

1 INTRODUCTION

KRONEN has been instructed to prepare this Parking Survey to accompany a proposal for 14 Strafford Road, Twickenham, TW1 3AE (in the London Borough of Richmond Upon Thames).

The property, 14 Strafford Road, was originally a house.

At some point in time the house was converted in to 2 × self-contained flats: 1 × 1-bedroom flat and 1 × 4-bedroom flat.

The proposal seeks the reinstatement to a house with alterations; the proposed house will be a 4-bedroom family house.

The existing site has a 5.1m wide dropped kerb vehicle access and off-street parking area of sufficient size to provide 1 × standard 4.8m × 2.4m sized parking space.

The proposal seeks to replace existing parking with soft landscaping and the proposed family house will therefore have no off-street parking.

This Parking Survey has been undertaken to assess the potential on-street parking impact of the proposal.

2 EXISTING PARKING CONDITIONS

The site and surrounding roads are in LB Richmond Permit Controlled Parking Zone D Central Twickenham which is in operation Mondays to Saturdays 8.30am to 6.30pm.

Parking beat surveys have been carried out to assess existing parking conditions in detail.

2.1 LAMBETH METHODOLOGY PARKING SURVEYS

Existing on-street parking "stress" has been assessed by undertaking 2 × overnight weekday manual parking surveys between 12.30am and 5.30am.

The parking surveys have been undertaken with reference to procedures outlined in "Lambeth Council Parking Survey Guidance Note" (Lambeth Council, 2021), also known as the "Lambeth Methodology", the most established / used parking survey methodology.

The extent of the survey area covered within this parking assessment is approximately 200m walking distance from the site allowing for adjustments to junctions and is shown in Figure 1.

As shown in Figure 1 the parking survey area includes the following streets:

- Stafford Road
- Amyand Park Road
- Victoria Road
- Haggard Road

The survey area was agreed with local officers in advance of the survey.

All kerb space within the survey area was measured using a measuring wheel. As per the survey methodology all parkable kerb space in the survey area was split into increments of 5m.

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

The number of parking spaces in the survey area were identified as part of the parking inventory measurements. The parking inventory measurements are shown in Appendix A.

Weekday parking "beats" in the survey area were undertaken on 11 and 17 July 2024, before the schools' Summer holidays break.

The overnight timing of the beats is in accordance with the methodology.

Full survey results and calculated parking stress are provided in Appendix A.

The results show that streets surrounding the site are moderately to well parked; parking stress of 81% (98.5 × cars parked in 121 × spaces) with a reserve capacity for approximately 20 × cars.

In transport planning terms, as a general rule of thumb 90% figures are considered high or at "operational capacity" ("Degree of Saturation", "Ratio to Flow Capacity" etc. measures).

3 PROPOSAL'S IMPACT

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

The property, 14 Stafford Road, was originally a house.

At some point in time the house was converted in to 2 × self-contained flats: 1 × 1-bedroom flat and 1 × 4-bedroom flat.

The proposal seeks the reinstatement to a house with alterations; the proposed house will be a 4-bedroom family house.

The existing site has a 5.1m wide dropped kerb vehicle access and off-street parking area of sufficient size to provide 1 × standard 4.8m × 2.4m sized parking space.

The proposal seeks to replace existing parking with soft landscaping (for street scene and other planning reasons) and the proposed family house will therefore have no off-street parking.

3.1 SITE CONTEXT AND ACCESSIBILITY

The site is considered to be in accessible location where limited access to a private vehicle is needed.

The site is located within an approximate 200m walk of Twickenham town centre per LB Richmond's Local Plan Proposals Map [Online] < https://www.richmond.gov.uk/media/25969/local_plan_policies_map.pdf > [Accessed July 2024].

"Manual for Streets" (Department for Transport and Department for Communities and Local Government, 2007) includes the concept of the "walkable neighbourhood" which includes the (p.45) "range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot". Twickenham town centre's amenities and services are within the site's walkable neighbourhood and the site is considered to be in an accessible location reasonably well served for services and amenities on foot.

The site has access to 7 × bus services; the 33, 267, 281, 490, H22, R68, R70 services. The 33, 490, R68, R70 services are accessible from "S" and "F" "Lebanon Court" stops on Richmond Road 150m to 200m south of the site. The 267, 281, H22 services are accessible from stops outside the Twickenham Railway Station (discussed below).

The site also has access to rail services from Twickenham Railway Station which is approximately 450m to 500m walk distance of the site. South West Trains' services are accessible from the station.

Public transport accessibility in London is often quantified and measured using TfL's Public Transport Accessibility Level (PTAL) model.

"Assessing transport connectivity in London" explains PTAL scores as follows (p.6, TfL, 2015):

"PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services."

"PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b). All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b."

"A location will have a higher PTAL if:

- It is at a short walking distance to the nearest stations or stops
- Waiting times at the nearest stations or stops are short
- More services pass at the nearest stations or stops
- There are major rail stations nearby
- Any combination of all the above."

TfL provides an online GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.

