85 CONNAUGHT ROAD

TRANSPORT STATEMENT

Mark Smith Architects Limited

INTRODUCTION

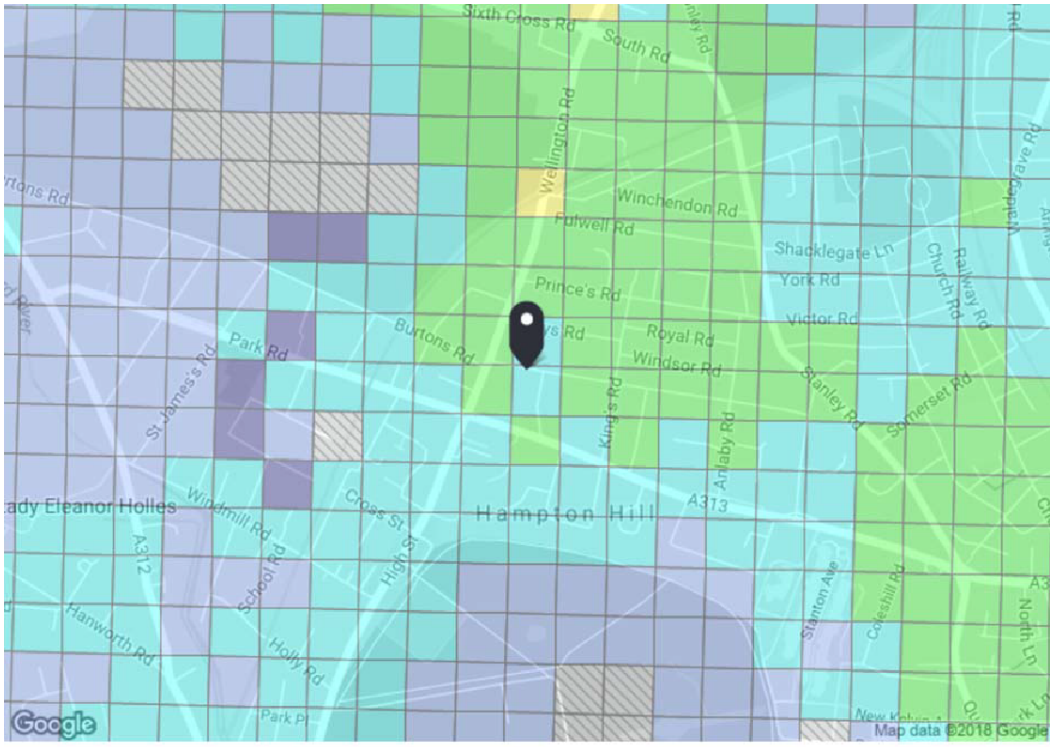
This transport statement is prepared by Mark Smith Architecture to support the planning application for the proposed redevelopment of 85 Connaught Road, Teddington TW11 0QQ. This document should be read in conjunction with the relevant planning drawings prepared by Mark Smith Architecture.

The property is currently sub-divided in to two flats, and the proposed development will involve renovating and extending the existing building to form a total of five flats.

PUBLIC TRANSPORT

The property is situated within three minutes' walk of Hampton Hill High Street, and is well served by buses and trains, with Fulwell Station being only a nine-minute walk and offering frequent direct services into London Waterloo, while bus stops for the x26, 285 and r68 routes are within 2 minutes' walk.

The PTAL rating for the site is 2.



PTAL output for Base Year
2
Easting: **514629**, Northing: **171380**

CYCLE PARKING

Cycle parking is to be provided within the flats, with a cycle rail being provided on the common stairs to facilitate easy access to the upper floors. It is proposed to allocate a minimum of 1 cycle parking space per flat, in accordance with the London Borough of Richmond Cycle Parking Standards.

CAR PARKING

There is currently no on-site parking for the existing flats, and it is not proposed to provide any on-site parking as part of the proposed development. An on-street parking survey (See appendix 1) was carried out by Ardent Consultant Engineers as part of previously approved application (ref: 18/4125/FUL), to assess the impact of the development on parking in the local area.

The results of the surveys undertaken in the vicinity of 85 Connaught Road, indicate that the local streets are not considered to be saturated, and it was concluded by Ardent Consultant Engineers that there was sufficient space available to accommodate an increase in on-street parking demand created by the previously approved development. Furthermore, the report concluded that the previously approved development will have a negligible impact on the operation of the local road network, and therefore should not be any cause for objection to the proposals on Highways grounds.

The proposed development of 4 x 1 bed flats and 2 x 2 bed flats, based on a Census analysis (see p. 4 and p. 5 of Appendix 1), creates an additional demand for four on street parking spaces but when the demand from the existing development (1 x 2 bed flat and 1 x 3 bed flat) of two on street parking spaces is considered this creates a potential net increase in on-street parking demand of only two spaces. This is one additional on-street space that could potentially be required compared to the previously approved development.

As outlined on p. 2 of Appendix 1, the parking survey demonstrated an average parking stress level of 82% (162 vehicles parked in 197 spaces), if the additional two on-street parking spaces that arise from the proposed development is included in this calculation this would produce an average parking stress level of 83% (164 vehicles parked in 197 spaces) this is below the 85% threshold level of on-street parking that the “Richmond Methodology” sets above which an objection to potential development proposals might arise.

As outlined above and demonstrated in the parking survey, there is ample capacity on the surrounding streets to accommodate any additional on-street parking demand that might arise from the proposed development and as such we respectfully contend that the proposed development should be granted planning permission.

The proposed scheme is identical to the most recent refused planning application (ref: 21/1110/FUL) in terms of unit mix and unit numbers. In the Planning Officer's report the highway's impact of the previously refused scheme was considered to *"meet the requirements of Policy LP45 and has been demonstrated that there would be no adverse impact on the area in terms of street scene or on-street parking"*. We therefore respectfully assume that the proposed scheme will be considered to cause no adverse impact on on-street parking and will be considered in the same manner.

Please refer to Appendix 1 for Transport Note and Parking Survey.

APPENDIX 1

ARDENT CONSULTING ENGINEERS
TRANSPORT NOTE 174120-01A

ARDENT CONSULTING ENGINEERS

TRANSPORT NOTE 174120-01A

Date : November 2017

Project Ref : 174120

Report Ref : 174120-01

DOCUMENT CONTROL

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Client Issue	DH	AB	DRAFT	Nov 2017
-	2nd Draft Client Issue	DH	AB	DRAFT	May 2018
-	3rd Draft Client Issue	DH	AB	DRAFT	June 2018
-	Final Client Issue	DH	AB	SJH	June 2018
A	Final Client Issue	DH	AB	SJH	June 2018

INTRODUCTION

This Transport Note (TN) has been prepared to present the findings of an on-street parking survey undertaken in the vicinity of 85 Connaught Road, Teddington, which is located within the London Borough of Richmond (LBR). This TN then also sets out the survey results in the context of proposals to redevelop the site to provide a small uplift in dwellings.

