

Client

Sheen Property Holdings Limited

Project / Application Site

**422 Upper Richmond Road West,
East Sheen, London, SW14 7JX**

Report

Parking Survey

Published

December 2019

Parking Survey

Prepared for:

Sheen Property Holdings Limited

Prepared by:

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1 Introduction

1.1 Kronen Limited has been instructed to prepare this Parking Survey to support a planning application at 422 Upper Richmond Road West, East Sheen, London, SW14 7JX (in the London Borough of Richmond).

1.2 The existing building at the site comprises: 2 × commercial units at ground floor level (a plumbing shop and a minicab office) and a 3-bedroom 5-person flat at first floor level.

1.3 The application site has recently been subject to a number of planning applications including:

- LB Richmond planning reference 17/1072/FUL seeking an extension and conversion of the existing building to create 1 × commercial unit / shop and 4 × flats (1 × 1b1p flat, 2 × 1b2p flats and 1 × 2b4p flat); the application was submitted in March 2017 and was approved in December 2017, the approval has not been implemented.
- LB Richmond planning reference 18/0866/FUL seeking an extension and conversion of the existing building to create 1 × commercial unit / shop and 5 × flats (3 × 1b1p flats and 2 × 1b2p flats); the application was submitted in March 2018 and was approved in November 2018, the approval has not been implemented.

1.4 Kronen Limited supported both applications with Parking Surveys assessing parking conditions and impacts.

1.5 The current proposal seeks an extension and conversion of the existing building to create 1 × commercial unit / shop and 7 × flats (5 × studio flats and 2 × 1b1p flats).

1.6 The existing building, approved schemes and the proposal have no off-street parking provision.

1.7 This Parking Survey assesses existing parking conditions in streets surrounding the site and the parking impact of the proposal.

2 Existing Parking Conditions

2.1 The site is accessed directly from Upper Richmond Road West which is a single carriageway classified A-road and is part TfL's Transport for London Road Network (TLRN).

2.2 The site and surrounding roads are not in a LB Richmond Controlled Parking Zone although there are a number of Red Route parking restrictions on Upper Richmond Road West and adjoining street sections.

2.3 Parking beat surveys have been carried out on streets surrounding the site to assess existing parking conditions in detail.

2.4 Existing on-street parking "stress" has been assessed by undertaking overnight manual parking surveys.

2.5 The parking surveys have been undertaken with reference to procedures outlined in *Lambeth Council Parking Survey Guidance Note* (Lambeth Council, 2012), the most established and recognised parking survey methodology in London and an informal methodology circulated by LB Richmond officers by email.

2.6 The extent of the survey area covered within this parking assessment is shown in Figure 1. Detailed mapping of the survey area is shown in Figures 2 to 19. All kerb space within the survey area was measured using a measuring wheel.

2.7 As shown in the Figures 2 to 19 the parking survey area includes the following streets:

- Tangier Road
- Warren Avenue
- St Leonards Road
- Graemesdyke Road
- Upper Richmond Road West
- Derby Road
- Deanhill Road

2.8 This survey area was agreed with LB Richmond officers as part of earlier work.

2.9 All parkable kerb space in the survey area was split into increments of 5m.

2.10 For the purposes of calculating parking stress as defined by both survey methodologies, it is assumed that each vehicle takes up an average kerb space of 5m.

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

2.12 The parking inventory measurements are shown in Table 2.1.

Table 2.1 Parking Survey Inventory

Street	Unrestricted Kerb		Red Route Bay and SYL / SRL		Total	
	Length (in m)	"Spaces"	Length (in m)	"Spaces"	Length (in m)	"Spaces"
Tangier Road	235	47	0	0	235	47
Warren Avenue	215	43	0	0	215	43
St Leonards Road	110	22	0	0	110	22
Graemesdyke Road	360	72	40	8	400	80
Upper Richmond Road West	0	0	105	21	105	21
Derby Road	100	20	0	0	100	20
Deanhill Road	75	15	0	0	75	15
Total	1095	219	145	29	1240	248

Source: Kronen Limited Surveys

2.13 The parking survey inventory in Table 2.1 shows that there are a total of 219 "spaces" available on kerb space with no parking restrictions within the survey area and a further 29 "spaces" on Red Route parking bays and Single Yellow and Red Lines.

2.14 There was a skip on the carriageway adjacent 9 Graemesdyke Avenue during survey work.

2.15 Parking "beats" in the survey area were undertaken on 5am on Thursday 5 December, 4.45am Sunday 8 December and at 5am on Thursday 12 December 2019.

2.16 The time of the beats is in accordance with *Lambeth Council Parking Survey Guidance Note* (Lambeth Council, 2012) and the LB Richmond methodology. The parking beats surveys were undertaken during neutral conditions.

2.17 Raw survey sheet information, as requested by LB Richmond officers, is provided in Appendix A.

2.18 Full survey results are provided in Appendix B. The weekday survey average parking stress calculation is shown in Table 2.2; the weekend survey parking stress calculation is shown in Table 2.3.

Table 2.2 Average Weekday Overnight Parking Stress

Street	Unrestricted Kerb (Inc. Dropped Kerb and DYL)			Red Route Bay and SYL / SRL			Total		
	"Spaces"	Cars	Stress	"Spaces"	Cars	Stress	"Spaces"	Cars	Stress
Tangier Road	47	35	74%	0	0	0%	47	35	74%
Warren Avenue	43	27	62%	0	0	0%	43	27	62%
St Leonards Road	22	21	93%	0	0	0%	22	21	93%
G'sdyke Road	72	62	86%	8	5	63%	80	67	84%
Upper R'mond Rd W	0	0	0%	21	0	0%	21	0	0%
Derby Road	20	22	108%	0	0	0%	20	22	108%
Deanhill Road	15	23	153%	0	0	0%	15	23	153%
Total	219	189	86%	29	5	17%	248	194	78%

Source: Kronen Limited Surveys

Note: Averages are rounded

Table 2.3 Weekend Overnight Parking Stress

Street	Unrestricted Kerb (Inc. Dropped Kerb and DYL)			Red Route Bay and SYL / SRL			Total		
	"Spaces"	Cars	Stress	"Spaces"	Cars	Stress	"Spaces"	Cars	Stress
Tangier Road	47	34	72%	0	0	0%	47	34	72%
Warren Avenue	43	25	58%	0	0	0%	43	25	58%
St Leonards Road	22	20	91%	0	0	0%	22	20	91%
Graemesdyke Road	72	61	85%	8	5	63%	80	66	83%
Upper Richmond Road West	0	0	0%	21	0	0%	21	0	0%
Derby Road	20	20	100%	0	0	0%	20	20	100%
Deanhill Road	15	22	147%	0	0	0%	15	22	147%
Total	219	182	83%	29	5	17%	248	187	75%

Source: Kronen Limited Surveys

2.19 The results in Tables 2.2 and 2.3 show that streets in the survey area are more heavily parked on weekdays than at weekends.

2.20 Table 2.2, the weekday surveys, shows that average parking stress on unrestricted kerb space is 86%; including all parkable kerb space / restrictions (Single Yellow and Red Lines and Red Route bays) the average parking stress is lower at 78%.

2.21 Some roads in the survey area are particularly heavily parked, for example Deanhill Road, whereas other such as Tangier Road are lightly parked and have a high parking reserve.

2.22 With regards to the parking stress percentage figure the Council state "... heavily parked is where 90% of the available kerbside parking space is already used for vehicle parking" in *Front Garden And Other Off Street Parking Standards Supplementary Planning Document* (LB Richmond, 2006).

3 Planning Application's Impact

3.1 As discussed this Parking Survey has been prepared to assess the on-street parking impact of the proposals.

3.2 The existing building at the site comprises: 2 × commercial units at ground floor level (a plumbing shop and a minicab office) and a 3-bedroom 5-person flat at first floor level.

3.3 The application site has recently been subject to a number of planning applications including:

- LB Richmond planning reference 17/1072/FUL seeking an extension and conversion of the existing building to create 1 × commercial unit / shop and 4 × flats (1 × 1b1p flat, 2 × 1b2p flats and 1 × 2b4p flat); the application was submitted in March 2017 and was approved in December 2017, the approval has not been implemented.
- LB Richmond planning reference 18/0866/FUL seeking an extension and conversion of the existing building to create 1 × commercial unit / shop and 5 × flats (3 × 1b1p flats and 2 × 1b2p flats); the application was submitted in March 2018 and was approved in November 2018, the approval has not been implemented.

3.4 The current proposal seeks an extension and conversion of the existing building to create 1 × commercial unit / shop and 7 × flats (5 × studio flats and 2 × 1b1p flats).

3.5 The existing building, approved schemes and the proposal have no off-street parking provision.

3.6 Development Plan vehicle parking policy guidance is set out in: Policy LP 45 Parking Standards and Servicing of *Local Plan* (LB Richmond, 2018) and *London Plan* (GLA, 2016) revised Policy 6.13 Parking (and Parking Addendum).

3.7 It is considered that the Development Plan includes no parking standards for sui generis minicab uses or "studio flats" and is therefore of limited use for this assessment and report.

3.8 The current proposal (for 7 × studio and 1b1p flats) would have 2 fewer occupants than unimplemented approval 17/1072/FUL (for 4 × flats: 1 × 1b1p flat, 2 × 1b2p flats and 1 × 2b4p flat). Therefore on a "first principles" basis, with fewer total net occupants, the proposal is likely to result in a marginal net reduction in on-street parking demand.

