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45 MARESFIELD GARDENS,

LONDON, NW3 5TE

TRANSPORT STATEMENT

October 2015

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Contents

1.0 INTRODUCTION
2.0 SITE ACCESSIBILITY
3.0 PARKING POLICY
4.0 BASELINE PARKING ASSESSMENT
5.0 DEVELOPMENT IMPACT
6.0 SUMMARY

Figures

1. Site Location
2. Site Accessibility
3. Parking Survey Area
4a-e. Parking Survey Inventory

Appendices

A Site Boundary
B Proposed Site Plans
C TfL PTAL Output Summary
D Lambeth Councils Parking Survey Guidance
E Parking Survey Results
F ATC Data
G Trip Generation Assessment
H Pedestrian Survey Results

Ref: File path P:\ P1364: 45 Maresfield Gardens Transport Statement October 2015

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Shai Greenberg in relation to the proposed development at 45 Maresfield Gardens, London NW3 5TE.

1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed in Appendix A.

1.3 The site and surrounding streets are located within CA-B of the London Borough of Camden's Controlled Parking Zone (CPZ).

1.4 A full planning application was submitted (application number 2015/3684/P) for *"Installation of boundary treatment including means of access and hardstanding and the rearrangement of two off-street parking spaces (Retrospective)".* The London Borough of Camden refused the planning application on parking and highway safety grounds:

"The gates and gate piers, which provide access to two parking spaces, form an arrangement which would be detrimental to highway safety by reason of inadequate sightlines for vehicles leaving the site, contrary to policies CS5 (Managing the impact of growth and development) and CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy 2010 and policies DP19 (Managing the impact of parking) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies 2010."

"The gates and gate piers, which provide access to two parking spaces, form an arrangement which would result in the loss of part of an on-street residential parking bay, contributing unacceptably to parking stress in the surrounding area, contrary to policies CS5 (Managing the impact of growth and development) and CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy 2010 and policies DP19 (Managing the impact of parking) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies 2010."

1.5 The proposed site plan in presented in Appendix B.

1.6 Objections have been raised by local residents and groups, regarding 45 Maresfield Gardens forecourt parking layout: Their objections are summarised as follows:

- The forecourt parking layout is not compatible with current regulations;
- There is a high frequency of pedestrian traffic along Maresfield Gardens, that would be put at risk of not being seen by an emerging vehicle;
- The reduction of the parking bay adjacent to the site would result in a loss of parking opportunities on Maresfield Gardens.

1.7 This report has been prepared to address the London Borough of Camden's, concerns, and local resident's objections regarding the forecourt parking layout at 45 Maresfield Gardens.

2.0 SITE ACCESSIBILITY

2.1 The development site is located within a residential area a short distance to the east of Finchley Road & Frognal National Railway Station. The site is also in close proximity to Hampstead and Finchley Road Underground Stations.

2.2 The amenities in proximity to the site include local high street stores and restaurants located on Finchley Road (A41).

2.3 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and public transport accessibility level (PTAL) assessment has been undertaken.

2.4 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walking distances and wait times.

2.5 Details on how PTAL scores are calculated are set out in TfL's *'Transport Assessment best practice guidance document'.*

2.6 TfL provides an online GIS-based PTAL tool on their website. 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 Public Transport PTAL score.

2.7 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. **The results indicate that the application site has a PTAL score of 6a which is an 'excellent' accessibility rating as defined by TfL.** The full PTAL output file is presented in Appendix C.

2.8 Table 1 shows the PTAL scoring system provided by TfL.

Table 1. PTAL score table.

PTAL score	PTAI range	TfL description
1a	0.01-2.50	Very poor
1b	2.51-5.00	Very poor
2	5.01-10.00	Poor
3	10.01-15.00	Moderate
4	15.01-20.00	Good
5	20.01-25.00	Very good
6a	25.01-40.00	Excellent
6b	40.01+	Excellent

Source: Transport for London

2.9 Table 2 shows the four London bus routes that can be accessed within 530m PTAL walk distance from the site. Refer to Figure 2.

Table 2: Local Bus Services

Route	Destinations	Vehicles per hour	Distance to nearest stop
C11	Brent Cross - North Cricklewood - Westbere Road - West Hampstead - Swiss Cottage - Hampstead Heath - Gospel Oak - Parliament Hill - Archway	7.5	530m
13	Golders Green - Finchley Road - Baker Street - Aldwych	8	530m
46	Lancaster Gate - Paddington - Bishop's Bridge - Warwick Avenue Station - St John's Wood - Hampstead - Kentish Town - St Pancras - King's Cross - Holborn Circus - Smithfield	6	290m
82	North Finchley - Finchley - Golders Green - Finchley Road - Baker Street - Marble Arch - Victoria	8.75	530m
113	Edgware - Edgware Way - Mill Hill - Watford Way - Hendon Way - Finchley Road - Baker Street - Marble Arch	7	530m
187	Park Royal *Central Middlesex Hospital* - Minerva Road - Harlesden - Kensal Rise - Queens Park - Warwick Avenue Station - St John's Wood - Finchley Road *Sainsbury's*	5.5	530m
268	Golders Green - Hampstead - Finchley Road *O2 Centre*	5	530m

Source: Transport for London

Rail and Underground Accessibility

2.10 With regards to London Underground services the site is located 570m from Finchley Road Underground Station, which serves the Jubilee and Metropolitan Line, with a service approximately every 2 – 4 minutes.

2.11 Hampstead London Underground station is located within a PTAL prescribed walk distance of 870m, providing access to the Northern Line, with a service approximately every 2 – 5 minutes.