The site is being considered for redevelopment to provide a total of 4 dwellings, including 2x1-bedroom, 1x2-bedroom and 1x3-bedroom units. This amounts to an increase of 2 dwellings at the site since there is currently 1x2-bedroom and 1x3-bedroom units at the site.

Consultation on the scope of the survey was sought from LBR Highways officers and it was agreed to follow the "Richmond Methodology" to determine, analyse and present the findings of the on-street parking survey. A copy of the "Richmond Methodology" is attached at **Appendix A.**

It was agreed with LBR Officers that the surveys would be undertaken on Tuesday 7th, Wednesday 8th and Sunday 12th November 2017 between the hours of 00:00 and 05:00. These dates and were approved by LBR. It is confirmed that the surveys were undertaken during term time and did not take place during either the week leading up to or following a school holiday. These days adhered to the requirements for residential related surveys whereby two weekday surveys are required as well as one weekend survey on a Sunday in order to capture peak residential demand.

The survey area was proposed at a 200m walk from the site, however, this was extended a short distance in two directions along Hampton Road as well as along Kings Road at the request of LBR. This extension follows the guidance set by the "Richmond Methodology". A copy of correspondence with LBR Officers in respect to agreeing the scope of the survey is attached at **Appendix B**.

BASE SURVEY RESULTS

The results from the surveys are attached in full at **Appendix C**.

The results have been presented in strict accordance with the requirements of the "Richmond Methodology" with both a plan outlining local waiting restrictions and potential parking capacity for the survey area attached, together with a summary table of parking availability and demand broken down for each road considered. The survey identified a total of 197 potential car parking spaces within the surveyed area, with all of these spaces the subject of no waiting restrictions and amounting to at least 5m in length, in accordance with the requirements of the "Richmond Methodology".

The results demonstrate that the local area has the following existing parking demand and associated average "parking stress" on local roads when the survey area is considered as a whole:

- Tuesday 7th November 2017 - 162 vehicles
- Wednesday 8th November 2017 - 159 vehicles
- Sunday 12th November 2017 - 165 vehicles
- **Average** - **162 vehicles / 82% parking stress**

It should be noted that the parking stress calculations include demand associated with vehicles parked on single yellow line waiting restrictions, however, the potential use of such areas has been omitted from the number of potential spaces assumed in the calculations (i.e. 197). This is therefore a very robust approach.

The single yellow line waiting restrictions prevent parking Monday-Saturday 0800-1830 and so it is considered these spaces could actually be incorporated into the survey results and would reduce the parking stress levels outlined above, owing to provision of additional potential parking opportunities in the vicinity, over and above the 197 identified in the survey.

Given that there has been demand for use of space subject to single yellow line waiting restrictions identified within the surveys, it is clear that residents do currently make use of these areas for parking. The approach adopted is therefore considered extremely onerous and the parking stress levels presented are very robust.

It is worth noting that the "Richmond Methodology" sets a threshold level of on-street parking stress, above which an objection to potential development proposals might be raised, of 85%. It is clear that the survey results indicate base parking conditions are below this threshold level of parking stress.

PARKING POLICY

Policy DM TP 8 of the LBR *Local Development Framework Development Management Plan* (adopted November 2011) relates to off-street parking and makes reference to the Borough's standards within Appendix 4. Policy DM TP 8 states:

"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 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 level of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking"

Applying the parking standards to the existing and proposed site would allow the maximum parking provision set out in **Table 1**.

Table 1 Maximum permissible parking provision comparison

Development	Units	Maximum Standard	Maximum Permitted Parking Provision
Existing Site	1x2-bed 1x3-bed	1 space per 1/2-bed unit	3 spaces
Proposed Site	2x1-bed 1x2-bed 1x3-bed	2 spaces per 3-bed unit (for 1 unit)	5 spaces

If the parking standards were to be considered as a determination of parking demand, application of the maximum permissible could result in an increase in demand amounting to 2 spaces, which in the context of the parking survey results would still result in parking stress below the 85% threshold level.

However, as set out above, the existing site accommodates all car parking demand on-street locally, with no off-street provision within the site available. This same approach is to be adopted for the development proposals and a parking demand analysis for the site based on Census data (see below) has indicated that the revised proposals will result in demand for only 1 additional parking space on local streets.

Since the results of the parking survey confirm there are a minimum of 32 spaces available during peak demand (an average of 35 spaces), there is ample capacity to accommodate the anticipated increase in demand arising from the proposals. As a result, it is clear that there would be no adverse impact on the area in terms of on-street parking. Applying the Borough's car parking standards is therefore not appropriate in this instance.

CENSUS PARKING DEMAND

In order to consider the potential change in parking demand associated with the proposals, a review of 2011 Census data on car ownership by type, tenure and number of habitable rooms has been undertaken for the Fulwell and Hampton Hill Ward, within which the site falls.

The data indicates average ownership for private flats with 1-3 habitable rooms of 0.74 spaces per dwelling, whilst for private flats with 4 rooms indicates average ownership of 0.92 spaces per dwelling and private flats with 5 habitable rooms having average ownership of 1.01 spaces per dwelling.

We have applied this data to the existing 2 dwellings on the site and for the proposed 4 dwellings, as presented within **Table 2** and **Table 3** respectively.

Table 2 Predicted Current Site Car Ownership (source: 2011 Census)

Unit tenure and type	No of rooms	No of dwellings	Projected average ownership per household	Projected ownership for development (cars)
Private Flats				
2-bed	1-3	1	0.74	1
3-bed	4	1	0.92	1
TOTAL		**2**	**0.83**	**2**

Table 3 Predicted Proposed Scheme Car Ownership (source: 2011 Census)

Unit tenure and type	No of rooms	No of dwellings	Projected average ownership per household	Projected ownership for development (cars)
Private Flats				
1/2-bed	1-3	3	0.74	2
3-bed	4	1	0.92	1
TOTAL		**4**	**0.78**	**3**

As set out in the above Tables, the data indicates demand for 2 spaces arising from the 2 dwellings currently on the site whilst for the proposed 4 dwellings, there will be demand for 3 spaces.

Since no on-site car parking is currently provided, nor is it proposed to be as part of the development scheme, this analysis suggests a potential net increase in on-street parking demand amounting to only 1 parking space.

