MRS IYABODE ABIOLA

PROPOSED DEVELOPMENT AT
8 PILGRIM'S LANE LONDON, NW3 1SL

PARKING SURVEY & SWEPT PATH ANALYSIS

August 2012

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1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Mrs Iyabode Abiola to undertake a parking survey and swept path analysis study in relation to the temporary construction phase of a proposed development at 8 Pilgrim's Lane, NW3 1SL.

Site Location

1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

1.3 The site is situated on the east side of Pilgrim's Lane approximately 103m to the north of the junction with the A502 Rosslyn Hill.

The Proposal

1.4 The proposed development involves the construction of a new basement floor at the rear of the building, and an increase in depth of the existing front basement. The proposed site plan is presented in Appendix B.

1.5 The purpose of this report is to supplement the Construction Management Plan produced by A&I Construction for this development. It will assess the potential impact of the temporary construction work on parking supply locally, as well as presentation of vehicle swept paths to assess the temporary impact of the construction work on the flow of traffic along Pilgrim's Lane.

Background

1.6 A planning application (reference: 2011/0526/P) was submitted to the London Borough of Camden (LBC) in February 2011, for the following:

> *Excavation of basement extension with ground floor roof light, raising the ridge of the existing roofline to the south west elevation and erection of boundary wall and*

railings to front elevation as well as alterations to the fenestration and associated alterations to existing dwelling house (Class C3)

1.7 The planning application was refused, part of the reasons for refusal related to highways impact matters, refer to the refusal notice extract as follows:

The proposed development, in the absence of a legal agreement to secure the provision of a Construction Management Plan, would be likely to contribute unacceptably to traffic disruption and dangerous situations for pedestrians and other road users contrary to CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policy DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Core Strategy and Development Policies.

2.0 PARKING SURVEY

Construction Traffic

2.1 A&I Construction has produced a Construction Management Plan (CMP) for submission with the planning application. The CMP document describes the expected construction traffic movements generated by the temporary construction phase of the proposal.

2.2 The predicted flow of construction related traffic is set out as follows based on assessment by A&I Construction:

- Around 10 workers would be on-site at any one time; they would commute in together by van/car. They would be dropped off and the cars/vans would have to find the nearest pay and display bays in proximity to the site as the bays closest to the house are permit holder only bays;
- General builders merchant Crane Lorries (height 4.5m with the crane completely down, length 10m and width 2.5m) would visit the site around twice a week when the job first starts, declining down to once every 2-3 weeks thereafter;
- Grab lorries (2.5 wide, 7m long, 4m high) for soil removal during excavation at the beginning of the project;
- A&I Construction estimates that the Crane and Grab lorries would be on-site for about a half hour each time, this would be planned for mid morning or early afternoon to avoid the early morning rush and afternoon rush;
- Standard transit vans (couriers) to make the odd delivery once or twice a week; and
- The road directly outside the property is on double yellows so it will only be used for off-loading vehicles. There are resident parking bays, to the left of the property (As you look at the front door). A skip licence

would be required to put the skip directly inform of the house on the double yellow lines, which Camden Council say is allowed on this road.

2.3 The construction phase of this development may give rise to a minimal temporary additional parking stress in the local area. To assess any potential impact, a parking survey has been carried out.

2.4 The entire survey parking area consists of residential streets. The following parking survey's design and execution has been undertaken in accordance with Lambeth Transport's *Parking Survey Methodology*, a copy of which is presented in full in Appendix C. The Lambeth methodology is the generally accepted standard for London parking surveys and for Camden Council.

2.5 All kerb space within a 200m distance of the site, to the north of the A502 Rosslyn Hill, has been measured using a measuring wheel and any on-street regulations recorded. An extract from Lambeth's guidance note, which sets out clearly how a parking survey area should be defined, is extracted as follows:

> *"Extent of survey*
>
> *• The survey is to cover all roads within 200 m walking distance of the site.*
>
> *• All places where someone might park if they are driving around looking for a parking space should be included. People are unlikely to stop half way along a road at an imaginary 200m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road. Common sense should be applied in all cases and the extent of the survey area and justifications for amending it are to be included in the survey and will be checked.*
>
> *• Survey areas can be amended in the following cases:*
>
> *a) If there is no possibility of parking somewhere within the 200m boundary or people would not wish to park their although clear justification for this must be provided.*
>
> *b) If the site is in a CPZ any parking bays in an adjoining CPZ are to be excluded.*
>
> *c) If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ are to be excluded.*
>
> *d) Areas that fall outside of Lambeth are to be excluded.*
>
> *• Some factors may not become apparent until the survey has been submitted to the Council for consideration. For instance, the survey itself may reveal anomalies that require further investigation, or a subsequent Officer site visit may reveal*

> *circumstances that require amendments. These will be taken into consideration in assessing the survey and a further survey may be required.*
> *• If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly. "*

2.6 The extent of survey area covered within this parking assessment is shown in Figure 2. The survey area has been split into individual streets comprising the following:

- Pilgrim's Lane
- Kemplay Road
- Carlingford Road
- Willoughby Road

2.7 All vehicle crossovers, kerb space within 5m of junctions, and double yellow line kerb space has been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site; the total number of parking spaces within the survey area has been derived using the following criteria from Lambeth Transport's *Parking Survey Methodology*.

> *"To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number (e.g. a parking bay measuring 47m in length would provide 9 parking bays – 47-2=45, 45/5=9). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area."*

2.8 The parking survey inventory is presented in Table 1 below. Figures 3 and 4 show the locations of the different kerb side restrictions within the parking survey area. Note that Pilgrim's Lane to the south of the application site consists entirely of double yellow lines, and as such has been eliminated from this assessment.

Table 1. Parking Survey Inventory

Streets	INVENTORY					
	Resident Zone 'CA-H (b)'		Disabled		Motorbike	
	Total length of parking bay (m)	Total spaces	Total length of parking bay (m)	Total spaces	Total length of parking bay (m)	Total spaces
Pilgrim's Lane	187.5	35	6.3	1	3.6	-
Kemplay Road	224.4	43	-	-	-	-
Carlingford Road	232.2	46			-	-
Willoughby Road	103.7	20	-	-	-	-
Total	747.8	144	6.3	1	3.6	

Notes:
Resident Controlled Parking Zone (CPZ) 'CA-H (b)'; resident permit holders only Monday to Saturday 09:00- 20:00.

