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TRANSPORT STATEMENT ADDENDUM

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Project:	P2379: Elleray Hall & North Lane East Car Park/Depot, Teddington, TW11
Subject:	Transport Assessment Addendum

1.0 INTRODUCTION

1.1 Paul Mew Associates (PMA) is instructed by the London Borough of Richmond upon Thames in relation to the proposed developments at Elleray Hall and North Lane East Car Park/Depot, Teddington, TW11.

1.2 The proposals seek the construction of a new community centre (Use Class: D1 / F2 (b), 519sqm GIA, 587sqm GEA) with on-site parking facilities (comprising of four standard parking bays, one designated blue badge bay and one minibus bay) at North Lane East car park/depot. Vehicle access to the new community centre will be provided from a re-positioned access onto North Lane, whilst pedestrian access will be served from the pedestrian only section of Middle Lane.

1.3 A residential development of 16 affordable flats (comprising of 14 one-bedroom (two person) and two two-bedroom units) is also proposed with one on-site blue badge parking bay (0.06 spaces per dwelling), which will replace the existing Elleray Hall. Two of the one-bedroom units shall also be wheelchair accessible. Vehicle access to the site will be provided from a new dropped-kerb crossover onto Elleray Road, whilst pedestrian access will be served from the pedestrian only section of Middle Lane and Elleray Road for Plot 1 only.

1.4 A planning application pursuant to the above-described development was submitted to Richmond Council in July 2021, the planning reference is 21/2533/FUL. PMA prepared a number of reports in support of the planning submission including a Transport Assessment and Travel Plan.

1.5 Since submission of the planning application, Richmond Council have carried out further parking surveys in the area local to the site. As such, this Transport Addendum has been prepared to analyse the latest parking survey results and how the proposals may impact parking stress figures.

1.6 Chapter 2 of this Transport Assessment Addendum sets out the parking stress results and analysis.

2.0 PARKING STRESS SURVEYS & DEVELOPMENT IMPACT

Parking Stress Results

2.1 The first stage of assessing the parking impact of the proposed development is to survey the existing baseline conditions on the adjoining road network.

2.2 This parking survey has been conducted in accordance with the Richmond Parking Methodology. The parking survey results are presented in Appendix A of this report.

2.3 Table 1 presents the parking stress results from weekday and weekend overnight surveys for unrestricted (during the overnight period) parking opportunities (kerb-side) within the study area.

Table 1. Overnight Parking Survey Results

Road	Inventory	Weekday Survey		Weekend Survey	
	Total Parking Spaces	Number of Cars Parked	Parking Stress	Number of Cars Parked	Parking Stress
Broad Street	27	3	11%	9	33%
Elfin Grove	4	4	100%	4	100%
Elleray Road	25	26	104%	18	72%
Little Queens Road	14	19	136%	17	124%
Middle Lane	0	0	-	0	-
North Lane	19	21	111%	23	121%
North Place	11	10	91%	10	91%
Park Lane	75	-		55	73%
St Mary's Avenue	26	24	92%	27	104%
The Causeway	12	1	8%	5	42%
Total	**213**	**108**	**51%**	**168**	**79%**

Source: Richmond Council

2.4 During the week, the observed overnight parking stress of available kerb side parking within the survey area was 51%. Of the 213 total kerb side parking opportunities within the study area, an average of 108 parked vehicles were recorded, leaving 105 available spaces. During the weekend, the observed overnight parking stress was 79%, with 168 cars parked in the 213 kerb side parking opportunities.

2.5 Table 2 presents the parking stress results from the weekday and weekend morning (10am-12pm) beat surveys kerb side parking opportunities within the study area.