3.9 To provide an evidence-based assessment of the difference between the unimplemented approval and the current proposal for the residential element of the schemes Census data has been obtained to assess car or van ownership by number of rooms in the North Richmond Ward.

3.10 Within the Census data a "room" does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage but all other rooms, for example, kitchens, living rooms, bedrooms, utility rooms, studies and conservatories are counted.

3.11 As discussed, the approved scheme was for 1 × commercial unit / shop and 4 × flats (1 × 1b1p flat, 2 × 1b2p flats and 1 × 2b4p flat) and the current proposal is for 1 × commercial unit / shop and 5 × flats (3 × 1b1p flats and 2 × 1b2p flats).

3.12 On reviewing the approved and proposed plans, considering the Census definition of a room, the approved scheme has 4 x flats (1 x 1-room flat, 2 x 2-room flats and 1 x 4-room flat) and the current proposal is for 7 x flats (3 x 1-room flats and 2 x 2-room flats).

3.13 The Census data projects a car ownership of 0.49 cars per dwelling for 1 to 3 "room" dwellings and 0.74 cars per dwelling for 4 "room" dwellings. Based on this the approved scheme is projected to generate a demand of 2.21 cars and the current proposal is projected to generate a demand of 3.43 cars. The Census data has limitations in that it does not distinguish between 1-room, 2-room and 3-room dwellings. However the Census evidence suggests that the approved and proposed scheme would have minimal / negligible difference in on-street parking demand of 1 additional car.

3.14 The Census data and analysis is provided in Table 3.1 below.

Table 3.1 Car or van ownership by number of rooms in the North Richmond Ward Census data analysis

	Number of Dwellings							
	Dwelling Type	Dwelling Tenure	Dwelling Rooms	Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Raw Census	Flat etc.	All Tenure	1 - 3 rooms	1,010	573	384	50	3
	Flat etc.	All Tenure	4 rooms	721	258	394	65	4
Analysis	Flat etc.	All Tenure	1 - 3 rooms	1,010	573	384	50	3
Proportion				1.00	0.57	0.38	0.05	0.00
Cars					0.00	0.38	0.10	0.01
Sum								0.49
Analysis	Flat etc.	All Tenure	4 rooms	721	258	394	65	4
Proportion				1.00	0.36	0.55	0.09	0.01
Cars					0.00	0.55	0.18	0.02
Sum								0.74

Source: Office for National Statistics

3.15 Based on first principles and evidence-based assessments the proposal is considered to have a negligible on-street parking impact. Accordingly the proposal's impact is likely to be insignificant and to fall within the day-to-day variations of parking uptake in the survey area.

3.16 There is a bus stop outside the site on Upper Richmond Road West which is served by several moderate to high frequency bus services. In addition Mortlake Railway Station is within a 1000m to 1100m walk distance. This access means it is feasible to live at the site without needing access to a private vehicle.

3.17 To mitigate potential on-street parking impacts of the approved schemes, applications 17/1072/FUL and 18/0866/FUL included a parking permit restriction schedule in the scheme's Section 106 Agreement. It is anticipated that the proposal would be subject to the same mitigation measure should an approval be forthcoming.

Parking Impact Summary

3.18 Parking surveys have recorded a relatively high average weekday parking stress of 86% on unrestricted kerb and 78% in total.

3.19 Some streets in the survey parking area were heavily parked whilst other streets had significant parking reverse capacities, for example Tangier Road.

3.20 The Development Plan is of limited help when assessing existing and proposed parking demand given the lack of standards for minicab offices and studio flats.

3.21 The current proposal (for 7 × studio and 1b1p flats) would have 2 fewer occupants than unimplemented approval 17/1072/FUL (for 4 × flats: 1 × 1b1p flat, 2 × 1b2p flats and 1 × 2b4p flat). Therefore on a "first principles" basis, with fewer total net occupants, the proposal would result in a marginal net reduction in on-street parking demand.

3.22 To provide an evidence-based assessment of the difference between the unimplemented approval and the current proposal Census data for the residential element of the schemes has been obtained to assess car or van ownership by number of rooms in the North Richmond Ward. The Census evidence suggests that the approved and proposed scheme would have minimal / negligible difference in on-street parking demand of 1 additional car.

3.23 Based on the above, the proposal is not considered to have any significant or "severe" transport impacts in the context of *The National Planning Policy Framework* policy of only preventing or refusing development on transport grounds where the *"residual cumulative impacts of development are severe"* (p.32, MHCLG, 2019).

3.24 Further, it is considered the proposal supports / is supported by emerging regional planning policy. On 9 December 2019 the Mayor issued to the Secretary of State his intension to publish the new London Plan. With regards to vehicle parking and new development, clause C of Policy T6 Car parking *The London Plan – Intend to Publish version December 2019* states (p.475, GLA, 2019):

"C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets"

4 Summary

4.1 Kronen Limited has been instructed to prepare this Parking Survey to support a planning application at 422 Upper Richmond Road West, East Sheen, London, SW14 7JX.

4.2 The existing building at the site comprises: 2 × commercial units at ground floor level (a plumbing shop and a minicab office) and a 3-bedroom 5-person flat at first floor level.

4.3 The application site has recently been subject to a number of planning applications including:

- LB Richmond planning reference 17/1072/FUL seeking an extension and conversion of the existing building to create 1 × commercial unit / shop and 4 × flats (1 × 1b1p flat, 2 × 1b2p flats and 1 × 2b4p flat); the application was submitted in March 2017 and was approved in December 2017, the approval has not been implemented.
- LB Richmond planning reference 18/0866/FUL seeking an extension and conversion of the existing building to create 1 × commercial unit / shop and 5 × flats (3 × 1b1p flats and 2 × 1b2p flats); the application was submitted in March 2018 and was approved in November 2018, the approval has not been implemented.

4.4 Kronen Limited supported both applications with Parking Surveys assessing parking conditions and impacts.

4.5 The current proposal seeks an extension and conversion of the existing building to create 1 × commercial unit / shop and 7 × flats (5 × studio flats and 2 × 1b1p flats).

4.6 The existing building, approved schemes and the proposal have no off-street parking provision.

4.7 This Parking Survey assesses existing parking conditions in streets surrounding the site and the parking impact of the proposal.

4.8 Parking surveys have recorded a relatively high average weekday parking stress of 86% on unrestricted kerb and 78% in total.

4.9 Some streets in the survey parking area were heavily parked whilst other streets had significant parking reverse capacities, for example Tangier Road located on the other side of Clifford Avenue.

4.10 The current proposal (for 7 × studio and 1b1p flats) would have 2 fewer occupants than unimplemented approval 17/1072/FUL (for 4 × flats: 1 × 1b1p flat, 2 × 1b2p flats and 1 × 2b4p flat). Therefore on a "first principles" basis, with fewer total net occupants, the proposal would result in a marginal net reduction in on-street parking demand.

4.11 To provide an evidence-based assessment of the difference between the unimplemented approval and the current proposal Census data for the residential element of the schemes has been obtained to assess car or van ownership by number of rooms in the North Richmond Ward. The Census evidence suggests that the approved and proposed scheme would have minimal / negligible difference in on-street parking demand of 1 additional car.

4.12 Based on the above, the proposal is not considered to have any significant or "severe" transport impacts in the context of *The National Planning Policy Framework* policy of only preventing or refusing development on transport grounds where the "residual cumulative impacts of development are severe" (p.32, MHCLG, 2019).

Figures



Key

- Parkable Unrestricted Kerb
- Dropped Kerb
- Parkable Single Yellow Line
- Yellow Lines