Source: PMA Survey

2.9 The survey inventory demonstrates that there are 144 on-street parking spaces within the survey area, all in CPZ Zone 'CA-H (b); furthermore there is one disabled parking bay and a 3.6 m motorcycle parking bay. No unrestricted parking spaces or pay-and-display bays are within the survey area.

Daytime Surveys

2.10 Should the temporary construction phase have any impact at all on parking stress on the local streets, it would be during the daytime.

2.11 Table 2 presents the results of the first weekday daytime parking survey which was carried out at 15:00; Table 3 presents the results of a survey at 17:00. Both surveys were carried out on Wednesday 27th June 2012.

Table 2. 15:00 Daytime Parking Survey Results; Resident Zone 'CA-H (b)'

Streets	Average Daytime Parking Survey Results - Resident Zone 'CA-H (b)'			
	Length of parkable kerb (m)	Total spaces	Cars Parked	Parking Stress (%)
Pilgrim's Lane	187.5	35	24	69%
Kemplay Road	224.4	43	30	70%
Carlingford Road	232.2	46	43	93%
Willoughby Road	103.7	20	17	85%
Total	747.8	144	114	79%

Source: PMA Survey

Table 3. 17:00 Daytime Parking Survey Results; Resident Zone 'CA-H (b)'

Streets	Average Daytime Parking Survey Results - Resident Zone 'CA-H (b)'			
	Length of parkable kerb (m)	Total spaces	Cars Parked	Parking Stress (%)
Pilgrim's Lane	187.5	35	23	66%
Kemplay Road	224.4	43	41	95%
Carlingford Road	232.2	46	31	67%
Willoughby Road	103.7	20	12	60%
Total	747.8	144	107	74%

Source: PMA Survey

2.12 The results in Table 2 demonstrate that the observed parking stress at 15:00 within the survey area is 79%, of the 144 total permit holder parking spaces, a total of 30 were observed to be available.

2.13 The in Table 3 demonstrate that the observed parking stress at 17:00 within the survey area is slightly less at 74%, of the 144 total spaces, a total of 37 were observed to be available.

2.14 The results of our daytime surveys show that local residents who may have left work for the day and would be returning home from 15:00 to 17:00 on a typical weekday have a sufficient reserve parking capacity within the local streets. Therefore on the off chance that the temporary construction phase of the proposal may generate some added parking stress on the local streets, the results of our daytime surveys demonstrate that the impact on neighbouring amenity will be unaffected.

3.0 SWEPT PATH ANALYSIS

3.1 As set out in Chapter 2, asides from occasional delivery vans, the largest and most prevalent construction related traffic accessing the site during the temporary construction phase of the proposed development will be crane lorries and grab lorries.

3.2 Crane lorries (height 4.5m with the crane completely down, length 10m and width 2.5m) would visit the site around twice a week when the job first starts, declining down to once every 2-3 weeks thereafter, whereas grab lorries (2.5 wide, 7m long, 4m high) for soil removal during excavation at the beginning of the project would also visit the site say once or twice a week. It should be noted that the CMP will ensure that at one time no more than one construction related vehicle will access the site.

3.3 Crane and grab lorries would be on-site for about a half hour each time, this would be planned for mid morning or early afternoon to avoid the early morning rush and afternoon rush. It is therefore clear that the amount of time that a large construction related vehicle will be positioned outside of the application site will be minimal throughout a typical week during the construction phase.

3.4 In order to test the impact of construction vehicles on Pilgrim's Lane the AutoTrack swept path analysis program has been utilised. The purpose of the AutoTrack assessment is to determine whether construction vehicles parked by the site would obstruct the flow of traffic along Pilgrim's Lane.

3.5 The overall road width remaining on Pilgrim's Lane adjoining the application site with a crane lorry or grab lorry positioned on the kerb side to the front of the site is around 6.3m. As such cars and LGV's would be able to pass a parked construction vehicle unhindered.

3.6 Our analysis is based on a worst case scenario. The largest likely vehicle that would be passing the site is a Council refuse collection vehicle, a Mercedes

Econic 2629LL 6x2 rear steer model, which is used for refuse collection in the local area. The Council's waste collection contractors, Veolia Environmental Services (UK), confirmed the size and specification of its vehicles utilised in the Hampstead area in an email exchange in June 2012.

3.7 It should be noted however that for most of the day nothing larger than a car or a transit van/light goods vehicle (LGV) will pass down Pilgrim's Lane.

3.8 A refuse vehicle is used as a worst case scenario, the likelihood of a refuse vehicle requiring access along Pilgrim's Lane at the same time as a large construction related vehicle is parked to the front of 8 Pilgrim's Lane is expected to be minimal.

3.9 The dimensions of a Camden Council refuse vehicle are shown in Table 5 below:

Table 5. Dimensions of the Mercedes Econic 2629LL 6x2 Rear Steer Model

Dimension	Size of dimension (m)
Overall Length	8.6
Overall Height	2.885
Overall Width	2.49
Minimum Body Ground Clearance	2.45
Turning Circle (Wall to Wall)	16.9

Source: LB Camden

3.10 The largest construction vehicle used will be a mobile crane which will visit the site for half hour periods, twice per week at first, later dropping to visits once every two to three weeks. The mobile crane dimensions are detailed in Table 6 below:

Table 6. Dimensions of the Mobile Crane Used by A&I

Dimension	Size of dimension (m)
Overall Length	10m
Overall Height	4.5m
Overall Width	2.5m

Source: A&I Construction

3.11 As the swept path analysis in Figure 5 demonstrates, it is possible for the refuse vehicle detailed in Table 5 above to pass by a mobile crane as detailed in Table 6 when it is parked in front of 8 Pilgrim's Lane. The mobile crane would not be left unattended for the time that it is stationed to the front of the application site; it will therefore be possible to reverse the vehicle slightly if necessary to allow large vehicles past on Pilgrim's Lane.

3.12 As mentioned above, for a refuse vehicle to pass a mobile crane, the mobile crane would need to reverse slightly in such a way that it could potentially temporarily block the driveway of 10 Pilgrim's Lane. The chances of this manoeuvre being necessary are highly unlikely and the associated impacts will be minimal. It would take less than a minute for the crane to be moved to allow a refuse vehicle to pass and then return to its position away from the neighbouring driveway.

