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ROB MORTON

9 THE GREEN, RICHMOND,
TW9 1PU

TRANSPORT STATEMENT

SEPTEMBER 2023

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Ref: File path P:\ P2885 9 The Green Transport Statement September 2023

I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by Rob Morton in relation to the proposed development at 9 The Green, Richmond, TW9 IPU.
- I.2 The local planning and highway authority is the London Borough of Richmond upon Thames.
- I.3 The site location is presented on a map in Figure I of this report; the extent of the application site's boundary is displayed in Appendix A.
- I.4 The site is located on The Green which backs onto Richmond High Street. To the north of the site is Richmond Green and to the south of the site is Richmond High Street. Directly adjacent to the north-east and south-west of the site are residential dwellings with some office land use.
- I.5 The application site is located in a PTAL of 6a which is an 'excellent' accessibility to public transport as define by TfL, and is the second highest PTAL score that can be achieved. The site also has excellent access to local amenities as would be associated with being within a short walk of a high street.
- I.6 The applicant wishes to apply for on-street parking permit for the change of use dwelling. This Transport Statement has therefore been prepared to assess the impact of the development site being able to apply for on-street parking permits.

2.0 EXISTING ON-STREET PARKING CONDITIONS

- 2.1 The site is in Richmond town centre. The streets adjoining the site are in Richmond Council's controlled parking zone (CPZ) 'A1'.
- 2.2 The existing parking conditions on the adjoining road network have been assessed in accordance with the approach set out by Richmond Council.
- 2.3 The first stage of the parking assessment is to map out the parking survey area. All kerb space largely within a 200 metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded to-scale onto OS mapping.
- 2.4 The parking study area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. The full extent of the area included within this parking study is presented in Figure 2.
- 2.5 The survey area has been split into individual streets as follows;
- Portland Terrace,
 - Little Green,
 - The Green,
 - Duke Street,
 - Old Palace Terrace,
 - King Street, and
 - Friars Lane.
- 2.6 All vehicle crossovers, kerb space within 7.5 metres of junctions, and kerb space where it is too narrow to park on both sides of a road has been eliminated from the surveys.

- 2.7 The remainder of the parkable kerb space within the survey area has been measured on-site. The total distance of kerb space between crossovers, junctions or other obstructions has been recorded and split into increments of 5 metres in accordance with the Richmond parking survey methodology.
- 2.8 The parking survey inventory of kerbside available to the development site's residents is presented in Table 1. A to-scale set of drawings presenting the parking survey inventory on an OS map base is shown in Figures 3a-e.

Table 1. Parking Survey Inventory

Roads	Kerbside Parking Inventory			
	RPH		RPH & P&D	Total RPH Parking Opportunities
	Kerbside		Bays	
	Metres	Spaces		
Duke Street	0	0	0	0
King Street	0	0	0	0
Little Green	0	0	0	0
Old Palace Terrace	60	12	0	12
Portland Terrace	0	5	34	39
The Green	55	11	41	52
Total	115	28	75	103

Source: PMA Survey

Notes:

RPH = Residents Permit Holder, A1, Old Palace Terrace & The Green - Monday to Sunday 0830-000- including bank holidays, Portland Terrace & The Green Monday to Saturday 0830-1830 except Bank Holidays and Sundays 1100-1700 Max Stay two hours

P&D = Pay at machine, at any time

- 2.9 The parking survey inventory demonstrates that there are a total of 103 Residents Permit Holder (RPH) parking opportunities in the parking survey area, comprising of 75 RPH and P&D (pay at machine) parking bays, in addition to 28 RPH kerbside parking opportunities.
- 2.10 In accordance with Richmond Council's Parking Survey Methodology, one overnight parking survey on two separate typical weekday mornings (Monday to Thursday) and one Sunday morning between the hours of 0100 and 0500 has

been carried out to determine the current parking uptake on the streets within the study area.

- 2.11 The surveys are carried out at this time so as to capture the peak demand for parking by local residents as it is expected that the majority of people would be at home and parked for the night.
- 2.12 The surveys were carried out on Tuesday 12th, Wednesday 13th, and Sunday 17th September 2023 at 0315 respectively.
- 2.13 Full details including the number of cars parked during each individual overnight survey is presented in Appendix B. In addition, a series of maps from the surveys detailing where cars have been observed to be parked (marked with an 'x') and where there have been observed to be free spaces (marked with an 's') are presented in Appendix C.
- 2.14 The average results of the three overnight on-street parking surveys are presented in Table 2 as follows and are displayed in the format generally required.

Table 2. On-Street Parking Survey Results; Overnight Average

Road	All RPH kerbside Parking			
	Total RPH Parking Opportunities	Number of Cars Parked	Number of Free Spaces	Parking Stress
Duke Street	-	-	-	-
King Street	-	-	-	-
Little Green	-	-	-	-
Old Palace Terrace	12	11	1	92%
Portland Terrace	39	14	25	37%
The Green	52	28	24	53%
Total	103	53	50	51%

Source: PMA Survey

Note: Some arithmetic errors due to rounding's

2.15 The results in Table 2 demonstrate that the average overnight parking 'stress' of all RPH parking opportunities in the survey area is 51%, with a total of 53 cars parked in the 103 available spaces.

2.16 To put the observed parking stress into context, Richmond use an 85% stress as a threshold for 'heavily parked' conditions:

"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." (Richmond Parking Survey Methodology November 2016)."

2.17 Of note Old Portland Terrace has observed to be heavily parked, this is considered to be due the close proximity of a number of residential dwelling which do not have off-street parking. The results of the parking surveys however demonstrate that Portland Terrace, and The Green which the development site fronts onto is not host to unacceptable parking stress, with more than sufficient number of available parking spaces. The parking survey maps presented in Appendix C show the location of available parking spaces.

2.18 The results of the parking surveys set out herein demonstrate that parking on the roads in proximity to the application site is well within its maximum capacity.

3.0 DEVELOPMENT IMPACT

- 3.1 The applicant wishes to gain permission for residential on-street parking permits for the proposed change of use at 9 The Green.
- 3.2 The Richmond Local Plan (July 2018) has been researched to assess parking standards for new developments.
- 3.3 Policy LP 45 Parking Standards and Servicing sets out the parking requirements for development and is as follows:

"Policy LP 45

Parking Standards and Servicing

Parking standards

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:

- 1. Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.*
- 2. Resisting the provision of front garden car parking unless it can be demonstrated that:
 - a. there would be no material impact on road or pedestrian safety;*
 - b. there would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and*
 - c. the existing on-street demand is less than available capacity.**
- 3. Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:
 - a. the provision of disabled parking;**

b. appropriate servicing arrangements; and
c. demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality. All proposals for car free housing will need to be supported by the submission of a Travel Plan.

4. *Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.*

Freight and Servicing

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents."