Note

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

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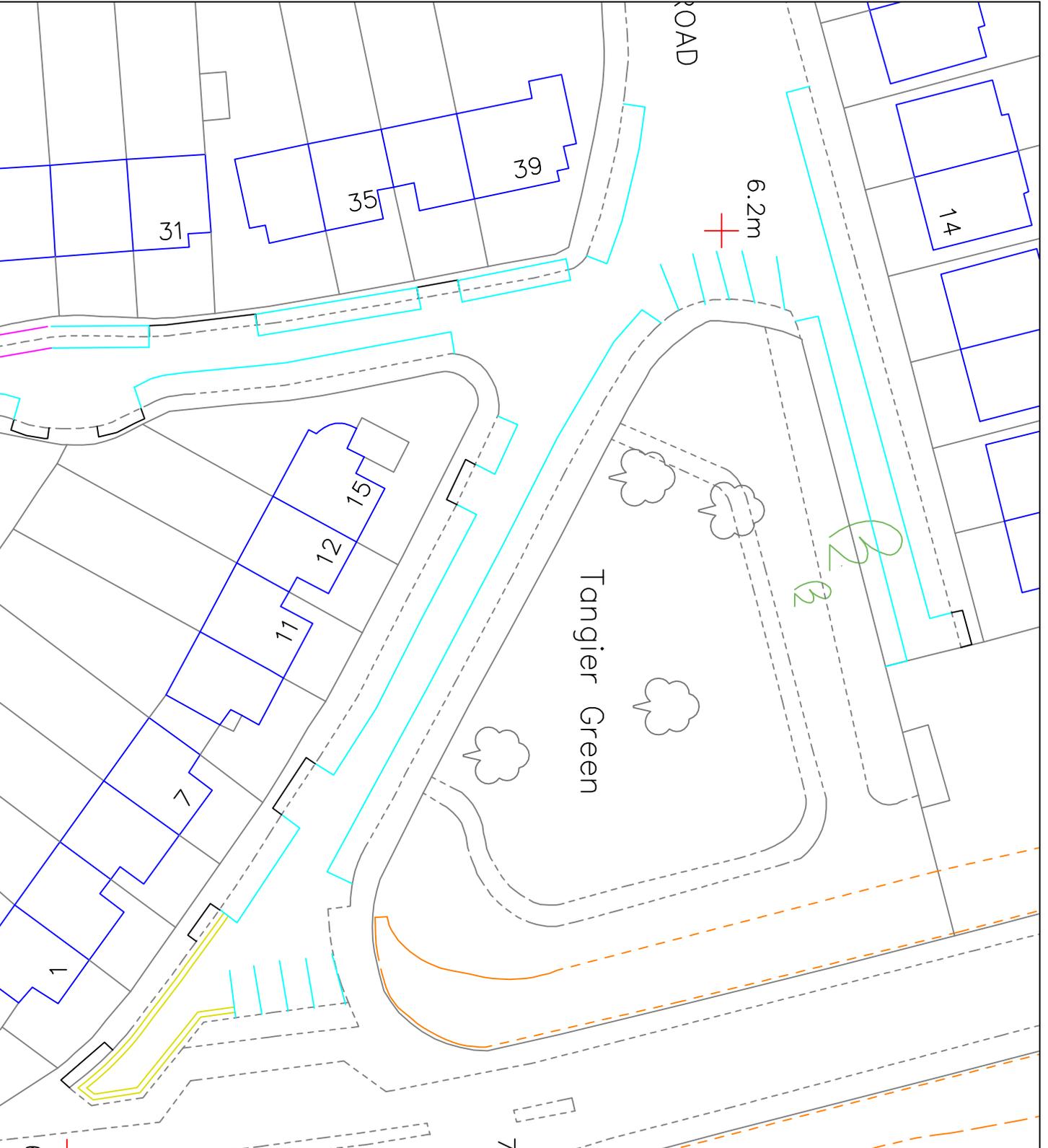
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Project
Proposed Development at
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Figure
Figure 1 Parking Survey Area

Date October 2016
Scale 1:3000 @ A4
Source: Ordnance Survey
Figure Reference P1610_1_1



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Figure
Figure 2 Parking Survey Area
Tangier Road

Date October 2016
Scale 1:500 @ A4
Source: Ordnance Survey
Figure Reference P1610.1_2



Langier Green

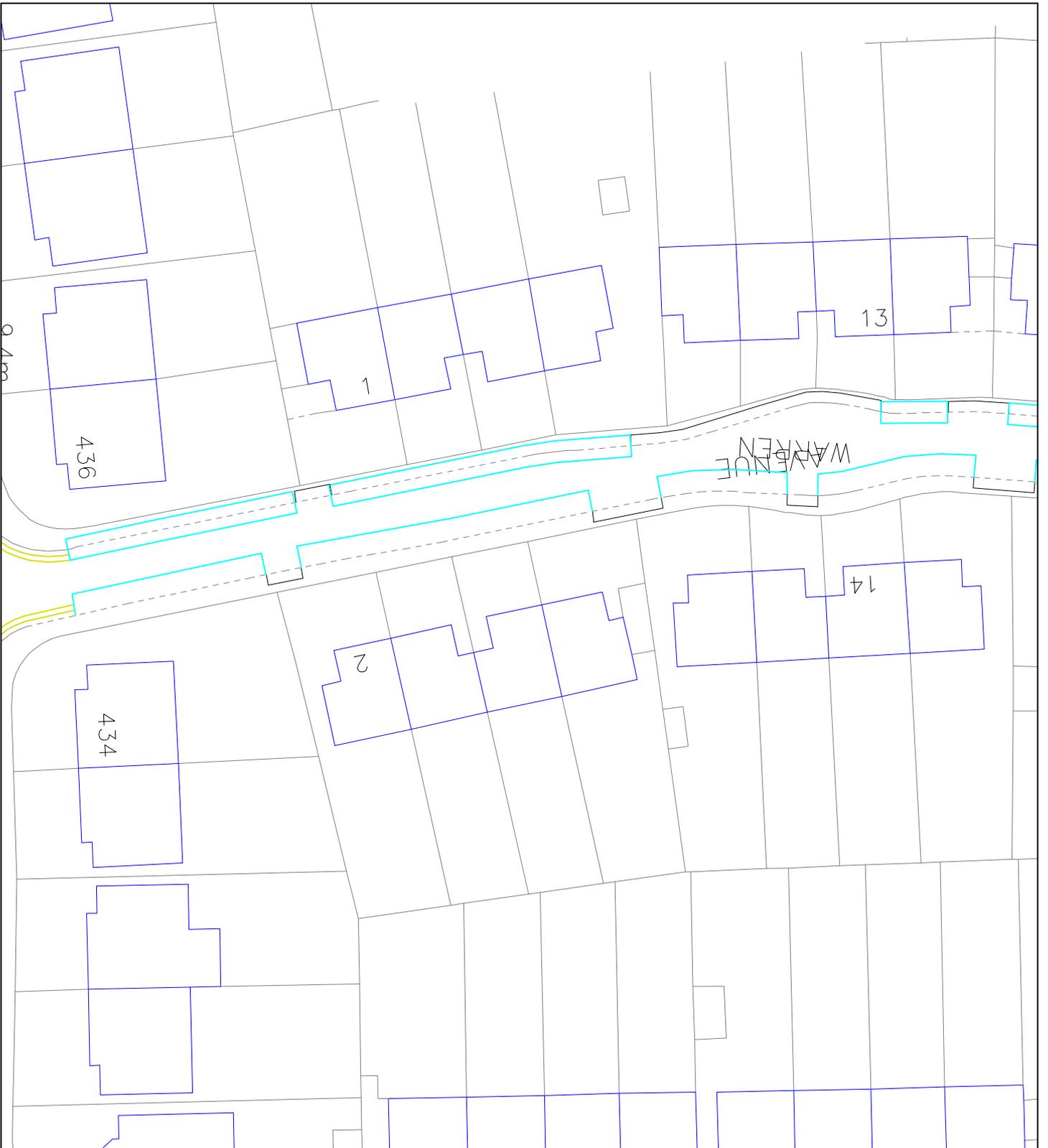
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Figure
 Figure 3 Parking Survey Area
 Warren Avenue (1 of 2)

Date October 2016
 Scale 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference P1610_1.3



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Figure
 Figure 4 Parking Survey Area
 Warren Avenue (2 of 2)

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 Scale 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference P1610_14



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Figure
 Figure 5 Parking Survey Area
 Clifford Avenue (1 of 2)

Date October 2016
 Scale 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference P1610_1.5



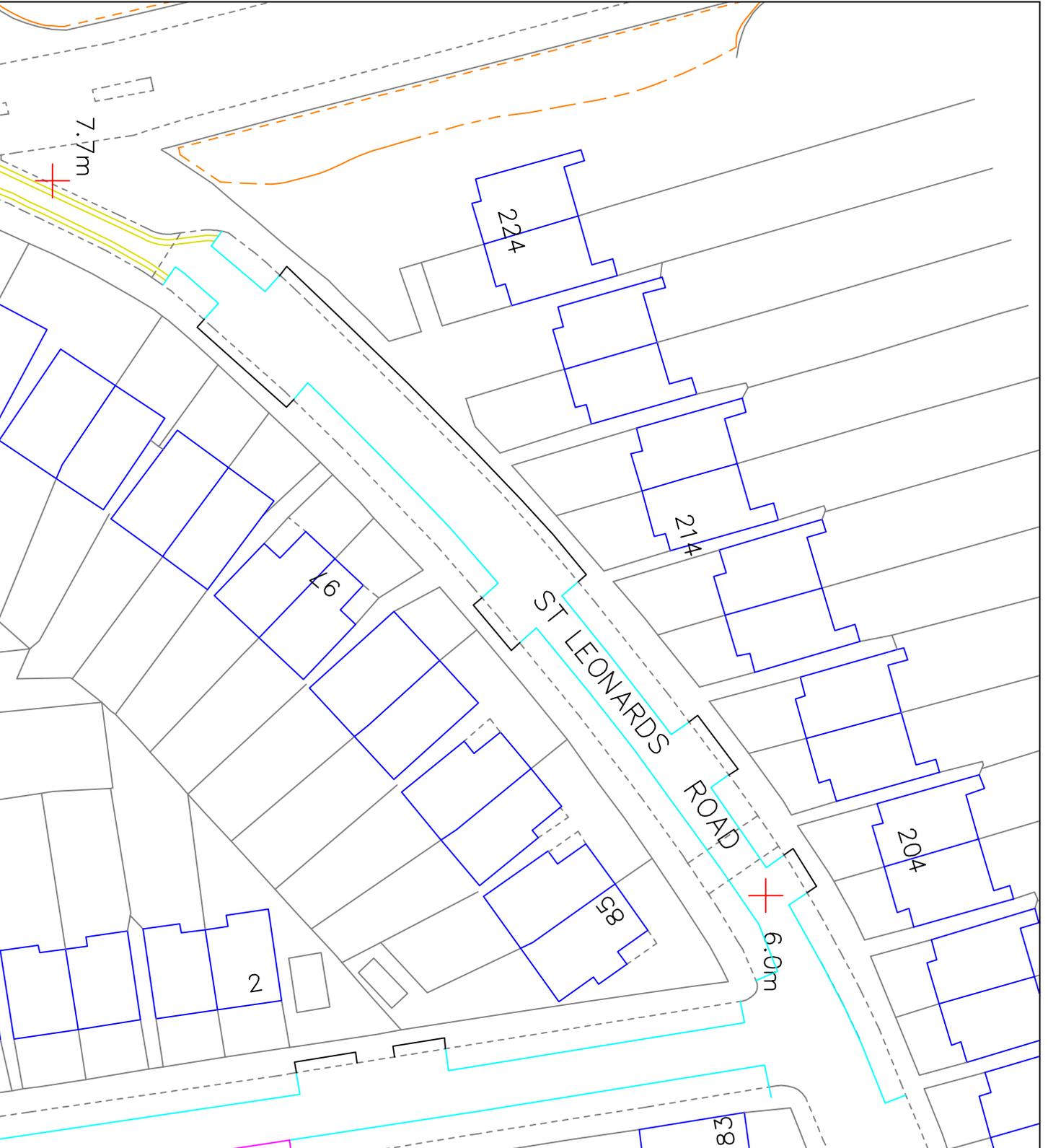
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Figure
 Figure 6 Parking Survey Area
 Clifford Avenue (2 of 2)