Table 2. Morning (10am-12pm) Parking Survey Results

Road	Inventory	Weekday Survey		Weekend Survey	
	Total Parking Spaces	Number of Cars Parked	Parking Stress	Number of Cars Parked	Parking Stress
Broad Street	27	15	56%	21	78%
Elfin Grove	4	4	100%	4	100%
Elleray Road	25	16	64%	24	96%
Little Queens Road	14	18	129%	16	114%
Middle Lane	0	0	-	0	-
North Lane	19	24	126%	23	121%
North Place	11	10	91%	11	100%
Park Lane	75	-		64	85%
St Mary's Avenue	26	25	96%	22	85%
The Causeway	12	4	33%	6	50%
Total	**213**	**116**	**54%**	**191**	**90%**

Source: Richmond Council

2.6 During the week, the observed morning parking stress of available kerb side parking within the survey area was 54%. Of the 213 total kerb side parking opportunities within the study area, an average of 116 parked vehicles were recorded, leaving 97 available spaces. During the weekend, the observed morning parking stress was 90%, with 191 cars parked in the 213 kerb side parking opportunities.

Development Impact

2.7 It's noted that Richmond Council did not carry out parking surveys of either North Lane East or North Lane West public car parks, as such the parking stress results included within the Transport Assessment (July 2021) prepared by PMA have been used for the purpose of this assessment.

2.8 Where the site is located on North Lane East car park, an average of eight vehicles were observed to be parked here overnight. The redevelopment of North Lane East car park will therefore result in eight vehicles over-spilling onto the local highway or North Lane West car park. It may be the case that residents would prefer to park on the local highway due to safety reasons. In a worst-case scenario where residents prefer to park on the adjoining streets, the on-street parking stress levels would increase by 3% from 51% to 54% during the week and by 4% from 79% to 83% during the weekend.

2.9 The Richmond methodology prescribes a threshold of 85% stress level for when a parking survey area is deemed to suffer from undue parking stress. The overnight parking surveys did not show a higher overall parking stress level than 83% when applying the spill-over of parking from North Lane East car park, which is 2% lower than the prescribed threshold.

2.10 Where the site is located on North Lane East car park, an average of 12 vehicles were observed to be parked here during the morning peak period. The redevelopment of North Lane East car park will therefore result in 12 vehicles over-spilling onto North Lane West car park. North Lane West car park has 26 available spaces, and would be able to accommodate 12 additional vehicles as a result of the loss of North Lane East car park in the AM peak period.

2.11 The results of the overnight parking surveys therefore demonstrate that the uptake of kerb side parking in proximity to the application site is not at a level where parking stress is overly high or problematic.

2.12 It is noted that parking stress is currently above 85% during some periods in the daytime. However, the new CPZ on North Lane and the surrounding streets is likely to control non-resident parking in the local area. As such, it's anticipated that this will reduce parking stress levels further than those presented within Richmond Council's findings.

2.13 As was demonstrated in Table 21 of the Transport Assessment, the proposed community centre is likely to generate a peak demand of six car parking spaces between the hours of 09:00hrs to 10:00hrs. As a result, the proposed community centre is likely to generate overspill visitor parking demand of one vehicle during a one-hour period, which can be comfortably accommodated within North Lane West car park. As such, the parking impact of the proposed community centre will likely fall within daily/weekly fluctuations in parking flows in North Lane West car park.

2.14 With regard to residential parking impact, the implementation of a new CPZ in the local area and the subsequent exclusion of future occupiers from obtaining a permit (via a S106 car free agreement) should encourage sustainable travel and therefore discourage the use of the private car as a main mode of travel.

2.15 The new CPZ 'Area 5' ensures that all kerb-side parking within 200 metres walking distance of the site (as prescribed for residential parking surveys) will be situated within a CPZ, restricting future residents from parking in the local area. A signed S106 Agreement would then exclude the addresses at the proposed development from any newly formed CPZ.

2.16 The development is therefore projected to have no detrimental effects on parking capacity, highway safety and neighbouring amenity in the surrounding area.