2.12 The site is also within a PTAL prescribed walk distance of Finchley Road & Frognal National Rail Station (which provides access to the London Overground service), located 780m from the site, with up to 16 services an hour to destinations including:

- Clapham Junction,
- Richmond,
- Stratford.

Cycle Accessibility

2.13 TfL publishes cycling guides; there are 14 guides in total covering the whole of London. All of the cycle routes presented in the guides have been ridden and recommended by cyclists.

2.14 TfL's Local Cycling Guide 14 covers 45 Maresfield Gardens and the surrounding area. Within each guide, cycle routes are categorised as follows:

- Yellow – routes on quieter roads recommended by cyclists
- Blue – route signed for cyclists that may be on busier roads
- Brown – provision for cyclists adjacent to busy roads
- Light Green – routes through parks for walking
- Green – routes on canal towpaths for walking and cycling

2.15 A review of TfL's Cycle Guide 14 demonstrates that the site is well served by 'blue' and 'yellow' (refer to paragraph 2.13) cycle routes as defined by TfL.

2.16 In summary the site benefits from excellent levels of accessibility to sustainable transport modes.

3.0 PARKING POLICY

3.1 In order to assess the development proposals impact on the existing highway situation adjoining the application site, local and regional parking policy guidance has been researched.

3.2 Camden's LDF is a collection of planning documents (in conjunction with National and London Plan Standards) which set out Camden's Strategy for managing growth and development of the borough. The relevant planning documents include:

- The Core Strategy 2010-2025 which sets out the council's planning vision and strategy through strategic policies.
- The Development Policies 2010-2025 which set out the detailed criteria used to determine planning permission.

3.3 **Policy CS11: Promoting sustainable and efficient travel** of Camden's Core Strategy states that:

> *"The Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network."*
>
> *"The Council will protect existing and proposed transport infrastructure (including routes for walking, cycling and public transport, interchange points, depots and storage facilities) against removal or severance."*
>
> *"In order to support Camden's growth and to promote walking, cycling and public transport, the Council will:*
>
> *g) improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme;*
>
> *h) continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and*

i) work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink."

3.4 **Policy DP18: Parking standards and limiting the availability of car parking**, of Camden's Development Policies provides details about the parking standards which are applicable to the site. The relevant section of this policy is repeated below:

"The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport. Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'.

For car free and car capped developments, the Council will:

a) limit on-site car parking to:

– spaces designated for disabled people, – any operational or servicing needs, and

– spaces designated for the occupiers of development specified as car capped;

b) not issue on-street parking permits; and

c) use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.

Developments will also be expected to meet the Council's minimum standards for cycle parking set out in Appendix 2. The Council will:

d) strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and

e) seek the provision of electric charging points as part of any car parking provision."

Appendix 2: Parking Standards

C3 – Residential development (housing)	
Cycles	Residents – 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability. Visitors – from threshold of 20 units, 1 space per 10 units or part thereof.
People with disabilities	Wheelchair housing: 1 space per dwelling, with dimensions suitable for use by people with disabilities. General housing: where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 10 units, 1 space per 20 units or part thereof, with dimensions suitable for use by people with disabilities.
General car parking	Low parking provision areas: maximum of 0.5 spaces per dwelling. Rest of borough: maximum of 1 space per dwelling.

3.5 Development Policy 19: Managing the Impact of Parking is also relevant to the proposed development, and was referenced in the council's reasons for refusal of the application:

The Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces. We will resist development that would:
a) harm highway safety or hinder pedestrian movement;
b) provide inadequate sightlines for vehicles leaving the site;
c) add to on-street parking demand where on-street parking spaces cannot meet existing demand, or otherwise harm existing on-street parking conditions;
d) require detrimental amendment to existing or proposed Controlled Parking Zones;
e) create a shortfall of parking provision in terms of the Council's Parking Standards for bicycles, people with disabilities, service vehicles, coaches and taxis;
f) create a shortfall of public car parking, operational business parking or residents' parking;
g) create, or add to, an area of car parking that has a harmful visual impact.

The Council will require off-street parking to:
h) preserve a building's setting and the character of the surrounding area;
i) preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and
j) provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.

The Council will only permit public off-street parking where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport. The Council will expect new public off-street parking to be subject to a legal agreement to control the layout of the parking spaces, the nature of the users and the pricing structure. We will also seek a legal

agreement to secure removal of parking spaces in response to any improvement to public transport capacity in the area.

Where parking is created or reallocated, Camden will encourage the allocation of spaces for low emission vehicles, car clubs, pool cars, cycle hire and parking, and electric vehicle charging equipment.

3.6 Camden's Planning Guidance (CPG) is the statutory documents providing the specification for car parking requirements in the Borough. Chapter seven of CPG relates to transport matters, with paragraphs 7.13 and 7.14 specifically relating to sightlines, extracted below for ease of reference:

Visibility and sightlines for emerging vehicles:

7.13 Vehicles joining the highway network need clear views of pedestrians, cyclists and other traffic, and users of the highway network need clear views of those joining it. Views can be obstructed by boundary treatments and parked cars. The relationship between motor vehicles and cyclists and pedestrians is particularly sensitive.

7.14 Adequate visibility for emerging vehicles should be provided with new vehicle accesses, or development that effects existing vehicular accesses. Developers should refer to the Manual for Streets for guidance.