Date October 2016
 Scale 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference P1610_1.6



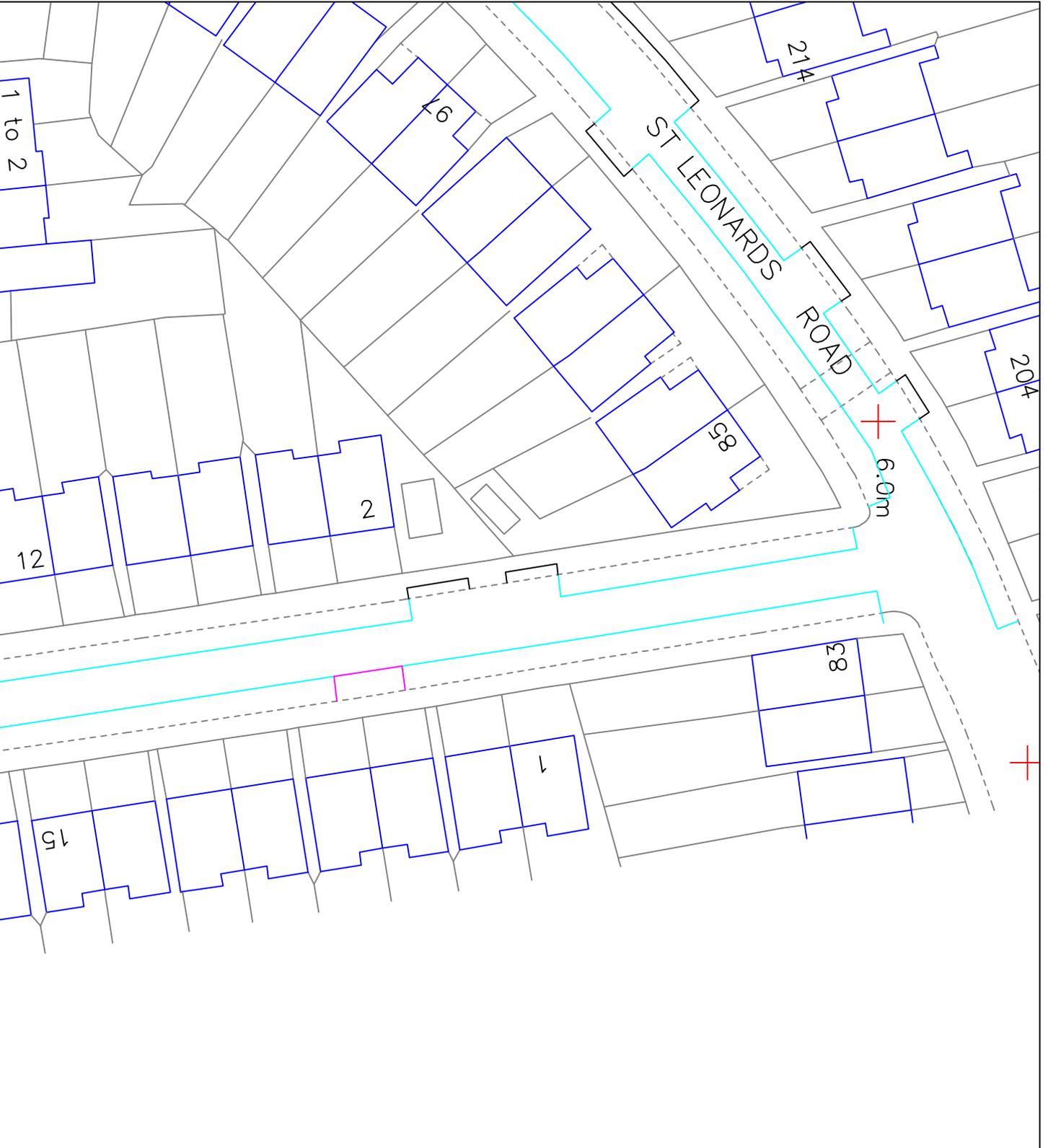
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Figure
 Figure 7 Parking Survey Area
 St Leonards Road

Date October 2016
 Scale 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference P1610_1_7



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Figure
 Figure 8 Parking Survey Area
 Graemesdyke Avenue (1 of 3)

Date: October 2016
 Scale: 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference: P1610.1.8



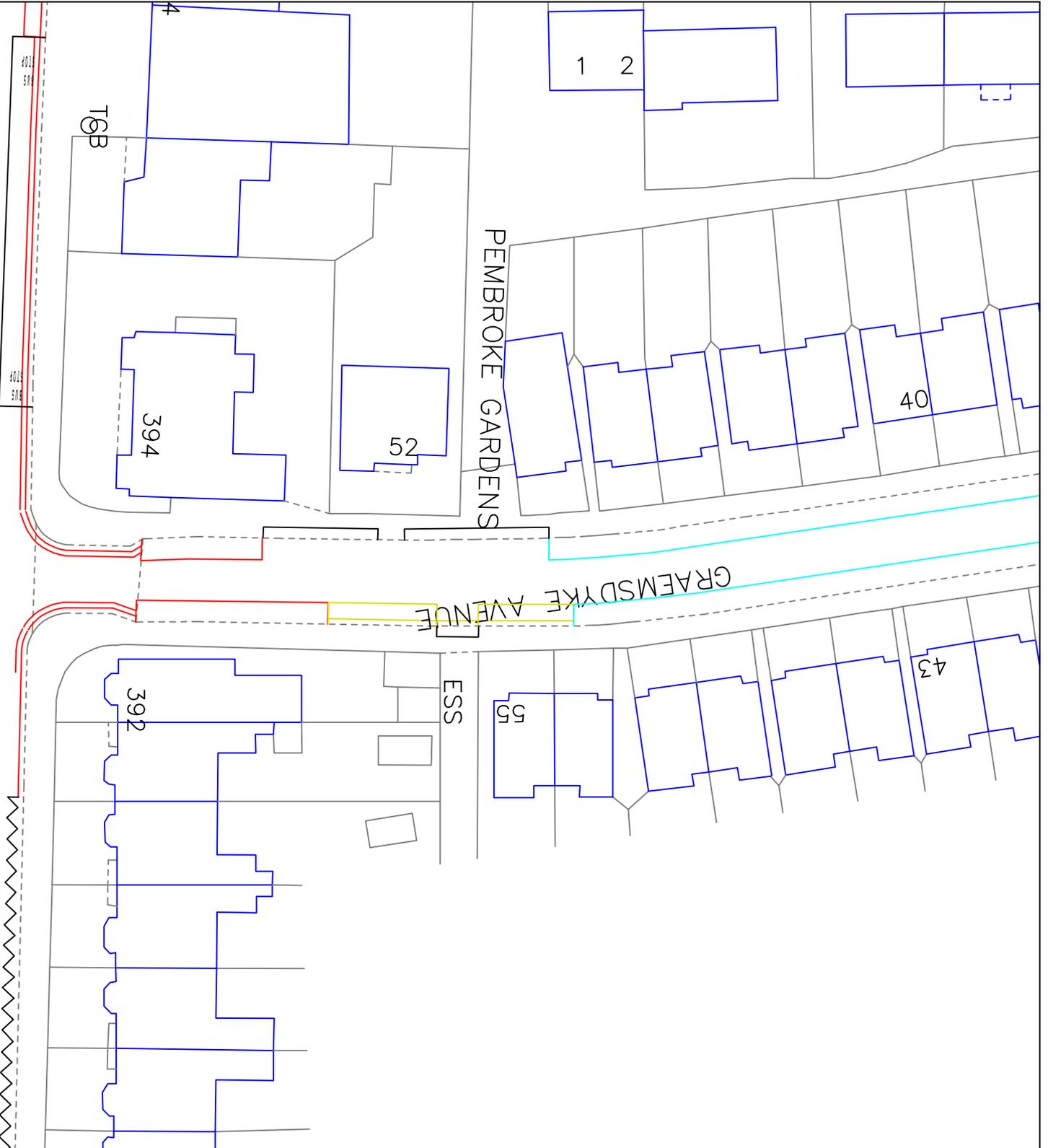
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Figure
 Figure 9 Parking Survey Area
 Graemesdyke Avenue (2 of 3)