3.13 The most frequent vehicle used for construction will be a 20 yard grab lorry. It will be arriving daily to pick up the soil which will be heaped on the driveway of 8 Pilgrim's Lane. The dimensions of the 20 yard grab lorry are shown in Table 7 below:

Table 7. Dimensions of the 20 Yard Grab Lorry

Dimension	Size of dimension (m)
Overall Length	9.12m
Overall Height	4.74m
Overall Width	2.52m

Source: A&I Construction

3.14 As Figure 6 shows the 20 yard grab lorry can also be passed by a refuse vehicle detailed in Table 5.

3.15 According to information attainable from the Council's website, domestic rubbish collection on Pilgrim's Lane occurs on Monday's and recycling collection occurs on Wednesdays. The CMP will ensure that, as far as is possible, visit by mobile cranes and grab lorries during the temporary construction phase are managed so as not to coincide with rubbish and recycling collections.

3.16 Irrespective of the above, the results of our analysis conclude that the temporary construction phase of the proposed development will not have a material impact on the existing flow of vehicle traffic on Pilgrim's Lane, or on highway safety and neighbouring amenity.

4.0 SUMMARY

4.1 The proposal will see a new basement constructed at 8 Pilgrim's Lane, NW3 1SL.

4.2 This report has been prepared to appraise the potential impacts of the temporary construction phase of development on the adjoining highway, specifically with regard to highway safety and neighbouring amenity in relation to existing on-street parking conditions and vehicle thoroughfare.

4.3 It is not expected that the temporary construction phase of the proposed development will result in parking spaces within the adjoining CPZ being unavailable for residents.

4.4 However, the results of the on-street parking surveys demonstrate that on a typical weekday afternoon parking stress is at around 79%. This means that the area is safely below the 90% threshold over which London Borough of Camden historically considered an area to suffer from parking congestion. There are up to 33 free parking spaces on the streets within close proximity to the application site during the day.

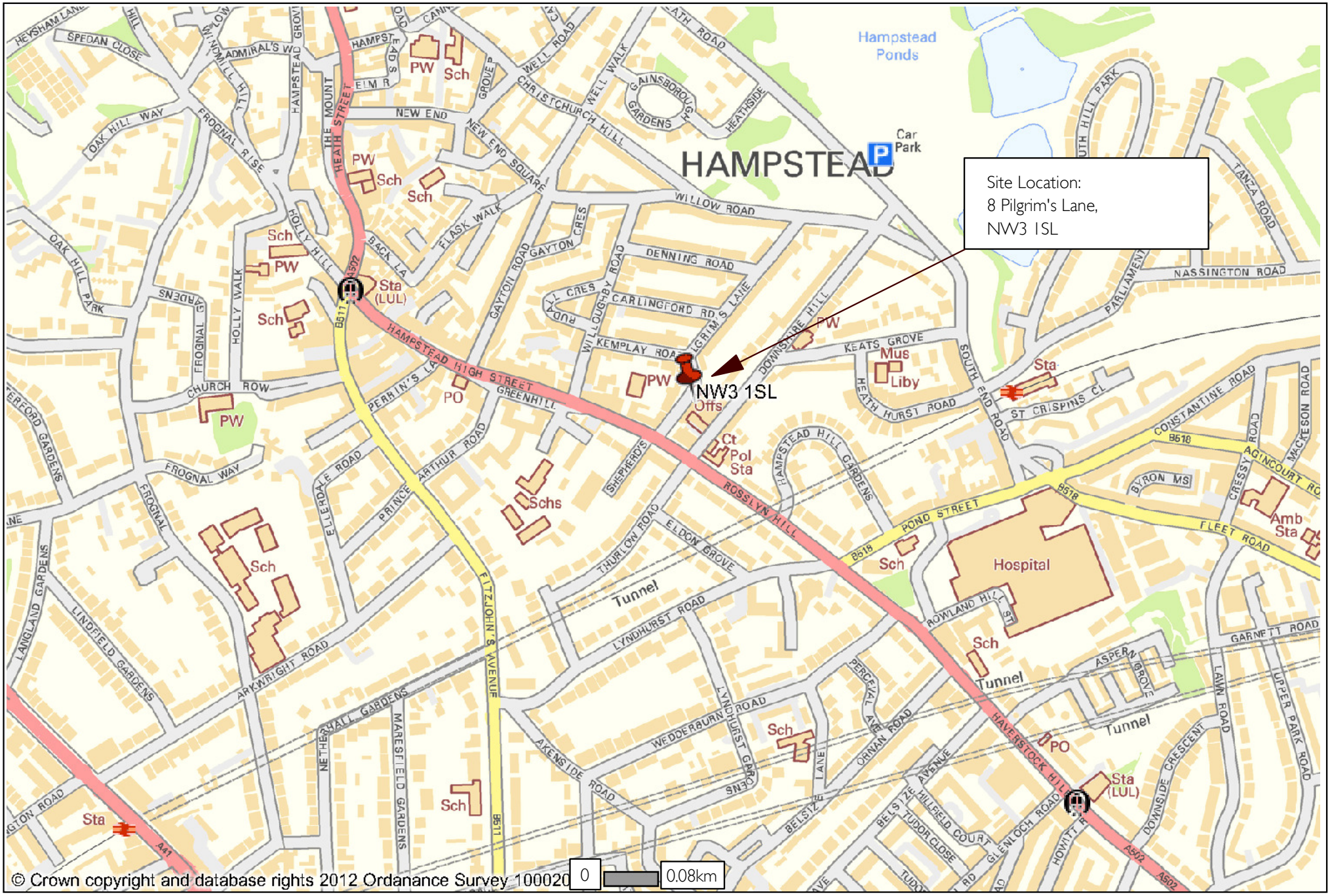
4.5 The construction vehicles used can be parked/positioned to the front of the site without disrupting the flow of traffic along Pilgrim's Lane.

4.6 It is not expected that anything larger than a transit van or light goods van will require access along Pilgrims Lane at the same time as a mobile crane is parked to the front of the application site, which would be at designated times during the construction phase of the development only.

4.7 The largest size of vehicle that may require access along Pilgrim's Lane at the same time as a mobile crane is parked to the front of 8 Pilgrim's Lane is a Council contracted refuse vehicle. Visits by mobile cranes will be managed so as to not coincide with the local refuse collection days/times as far as is possible. However on the very unlikely and worst case scenario that a refuse vehicle

needs to pass a mobile crane outside the application site, the crane would need to be reversed slightly and in doing so would for a short period block access to the driveway to the adjoining property No. 10 Pilgrim's Lane. Should this highly unlikely scenario occur, the blocking of the neighbouring driveway would be for say less than a minute. The resultant impact on neighbouring amenity would therefore be nominal.