3.7 In Manual for Streets, paragraphs 7.8.3 and 7.8.4 relates to visibility on the street edge, which incorporates pedestrian sightlines:

Visibility along the street edge

7.8.3 Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following:

- *the frequency of vehicle movements;*
- *the amount of pedestrian activity; and*
- *the width of the footway.*

7.8.4 When it is judged that footway visibility splays are to be provided, consideration should be given to the best means of achieving this in a manner sympathetic to the visual appearance of the street (Fig. 7.21). This may include:

- *the use of boundary railings rather than walls (Fig. 7.22); and*

- *the omission of boundary walls or fences at the exit location.*

3.8 Camden Council does not prescribe a specific required visibility envelope for vehicle to pedestrian sightlines.

4.0 BASELINE PARKING ASSESSMENT

4.1 A parking stress survey has been undertaken on the roads in the vicinity of the application site to assess the overnight parking stress of the roads in the vicinity of 45 Maresfield Gardens.

4.2 Maresfield Gardens is residential in character, with local amenities on Finchley Road including high street stops and restaurants.

4.3 The survey area is located within Camden's CA-B CPZ, which has parking restrictions from Monday to Friday, 8:30am till 6:30pm, and Saturday 09:30am till 01:30pm.

4.4 The first stage of the parking assessment is to map out the parking survey area. All kerb space largely within 200 metre distance of the application site has been measured using a measuring wheel and the on-street-parking opportunities have been recorded onto OS mapping. This is in accordance with the widely accepted industry standard, the Lambeth methodology. A copy of the Lambeth Councils Parking Survey Guidance is presented in Appendix D.

4.5 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. Refer to Figure 3.

4.6 The survey area has been split into individual streets comprising of the following:

- Maresfield Gardens,
- Netherhall Gardens,
- Nutley Terrace

4.7 All vehicle crossovers, kerb space within five meters of junction, and kerb space where it is too narrow to park on both sides of a road have been eliminated from the surveys.

4.8 To calculate parking capacity each length of parking bay has been measured and then converted into parking spaces by dividing the length by five and rounding down to the nearest whole number (e.g. a parking bay measuring 47 meters in length would provide 9 parking bays so 47m-2m=45m, 45m/5m=9 spaces). In instances where a single section of parking bay measures slightly less than five meters (i.e. 4.8 meters) the measurement is rounded up to five meters as there is obviously a parking opportunity.

4.9 The location of each parking bay has been mapped out on OS mapping based upon on-site measurements performed using a measuring wheel. Refer to Figure 4a-e of this report in consultation with the parking survey inventory presented in Table 3 below.

Table 3: Parking Survey Inventory

Road	Kerb-side Parking Inventory					
	PHO CA-B[1]		SYL[2]		P&D[3]	
	Metres	Spaces	Metres	Spaces	Metres	Spaces
Maresfield Gardens	305	61	115	23	45	9
Netherhall Gardens	75	15	10	2	-	-
Nutley Terrace	145	29	50	10	60	12
Total	525	105	175	35	105	21

Source: PMA Survey

Notes:

[1]Permit Holder Only Monday to Friday 0900 - 1830 and Saturday 0930-1330

[2]Single Yellow Line Monday to Friday 0900 - 1830 and Saturday 0930-1330

[3]Pay & Display Monday to Friday 0900 - 1830 and Saturday 0930-1330

4.10 The parking survey inventory in Table 3 shows that there are a total of 105 Permit Holder Only (PHO) parking opportunities within the survey area. There are a further 35 Single Yellow Line (SYL) spaces, in addition to 21 Pay and Display (P&D) spaces. Blue badge parking spaces have been labelled and excluded from this assessment as stipulated in the Lambeth methodology.

4.11 The next stage of the on-street parking assessment is to carry out overnight parking surveys. The Lambeth methodology states that one survey between the hours of 0030-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Overnight parking surveys are

designed to capture peak resident demand for on street parking in a given area as it is expected that the majority of local residents would be at home and parked for the night.

4.12 The overnight surveys were undertaken on Wednesday 23rd and Thursday 24th September 2015 at 00:30am.

4.13 The results of each overnight parking survey are presented in Appendix E.

4.14 Table 4 presents the average results from both overnight surveys for PHO and P&D parking opportunities.

Table 4: Average Overnight Parking Survey Results

Road	PHO			P&D		
	Spaces	Number of Cars Parked	Parking Stress	Spaces	Number of Cars Parked	Parking Stress
Maresfield Gardens	61	50	82%	9	0	0%
Netherhall Gardens	15	13	83%	-	-	-
Nutley Terrace	29	14	47%	12	0	0%
Total	105	76	72%	21	0	0%

Source: PMA Survey
Note: Some Arithmetic errors due to rounding's

4.15 The results in Table 4 demonstrate that the average parking 'stress' of PHO kerb space within the identified area is 72%. Of the total 105 PHO parking spaces within the identified survey area, an average total of 29 spaces have been observed to be available on a typical weekday night. The parking stress of P&D parking opportunities' within the identified area is 0%. Of the total 21 P&D parking opportunities an average of 21 parking opportunities have been observed to be free on a typical weekday night.

4.16 The Lambeth Council parking survey methodology document does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.

4.17 The average overnight parking stress of permit holder kerb space within the study area is 72%; which is a moderate parking stress.

4.18 The results of the overnight parking surveys demonstrate that there is sufficient reserve parking capacity within 200 metres of the site, with an average of 29 PHO parking opportunities on a typical weekday night.

4.19 Maresfield Gardens on a typical weekday night has a parking stress of 82%, with an average of 11 PHO parking opportunities on a typical weekday night.

4.20 Planned roadwork's were in place on Netherhall Gardens when the surveys were undertaken, temporarily increasing the observed parking stress and traffic flow (to be discussed later in this report) along Maresfields Gardens.