Date: October 2016
 Scale: 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference: P1610.1.9



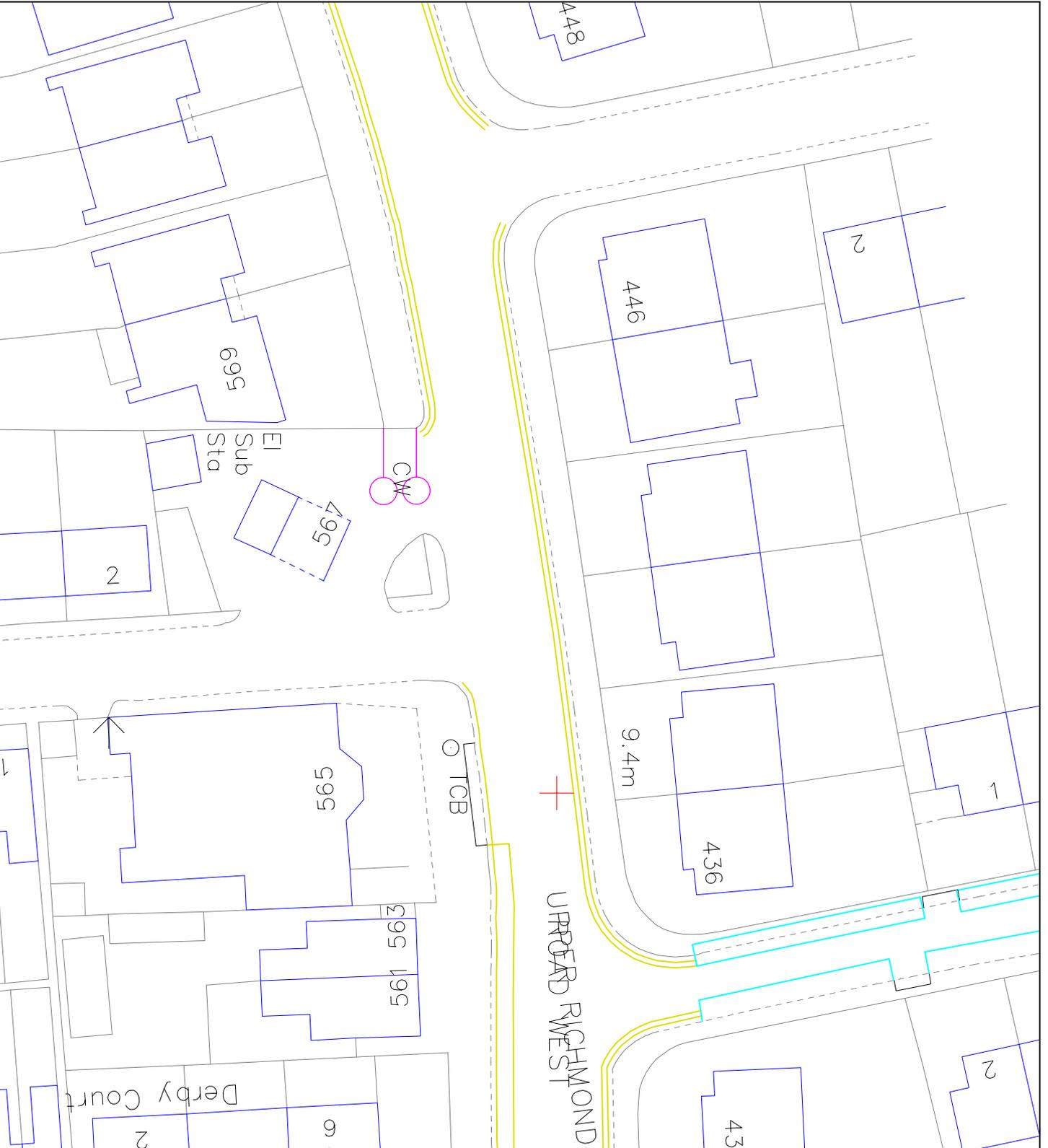
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Figure
 Figure 10 Parking Survey Area
 Graemesdyke Avenue (3 of 3)

Date: October 2016
 Scale: 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference: P1610_1_10



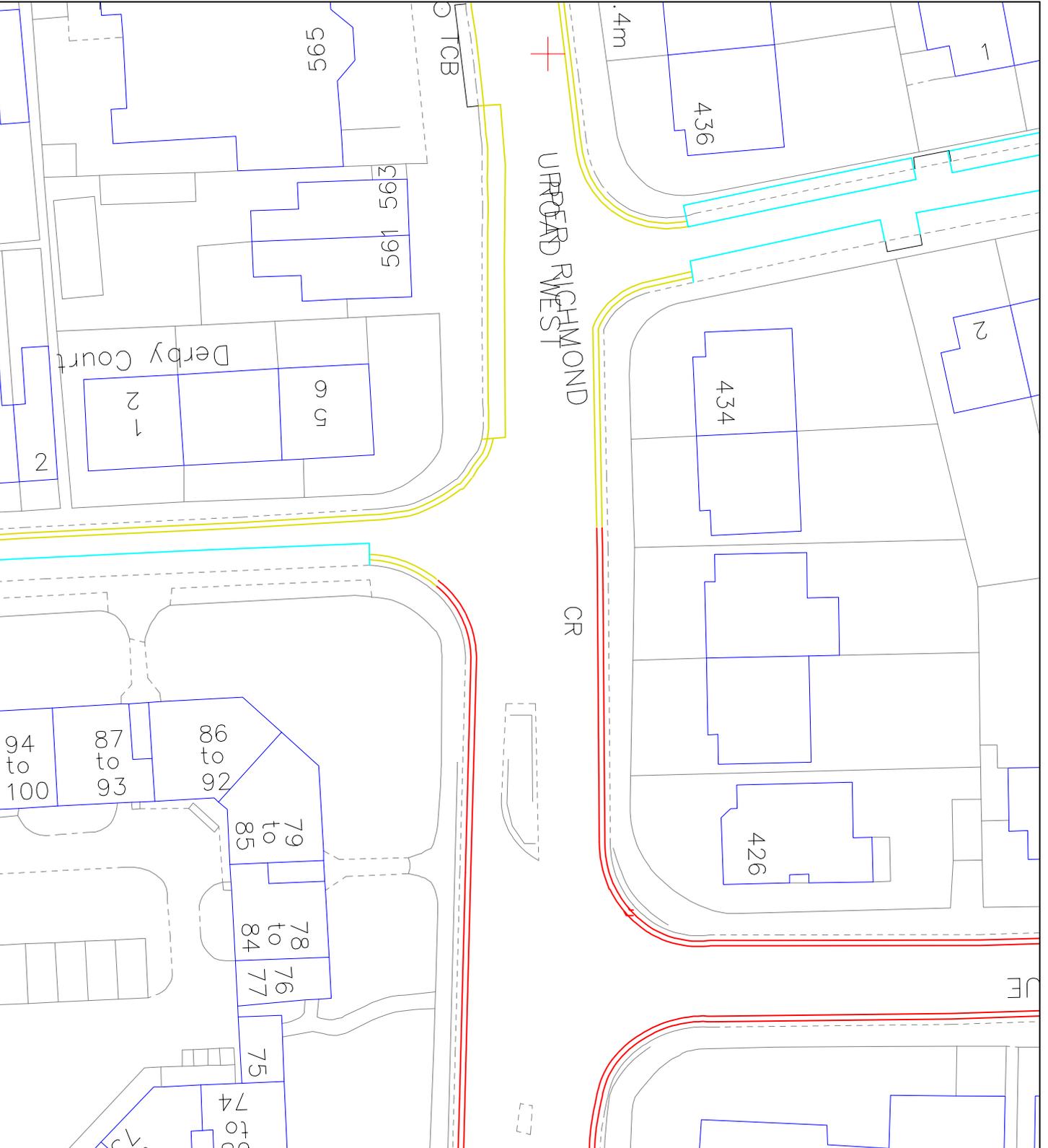
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Figure
 Figure 12 Parking Survey Area
 Upper Richmond Road West (2 of 5)

Date October 2016
 Scale 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference P1610_1_12