FIGURES



Date: 2-July-2012
Scale: As shown on map
Source: Transport Direct
Drawing No: P968/PS/01

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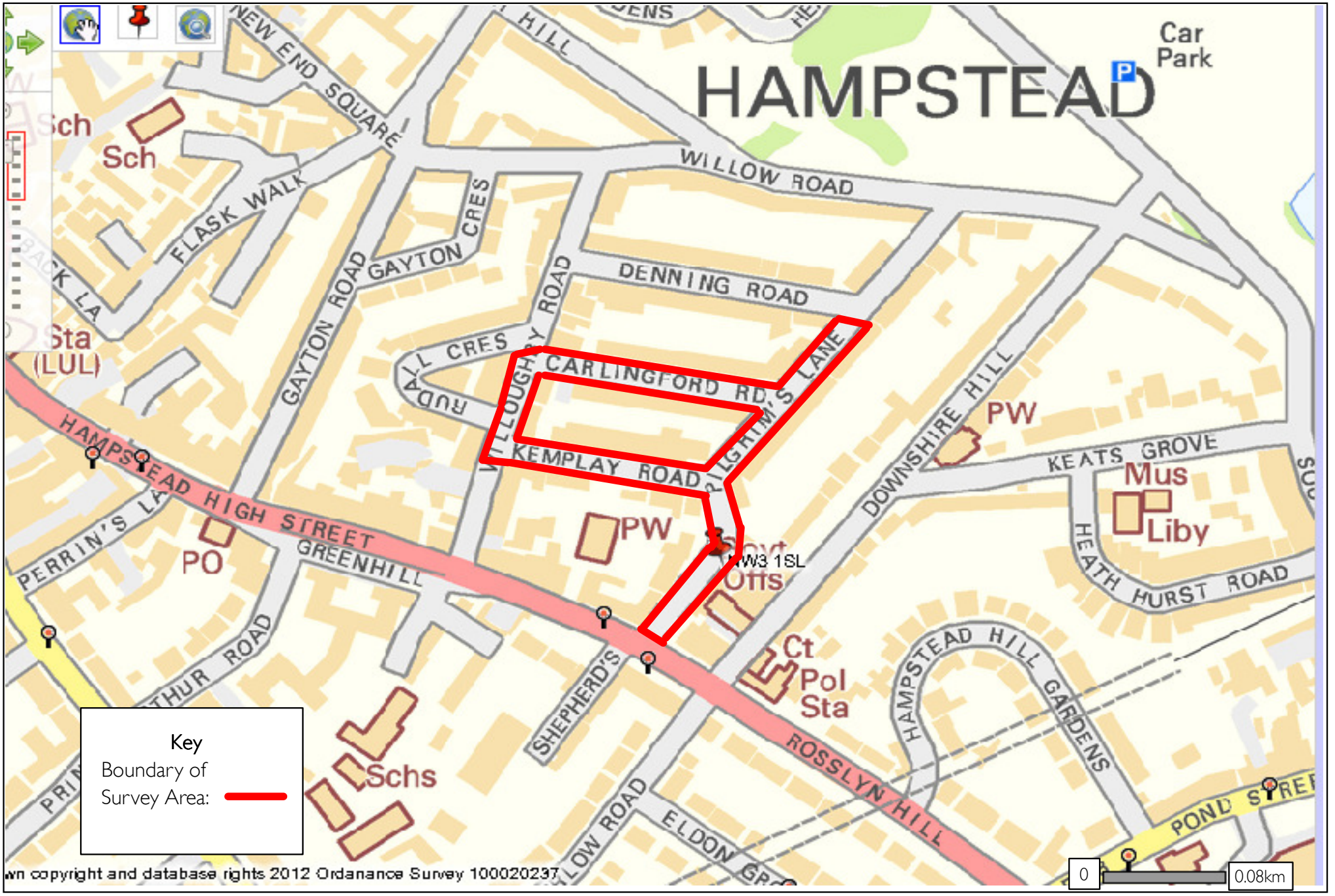
P968:8 Pilgrims Lane NW3 1SL
Figure 1
Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: 2-August-2012
Scale: As shown on map
Source: Transport Direct
Drawing No: P968/PS/02

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P968:8 Pilgrims Lane NW3 1SL
Figure 2
Extent of Parking Survey Area