5.0 DEVELOPMENT IMPACT

Parking Provision

5.1 The results of the on-street overnight parking surveys in the preceding chapter of this report demonstrated that the PHO in CPZ CA-B parking stress on the roads adjoining the application site is 72%, with an average of 29 PHO parking opportunities available on a typical weekday night. Therefore there is sufficient reserve capacity on the roads adjoining 45 Maresfield Gardens to accommodate any displaced PHO parking resulting from the forecourt parking layout.

5.2 In accordance with the Lambeth Methodology, the capacity of each length of parking bay has been calculated by dividing the total length of parking bay by 5 metres. The parking bay adjacent to the site is a total of 19.1 metres in length; thus providing parking opportunities for up to three cars.

5.3 The revised forecourt parking layout would require the 19.1 metre length of PHO parking bay adjacent to the site reduced by a maximum of four metres to accommodate a drop kerb.

5.4 Reducing the length of the PHO parking bay adjacent to the site by four metres would not result in a loss of parking opportunities on Maresfield Gardens, as in accordance with the Lambeth Methodology 19.1 metres of PHO parking bay can only accommodate three cars, the same as a 15 metre length of PHO parking bay.

5.5 It has been noted that the 19.1 metre stretch of PHO parking adjacent to the site has / can accommodate up to four cars at one time. If / when four cars do park in the 19.1 metre stretch of PHO parking, the two cars parked in the middle are not able to exit the parking bay without numerous shuffles back and forth due to how close vehicle will be required park to fit four cars into the parking bay.

5.6 The reduction of the 19.1 metre PHO parking to a minimum of 15 metres is therefore considered to be an improvement on current parking practices on

Maresfield Gardens by reducing the number of inaccessible parking opportunities.

Vehicle Traffic Volumes

5.7 The traffic volume surveys comprised of MetroCount Automatic Traffic Counter (ATC) equipment being installed on Maresfield Gardens for the period of one typical week in September 2015.

5.8 Traffic data was collected from Friday 18th to Thursday 24th September 2015 during normal school term time and during a period when all of the local school where fully operational.

5.9 Full ATC volume Survey results from the survey are presented in Appendix F of this report.

5.10 Table 5 presents the average typical weekday vehicle flow survey results from the ATC machine placed on Maresfield Gardens near to the application site. Maresfield Gardens is a two-way street between Netherhall Gardens and Fitzjohn's Avenue.

Table 5: Maresfield Gardens, Average Weekday Vehicle Flow

Time	Average Weekday Vehicle Flow		
	Maresfield Gardens		
	Northbound	Southbound	Total
0000 - 0100	2	2	3
0100 - 0200	0	0	0
0200 - 0300	1	1	1
0300 - 0400	1	1	2
0400 - 0500	1	0	1
0500 - 0600	1	2	3
0600 - 0700	1	4	5
0700 - 0800	11	44	55
0800 -0900	**45**	**63**	**108**
0900 - 1000	18	38	55
1000 - 1100	17	25	42
1100 - 1200	21	15	36
1200 -1300	20	16	36
1300 - 1400	20	13	33
1400 - 1500	22	19	41
1500 - 1600	74	34	108
1600 - 1700	**120**	**24**	**143**
1700 - 1800	118	16	134
1800 - 1900	94	15	109
1900 - 2000	26	12	39
2000 - 2100	7	3	10
2100 - 2200	6	5	11
2200 - 2300	5	5	10
2300 - 0000	2	2	4
Total	631	358	989

Source: PMA Survey

5.11 The results in Table 5 demonstrate that Maresfield Gardens carries an average total of 989 two way vehicle movements on a typical weekday, consisting of 631 northbound vehicle movements and 358 southbound vehicle movements.

5.12 The recorded peaks occurred from 0800-0900 with a total of 108 two way vehicle movements, and from 1600-1700 with a total of 143 two-way vehicle movements.

5.13 Table 6 presents the 85th percentile vehicle speed on a typical weekday obtained from the ATC machine placed on Maresfield Gardens, full details are presented in Appendix F.

Table 6: Maresfield Gardens 85th Percentile Vehicle Speed (mph)

Time	Weekday 85th Percentile Vehicle Speed (mph)		
	Maresfield Gardens		
	Northbound	Southbound	Average
0000 - 0100	-	-	-
0100 - 0200	-	-	-
0200 - 0300	-	-	-
0300 - 0400	-	-	-
0400 - 0500	-	-	-
0500 - 0600	-	-	-
0600 - 0700	-	-	-
0700 - 0800	22.6	27.6	25.1
0800 -0900	**22.3**	**23.8**	**23.1**
0900 - 1000	23.7	26.2	24.9
1000 - 1100	23.2	25.8	24.5
1100 - 1200	23.4	25.3	24.4
1200 -1300	22.7	23.5	23.1
1300 - 1400	24.5	25.6	25.0
1400 - 1500	23.0	23.9	23.4
1500 - 1600	23.5	21.2	22.3
1600 - 1700	**26.3**	**25.2**	**25.7**
1700 - 1800	27.8	25.8	26.8
1800 - 1900	27.9	26.8	27.3
1900 - 2000	26.0	25.0	25.5
2000 - 2100	-	-	-
2100 - 2200	-	-	-
2200 - 2300	-	-	-
2300 - 0000	-	-	-
Average	24.4	25.0	24.7

Source: PMA Survey

5.14 The results in Table 6 demonstrate that the 85th percentile vehicle speed on a typical weekday is 24.7mph, with a northbound 85th percentile vehicle speed of 24.4mph and an 85th percentile southbound vehicle speed of 25.0 mph.