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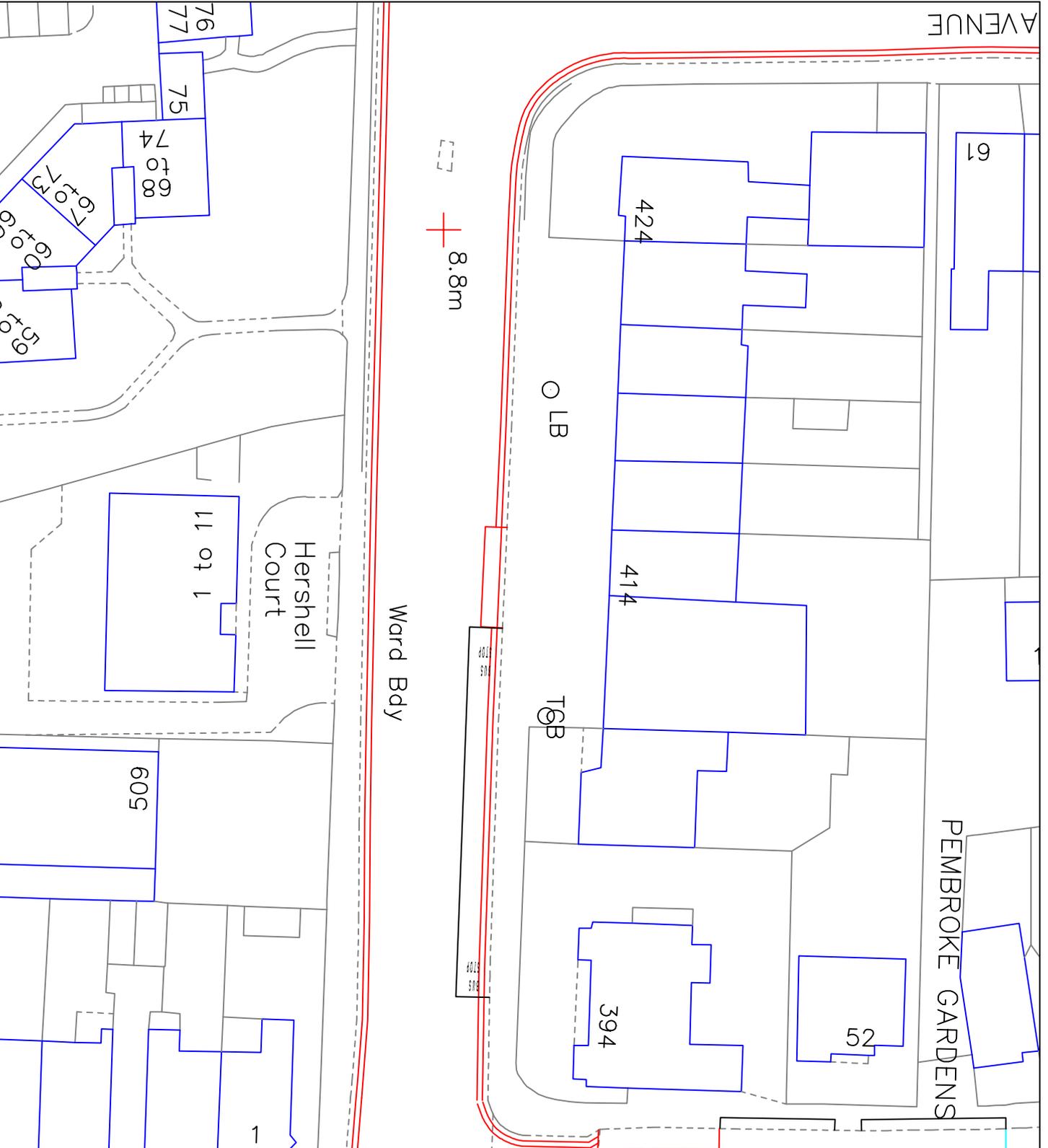
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Figure
Figure 13 Parking Survey Area
Upper Richmond Road West (3 of 5)

Date October 2016
Scale 1:500 @ A4
Source: Ordnance Survey
Figure Reference P1610_1_13



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Figure
 Figure 14 Parking Survey Area
 Upper Richmond Road West (4 of 5)

Date: October 2016
 Scale: 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference: P1610_1_14



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Figure
 Figure 15 Parking Survey Area
 Upper Richmond Road West (5 of 5)

Date: October 2016
 Scale: 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference: P1610_1_15



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Figure
 Figure 16 Parking Survey Area
 Derby Road (1 of 2)

Date: October 2016
 Scale: 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference: P1610_1_16



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 Specialist Development Transport Planning
 16 Church Road, Leatherhead, KT22 8AY
 Email: info@kronenltd.com
 020 8541 1139
 Website: www.kronenltd.com

Project
 Proposed Development at
 422 Upper Richmond Road West,
 East Sheen, London, SW14 7JX

Figure
 Figure 17 Parking Survey Area
 Derby Road (2 of 2)

Date October 2016
 Scale 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference: P1610_1,17



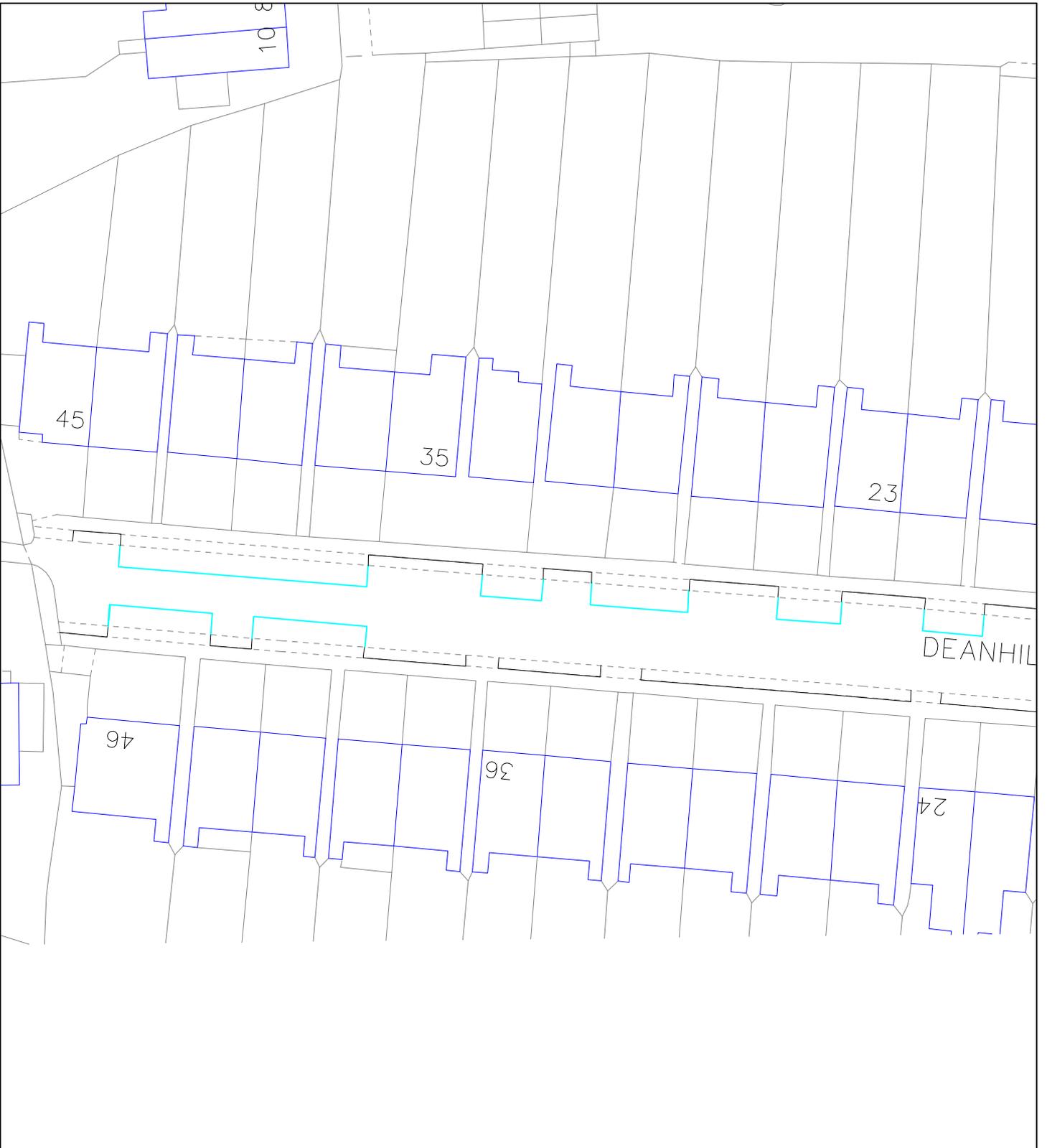
KRONEN LTD
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Figure
 Figure 18 Parking Survey Area
 Deanhill Road (1 of 2)

Date: October 2016
 Scale: 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference: P1610_1_18



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Figure
 Figure 19 Parking Survey Area
 Deanhill Road (2 of 2)

Date October 2016
 Scale 1:500 @ A4
 Source: Ordnance Survey
 Figure Reference P1610_1_19

Appendix A

Raw Parking Survey Data

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TRANSPORT PLANNING

Project
Proposed Development at
422 Upper Richmond Road West,
East Sheen, London, SW14 7JX

Figure
Overnight Count Sheet (1 of 2)

Scale 1:1250 @ A4
Source: Ordnance Survey

SAM THURSDAY
5 DEC 2019

Key

-  No restriction
-  Disabled
-  Red Route (Short Stay Mon To Sat 7am TO 7pm)
-  Parkable Single Red Lines
-  Parkable Single Red Lines
-  Dropped Kerbs

Note

Parking regulation inventory plot is an approximation for illustrative purposes only