3.4 Appendix 3 of the Local Plan sets out maximum vehicle parking standards and minimum cycle parking standards, extracted as follows:

LAND USE	PARKING STANDARD	CYCLE PARKING STANDARD
RESIDENTIAL (including conversion/extension of existing)		
	PTALs 0-3: 1- 2 bedrooms, 1 space	As per London Plan
	PTALs 0-3: 3+ bedrooms, 2 spaces	As per London Plan
	PTALs 4-6: as per London Plan although local circumstances, CPZ times and on-street parking conditions will need to be assessed.	As per London Plan

3.5 The development site is located in a PTAL score of 6a, and as such the London Plan parking standards and cycle parking standards are applicable to the scheme.

3.6 The London Plan parking standards have therefore been researched. The maximum residential parking standards for new development in London as set out in The London Plan (March 2021) is extracted as follows:

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6.1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	<ul style="list-style-type: none"> • 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings 	<ul style="list-style-type: none"> • 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

3.7 In accordance with the Richmond Local Plan (July 2018) parking standards should consider local circumstances, CPZ times and on-street parking conditions will need to be assessed.

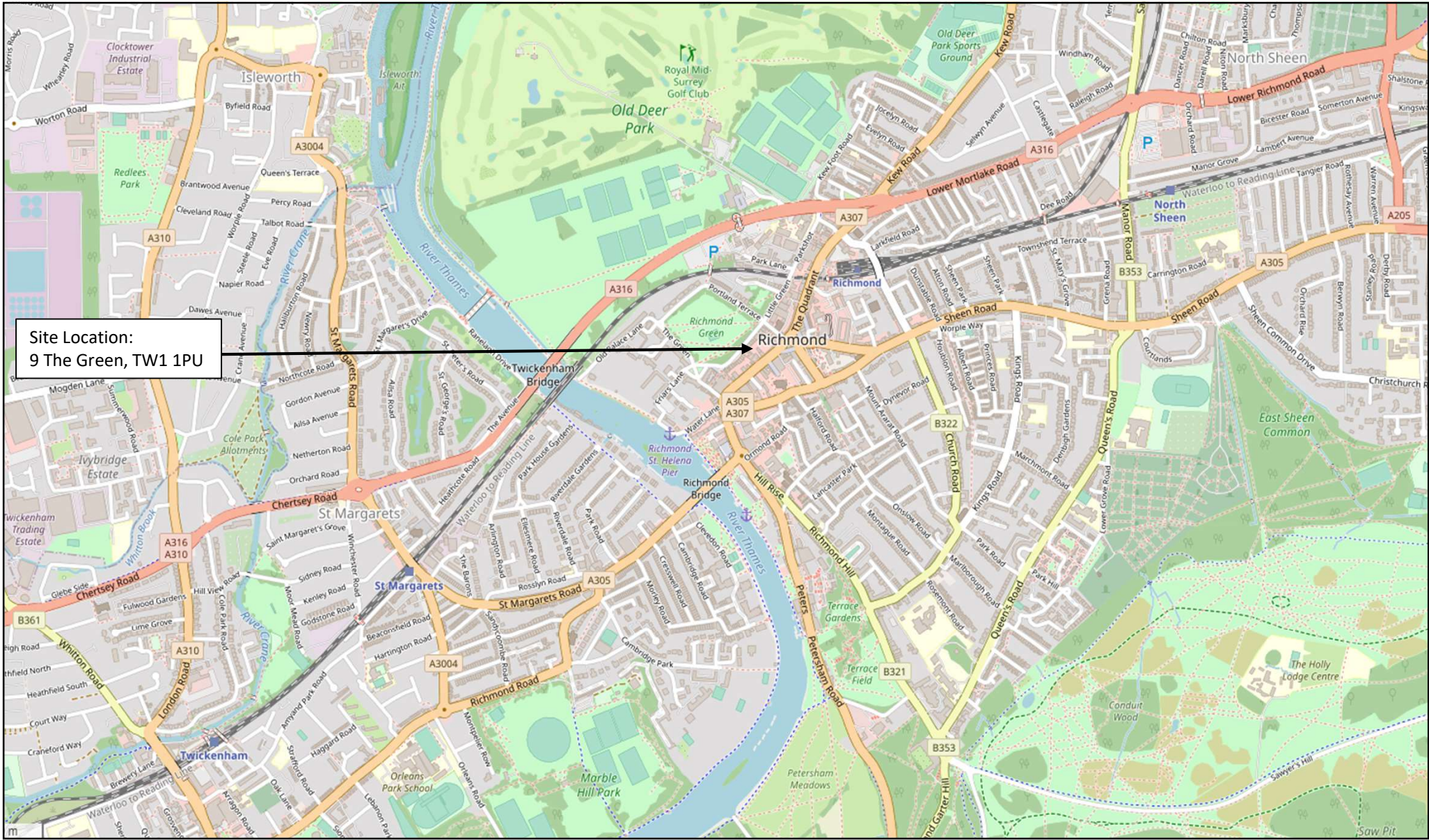
Development Impact

- 3.8 The results of the parking surveys conducted in accordance with Richmond Council's Parking Survey Methodology demonstrates that all the RPH parking opportunities within a 200 metre walk of the site are parked at an average overnight parking stress of 51%.
- 3.9 In accordance with Richmond Council's maximum car parking standards should consider local circumstances, CPZ times and on-street parking conditions.
- 3.10 The proposal is to obtain two parking permits for 9 The Green as part of the change of use of the site.
- 3.11 At a worst case scenario two vehicles parking on RPH kerbside within the parking survey area would increase the parking stress by 2%, from 51% to 53%.
- 3.12 The addition of up to two car parking on-street is considered to be negligible, and would likely be absorbed into the daily variation of parking on the local highway without notice.
- 3.13 As discussed Richmond Council prescribe 85% parking stress as the threshold for acceptable parking stress. The proposal of allowing residents of 9 The Green to apply for on-street parking permit will therefore not result in unacceptable parking stress locally. As can be seen from the parking maps presented in Appendix C there are plenty of available parking spaces in close proximity to the site.
- 3.14 It is therefore considered acceptable for 9 The Green to obtain on-street parking permits, as the results of the parking survey have demonstrated that there is more than sufficient spare public parking capacity. The proposal will not generate a significant increase in traffic, or parking demand on the local highways to the detriment of public parking availability or local residential amenity. The provision of parking permits is therefore considered to be acceptable.

4.0 SUMMARY

- 4.1 Paul Mew Associates is instructed by Richmond Green Developments Ltd in relation to the proposed development at 9 The Green, Richmond, TW9 IPU.
- 4.2 The existing site has one business parking permit but are entitled to up to 5 permits. The proposed development is a change of use from business to residential and wishes to keep two on-street parking permits.
- 4.3 The results of the parking surveys conducted in accordance with Richmond Council's Parking Survey Methodology demonstrates that all the RPH parking opportunities within a 200 metre walk of the site are parked at an average overnight parking stress of 51%.
- 4.4 At a worst case scenario two vehicles parking on RPH kerbside within the parking survey area would increase the parking stress by 2%, from 51% to 53%.
- 4.5 The addition of up to two additional car parking on-street is considered to be negligible, and would likely be absorbed into the daily variation of parking on the local highway without notice.
- 4.6 As discussed Richmond Council prescribe 85% parking stress as the threshold for acceptable parking stress. The proposal of allowing residents of 9 The Green to apply for on-street parking permit will therefore not result in unacceptable parking stress locally. As can be seen from the parking maps presented in Appendix C there are plenty of available parking spaces in close proximity to the site.
- 4.7 It is therefore considered acceptable for 9 The Green to obtain on-street parking permits, as the results of the parking survey have demonstrated that there is more than sufficient spare public parking capacity. The proposal will not generate a significant increase in traffic, or parking demand on the local highways to the detriment of public parking availability or local residential amenity. The provision of parking permits is therefore considered to be acceptable.