5.15 The peak traffic flow on Maresfield Gardens occurred at 0800-0900 and 1600-1700 with a total of 108, and 143 respective two way vehicle movements on a typical weekday. At all other times during the day the flow of traffic on Maresfield Gardens is lower.

5.16 The forecourt parking opportunity at 45 Maresfield Gardens is expected to generate an average of one two-way vehicle movements over the course of a typical weekday, which is a very low number of vehicle movements. Refer to Appendix G.

5.17 A maximum of 143 vehicles travel past 45 Maresfield Gardens within an hour (1600-1700), equating to one vehicle every 25.2 seconds. A vehicle travelling past the site every 25.2 seconds is considered to be a low flow of traffic, and is a sufficient amount time for a vehicle to enter or exit the forecourt parking opportunity safely.

Pedestrian Traffic Volumes

5.18 A pedestrian traffic volume survey was conducted on the stretch of Maresfield Gardens from Nutley Terrace, north to Netherhall Gardens.

5.19 Pedestrian traffic surveys were carried out on Thursday 24th September 2015 in 5 minute 'beats' between the hours of 0730-0930 and 1430-1630.

5.20 The pedestrian traffic data was collected by counting the number of pedestrians on Maresfield Gardens in 5 minute intervals, and which side and direction they were travelling.

5.21 Full pedestrian traffic results from the surveys are presented in Appendix H of this report.

5.22 Table 7 presents the results from the morning pedestrian traffic flow survey of pedestrians who travelled directly in front of Maresfield Gardens.

Table 7: Maresfield Gardens Pedestrian Traffic Volume Morning Survey Results

Time	Maresfield Gardens - Outside Application Site		
	Number of Pedestrians		
	Northbound	Southbound	Total
0730-0735	0	0	0
0735-0740	1	0	1
0740-0745	1	1	2
0745-0750	0	1	1
0750-0755	3	2	5
0755-0800	3	6	9
0800-0805	2	3	5
0805-0810	5	3	8
0810-0815	3	1	4
0815-0820	9	1	10
0820-0825	6	6	12
0825-0830	**4**	**15**	**19**
0830-0835	6	6	12
0835-0840	6	4	10
0840-0845	3	7	10
0845-0850	4	0	4
0850-0855	4	1	5
0855-0900	1	1	2
0900-0905	2	3	5
0905-0910	2	3	5
0910-0915	2	5	7
0915-0920	1	2	3
0920-0925	0	3	3
0925-0930	1	1	2
Total	69	75	144

Source: PMA Survey

5.23 The results in Table 7 demonstrate that a total of 69 pedestrians travel northbound directly in front of 45 Maresfield Gardens, and a total of 75 pedestrians walk southbound in front of 45 Maresfield Gardens, on a typical weekday between 0730-0930.

5.24 Table 8 presents the results from the afternoon pedestrian traffic flow survey of pedestrians who travelled directly in front of 45 Maresfield Gardens.

Table 8: Maresfield Gardens Pedestrian Traffic Volume Afternoon Survey Results

Time	Maresfield Gardens - Outside Application Site		
	Number of Pedestrians		
	Northbound	Southbound	Total
1430-1435	1	1	2
1435-1440	3	1	4
1440-1445	2	0	2
1445-1450	1	0	1
1450-1455	1	1	2
1455-1500	0	1	1
1500-1505	1	1	2
1505-1510	3	2	5
1510-1515	4	0	4
1515-1520	9	2	11
1520-1525	4	3	7
1525-1530	3	1	4
1530-1535	3	0	3
1535-1540	**10**	**2**	**12**
1540-1545	10	1	11
1545-1550	6	0	6
1550-1555	6	1	7
1555-1600	3	0	3
1600-1605	1	0	1
1605-1610	3	3	6
1610-1615	1	4	5
1615-1620	6	1	7
1620-1625	5	1	6
1625-1630	2	3	5
Total	88	29	117

Source: PMA Survey

5.25 The results in Table 8 demonstrate that a total of 88 pedestrians travel northbound directly in front of 45 Maresfield Gardens, and a total of 29 pedestrians walk southbound in front of 45 Maresfield Gardens, on a typical weekday between 1430-1630.

5.26 Concerns have been raised by Camden Council regarding *'inadequate sightline for vehicles leaving the site'*, and associated poor vehicle to pedestrian visibility, putting pedestrians at risk.

5.27 Camden Council does not prescribe a required visibility envelope for a vehicle emerging onto the public highway, but refers to MfS, which states that in the absence of 'wide' visibility splays consideration for the appropriateness of the provided visibility splay should be judged on sites specific circumstances:

> ***"Visibility along the street edge***
> *Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following:*
>
> 1. *the frequency of vehicle movements;*
> 2. *the amount of pedestrian activity; and*
> 3. *the width of the footway."*

5.28 MfS provides some guidance on pedestrian activity in terms of relative pedestrian densities of footpaths:

> *"in areas of high pedestrian flow, the quality of the walking experience can be deteriorate unless sufficient width is provided. The quality of service goes down as pedestrian flow capacity increased. Pedestrian congestion through insufficient capacity may encourage people to step into the carriageway."*

5.29 In terms of pedestrian movements, MfS does not prescribe a threshold for what would be considered as a high pedestrian flow, but does present a diagram of the different densities of pedestrians per square metre.