When this additional demand is considered in the context of the on-street parking survey results, the following average parking stress can be anticipated:

- Average parking stress including development demand - 84%

As set out above, the "Richmond Methodology" sets a threshold level of on-street parking stress, above which an objection to potential development proposals might be raised, of 85%. It is clear that when the additional demand for on-street parking associated with the proposals is considered in the context of current demand, the maximum parking stress would not breach the 85% threshold. As a result, the scheme should not invoke an objection on transport grounds.

ADDITIONAL FACTORS IMPACTING ON THE RESULTS

A comparison has been made by analysing the results using the "Lambeth Methodology". The Richmond Methodology is particularly onerous when compared to the approach as set out within the "Lambeth Methodology" that is widely used within London to determine parking stress.

Whilst we have still omitted all single yellow line areas and retained the more onerous requirements associated with the initial section of each road considered, we have reviewed the

analysis and outlined the associated parking stress that could be anticipated using the Lambeth Methodology.

The results from this analysis are attached at **Appendix D** but outline that the local area experiences average parking stress amounting to 56% (165 vehicles parked / 287 potential parking spaces).

It is clear that there is therefore ample spare capacity to accommodate an uplift in demand. This analysis also demonstrates just how onerous the Richmond Methodology is when compared to the more widely adopted Lambeth Methodology, since this comparison indicates average parking stress of just 58% compared to the Richmond approach that outlines 84%. It is therefore clear that there is ample spare capacity to accommodate a small uplift in demand associated with the proposals.

It should also be noted that there was an element of "inconsiderate" parking that took place at the time of the survey. This is where vehicles are parked too far from an adjacent vehicle using space that would otherwise have been available to park. This is particularly prevalent in locations where there is ample space for parking to take place since those parking their vehicle do not feel a need to consider how they park in relation to the space occupied. In areas where parking is more restricted, drivers tend to be more considerate with how they park their vehicle since in the future it may be them who struggles to find a space if everyone adopts a poor parking etiquette.

We have estimated the level of inconsiderate parking within the survey results, retaining the set kerb length to accommodate a vehicle in order to outline where there is "lost potential" for parking as a result of poor parking. This amounts to an average of 7 spaces within the survey area. It is therefore clear that the level of inconsiderate parking is in excess of the uplift in demand associated with the proposals, further highlighting how small the increase in demand would impact on the local road network.

We also understand that there is a vehicle parked on local streets, which was identified within the survey results, that it is understood to be abandoned and has been in the same location for a number of months. This vehicle is shown in **Plate 1**.

Plate 1 – Potential Abandoned Vehicle

It is worth noting that this single abandoned vehicle, if removed, would accommodate the uplift in demand associated with the development proposals.

CONCLUSIONS

The results of the surveys undertaken in the vicinity of 85 Connaught Road, Teddington in November 2017 indicate that local roads have an average parking stress amounting to 84% when adopting the Richmond methodology, which equates to 32 spaces available during times of peak parking demand.

If the existing demand and capacity for the survey area is considered in the context of both unrestricted parking and limited hours of restriction parking (single yellow lines), the opportunity for parking in the vicinity is increased and therefore the associated parking stress is lower than the levels presented within this TN.

A review of the anticipated net change in parking demand associated with the redevelopment of the site utilising 2011 Census data for the area suggests an increase amounting to only 1 parking space could be expected.

The "Richmond Methodology" outlines an 85% parking stress threshold above which the survey area could be considered to have saturated parking. It is therefore clear that given the parking stress levels were recorded at an average of 84%, the local streets are not considered to be saturated and there is space available to accommodate an increase in parking demand.

Furthermore, a comparison of the results with the approach set out in the Lambeth Methodology for presenting the results from on-street parking surveys suggests parking stress would amount to only 56%, well below the 85% threshold level.

A review of LBR policy indicates that off-site parking should adhere to the standards outlined within the *Local Development Framework Development Management Plan* "unless it can be shown that in proposing level of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking. Since an increase in demand of only 1 space is anticipated and the Council's threshold parking stress level has not been breached, it is clear that there would be no adverse impact on the area in terms of on-street parking. Applying the Borough's car parking standards is therefore not appropriate in this instance.

Furthermore, when the additional demand associated with the proposals is considered, the parking stress is only 84% and so even when the potential impact of the development is considered, this still does not breach the threshold level suggested within the Richmond guidance.

In light of the survey results and the Census demand analysis, it is clear that the proposals will have a negligible impact on the operation of the local road network and there should not be any cause for objection to the proposals on Highways grounds.

Appendix A

Richmond Methodology

Appendix A

Richmond parking survey methodology

Richmond parking survey methodology

The Council has set maximum parking standards for developments in Their Local Plan and these are expected to be met, 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 will 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 reaches the middle of a street at 200m, the survey area could be extended to the next junction or curtailed to the previous 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, for which the site would not be able to access parking permits, may be excluded depending on CPZ start time and these roads are to be agreed with Transport Planning officers prior to the survey being undertaken

The Council may require amending of 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. S's can only be shown where each 's' represents 5.0m.

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, zig-zags, 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 5.0m 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 the available bay numbers i.e. individual lengths of bays divided by 5.0m.

The stress figures must be taken from the results maps and illegally parked cars should be counted. If spaces are noted and tabulated these must only be included if each space represents at least 5.0m. Tabulated results should be by road and include a 'Total' column.

Results

In order to assess the parking stress the tabulation must calculate the number of parked cars shown on the results map of each survey, against total available space calculated from the inventory survey and add the shortfall anticipated from the development using the Council's parking standard maximums.

LBRuT will consider appropriate extant planning permissions in the area and if stress levels are calculated at 85% stress* or more LBRuT will raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity.

Example of survey inventory sheet and results maps

Road Name	No Bays	17/6/14 @ 5am	19/7/14 @ 5am	Ave		
	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**	**All % stress**	**95.02617801**
plus anticipated shortfall of proposal	**191**	**192**	**197**	**194.5**	**plus x cars stress%**	**101.8324607**
plus x cars from approved applications yet to be implemented within the survey area	191	195	200	**197.5**	plus another x cars stress%	**103.4031414**

Example of results table

*As per parking survey study undertaken across LBRuT to assess parking stress levels and parking survey methodology.

Appendix B

Survey Scoping Email

David Howson

From: Olu Ashiru <Olu.Ashiru@richmond.gov.uk>
Sent: 24 October 2017 10:13
To: David Howson
Subject: RE: On-street parking survey scope - Connaught Road

Dear David,

Hello and many thanks for the email.

David yes the dates and the times for the parking survey are fine.

Many thanks,

Sincerely yours,

Olu.