FIGURES



Site Location:
9 The Green, TW1 1PU

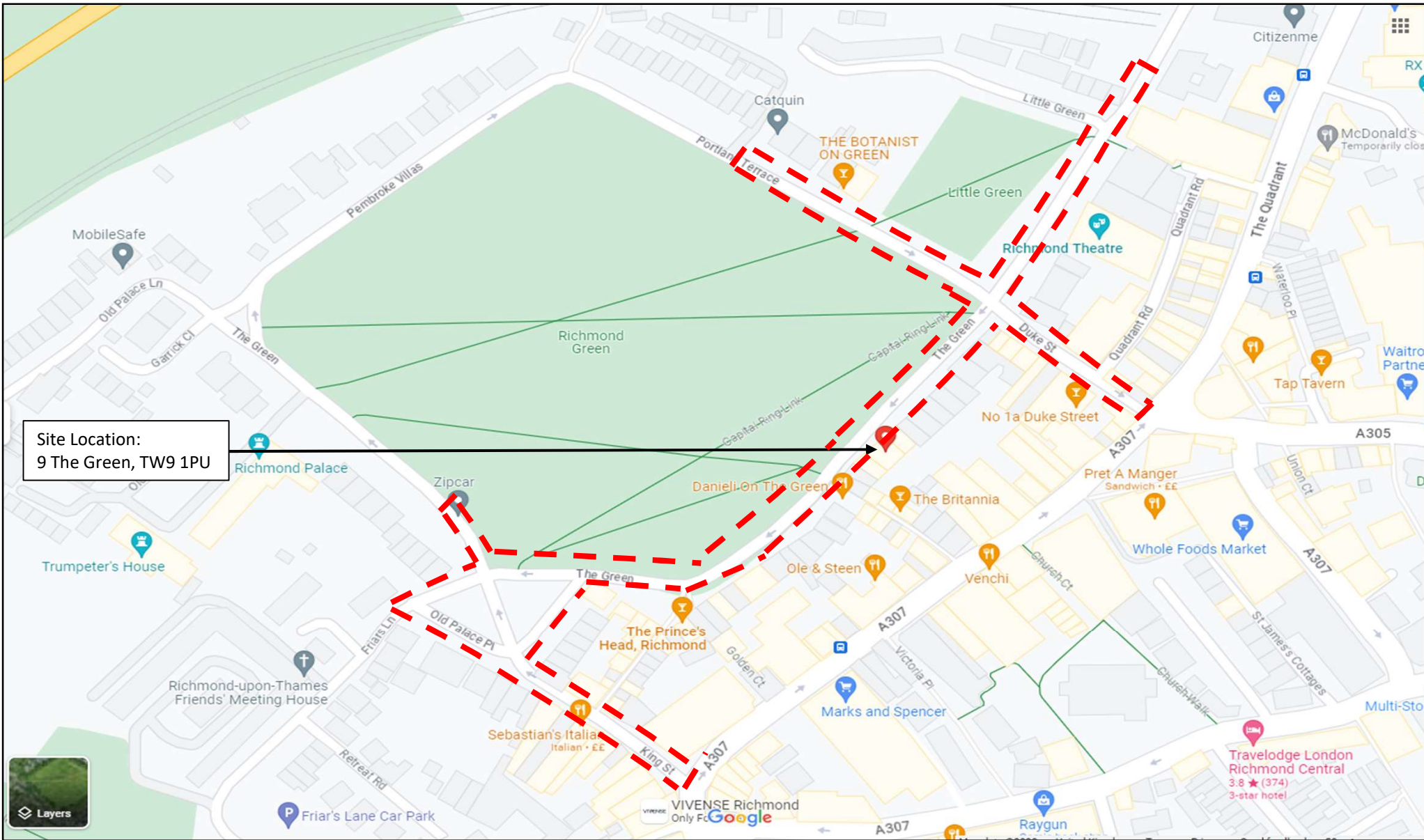
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 Source: Google Maps
 Drawing No: P2885/TS/01



P2885: 9 The Green, TW9 IPU
 Figure 1
 Site Location



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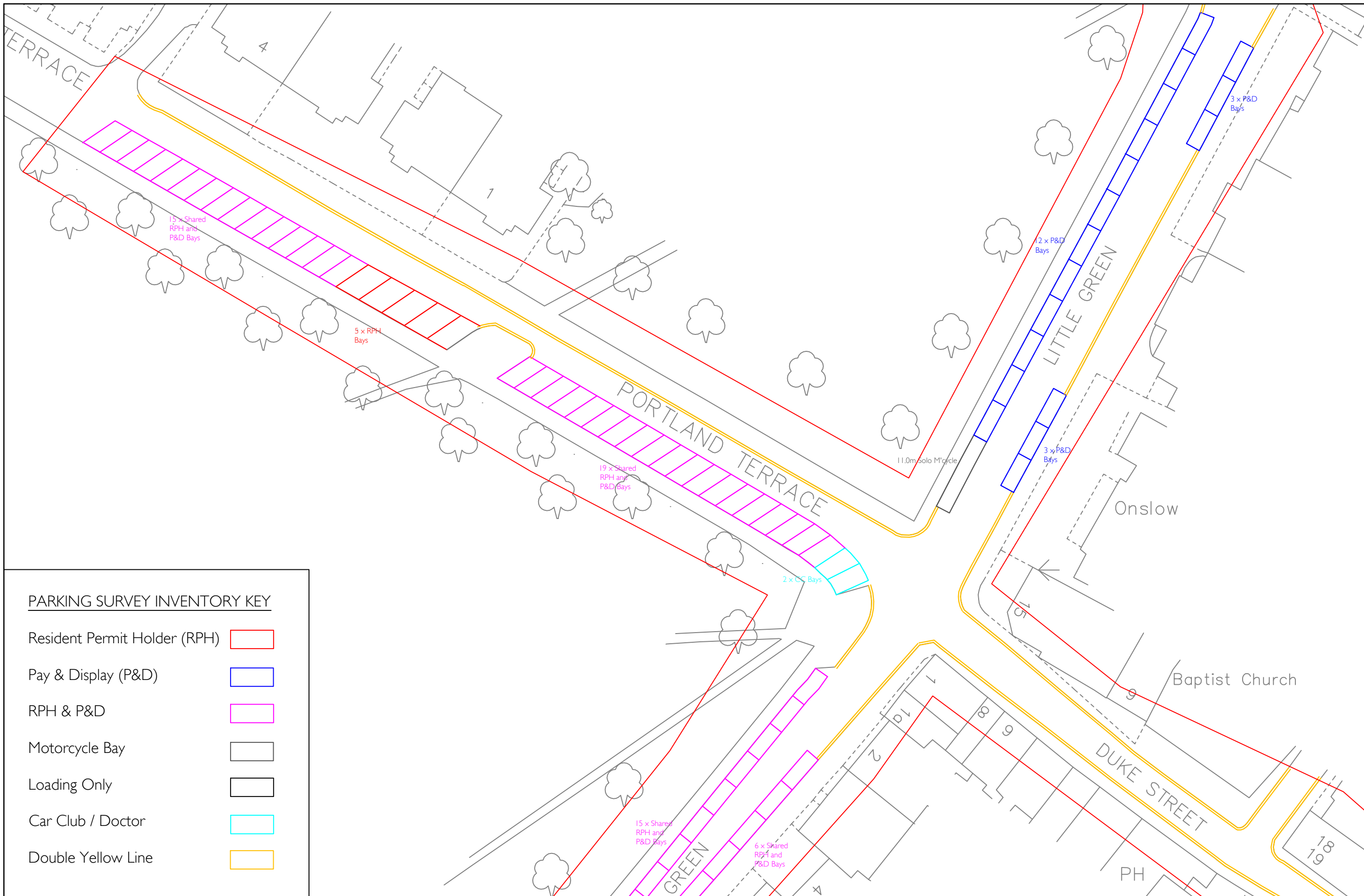