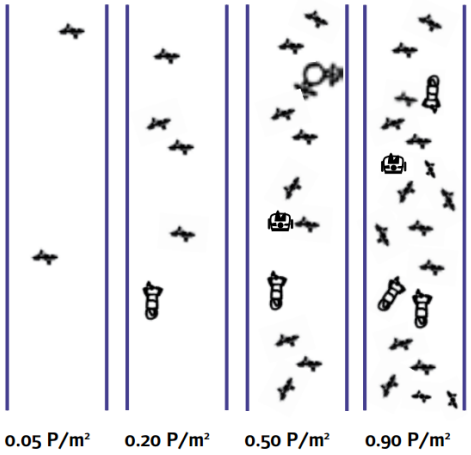


Figure 6.9 Diagram showing different densities of use in terms of pedestrians per square metre. Derived from *Vorrang für Fussgänger* [9].

5.30 The footpath directly adjacent to the application site is 2.76m wide and 10.35m in length, meaning the total area of the footpath directly adjacent to the application site has an area of 28.5m^2. The peak pedestrian flow outside 45 Maresfield Gardens occurs in the morning at 0825 – 0830 with a total of 19 pedestrians walking past the application site within a 5 minute interval. At all other times the numbers of pedestrians walking directly past the site are lower.

5.31 A footpath of 2.76 metres wide is a sufficiently wide footpath to allow travelling pedestrians not to travel directly adjacent to property boundaries on Maresfield Gardens, where their visibility will be reduced to emerging vehicles.

5.32 The forecourt parking opportunity is providing parking for one car off-street for a residential dwelling, as such the number of vehicles movements into and out of the site on a daily basis are expected to be low.

5.33 At the peak pedestrian flow (0825 – 0830), an average of four pedestrians a minute walked past the application site; equating to a pedestrian density of 0.14P/m^2/minute. Taking into consideration MfS, 0.14P/m^2/minute is considered to be a low pedestrian density, with associated low number of pedestrian movements.

5.34 Of the total number of pedestrians travelling past the application site, it is only pedestrians travelling southbound that an emerging vehicle has restricted vehicle to pedestrian sightlines of.

5.35 From 0825 – 0830, an average of three pedestrians a minute walked past the application site in a southbound direction; equating to a pedestrian density of 0.11P/m^2/minute. Taking into consideration MfS, 0.11P/m^2/minute is considered to be a low pedestrian density, with associated low number of pedestrian movements.

5.36 Pedestrians will be made aware that a vehicle may be entering or exiting the forecourt parking opportunity through the extension of the drop kerb; encouraging pedestrians to be more aware of vehicles.

5.37 In summary the forecourt parking at 45 Maresfield Gardens is not considered to be '*an arrangement which would be detrimental to highway safety by reason or inadequate sightlines for vehicles leaving the site'* due to the low flow of traffic, the low flow of pedestrians adjacent to the site, and the width of the footway meaning that the forecourt parking opportunity has sufficient vehicle to pedestrian sightlines. The advantage of having reduced vehicle to pedestrian sightlines is that it *"will encourage drivers to emerge more cautiously"* as stated by Mf; improving pedestrian safety on the footpath.

5.38 The parking stress survey has demonstrated that the parking stress within the study area is 72%. The threshold above which parking is considered to be saturated is generally taken to be 90%; therefore there is sufficient reserve parking capacity in the vicinity of 45 Maresfield Gardens to accommodate any displaced PHO parking resulting from the forecourt parking layout.

5.39 The parking stress survey has also demonstrated that the reduction of the PHO parking bay by a maximum of 4 metres, to accommodate a drop kerb for the forecourt parking opportunity will not result in a loss of PHO parking opportunities.

6.0 SUMMARY

6.1 Paul Mew Associates is instructed by Shai Greenberg in relation to the proposed development at 45 Maresfield Gardens, London, NW3 5TE.

6.2 This report has been prepared to address the London Borough of Camden's concerns regarding the forecourt parking layout at 45 Maresfield Gardens.

6.3 The results of the on-street overnight parking surveys in the preceding chapter of this report demonstrated that the PHO in CPZ CA-B parking stress on the roads adjoining the application site is 72%, with an average of 29 PHO parking opportunities available on a typical weekday night.

6.4 The revised forecourt parking layout would require the length of PHO parking bay adjacent to the site reduced by a maximum of four metres to accommodate a drop kerb.

6.5 Reducing the length of the PHO parking bay adjacent to the site by four metres would not result in a loss of parking opportunities on Maresfield Gardens, as in accordance with the Lambeth Methodology 19.1 metres of PHO parking bay can only accommodate three cars, the same as a 15 metre length of PHO parking bay.

6.6 It has been noted that the 19.1 metre stretch of PHO parking adjacent to the site has / can accommodate up to four cars at one time. If / when four vehicles do park in the 19.1 metre stretch of PHO parking, the two cars parked in the middle will not be able to comfortably exit the parking bay without numerous shuffles back and forth due to how close vehicles will be required park.

6.7 The reduction of the 19.1 metre PHO parking to a minimum of 15 metres is therefore considered to be an improvement on current parking practices on Maresfield Gardens by reducing the number of inaccessible parking opportunities. Parking stress in the vicinity of 45 Maresfield Gardens is not unacceptably high, and is well within the accepted threshold of 90%.

6.8 In accordance with MfS, in analysing the suitability of 45 Maresfeild Gardens forecourt parking opportunity and associated vehicle to pedestrian sightlines, the amount of vehicle movements, the amount of pedestrian activity, and the width of the footway need to be considered.

6.9 The forecourt parking opportunity at 45 Maresfield gardens is expected to generate a total of one two-way vehicle movements over the course of a typical weekday, refer to Appendix G.

6.10 The ATC survey demonstrated that Maresfield Gardens had a total of 989 two way vehicle movements on a typical weekday, with an 85th percentile vehicle speed of 24.7 mph.