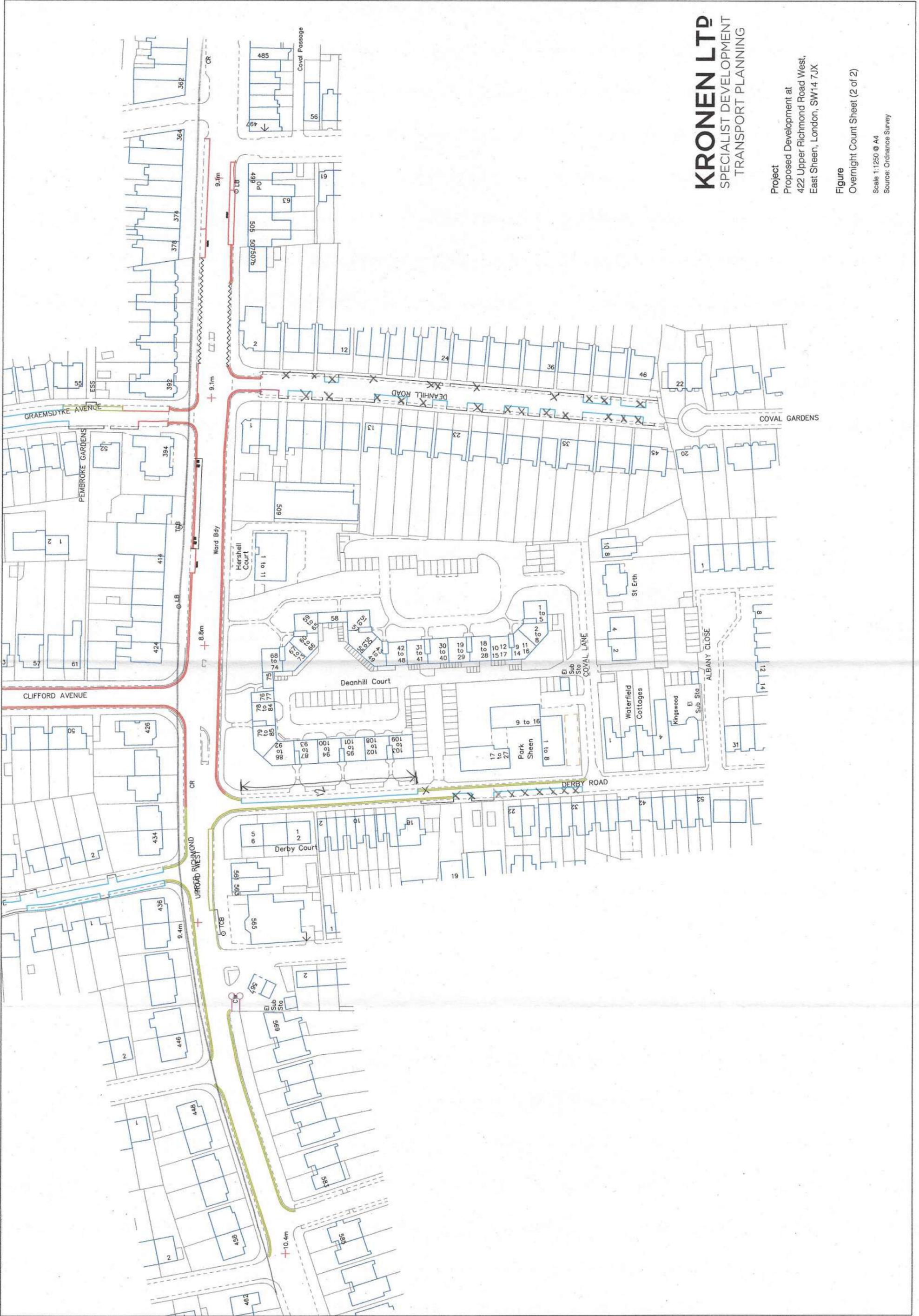
KRONEN LTP

SPECIALIST DEVELOPMENT
TRANSPORT PLANNING

Project
Proposed Development at
422 Upper Richmond Road West,
East Sheen, London, SW14 7JX

Figure
Overnight Count Sheet (2 of 2)

Scale 1:1250 @ A4
Source: Ordnance Survey



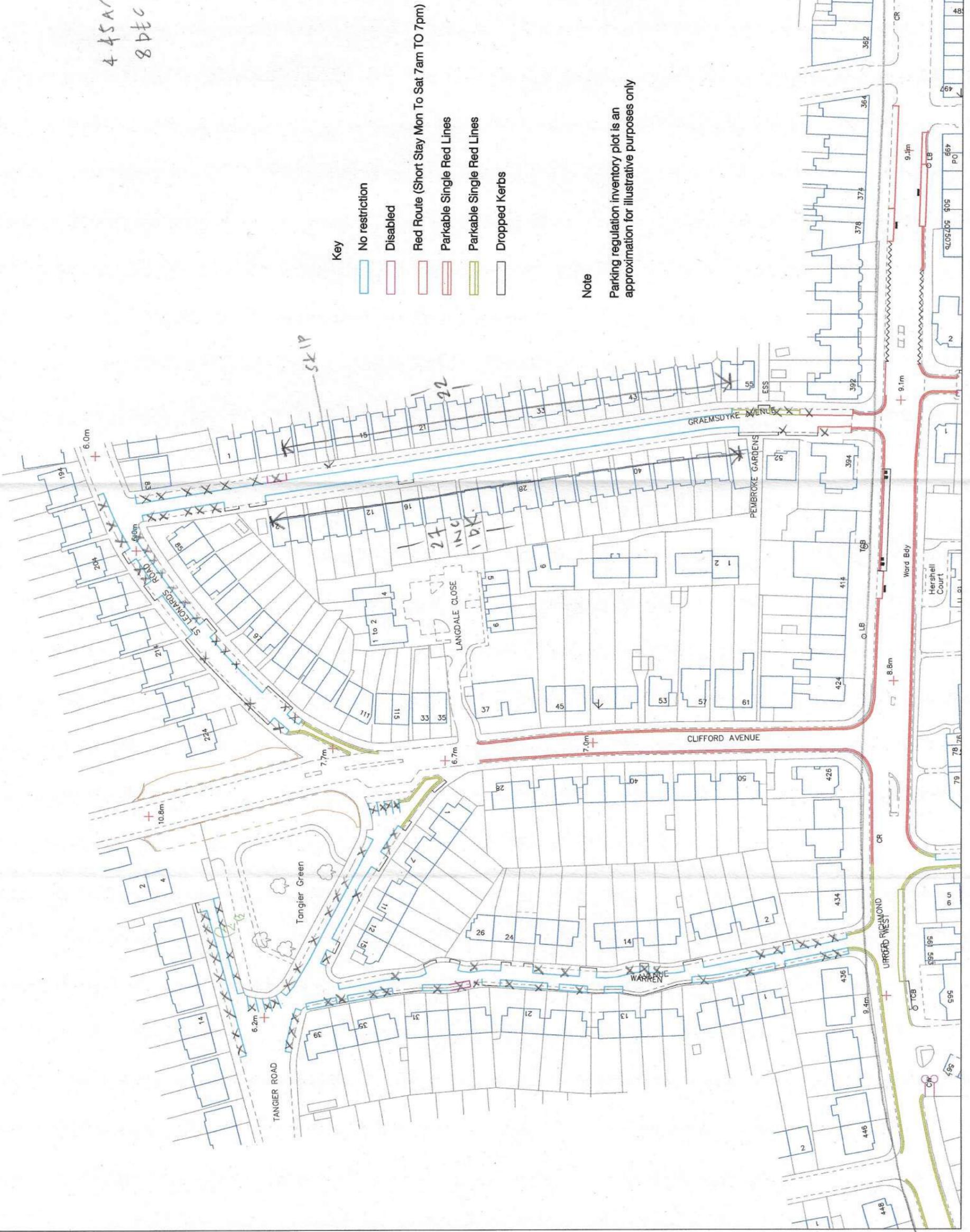
4.45AM SUNDAY
8 DEC 2019

KRONEN LTD
SPECIALIST DEVELOPMENT
TRANSPORT PLANNING

Project
Proposed Development at
422 Upper Richmond Road West,
East Sheen, London, SW14 7JX

Figure
Overnight Count Sheet (1 of 2)