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P2885: 9 The Green, TW9 1PU
 Figure 2
 Parking Survey Area

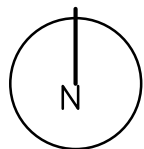

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PARKING SURVEY INVENTORY KEY

- Resident Permit Holder (RPH)
- Pay & Display (P&D)
- RPH & P&D
- Motorcycle Bay
- Loading Only
- Car Club / Doctor
- Double Yellow Line

Date: September 2023
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2885/TS/03

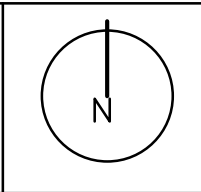


P2885: 9 THE GREEN, RICHMOND, TW9
 Figure 3a.
 Parking Survey Inventory; Portland Terrace, Little Green, Duke Street


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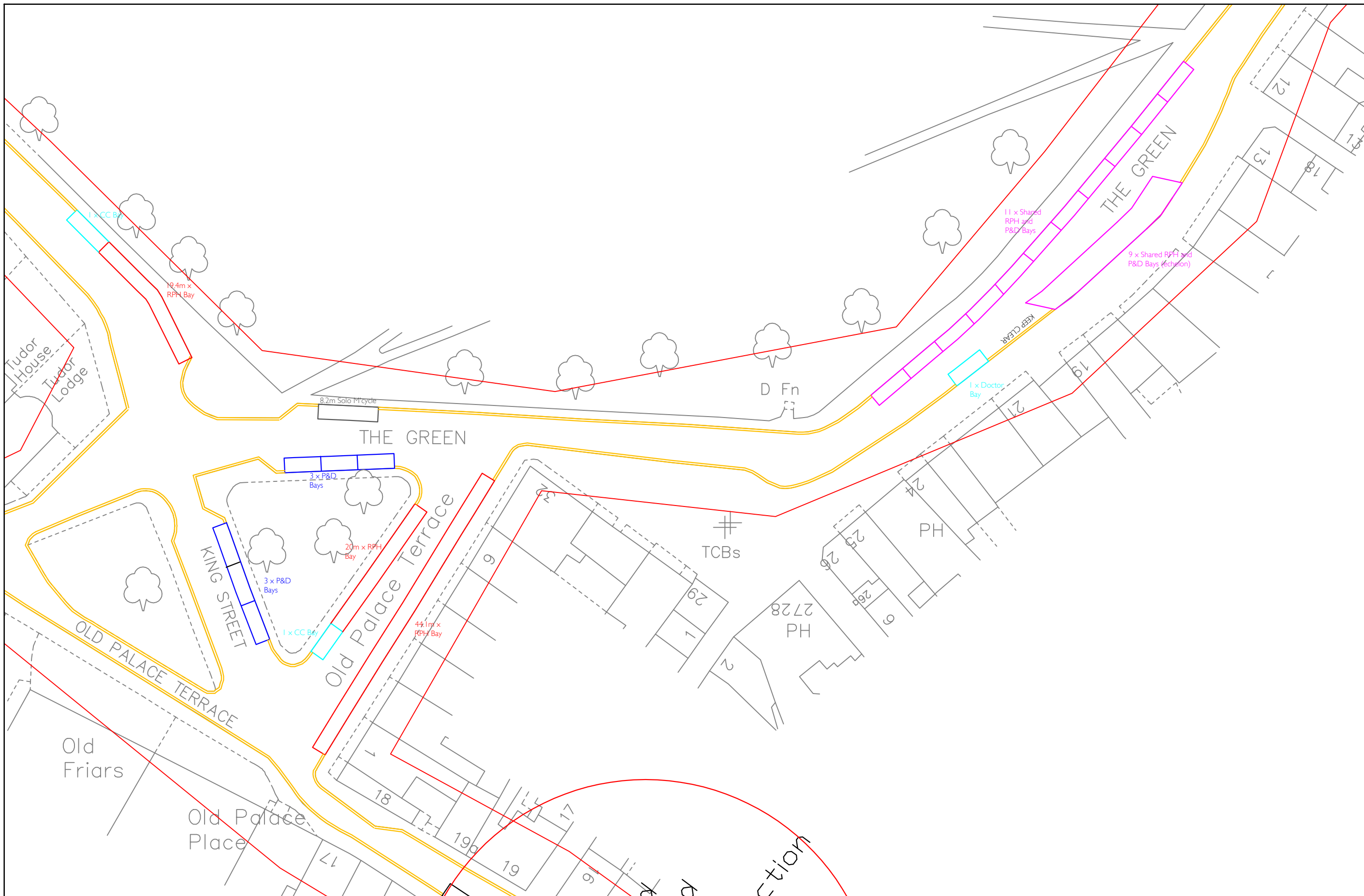


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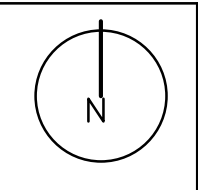


P2885: 9 THE GREEN, RICHMOND, TW9
 Figure 3b.
 Parking Survey Inventory; The Green (North)