6.11 The peak traffic flow on Maresfield Gardens occurred at 0800-0900 and 1600-1700 with a total of 108, and 143 two way vehicle movements on a typical weekday.

6.12 A maximum of 143 vehicles travel past 45 Maresfield Gardens within an hour, equating to one vehicle every 25.2 seconds, which is considered to be a low flow of traffic, and allows sufficient time for a vehicle to enter or exit the forecourt parking opportunity.

6.13 The results of the pedestrian flow survey demonstrate that on a typical weekday a total of 144 and 117 pedestrians walk directly past 45 Maresfield Gardens between 0730-0930 and 1430-1630 respectively.

6.14 A maximum of total 19 pedestrians walk past 45 Maresfield Gardens within a five minute interval, occurring at 0825 – 0830. At all other times the numbers of pedestrians walking directly past the site are lower.

6.15 From 0825 – 0830, a maximum of four pedestrians a minute walked past the application site; equating to a pedestrian density of 0.14P/m^2/minute. Taking into consideration MfS, 0.14P/m^2/minute is considered to be a low pedestrian density, with an associated low number of pedestrian movements.

6.16 Of the total number of pedestrians travelling past the application site, it is only pedestrians travelling southbound that an emerging vehicle has poor vehicle to pedestrian sightlines.

6.17 From 0825 – 0830, an average of three pedestrians a minute walked past the application site in a southbound direction; equating to a pedestrian density of 0.11P/m^2/minute. Taking into consideration MfS, 0.11P/m^2/minute is considered to be a low pedestrian density, with associated low number of pedestrian movements.

6.18 The forecourt parking opportunity at 45 Maresfield Gardens is expected to generate an average of one two-way vehicle movements over the course of a typical weekday, which is a very low number of vehicle movements.

6.19 Pedestrians will be made aware that a vehicle may be entering or exiting the forecourt parking opportunity through the extension of the drop kerb; encouraging pedestrians to be more aware of vehicles.

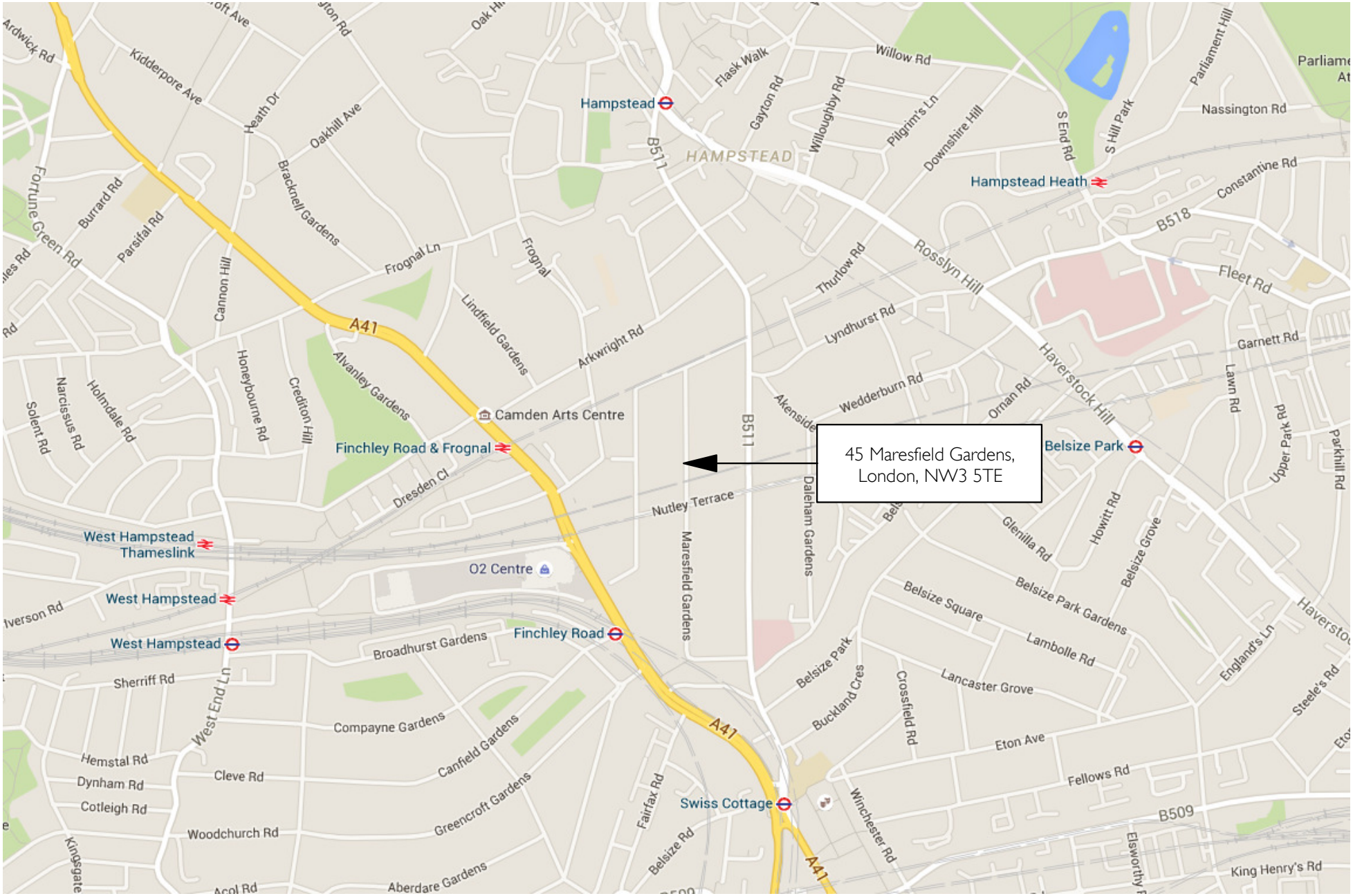
6.20 In summary the forecourt parking at 45 Maresfield Gardens is not considered to be '*an arrangement which would be detrimental to highway safety by reason or inadequate sightlines for vehicles leaving the site'* due to the low flow of traffic, the low flow of pedestrians adjacent to the site, and the width of the footway meaning that the forecourt parking opportunity has sufficient vehicle to pedestrian sightlines. The advantage of having reduced vehicle to pedestrian sightlines is that it *"will encourage drivers to emerge more cautiously"* as stated by Mf; improving pedestrian safety on the footpath.