From: David Howson [mailto:dhowson@ardent-ce.co.uk]
Sent: 24 October 2017 09:15
To: Olu Ashiru
Subject: RE: On-street parking survey scope - Connaught Road

Dear Olu,
Many thanks for your email and your comments. We will incorporate these study area changes as suggested. In regards to dates etc, we propose to follow the requirements of the Richmond methodology, so this is booked for Tuesday 7th, Wednesday 8th and Sunday 12th at between 00:00-05:00. This misses school holidays and includes a week buffer from the school holidays too, again, in accordance with the Richmond methodology.

I trust that this is acceptable since it follows the guidance outlined by the Richmond methodology but please can you confirm by return at your earliest opportunity.

You will note the above dates are very soon and in order to give the survey company enough notice to undertake the surveys, please can you confirm the above is acceptable ASAP.

Many thanks for your assistance.
Kind regards
David

David Howson
Senior Engineer

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From: Olu Ashiru [mailto:Olu.Ashiru@richmond.gov.uk]
Sent: 20 October 2017 18:38
To: David Howson <dhowson@ardent-ce.co.uk>
Subject: RE: On-street parking survey scope - Connaught Road

Dear David,

Hello and many thanks for the email.

David yes the proposed on-street parking survey route is fine but I would be agreeable to the following amendments being made:

The parking routes annotated on:

[1] Hampton Road ending at the Laurel Road junction can be extended to the Hampton Road/Laurel Road/Kings Road junction.

[2] Hampton Road ending at the park entrance can be extended to the Hampton Road/High Street junction.

[3] Kings Road ending part way along the road can be extended to the Hampton Road/Laurel Road/Kings Road junction.

David which dates, days of the week and time periods do you propose to undertake the parking surveys?

Apologies for the delayed response.

Many thanks,

Sincerely yours,

Olu.

From: David Howson [mailto:dhowson@ardent-ce.co.uk]
Sent: 11 October 2017 13:14
To: Olu Ashiru
Subject: RE: On-street parking survey scope - Connaught Road

Hi Olu,
That is odd since I reviewed it with my colleague and confirmed it covered the correct area prior to issue, perhaps it has become corrupted in transit. Nevertheless, please see the attached – hopefully that is now clear and doesn't cause you any difficulties this time round.
Many thanks.
David

David Howson
Senior Engineer

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From: Olu Ashiru [mailto:Olu.Ashiru@richmond.gov.uk]
Sent: 11 October 2017 12:30
To: David Howson <dhowson@ardent-ce.co.uk>
Subject: RE: On-street parking survey scope - Connaught Road

Dear David,

Hello and thanks for the email.

David I have imported the kml file into Google Earth and am finding that the coverage of the parking beat routes is not as detailed in your earlier annotated map. (please see attached Google Earth screenshot).

Can colleagues please check the kml file and modify as appropriate.

Many thanks in advance,

Sincerely yours,

Olu.

From: David Howson [mailto:dhowson@ardent-ce.co.uk]
Sent: 05 October 2017 08:40
To: Olu Ashiru
Subject: RE: On-street parking survey scope - Connaught Road

Morning Olu,
As requested a colleague has pulled together the routes - please see the attached. I look forward to hearing from you.
Kind regards
David

David Howson
Senior Engineer

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From: Olu Ashiru [mailto:Olu.Ashiru@richmond.gov.uk]
Sent: 04 October 2017 15:37
To: David Howson <dhowson@ardent-ce.co.uk>
Subject: RE: On-street parking survey scope - Connaught Road

Dear David,

Hello and thanks for the email.

David apologies I am busy reviewing a backlog of planning applications.

David I would suggest that you digitise the proposed parking beat routes using Google Earth (https://www.google.com/earth/) and save the routes as a Google KML/KMZ file and email me the resulting file (https://developers.google.com/kml/documentation/, https://support.google.com/mymaps/answer/3024454?hl=en&ref_topic=3024924).

This is the quickest way for me to comment or amend a proposed parking beat route and is the mechanism followed by other transport consultants who ask for feedback on the proposed parking beat routes.

I hope that this is helpful.

Sincerely yours,

Olu.

From: David Howson [mailto:dhowson@ardent-ce.co.uk]
Sent: 04 October 2017 13:27
To: Olu Ashiru
Subject: RE: On-street parking survey scope - Connaught Road

Hi Olu,
My Client is keen to get some surveys booked in so if you could advise when I could anticipate a response to the below query I would be most grateful. Proposed survey extents plan is attached with the lines outlined on the plan representing a ~200m walk distance from the site, which is outlined by the box with a cross.
I look forward to hearing from you at your earliest convenience.
Many thanks
David

David Howson
Senior Engineer

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From: David Howson
Sent: 29 September 2017 15:35
To: 'Olu Ashiru' <Olu.Ashiru@richmond.gov.uk>
Subject: RE: On-street parking survey scope - Connaught Road

Good afternoon Olu,

I am just following up on the below – have you been able to review my email?
I look forward to hearing from you.
Many thanks
David

David Howson
Senior Engineer

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Suite 1.10 The Suffolk Enterprise Centre, Felaw Maltings, 44 Felaw Street, Ipswich, IP2 8SJ
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From: David Howson
Sent: 25 September 2017 14:49
To: 'Olu Ashiru' <Olu.Ashiru@richmond.gov.uk>
Subject: RE: On-street parking survey scope - Connaught Road

Hi Olu,
Many thanks for your swift response and confirmation on the methodology. In regards to your request, I am sorry but I don't have the ability to forward the study area as a KML file since it is a scan of a sketch I prepared. I have derived the distances outlined on my sketch using the distance measurement tool on gmap-pedometer.com. The lines show a walk distance of ~200m, extending the distance to the next junction where I deem appropriate should this distance extend to only part way along a length of road, which is in line with the guidance document on this point. For example, I extended the study area along Connaught Road to the east of the King's Road/Connaught Road junction up to the junction with Oxford Road to provide a better cut off reference point, and since this amounted only an extra ~15m additional walk distance.
I hope that provides some clarification and I look forward to hearing from you.
Kind regards
David

David Howson
Senior Engineer

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CONSULTING ENGINEERS

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From: Olu Ashiru [mailto:Olu.Ashiru@richmond.gov.uk]
Sent: 25 September 2017 14:25
To: David Howson <dhowson@ardent-ce.co.uk>
Subject: RE: On-street parking survey scope - Connaught Road

Dear David,

Hello and many thanks for the email.

David yes I can confirm that the attached "SPD draft Appendix A on Parking Survey Methodology final.doc" is indeed the latest version of the council's on-street parking survey methodology.

David if you could please forward the Connaught Road survey extent plan as a KML or KMZ file it would enable me to analyse and/or update the proposed extent as necessary.

Many thanks in advance.