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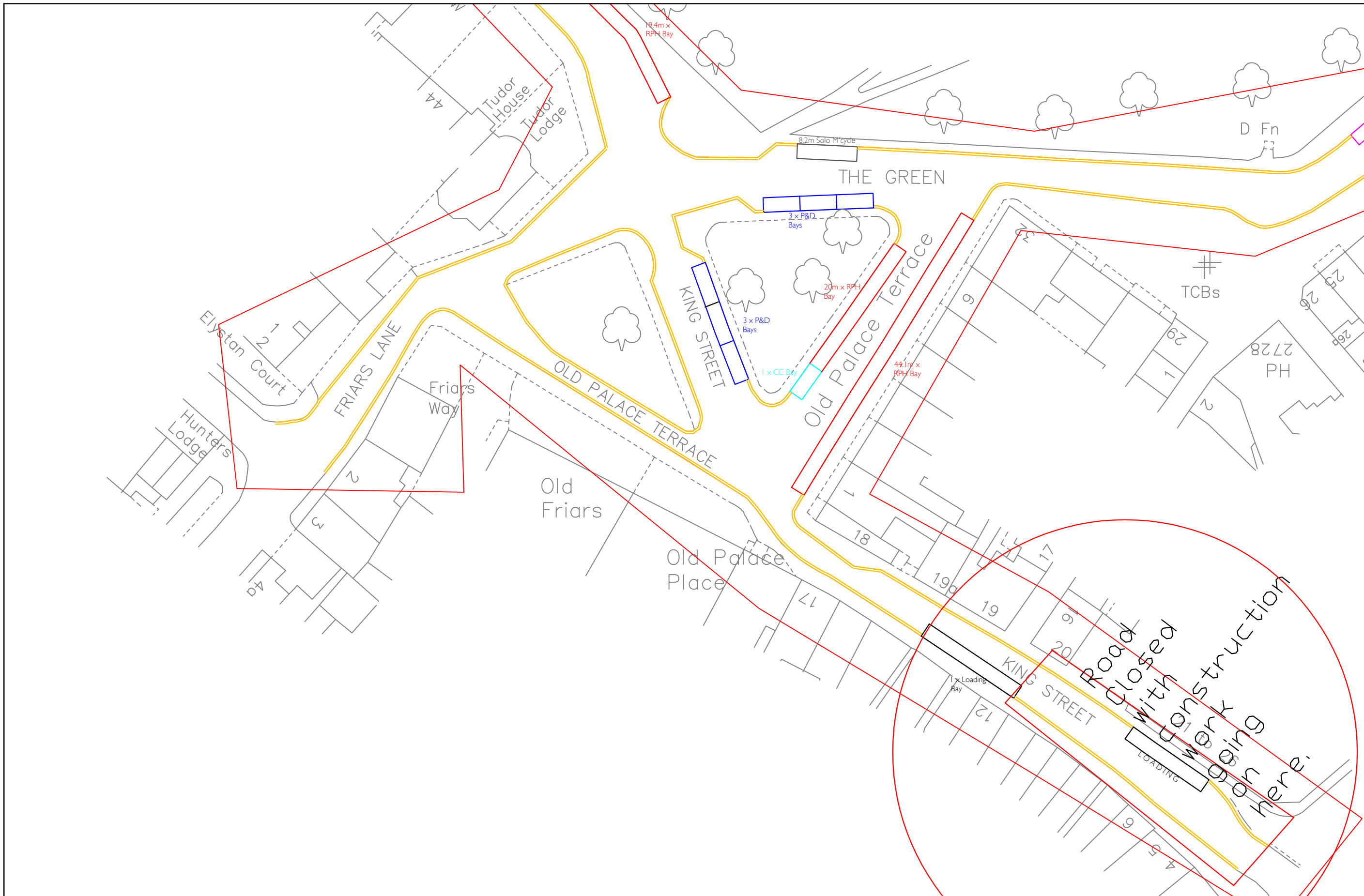


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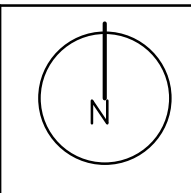


P2885: 9 THE GREEN, RICHMOND, TW9
 Figure 3c.
 Parking Survey Inventory; The Green (South), Old Palace Terrace, King Street (North)


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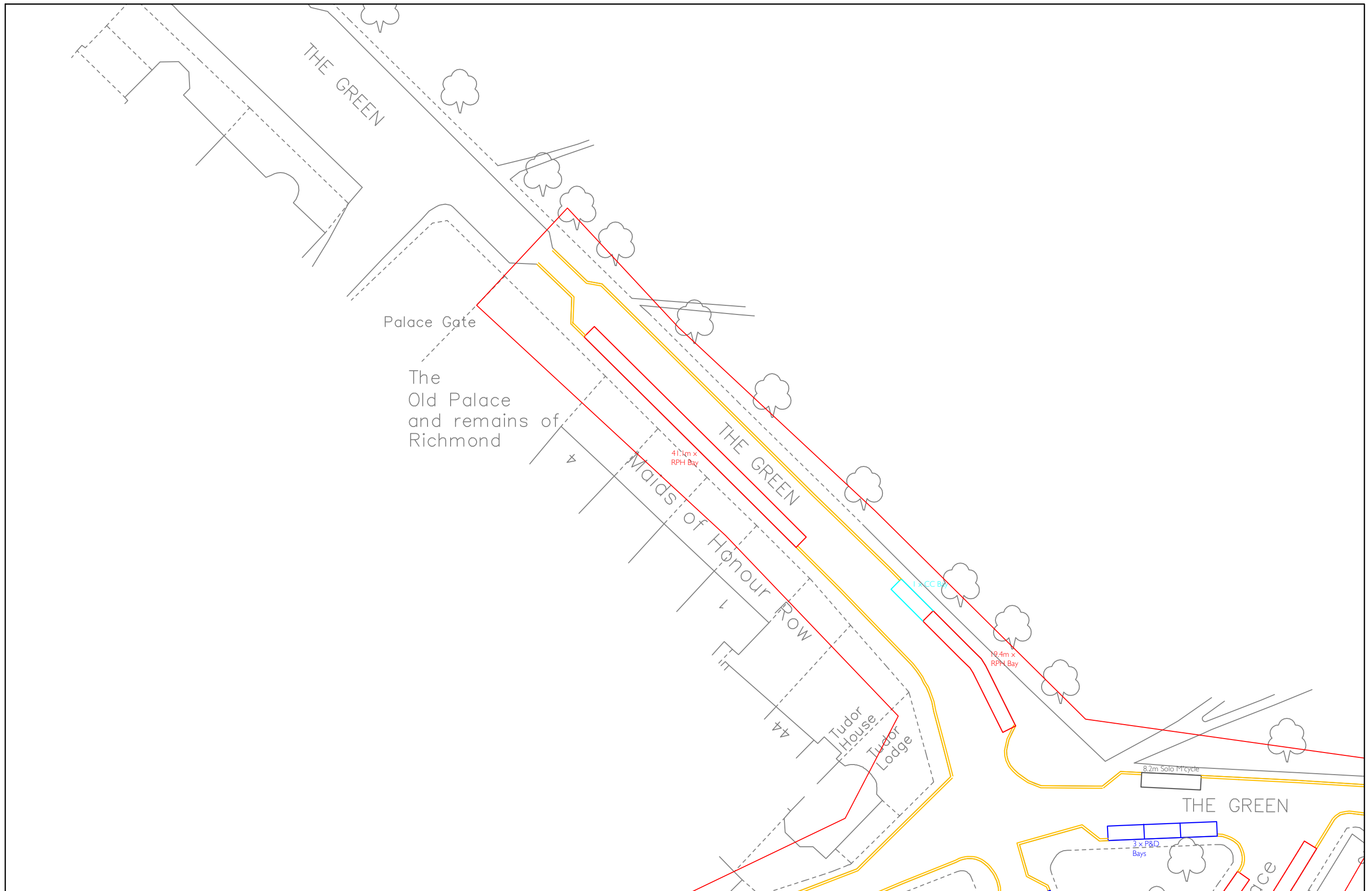