TfL's online GIS-based PTAL tool was used to research the site's PTAL score.

The PTAL tool calculated the site to be located in a PTAL 5 "Very Good" cell.

Considering the site access to a range of services and amenities in the town centre within a short walk and access to bus and rail services the site is considered to be very well / sustainably located for an Outer London Borough setting and located where private vehicle ownership is not essential.

3.2 PARKING POLICY AND PARKING DEMAND AND IMPACT

Development Plan parking policy guidance is set out in: Policy LP 45 Parking Standards and Servicing of "Local Plan" (LB Richmond, 2018) and "London Plan" (Greater London Authority, 2021) Policy T6 Car parking and T6.1 Residential Parking.

Policy LP 45 refers to standards in Appendix 3.

Appendix 3 states:

PTALs 0-3: 1- 2 bedrooms, 1 space

PTALs 0-3: 3+ bedrooms, 2 spaces

PTALs 4-6: as per London Plan although local circumstances, CPZ times and onstreet parking conditions will need to be assessed.

"London Plan" (GLA, 2021) car parking policies are Policy T6 Car parking and T6.1 Residential Parking.

Policy T6.1 of London Plan refers to Table 10.3.

Table 10.3 states all sites that have PTAL scores of 5 or 6 should not provide parking.

Based on policy and standards it is considered that the proposal should be acceptable.

3.3 LOCAL CAR OWNERSHIP DATA AND PARKING DEMAND AND IMPACT

Recently released Census 2021 data has been analysed for this report: RM001 Accommodation type by car or van availability.

The data for houses and flats for the local “super output area middle layer” Richmond 009 is provided in Appendix B with analysis calculating the number of cars per houses and flats.

As shown in the analysed data, house occupants have 1.2 cars per house and flat occupants have 0.7 cars per flat.

The data suggests that the proposed family house could potentially generate low parking demand for 1 × car.

The use of Census data reflects direction given in the “National Planning Policy Framework”(DHLUC, 2023) which states “local car ownership levels” should be taken into account when considering residential parking.

Based on the data it is considered that the proposal would have minimal on-street parking impact and should be acceptable.

Regardless of the minimal impact, the applicant is willing to fund: the removal of the 5.1m wide dropped kerb vehicle access / reinstatement of the footway outside the site, changes to the traffic regulation / management order to create a new on-street parking bay and physical carriageway signing and lining.

These off-site highways works would create 1 × additional on-street Permit Holder Only or shared Permit Holder or Pay bay. Considering the potential parking demand from the Census data work, these highways works would result in the proposal having no net on-street parking impact.

3.4 SUMMARY

The proposal is considered parking policy compliant.

Census data suggests that the proposal could potentially generate low parking demand for 1 × car.

As set out in the previous section of this report; Lambeth Methodology surveys recorded parking stress of 81% (98.5 × cars parked in 121 × spaces) with a reserve capacity for approximately 20 × cars.

Resultantly parking stress may potentially increase to 82% (99.5 × cars parked in 121 × spaces).

Given the low projected potential impact, in planning terms the proposal’s on-street parking impact is minimal / likely to be insignificant and proposals are considered acceptable in this regard.

Regardless of the minimal impact, the applicant is willing to fund: the removal of the 5.1m wide dropped kerb vehicle access / reinstatement of the footway outside the site, changes to the traffic regulation / management order to create a new on-street parking bay and physical carriageway signing and lining.

These off-site highways works would create 1 × additional on-street Permit Holder Only or shared Permit Holder or Pay bay. Considering the potential parking demand from the Census data work, these highways works would result in the proposal having no net on-street parking impact.

With regards to transport impacts Paragraph 115 of the National Planning Policy Framework includes guidance of only preventing or refusing development on transport grounds where “there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

Based on the findings above the proposal is not considered to have a residual parking impact in a National Planning Policy Framework context.

4 SUMMARY

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The existing site has a 5.1m wide dropped kerb vehicle access and off-street parking area of sufficient size to provide 1 × standard 4.8m × 2.4m sized parking space.

The proposal seeks to replace existing parking with soft landscaping and the proposed family house will therefore have no off-street parking.

The removal of off-street parking would comply with Development Plan parking policy; Policy LP 45 of "Local Plan" (LB Richmond, 2018) and Policies T6 and T6.1 of the "London Plan" (Greater London Authority, 2021).

This Parking Survey has been undertaken to assess the potential on-street parking impact of the proposal.

Lambeth Methodology surveys recorded parking stress of 81% (98.5 × cars parked in 121 × spaces) with a reserve capacity for approximately 20 × cars.

Recently released Census 2021 data, RM001 Accommodation type by car or van availability, has been assessed and suggests that the proposed family house could potentially generate low parking demand for 1 × car.

Resultantly parking stress may potentially increase to 82% (99.5 × cars parked in 121 × spaces).

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Regardless of the minimal impact, the applicant is willing to fund: the removal of the 5.1m wide dropped kerb vehicle access / reinstatement of the footway outside the site, changes to the traffic regulation / management order to create a new on-street parking bay and physical carriageway signing and lining.

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