PAUL MEW ASSOCIATES
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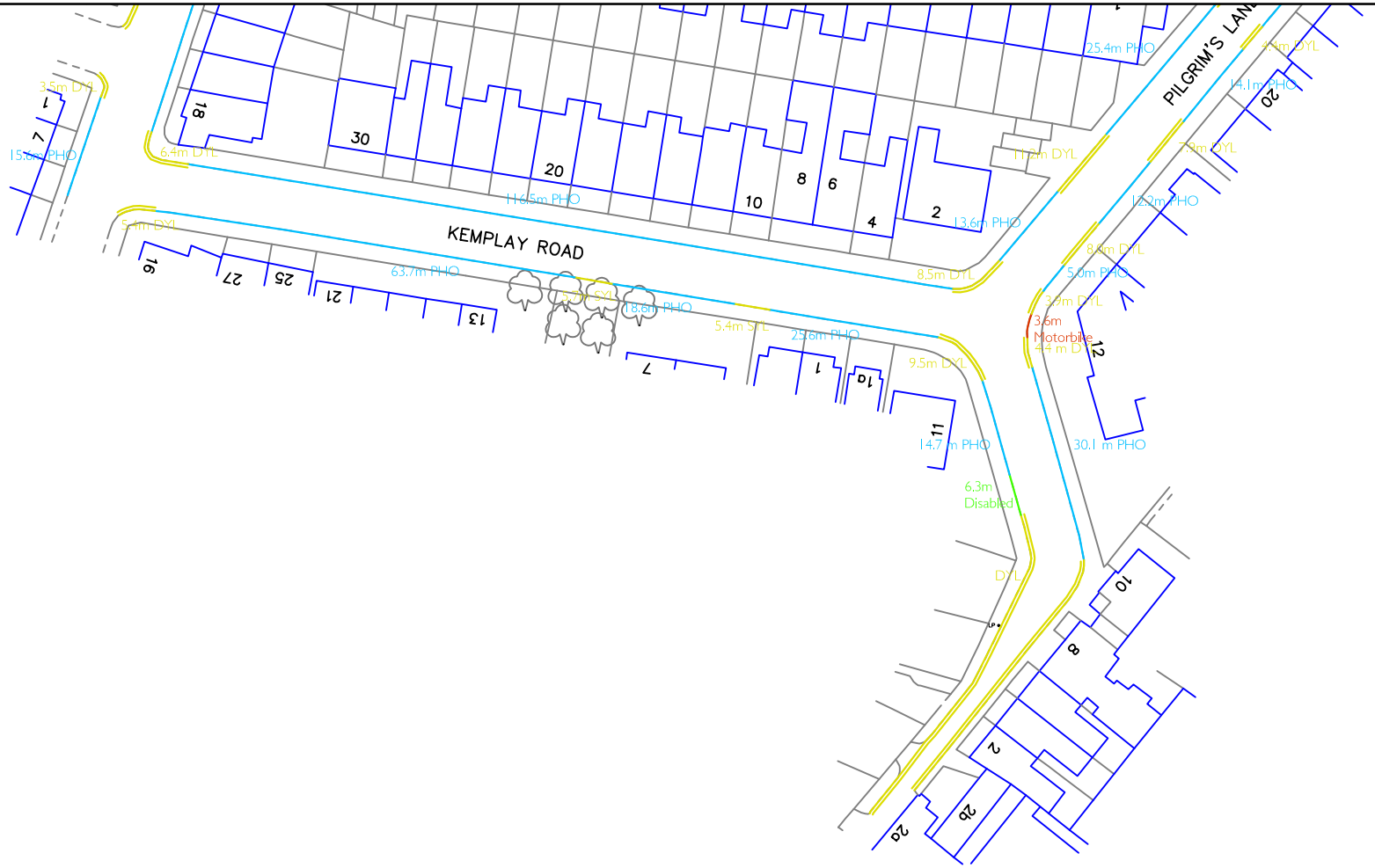

Date: 2-July-2012 Scale: 1:1000@A4 Source: OS/PMA Drawing No. P968/PS/3	N	P968: 8 Pilgrim's Lane NW3 1SL Figure 3 Kerb Side Parking Inventory; Part of Pilgrim's Lane & Kemplay Road

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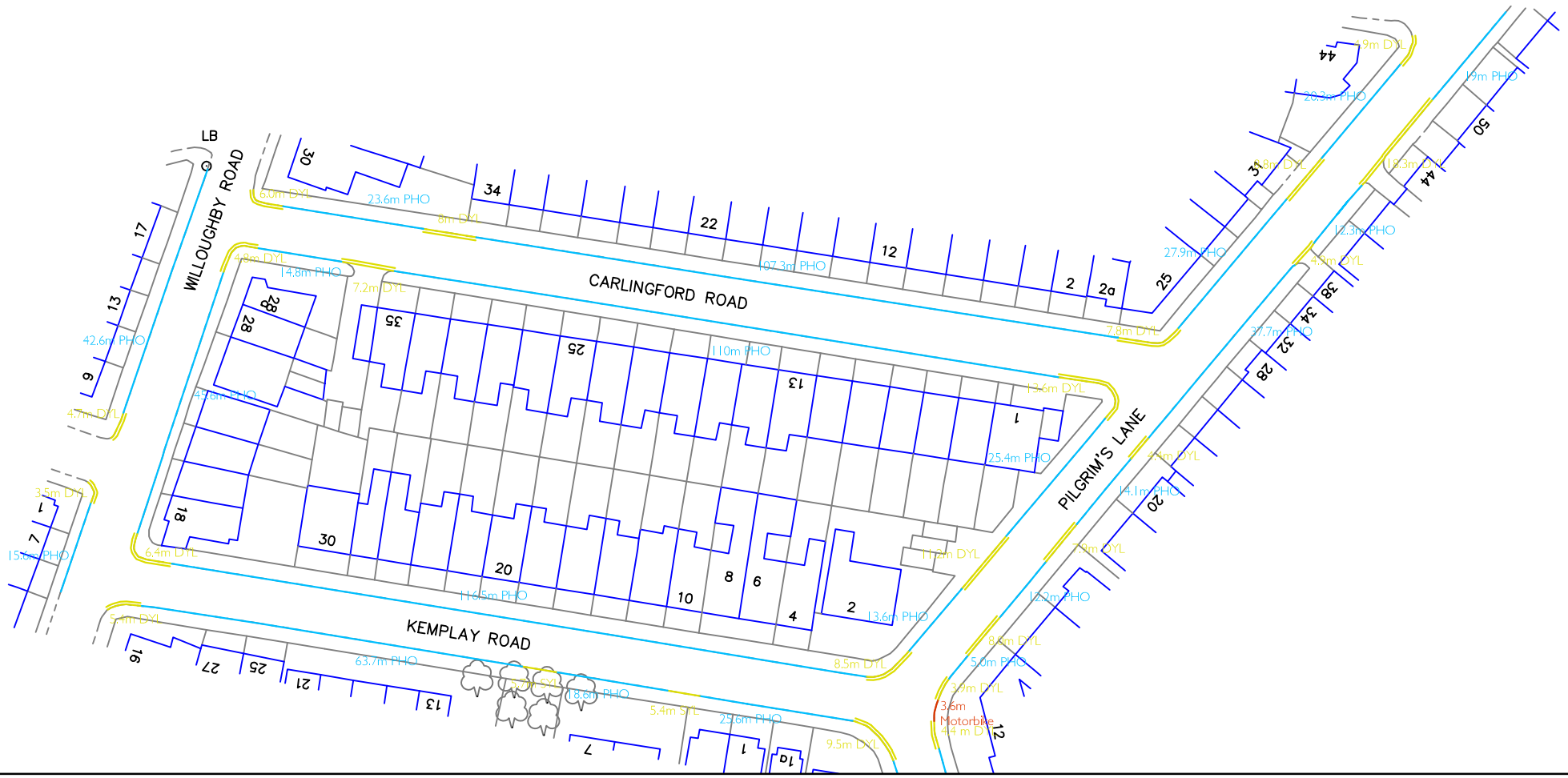