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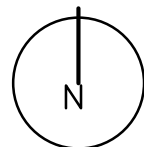


P2885: 9 THE GREEN, RICHMOND, TW9
 Figure 3d.
 Parking Survey Inventory; King Street (South), Friars Lane


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Date: September 2023
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2885/TS/03



P2885: 9 THE GREEN, RICHMOND, TW9
 Figure 3e.
 Parking Survey Inventory; The Green (West)


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APPENDIX A Site Boundary

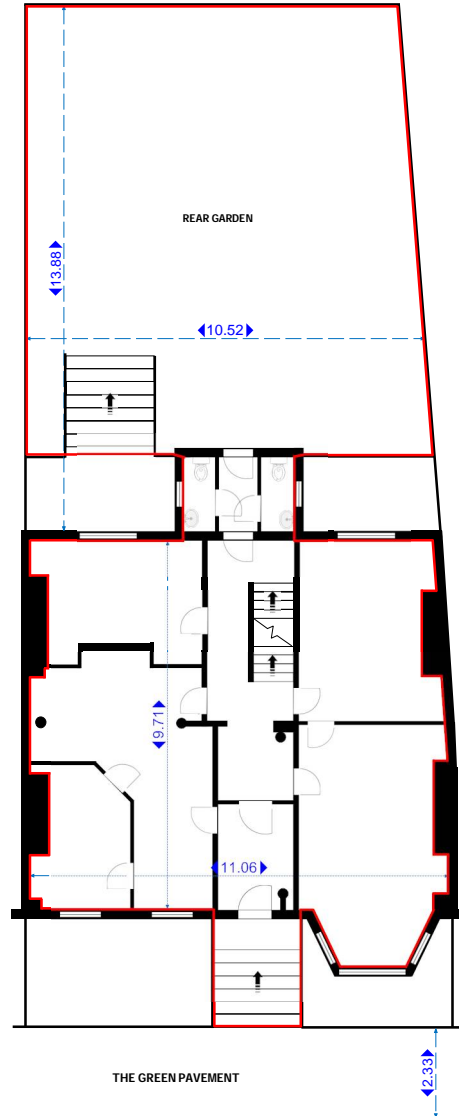
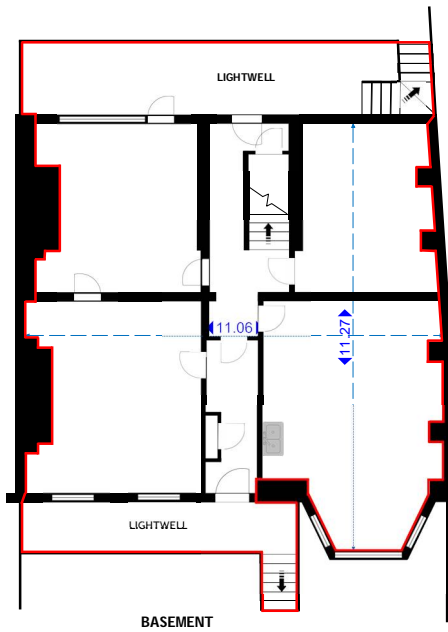
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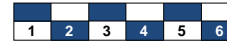
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 REF : 16022
 T: 01932 567 500
 Status: Land Registry Submission
 Surveyed by: MT

Key:
 - Area of demise boundary
 - Area of shared access

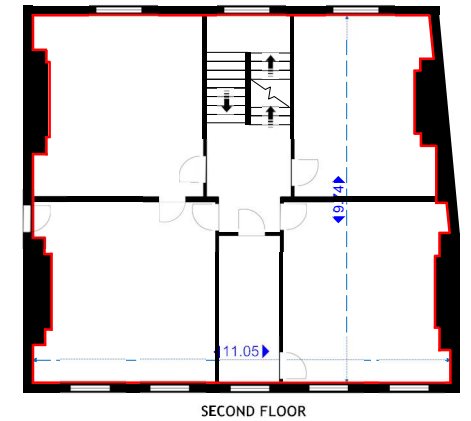
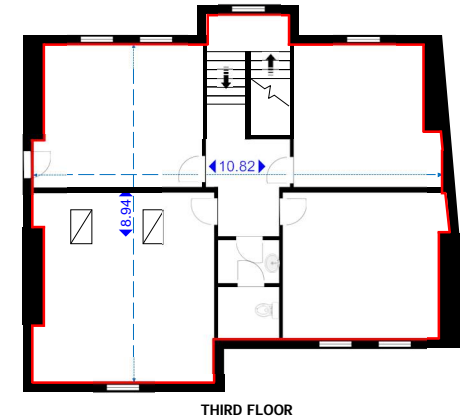
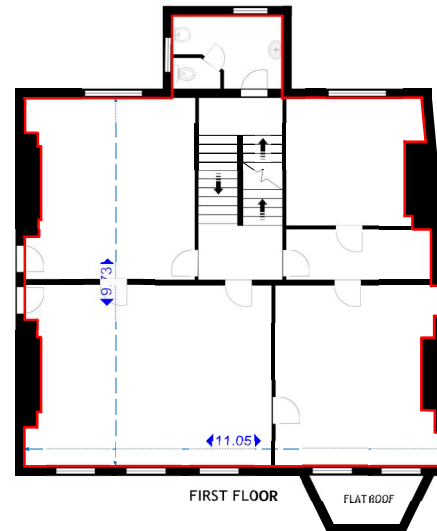


9 THE GREEN RICHMOND TW9 1PU

SCALE - 1:200 on A4



SCALED IN METRES



APPENDIX B
Parking Survey Results (Tabulated)

Roads	Kerbside Parking Inventory			
	RPH		RPH & P&D	Total RPH Parking Opportunities
	Kerbside		Bays	
Metres	Spaces			
Duke Street	0	0	0	0
King Street	0	0	0	0
Little Green	0	0	0	0
Old Palace Terrace	60	12	0	12
Portland Terrace	0	5	34	39
The Green	55	11	41	52
Total	115	28	75	103

Source: PMA Survey

Notes:

RPH = Residents Permit Holder, AI, Old Palace Terrace & The Green -

P&D = Pay at machine, at any time

Overnight Survey 1: Tuesday 12th September 2023 at 0315

Road	All RPH kerbside Parking			
	Total RPH Parking Opportunities	Number of Cars Parked	Number of Free Spaces	Parking Stress
Duke Street	-	-	-	-
King Street	-	-	-	-
Little Green	-	-	-	-
Old Palace Terrace	12	11	1	92%
Portland Terrace	39	14	25	36%
The Green	52	29	23	56%
Total	103	54	49	52%