Scale 1:1250 @ A4
Source: Ordnance Survey

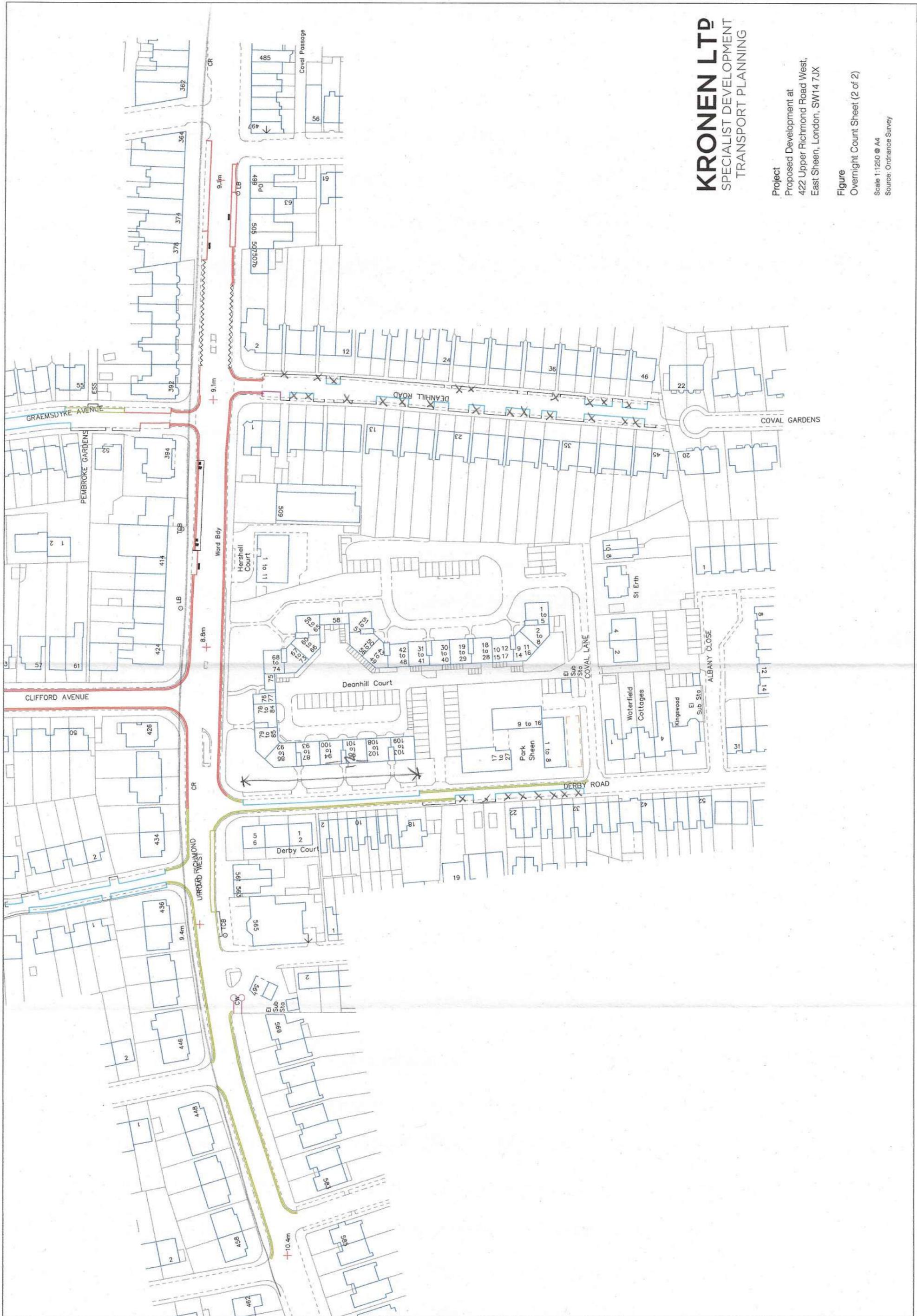


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Project
Proposed Development at
422 Upper Richmond Road West,
East Sheen, London, SW14 7JX

Figure
Overnight Count Sheet (2 of 2)

Scale 1:1250 @ A4
Source: Ordnance Survey



SAM THURSDAY
12 DEC 2019

KRONEN LTD
SPECIALIST DEVELOPMENT
TRANSPORT PLANNING

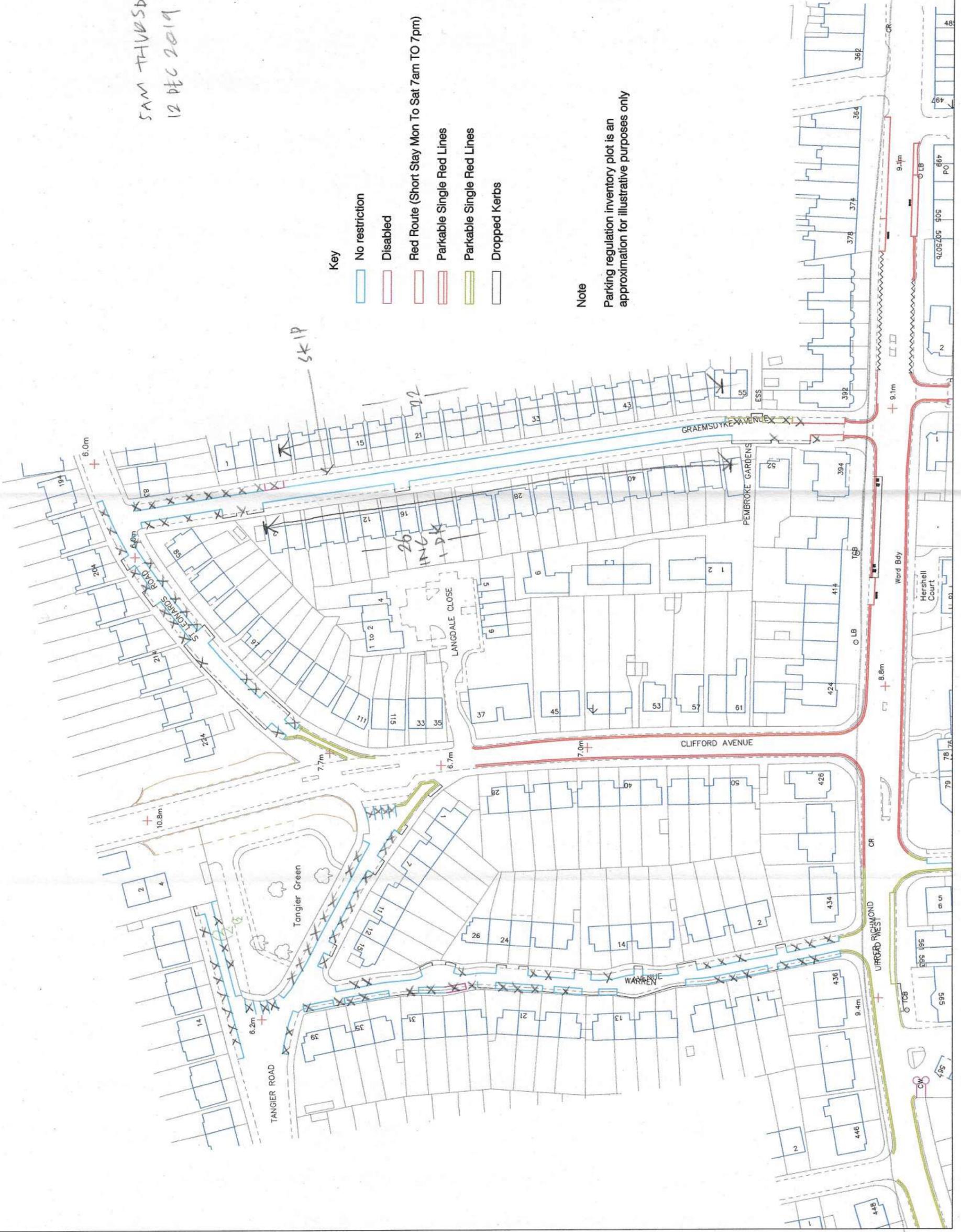
Project
Proposed Development at
422 Upper Richmond Road West,
East Sheen, London, SW14 7JX

Figure
Overnight Count Sheet (1 of 2)

Scale 1:1250 @ A4
Source: Ordnance Survey

- Key**
- No restriction
 - Disabled
 - Red Route (Short Stay Mon To Sat 7am TO 7pm)
 - Parkable Single Red Lines
 - Parkable Single Red Lines
 - Dropped Kerbs

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



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Project
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East Sheen, London, SW14 7JX

Figure
Overnight Count Sheet (2 of 2)

Scale 1:1250 @ A4
Source: Ordnance Survey



Appendix B

Parking Survey Data Tabulated

Survey Day One (5am Thursday 5 December 2019)

Street	Number of cars parked			
	Unrestricted Kerb	Red Route Bay and SYL / SRL	Dropped Kerbs and DYL / DRL	Total
Tangier Road	35	0	0	35
Warren Avenue	24	0	0	24
St Leonards Road	19	0	3	22
Graemesdyke Road	61	5	1	67
Upper Richmond Road West	0	0	0	0
Derby Road	21	0	1	22
Deanhill Road	14	0	10	24
Total	174	5	15	194

Survey Day Two (4.45am Sunday 8 December 2019)

Street	Number of cars parked			
	Unrestricted Kerb	Red Route Bay and SYL / SRL	Dropped Kerbs and DYL / DRL	Total
Tangier Road	34	0	0	34
Warren Avenue	23	0	2	25
St Leonards Road	17	0	3	20
Graemesdyke Road	60	5	1	66
Upper Richmond Road West	0	0	0	0
Derby Road	19	0	1	20
Deanhill Road	17	0	5	22
Total	170	5	12	187

Survey Day Three (5am Thursday 12 December 2019)

Street	Number of cars parked			
	Unrestricted Kerb	Red Route Bay and SYL / SRL	Dropped Kerbs and DYL / DRL	Total
Tangier Road	35	0	0	35
Warren Avenue	27	0	2	29
St Leonards Road	18	0	1	19
Graemesdyke Road	61	5	1	67
Upper Richmond Road West	0	0	0	0
Derby Road	21	0	0	21
Deanhill Road	14	0	8	22
Total	176	5	12	193