Date: 2-July-2012 Scale: 1:1000@A4 Source: OS/PMA Drawing No. P968/PS/04	N	P968: 8 Pilgrim's Lane NW3 1SL Figure 4 Kerb Side Parking Inventory; Remainder of the Study Area

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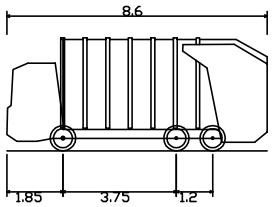
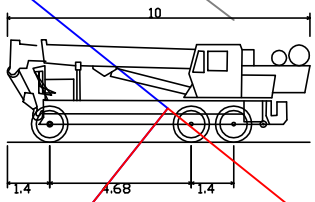


Copy of Camden Spec Refuse Vehicle (with wing mirrors)

Overall Length	8.600m
Overall Width	2.490m
Overall Body Height	3.734m
Min Body Ground Clearance	0.286m
Track Width	2.400m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.100m



A&I Mobile Crane (with wing mirrors)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.386m
Min Body Ground Clearance	0.590m
Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	10.000m

Date: 1-August-2012
Scale: 1:250@A4
Source: OS/AutoTrack
Drawing No. P968/PS/05

N

P968: 8 Pilgrim's Lane NW3 1SL
Figure 5
AutoTrack; LB Camden Refuse Vehicle Passing a Parked Mobile Crane

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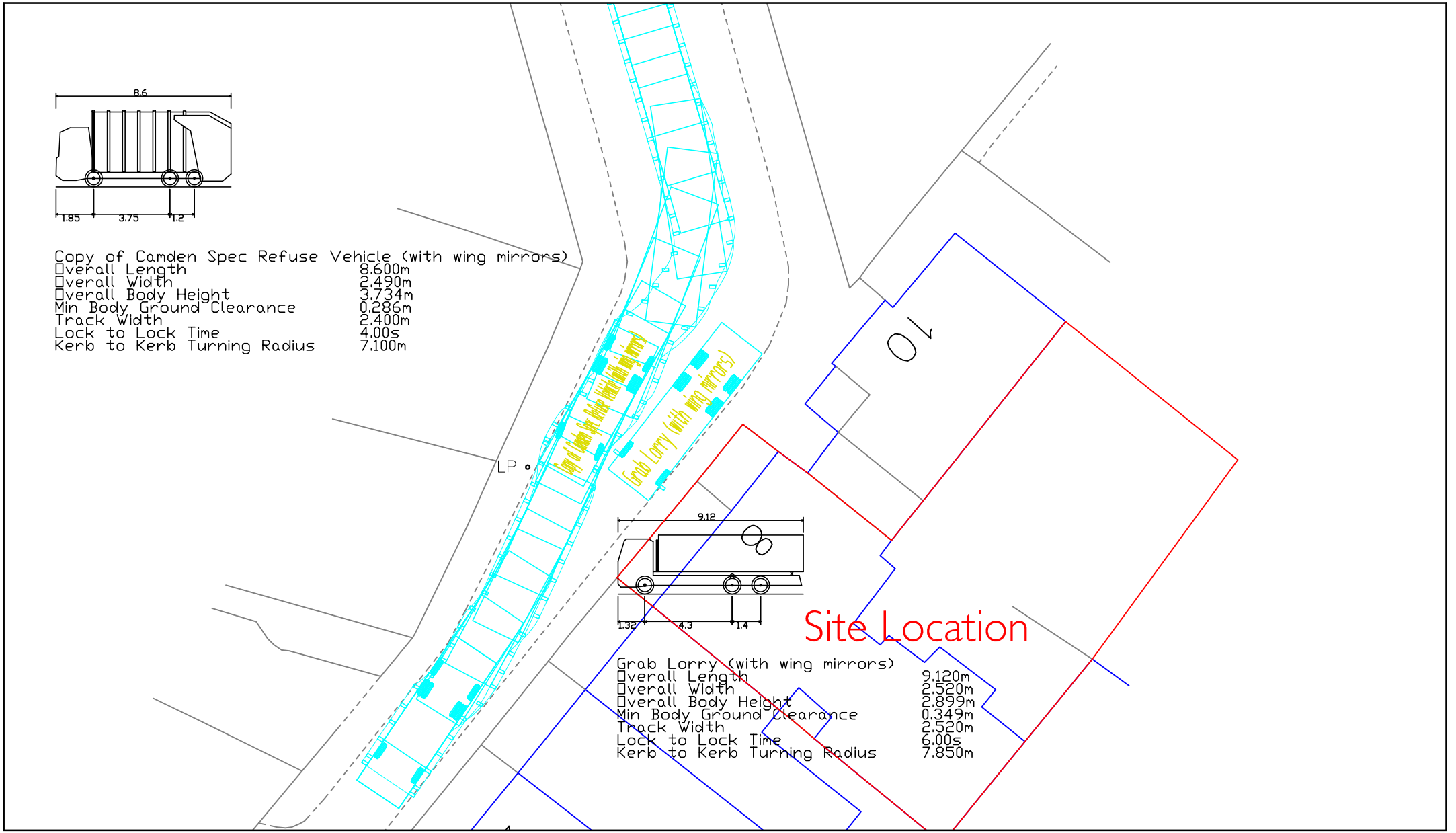

Date: 1-August-2012
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Source: OS/AutoTrack
Drawing No. P968/PS/06

N

P968: 8 Pilgrim's Lane NW3 1SL
Figure 6
AutoTrack; LB Camden Refuse Vehicle Passing a Parked Grab Lorry