Source: PMA Survey

Overnight Survey 2: Wednesday 13th September 2023 at 0315

Road	All RPH kerbside Parking			
	Total RPH Parking Opportunities	Number of Cars Parked	Number of Free Spaces	Parking Stress
Duke Street	-	-	-	-
King Street	-	-	-	-
Little Green	-	-	-	-
Old Palace Terrace	12	11	1	92%
Portland Terrace	39	14	25	36%
The Green	52	28	24	54%
Total	103	53	50	51%

Source: PMA Survey

Overnight Survey 3: Sunday 17th September 2023 at 0315

Road	All RPH kerbside Parking			
	Total RPH Parking Opportunities	Number of Cars Parked	Number of Free Spaces	Parking Stress
Duke Street	-	-	-	-
King Street	-	-	-	-
Little Green	-	-	-	-
Old Palace Terrace	12	11	1	92%
Portland Terrace	39	15	24	38%
The Green	52	26	26	50%
Total	103	52	51	50%

Source: PMA Survey

Average

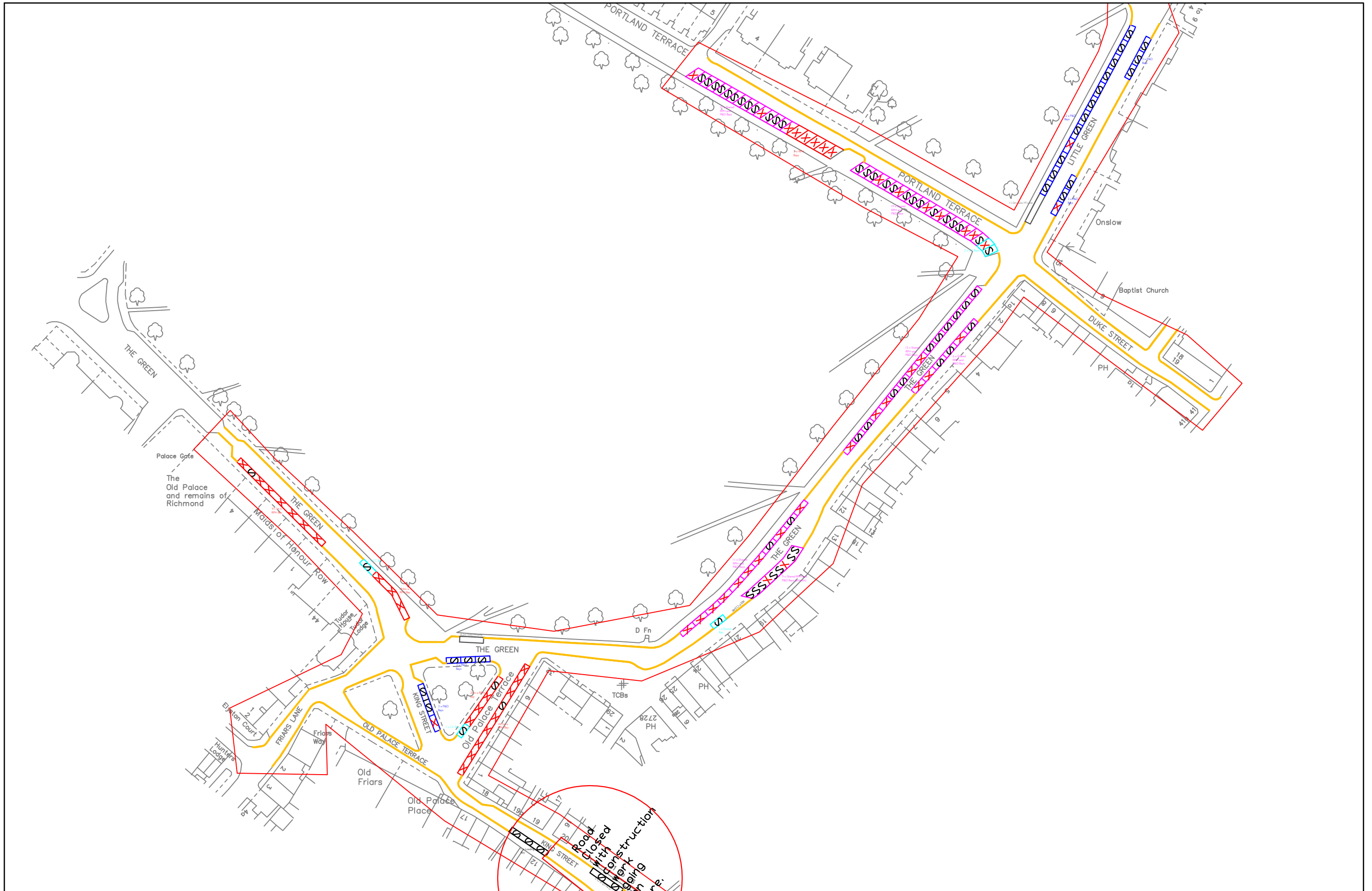
Road	All RPH kerbside Parking			
	Total RPH Parking Opportunities	Number of Cars Parked	Number of Free Spaces	Parking Stress
Duke Street	-	-	-	-
King Street	-	-	-	-
Little Green	-	-	-	-
Old Palace Terrace	12	11	1	92%
Portland Terrace	39	14	25	37%
The Green	52	28	24	53%
Total	103	53	50	51%

Source: PMA Survey

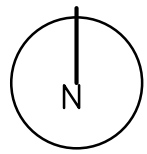
Note: Some arithmetic errors due to rounding's

APPENDIX C

Parking Survey Results (Maps)

