday - Friday, 10am - Noon

- A = Resident Permit Holders only (RPH)
- B = Voucher Parking, pay 1 hour for 30 minutes, or RPH only
- B+ = Pay & Display or Voucher Parking pay 1 hour for 30 minutes, or RPH Only
- C = Pay & Display, 10 am - 4.30 pm maximum stay 2 hours



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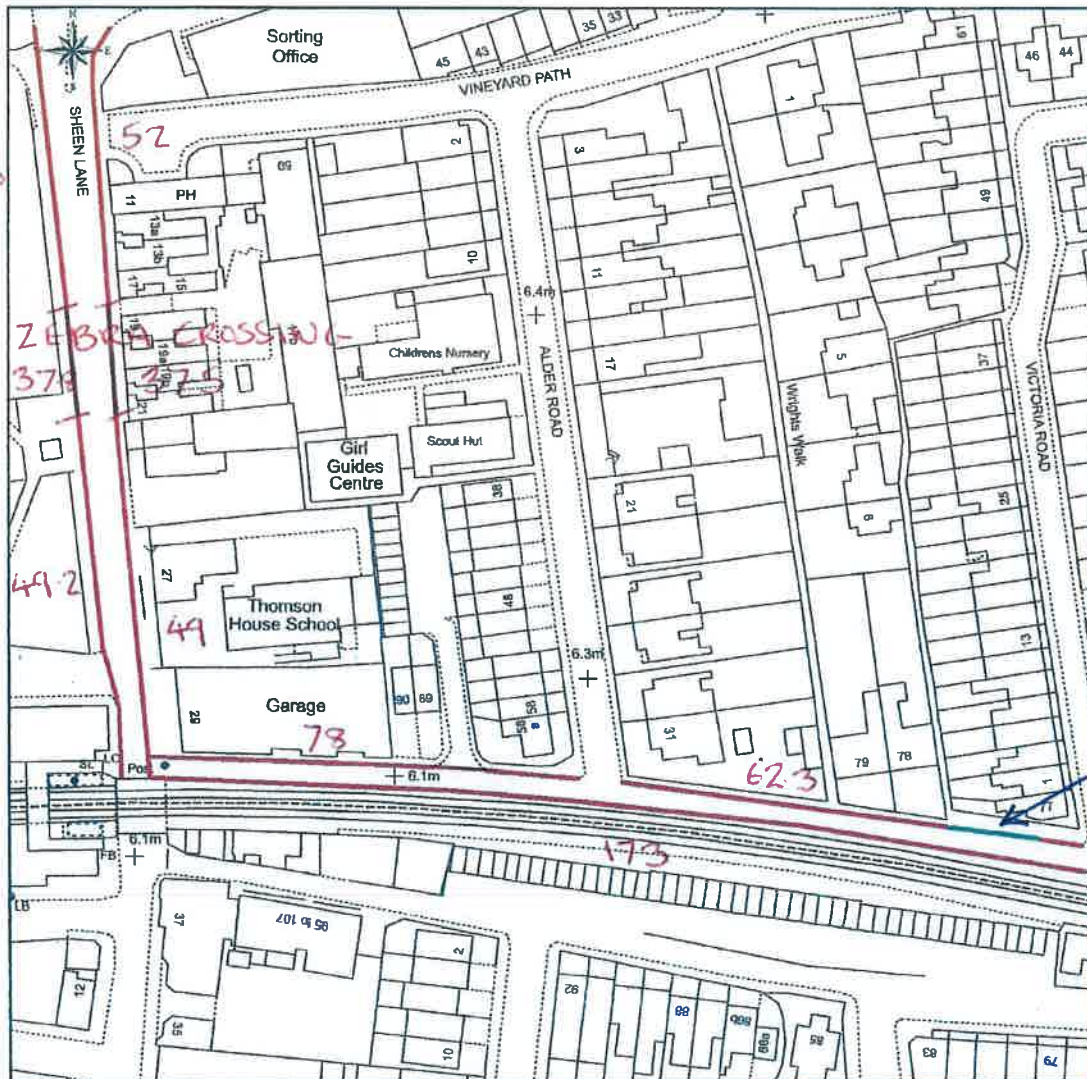
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