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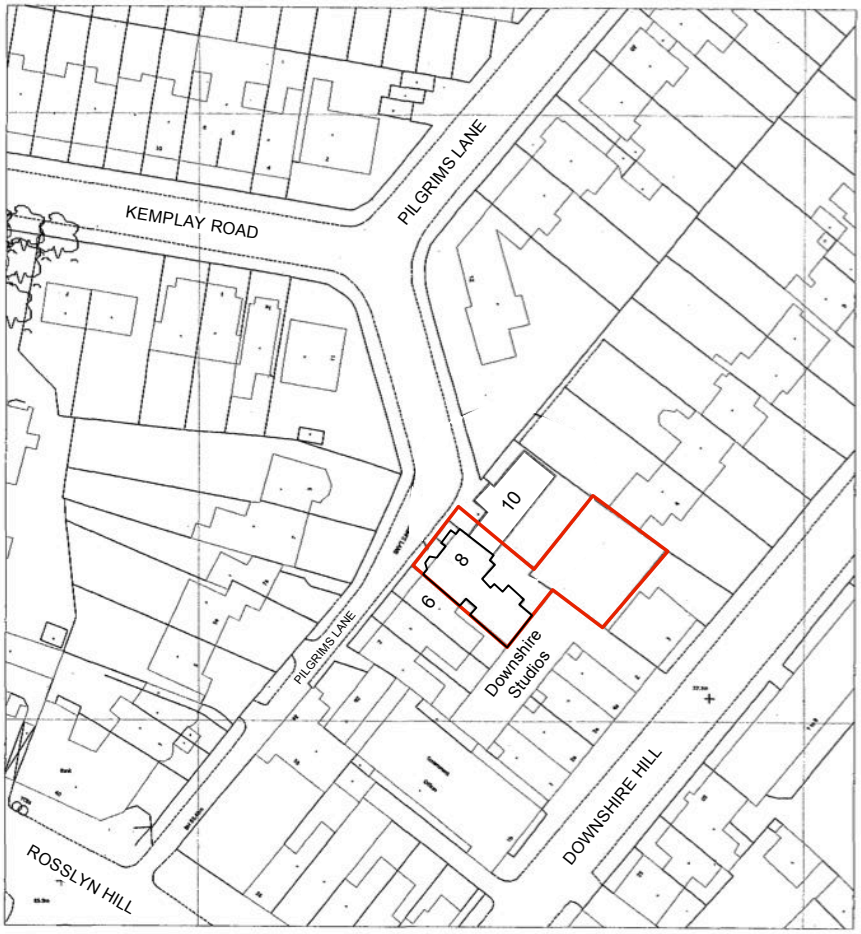
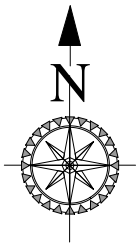
APPENDIX A
Site Boundary



LOCATION PLAN 1:1250



8 PILGRIMS LANE
HAMPSTEAD
LONDON NW3 1SL

Drawing Ref: 999-AP2-10

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APPENDIX B
Proposed Site Plan

8 PILGRIMS LANE - HAMPSTEAD - LONDON NW3

NO 3 DOWNSHIRE HILL
REAR GARDEN

existing 1.55m hw slatted fence with bamboo matting on No 8 side

purple plum
T3 removed

NO 4 DOWNSHIRE HILL

this area replanted

grass
78.39

T1
JAPANESE CHERRY
11mH

void under steps

DOWNSHIRE STUDIOS

78.47

ELEVATION C1

new stone steps up to terrace

up

glass balustrade

No 8 REAR GARDEN

E

grass

replacement tree

existing fence

T5
PARROTIA PERSICA
Persian Ironwood

new stone steps up from playroom patio

78.56

B

up

T2
EUONYMUS
JAPONICA (shrub)
4mH

existing 800 high (approx) brick wall with 1300 high close boarded fence and 900 high trellis over

existing blind steps retained

NO 4 DOWNSHIRE HILL
REAR GARDEN

ELEVATION C

TERRACE

79.90
approx

flat walk-on glass rooflight

level threshold for wheelchair access

existing skylight

A

E

NO 6 - REAR PATIO

81.27
approx

80.10

LIVING-ROOM

B

ELEVATION E

REAR INSERTION POINT

level threshold for wheelchair access

79.90

F

No 10 REAR PATIO

raised timber deck

80.80
approx

stone paved patio & grass

80.50
approx

existing 1900 high (approx) brick wall with 900 high trellis over

gates

paving over plant room roof

up

ELEVATION D

new white-painted timber doors with leaded glass over

79.22

FAMILY ROOM
PATIO

brickwork wall to match existing facing bricks

gates removed

door converted to window

80.80

up

luggage lift

GUEST
WC

window bricked in

LIGHT
WELL

obscured glass

81.10

existing window

corbel over

81.20

timber fence

new bay window

up from playroom

window bricked in

D

FAMILY

STORAGE

UTILITY

up

up to ground floor

dumb waiter

D

No 10

new riven york stone pavers

CARPORT
(existing)

GRILLE

kitchen extract fan

CONTINUES ON GROUND FLOOR

79.32

coats

WC

COMMON INSERTION POINT

No 6

C

KITCHEN
floor lowered
by 600mm

MUDROOM

STORAGE

C

79.32

floor lowered
by 400mm

79.32

up

grille

grille

bin/recycling storage

up

79.92

existing ceiling ht

cupboard

up

FRONT AREA

80.61

bin storage

ELEVATION A

A

KEY TO PROPOSED WORK

- existing walls
- new walls
  with thermal insulation to external walls
- existing walls to be removed
- insulation added to existing walls

  As the house is in a Conservation Area, Building Control requirements for improving the thermal performance of existing external walls by adding insulation to interior surfaces, are not required.

  This is subject to verification with Camden Building Control during the building stage of the project.

A1-size drawing
1:50

PRELIMINARY REVISION D - 17th May 2012

Rear garden tree species updated and re-named to align with Cromar report - T3 removed - T5 replaced

Level thresholds for wheelchair access added to living-room terrace doors

South wall of living-room amended

New stone pavers on ramp and car space

PRELIMINARY REVISION C - 23rd January 2012

falsework wall in living-room relocated

PRELIMINARY REVISION B - 13th December 2011

living-room fireplace profile simplified

blind garden steps now retained

access to No 10 cupboard in carport removed

front basement changed - utility-room enlarged and cinema relocated to new basement

PRELIMINARY REVISION A - 1st December 2011

pool patio re-named playroom patio - trees/grass shown

steps from family-room patio to upper terrace widened

PROPOSED UPPER BASEMENT AND REAR GARDEN

LEVELS 79.32 & 80.10

0 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m

0 10ft 20ft 30ft

NORTH

PRELIMINARY

Brod Wight
ARCHITECTS

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PROPOSED UPPER BASEMENT PLAN **999-AP3-03D**

Date October 2011 Scale 1:50 @ A1 Revisions

APPENDIX C

Lambeth Transport's *Parking Survey Methodology*

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

An increase in parking demand is a key impact of many new developments. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue.

There is only a finite supply of on-street parking space and most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Any increase in the likelihood of these situations occurring can lead to a recommendation for refusal of a planning application. In assessing a planning application, therefore, the Council needs to ensure that further development will not add significantly to parking stress.