Sincerely yours,

Olu.
Olu Ashiru

From: David Howson [mailto:dhowson@ardent-ce.co.uk]
Sent: 25 September 2017 13:18
To: Olu Ashiru
Subject: FW: On-street parking survey scope - Connaught Road

Good afternoon Mr Ashiru,
I have previously liaised with Mary Toffi in respect to agreeing the scope of parking surveys to be undertaken within LB Richmond and recently forwarded the below request for her attention. However, I received a bounce-back outlining that Mary has now left the Borough and I understand through Planning that you are now handling such requests.

Please see my email below, plus the attached document/plan, in regards to a parking survey I propose to undertake at and in the vicinity of Connaught Road in Hampton Hill near Teddington.

If you confirm the proposed scope outlined below is acceptable to you, I would be most grateful.

I look forward to hearing from you at your earliest convenience.
Kind regards
David

David Howson
Senior Engineer

ARDENT
CONSULTING ENGINEERS

Suite 1.10 The Suffolk Enterprise Centre, Felaw Maltings, 44 Felaw Street, Ipswich, IP2 8SJ
Tel: 01473 407321
Web www.ardent-ce.co.uk

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From: David Howson
Sent: 18 September 2017 17:10
To: 'Mary Toffi' <Mary.Toffi@richmond.gov.uk>
Subject: On-street parking survey scope - Connaught Road

Dear Ms Toffi,
I am seeking your approval in regards to undertaking a parking stress survey to feed into my Clients consideration for potential residential development of a site on Connaught Road, Teddington.

I understand from our previous correspondence on such matters that any on-street parking survey should be undertaken to “Richmond Methodology” guidance, which I understand to be as per the attached document. If this draft version has since been updated, I would be most grateful if you could provide this by return so that any survey we undertake is in accordance with and presents the findings as required by the latest guidance.

In light of the attached guidance, I have therefore propose the attached study area (200m walk from the site), whilst in terms of surveyed times, I propose 2x weekday surveys (Mon-Thurs), plus a Sunday survey, all between the hours of 0100 and 0530 to be undertaken w/c 2nd October 2017. If you could advise if there are any particular dates on w/c 2nd October (or the following week, w/c 9th October, just in case there are problems with survey company availability) when a survey should not be undertaken I would be most grateful.

If you could confirm that the above proposed specification would meet with your requirements this would be of great assistance.

I look forward to hearing from you and thank you in anticipation of your assistance with this matter.
Kind regards
David

David Howson
Senior Engineer

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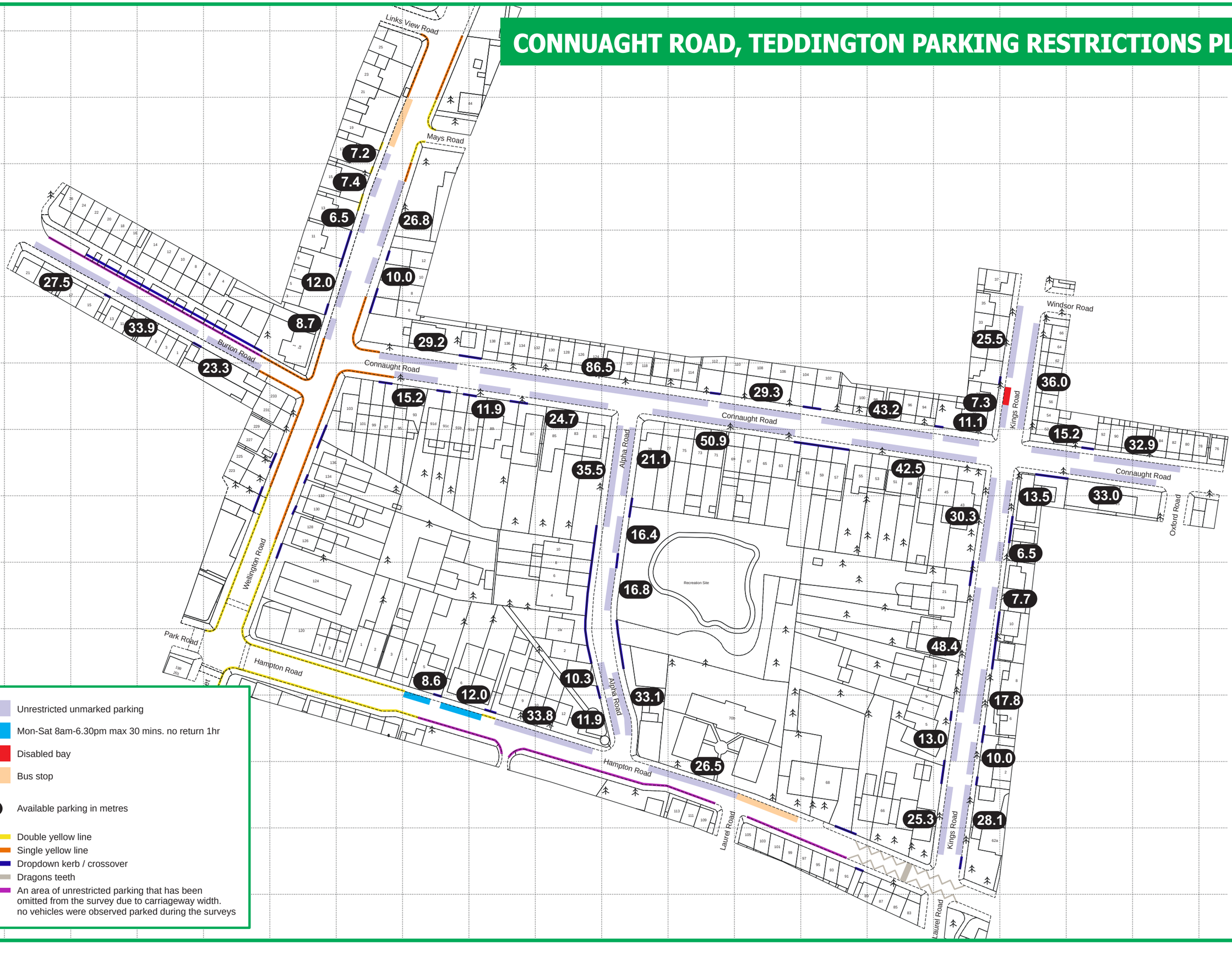
Appendix C