APPENDIX A
Parking Survey Results

Teddington and Strawberry Hill Consultation Area

TABLE 2: DETAILS OF PARKING SUPPLY, DEMAND AND STRESS BY ROAD (AND USER TYPE)

Weekday Surveys

		RESIDENT TOTAL VEHICLES (in PCUs)			NON-RESIDENT TOTAL VEHICLES (in PCUs)			TOTAL VEHICLES PARKED (in PCUs)			TOTAL PARKING STRESS		
Road Name	**STANDARD BAYS**	**BEAT 1 OVERNIGHT**	**BEAT 2 1000-1200**	**BEAT 3 1700-1900**	**BEAT 1 OVERNIGHT**	**BEAT 2 1000-1200**	**BEAT 3 1700-1900**	**BEAT 1 OVERNIGHT**	**BEAT 2 1000-1200**	**BEAT 3 1700-1900**	**BEAT 1 OVERNIGHT**	**BEAT 2 1000-1200**	**BEAT 3 1700-1900**
Broad Street *	27	3	0	0	0	15	10	3	15	10	11%	56%	37%
Elfin Grove *	4	4	4	4	0	0	0	4	4	4	100%	100%	100%
Elleray Road *	25	26	16	15	0	0	1	26	16	16	104%	64%	64%
Little Queens Road *	14	19	15	14	0	3	3	19	18	17	136%	129%	121%
Middle Lane *	0	0	0	0	0	0	0	0	0	0	-	-	-
North Lane *	19	21	16	18	0	8	4.4	21	24	22	111%	126%	118%
North Place *	11	10	8	6	0	2	5	10	10	11	91%	91%	100%
Park Lane *	75	49	39	39	0	40.4	22	-	-	-			
St Mary's Avenue *	26	24	21	18	0	4	6	24	25	24	92%	96%	92%
The Causeway *	12	1	0	0	0	4	7	1	4	7	8%	33%	58%
	213	**157**	**119.0**	**114.0**	**0**	**76.4**	**58.4**	**108.0**	**116.0**	**111.4**	**51%**	**54%**	**52%**

* Data collected in June 2021

Teddington and Strawberry Hill Consultation Area - Elleray Hall surveys

TABLE 2b: DETAILS OF PARKING SUPPLY, DEMAND AND STRESS BY ROAD (AND USER TYPE)

Weekend Surveys

		RESIDENT TOTAL VEHICLES (in PCUs)			NON-RESIDENT TOTAL VEHICLES (in PCUs)			TOTAL VEHICLES PARKED (in PCUs)			TOTAL PARKING STRESS		
Road Name	**STANDARD BAYS**	**BEAT 4 OVERNIGHT**	**BEAT 5 1000-1200**	**BEAT 6 1700-1900**	**BEAT 4 OVERNIGHT**	**BEAT 5 1000-1200**	**BEAT 6 1700-1900**	**BEAT 1 OVERNIGHT**	**BEAT 2 1000-1200**	**BEAT 3 1700-1900**	**BEAT 1 OVERNIGHT**	**BEAT 2 1000-1200**	**BEAT 3 1700-1900**
Broad Street *	27	9	0	2	0	21	13	9	21	15	33%	78%	56%
Elfin Grove *	4	4	3	3	0	1	1.4	4	4	4	100%	100%	110%
Elleray Road *	25	18	15	17	0	9	1	18	24	18	72%	96%	72%
Little Queens Road *	14	17.4	13	11	0	3	5	17	16	16	124%	114%	114%
Middle Lane *	0	0	0	0	0	0	0	0	0	0	-	-	-
North Lane *	19	23	15	18	0	8	5	23	23	23	121%	121%	121%
North Place *	11	10	6	8	0	5	3	10	11	11	91%	100%	100%
Park Lane *	75	55	41	43	0	23	14	55	64	57	73%	85%	76%
St Mary's Avenue *	26	27	17	22	0	5	4	27	22	26	104%	85%	100%
The Causeway *	12	5	0	0	0	6	3	5	6	3	42%	50%	25%
	213	**168**	**110.0**	**124.0**	**0**	**81.0**	**49.4**	**168.4**	**191.0**	**173.4**	**79%**	**90%**	**81%**

* Data collected in June 2021