The Council's Unitary Development Plan 2007 (UDP) sets out Lambeth's policies on parking related to new development. Developers are particularly advised to read policies 14 and 17 although policy 39 may also relevant. The UDP can be viewed on the Council's website at the following address:

http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/AdoptedUnitaryDevelopmentPlan2007.htm

The Planning Department will request that a Parking Survey is submitted as part of a planning application for a residential development and in some cases for commercial developments as well. Ordinarily residential planning applications will not be validated without this information. This is so that the Council is able to make an informed decision, within statutory planning timescales. This also benefits applicants in obtaining a quick decision.

In relation to commercial developments, the requirement for a parking survey will depend on the scale and nature of each development.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by writing to the address at the bottom of this note or preferably by emailing **transportplanning@lambeth.gov.uk** with details of the proposed development. A written response is required and this should be submitted with a planning application if a survey is not required.

A developer can propose on-site parking bays up to the maximum stated in Policy 14 of the UDP but even where on-site parking provision is at the maximum allowed this may still not be enough to accommodate all cars generated by a development so a parking survey may still be required. An assessment of likely car ownership of future occupants will then be undertaken using local census information to understand the scale of any overspill parking

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2. UNDERTAKING A SURVEY

Residential Developments

The Council requires a parking survey to cover an area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. This area is **NOT** a circle with a 200m radius but a 200m walking distance as measured along all roads up to a point 200m from the site.

The time a survey is undertaken is also important. It needs to be done when the highest number of residents are at home which is generally late at night during the week.

The following are guidelines that need to be followed when doing a survey. If these guidelines are not followed then the Council is unlikely to be able to make a full and proper assessment of a proposal.

Commercial Developments

Surveys for commercial developments should generally be done during proposed opening hours on an hourly beat basis. The extent of the surveys should cover an area within 500m walking distance (or 5 minute walk) of a site. Excluding the time and extent of the surveys the same principles apply as a survey for a residential development as set out below.

Developers should contact the Council for further advice.

Survey times

- One survey between the hours of 0030-0530 must be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

- Weeks that include Public Holidays and school holidays must be avoided and it is advised that weeks preceding and following holidays should also be avoided. Undertaking a survey on or close to a date when an event taking place locally may impact the results of the survey must also be avoided.

- For sites that are in and/or close to town centres surveys should be undertaken Monday-Wednesday only.

- Where there are commercial uses close to the site, including town centres, morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.

- If there are regular specific evening uses close to a site then an additional survey should be undertaken when these uses are in operation (eg. church, etc).

- In areas close to railway stations and in other areas where it is known that commuter parking occurs additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

- **In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.**

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Extent of survey

- The survey is to cover all roads within 200 metres walking distance of the site.

- All places where someone might park if they are driving around looking for a parking space should be included. People are unlikely to stop half way along a road at an imaginary 200m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road. Common sense should be applied in all cases and the extent of the survey area and justifications for amending it are to be included in the survey and will be checked.

- Survey areas can be amended in the following cases:

  a) If there is no possibility of parking somewhere within the 200m boundary or people would not wish to park there although clear justification for this must be provided.
  b) If the site is in a CPZ any parking bays in an adjoining CPZ are to be excluded.
  c) If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ are to be excluded.
  d) Areas that fall outside of Lambeth are to be excluded.

- Some factors may not become apparent until the survey has been submitted to the Council for consideration. For instance, the survey itself may reveal anomalies that require further investigation, or a subsequent Officer site visit may reveal circumstances that require amendments. These will be taken into consideration in assessing the survey and a further survey may be required.

- If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

- In all cases a note should be made of the date and time of the survey.

- A description of the area should be provided noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).

- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc should also be noted.

- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area is to be provided.

- Those areas where residents can legally park for 24 hours need to be recorded and shown on a plan together with measurements if the plan is not to scale. These are the areas that will be included in the calculation of parking stress so must be accurately recorded. In a CPZ this includes all Resident Permit Holder parking bays and Shared parking bays. Outside a CPZ this will be all areas of kerb where there are no restrictions on parking.

- Areas where cars can be legally parked overnight need to be marked separately. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term

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parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted, however.

- All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.

- If possible, photographs should be taken of the parking conditions in the survey area to back-up the results. **This is not a requirement** and should only be undertaken if the surveyor is happy to do so. If submitted, the location of each photograph should be clearly marked.

- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful, but is not essential, if the location of each car could be noted approximately on the plan (marked with an X).

- For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.

Areas Within A CPZ

Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) are the only bays which are counted in the calculation.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number (eg. a parking bay measuring 47m in length would provide 9 parking bays – 47-2=45, 45/5=9). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should be presented generally in the following format:

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	**350**	**70**	**70**	**100**
B Street	**250**	**50**	**40**	**80**
C Street	**150**	**30**	**10**	**33**
Total	**750**	**150**	**120**	**80**

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A separate note should be made of any parking which occurs in other areas.

Areas Not In A CPZ

All areas of unrestricted parking will be counted.

To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number (eg. a length of road measuring 47m in length would provide 9 parking bays – 47-2=45, 45/5=9). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

In particular the distance between crossovers is to be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m is to be counted in the survey. If the space between crossovers is less than 5m this length is to be discounted from the calculation. This is because a car could not park in that space without blocking a crossover.

It is extremely important that a map or plan showing the measurements used in calculating parking capacity is supplied so that this can be verified by the Council. If this is not supplied then the parking survey may not be accepted.

For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation. Additional parking at junctions can affect safety. This should be clearly shown on the plan.

The results should be presented generally in the following format:

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	**400**	**350**	**70**	**70**	**100**
B Street	**300**	**250**	**50**	**40**	**80**
C Street	**200**	**150**	**30**	**10**	**33**
Total	**900**	**750**	**150**	**120**	**80**

UNDERSTANDING THE RESULTS

It may be found that some locations are over 100% stress (or 100% occupancy level). This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

The results of the parking survey will be analysed by the Council in accordance with the policies in the Council's UDP, any Supplementary Planning Documents produced by the

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Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below.

Spanish
Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese
Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba
Tí ẹ ba fẹ ìmoràn yìí, ní èdè Òmíràn, ejọ, ẹ kàn wà l'ágogo 020 7926 2618.

French
Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali
এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi
Se wope saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

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