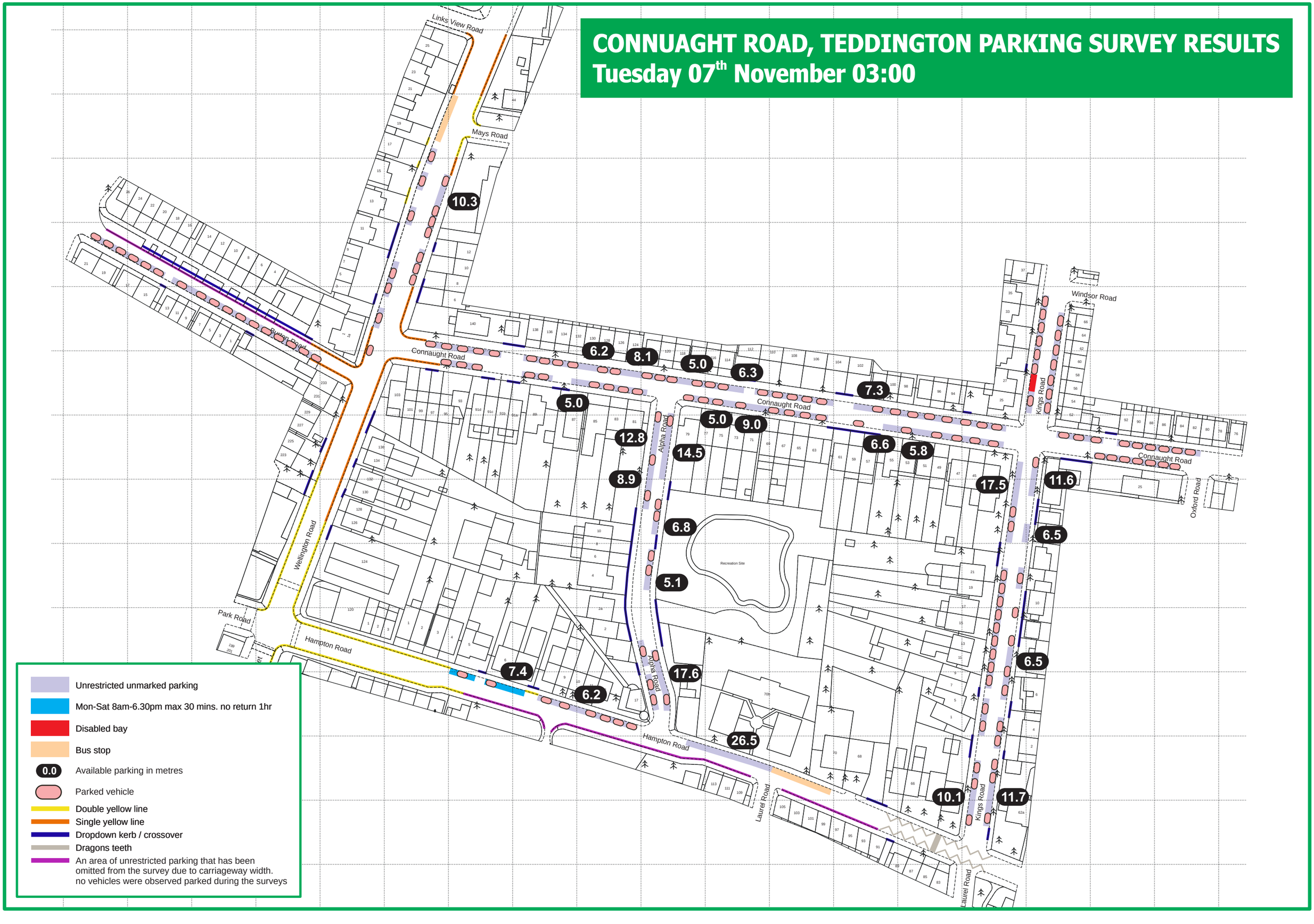
Survey Results

CONNUAGHT ROAD, TEDDINGTON PARKING RESTRICTIONS PLAN



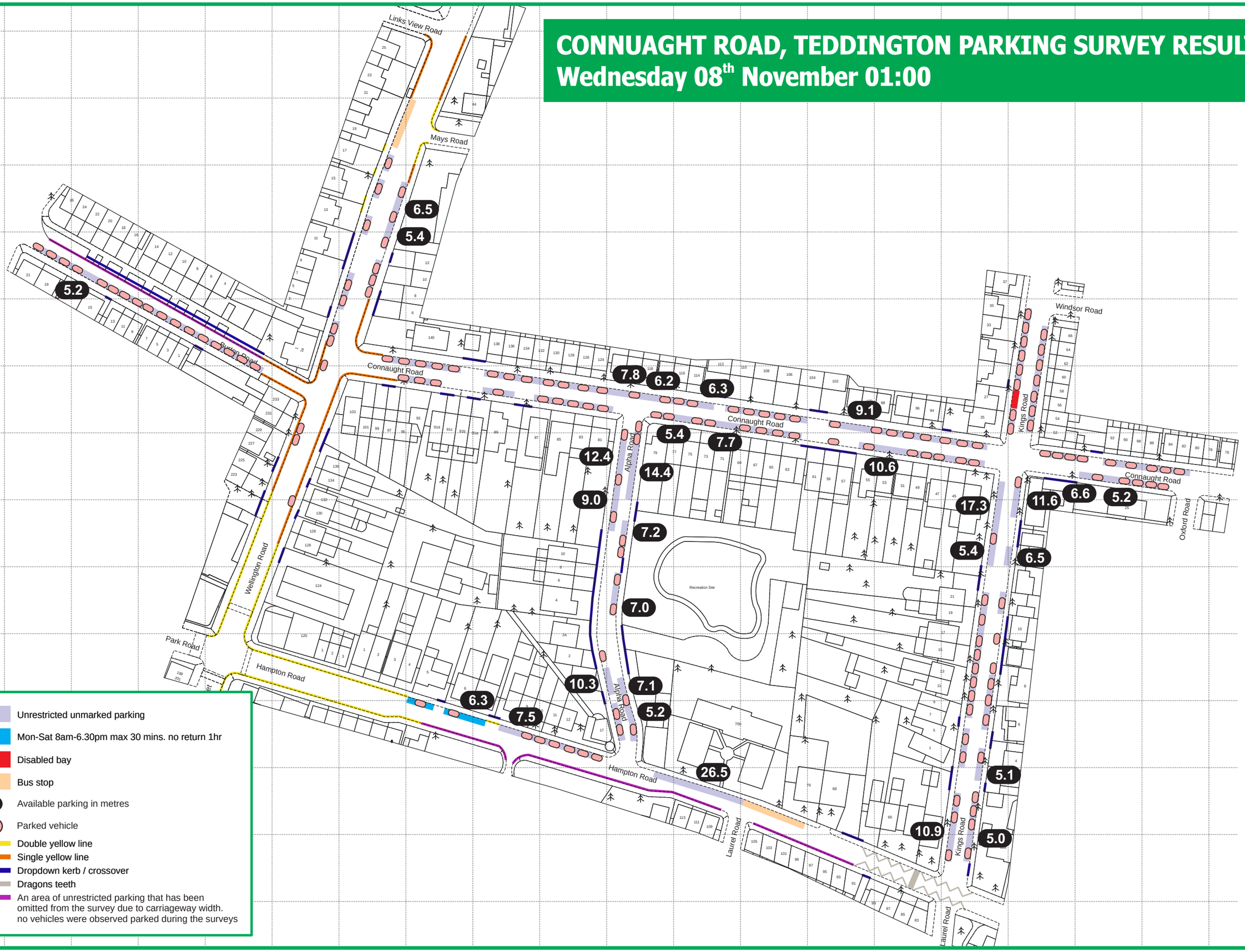
- Unrestricted unmarked parking
- Mon-Sat 8am-6.30pm max 30 mins. no return 1hr
- Disabled bay
- Bus stop
- 0.0 Available parking in metres
- Double yellow line
- Single yellow line
- Dropdown kerb / crossover
- Dragons teeth
- An area of unrestricted parking that has been omitted from the survey due to carriageway width. no vehicles were observed parked during the surveys