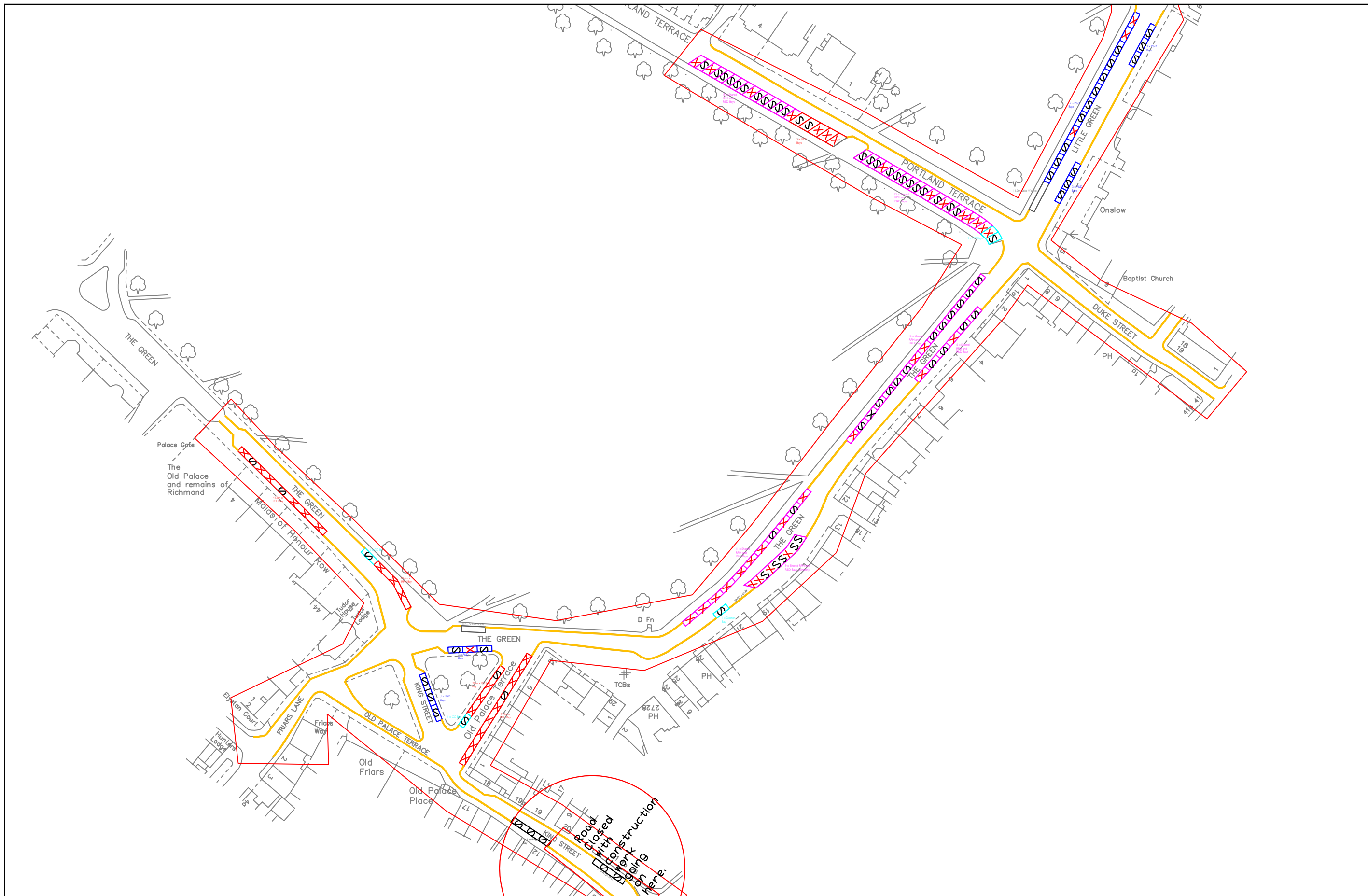


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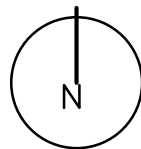


P2885: 9 THE GREEN, RICHMOND, TW9
 Appendix C.
 Tuesday 12th September 2023 at 0315


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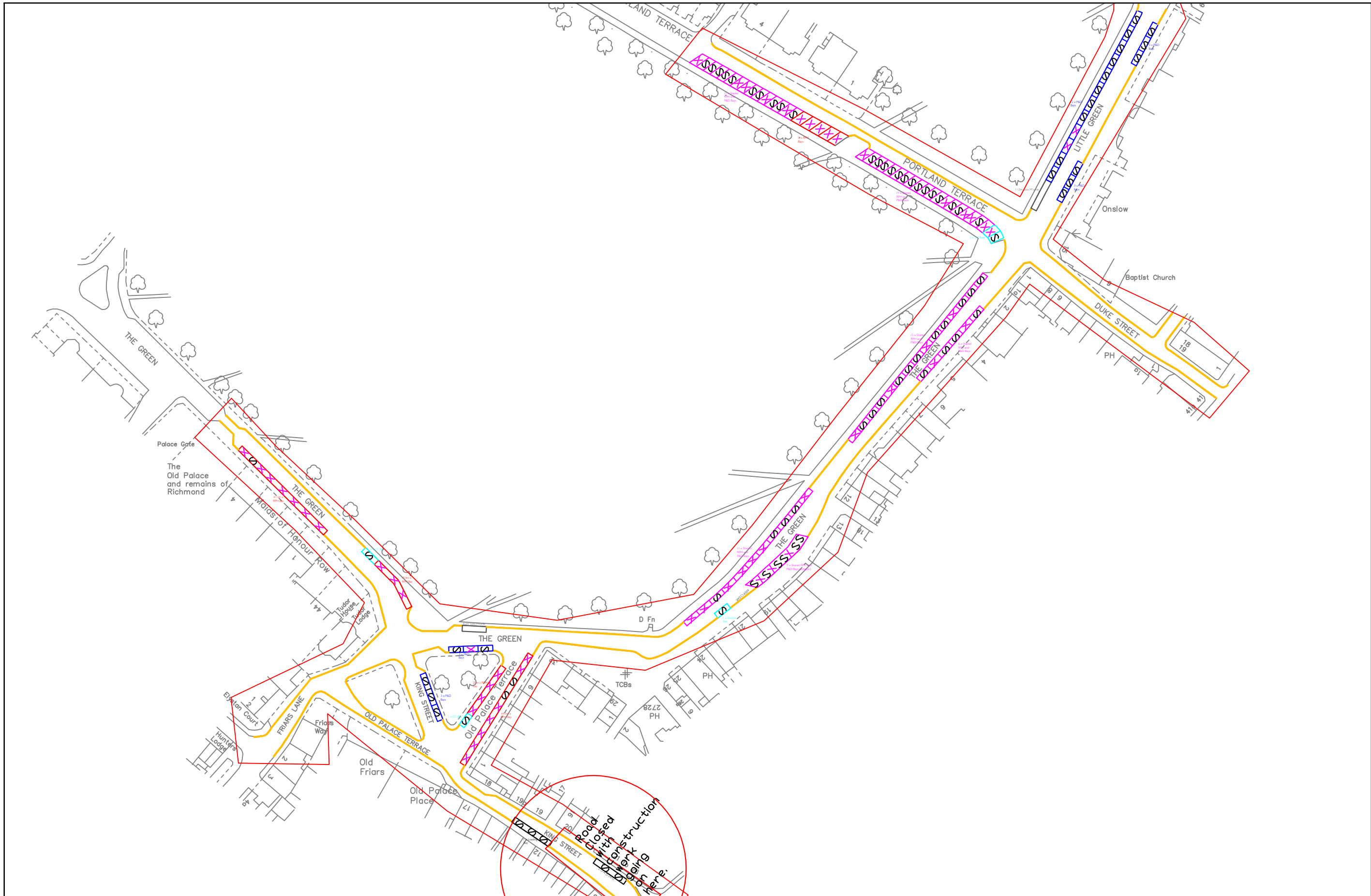


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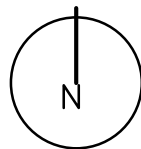


P2885: 9 THE GREEN, RICHMOND, TW9
 Appendix C.
 Wednesday 13th September 2023 at 0315


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Date: September 2023
 Scale: 1:1250@A3
 Source: OS/PMA
 Drawing No. P2885/TS/AC



P2885: 9 THE GREEN, RICHMOND, TW9
 Appendix C.
 Sunday 17th September 2023 at 0315


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