CONNUAGHT ROAD, TEDDINGTON PARKING SURVEY RESULTS
Tuesday 07th November 03:00



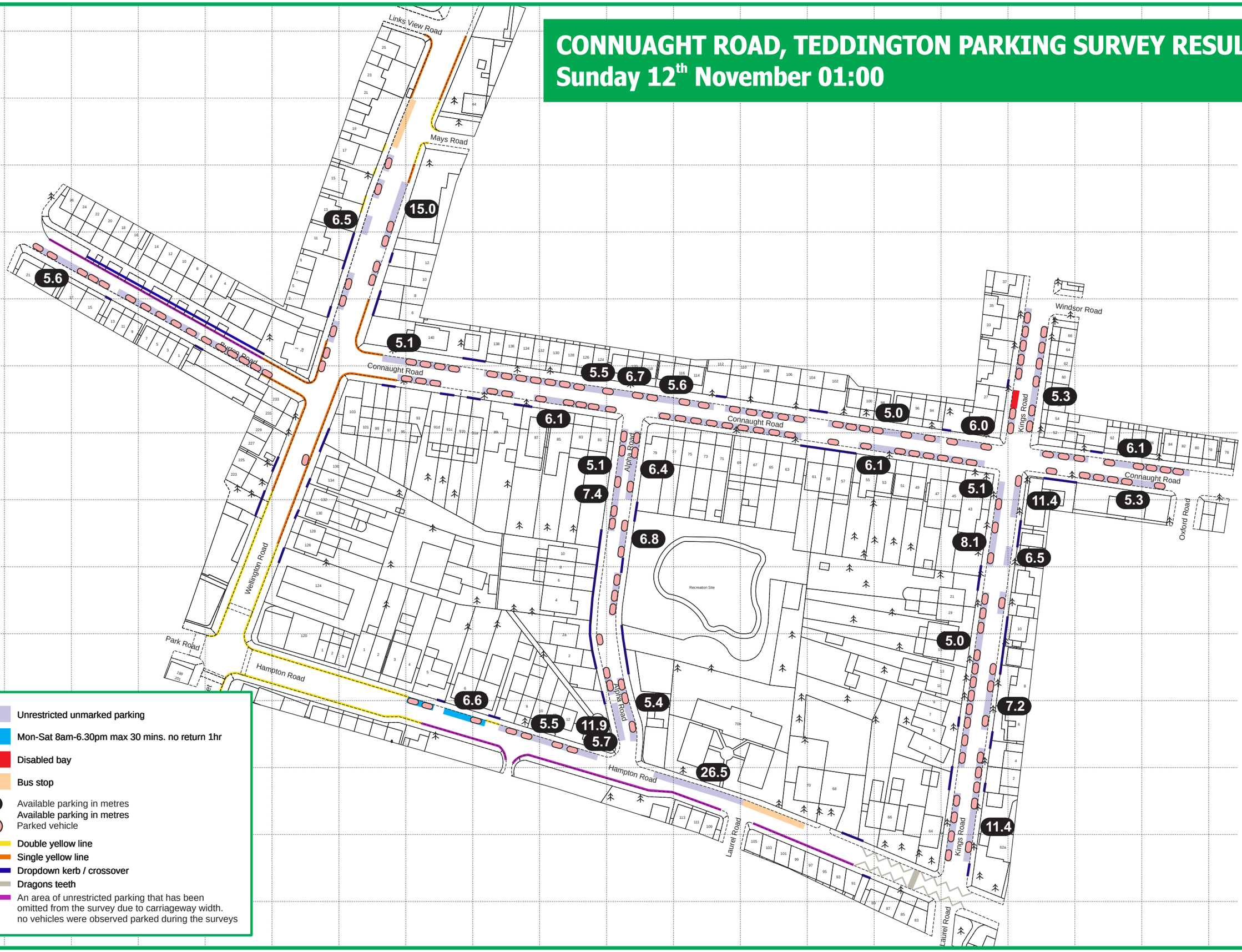
- Unrestricted unmarked parking
- Mon-Sat 8am-6.30pm max 30 mins. no return 1hr
- Disabled bay
- Bus stop
- 0.0 Available parking in metres
- Parked vehicle
- Double yellow line
- Single yellow line
- Dropdown kerb / crossover
- Dragons teeth
- An area of unrestricted parking that has been omitted from the survey due to carriageway width. no vehicles were observed parked during the surveys

CONNUAGHT ROAD, TEDDINGTON PARKING SURVEY RESULTS
Wednesday 08th November 01:00



- Unrestricted unmarked parking
- Mon-Sat 8am-6.30pm max 30 mins. no return 1hr
- Disabled bay
- Bus stop
- 0.0 Available parking in metres
- Parked vehicle
- Double yellow line
- Single yellow line
- Dropdown kerb / crossover
- Dragons teeth
- An area of unrestricted parking that has been omitted from the survey due to carriageway width. no vehicles were observed parked during the surveys

CONNUAGHT ROAD, TEDDINGTON PARKING SURVEY RESULTS
Sunday 12th November 01:00



- Unrestricted unmarked parking
- Mon-Sat 8am-6.30pm max 30 mins. no return 1hr
- Disabled bay
- Bus stop
- 0.0 Available parking in metres
- Available parking in metres Parked vehicle
- Double yellow line
- Single yellow line
- Dropdown kerb / crossover
- Dragons teeth
- An area of unrestricted parking that has been omitted from the survey due to carriageway width. no vehicles were observed parked during the surveys

CONNAUGHT ROAD, TEDDINGTON

TUESDAY 07th NOVEMBER 2017
TIME: 03:00

STREET NAME	PARKING SPACES	ALL PARKED VEHICLES*	PARKING STRESS %
WELLINGTON ROAD (W)	6	7	116.7%
WELLINGTON ROAD (E)	7	7	100.0%
BURTON ROAD (N)	0	0	0.0%
BURTON ROAD (S)	15	17	113.3%
CONNAUGHT ROAD (N)	46	39	84.8%
CONNAUGHT ROAD (S)	33	30	90.9%
ALPHA ROAD (W)	11	6	54.5%
ALPHA ROAD (E)	16	7	43.8%
KINGS ROAD (W)	28	23	82.1%
KINGS ROAD (E)	21	18	85.7%
HAMPTON ROAD (N)	14	8	57.1%
HAMPTON ROAD (S)	0	0	0.0%

TOTALS	197	162	82.2%

NOTE: SURVEYS UNDERTAKEN TO THE RICHMOND METHODOLOGY
* INCLUDES CROSSOVER & SINGLE YELLOW LINE PARKING

CONNAUGHT ROAD, TEDDINGTON

WEDNESDAY 08th NOVEMBER 2017
TIME: 01:00

STREET NAME	PARKING SPACES	ALL PARKED VEHICLES*	PARKING STRESS %
WELLINGTON ROAD (W)	6	10	166.7%
WELLINGTON ROAD (E)	7	7	100.0%
BURTON ROAD (N)	0	0	0.0%
BURTON ROAD (S)	15	17	113.3%
CONNAUGHT ROAD (N)	46	38	82.6%
CONNAUGHT ROAD (S)	33	24	72.7%
ALPHA ROAD (W)	11	6	54.5%
ALPHA ROAD (E)	16	8	50.0%
KINGS ROAD (W)	28	22	78.6%
KINGS ROAD (E)	21	19	90.5%
HAMPTON ROAD (N)	14	8	57.1%
HAMPTON ROAD (S)	0	0	0.0%

TOTALS	197	159	80.7%

NOTE: SURVEYS UNDERTAKEN TO THE RICHMOND METHODOLOGY
* INCLUDES CROSSOVER & SINGLE YELLOW LINE PARKING

CONNAUGHT ROAD, TEDDINGTON

SUNDAY 12th NOVEMBER 2017
TIME: 01:00

STREET NAME	PARKING SPACES	ALL PARKED VEHICLES*	PARKING STRESS %
WELLINGTON ROAD (W)	6	7	116.7%
WELLINGTON ROAD (E)	7	5	71.4%
BURTON ROAD (N)	0	0	0.0%
BURTON ROAD (S)	15	16	106.7%
CONNAUGHT ROAD (N)	46	37	80.4%
CONNAUGHT ROAD (S)	33	33	100.0%
ALPHA ROAD (W)	11	8	72.7%
ALPHA ROAD (E)	16	11	68.8%
KINGS ROAD (W)	28	25	89.3%
KINGS ROAD (E)	21	16	76.2%
HAMPTON ROAD (N)	14	7	50.0%
HAMPTON ROAD (S)	0	0	0.0%

TOTALS	197	165	83.8%

NOTE: SURVEYS UNDERTAKEN TO THE RICHMOND METHODOLOGY
* INCLUDES CROSSOVER & SINGLE YELLOW LINE PARKING

Appendix D

Lambeth Comparison Results

CONNAUGHT ROAD, TEDDINGTON

TUESDAY 07th NOVEMBER 2017
TIME: 03:00

STREET NAME	PARKING SPACES	ALL PARKED VEHICLES*	PARKING STRESS %
WELLINGTON ROAD (W)	8	7	83.7%
WELLINGTON ROAD (E)	7	7	95.1%
BURTON ROAD (N)	0	0	0.0%
BURTON ROAD (S)	17	17	100.4%
CONNAUGHT ROAD (N)	49	39	78.8%
CONNAUGHT ROAD (S)	36	30	84.2%
ALPHA ROAD (W)	12	6	52.0%
ALPHA ROAD (E)	87	7	8.0%
KINGS ROAD (W)	30	23	76.8%
KINGS ROAD (E)	24	18	75.3%
HAMPTON ROAD (N)	16	8	49.4%
HAMPTON ROAD (S)	0	0	0.0%

TOTALS	287	162	56.5%

NOTE: SURVEYS UNDERTAKEN TO THE RICHMOND METHODOLOGY
* INCLUDES CROSSOVER & SINGLE YELLOW LINE PARKING

CONNAUGHT ROAD, TEDDINGTON

WEDNESDAY 08th NOVEMBER 2017
TIME: 01:00

STREET NAME	PARKING SPACES	ALL PARKED VEHICLES*	PARKING STRESS %
WELLINGTON ROAD (W)	8	10	119.6%
WELLINGTON ROAD (E)	7	7	95.1%
BURTON ROAD (N)	0	0	0.0%
BURTON ROAD (S)	17	17	100.4%
CONNAUGHT ROAD (N)	49	38	76.8%
CONNAUGHT ROAD (S)	36	24	67.3%
ALPHA ROAD (W)	12	6	52.0%
ALPHA ROAD (E)	87	8	9.2%
KINGS ROAD (W)	30	22	73.4%
KINGS ROAD (E)	24	19	79.4%
HAMPTON ROAD (N)	16	8	49.4%
HAMPTON ROAD (S)	0	0	0.0%

TOTALS	287	159	55.4%

NOTE: SURVEYS UNDERTAKEN TO THE RICHMOND METHODOLOGY
* INCLUDES CROSSOVER & SINGLE YELLOW LINE PARKING

CONNAUGHT ROAD, TEDDINGTON

SUNDAY 12th NOVEMBER 2017
TIME: 01:00

STREET NAME	PARKING SPACES	ALL PARKED VEHICLES*	PARKING STRESS %
WELLINGTON ROAD (W)	8	7	83.7%
WELLINGTON ROAD (E)	7	5	67.9%
BURTON ROAD (N)	0	0	0.0%
BURTON ROAD (S)	17	16	94.5%
CONNAUGHT ROAD (N)	49	37	74.8%
CONNAUGHT ROAD (S)	36	33	92.6%
ALPHA ROAD (W)	12	8	69.3%
ALPHA ROAD (E)	87	11	12.6%
KINGS ROAD (W)	30	25	83.4%
KINGS ROAD (E)	24	16	66.9%
HAMPTON ROAD (N)	16	7	43.3%
HAMPTON ROAD (S)	0	0	0.0%

TOTALS	287	165	57.5%

NOTE: SURVEYS UNDERTAKEN TO THE RICHMOND METHODOLOGY
* INCLUDES CROSSOVER & SINGLE YELLOW LINE PARKING