6.21 The parking stress survey has demonstrated that the parking stress within the study area is 72%. The threshold above which parking is considered to be saturated is generally taken to be 90%; therefore there is sufficient reserve parking capacity in the vicinity of 45 Maresfield Gardens to accommodate any displaced PHO parking resulting from the forecourt parking layout.

6.22 The parking stress survey has also demonstrated that the reduction of the PHO parking bay by a maximum of 4 metres, to accommodate a drop kerb for the

forecourt parking opportunity, will not result in a loss of PHO parking opportunities.

FIGURES



Date: October-2015
Scale: NTS
Source: Google Maps
Drawing No: P1364/TS/01

N

P1364: 45 Maresfield Gardens, London, NW3 5TE

Figure 1.

Site Loation

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

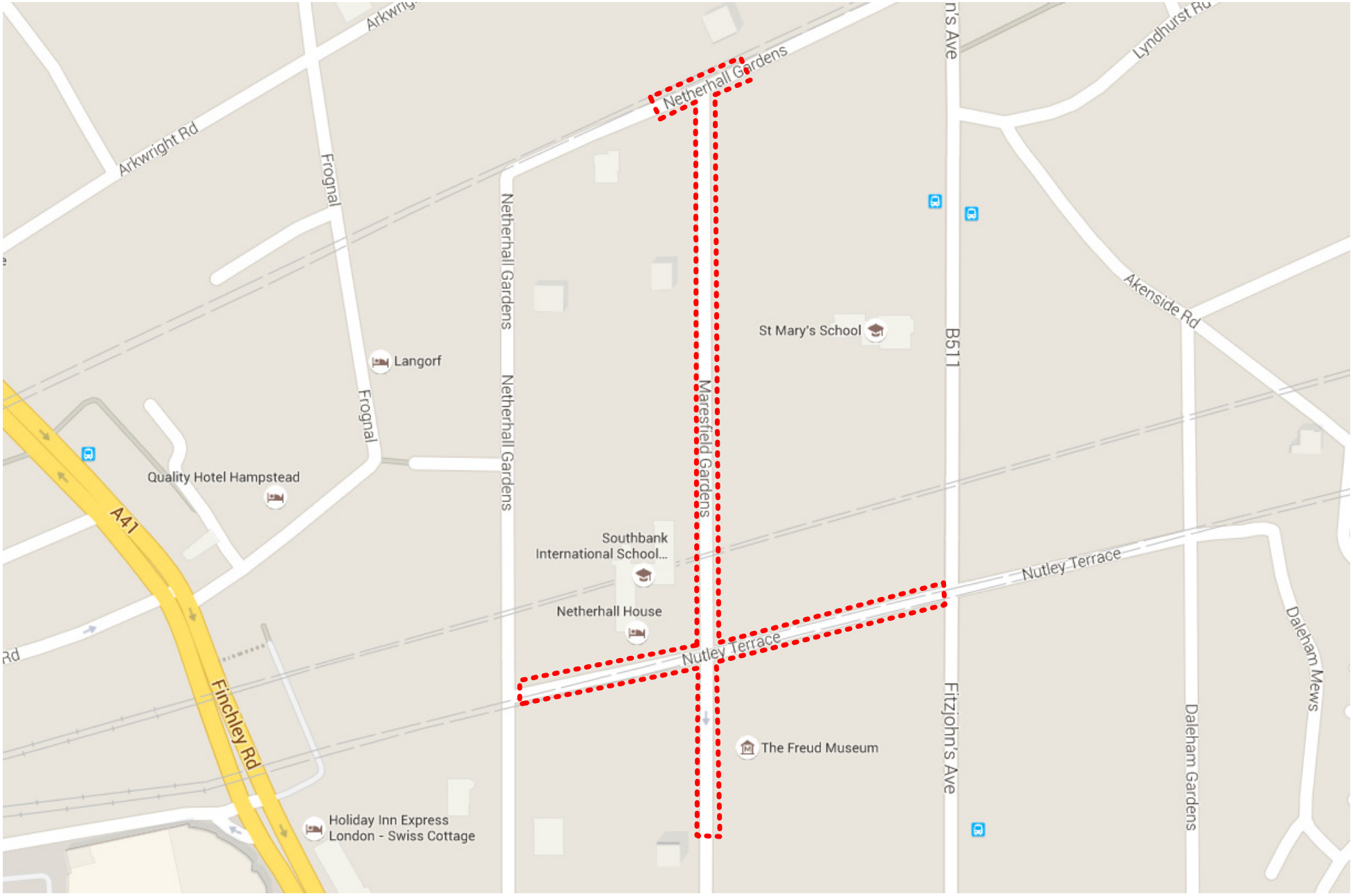
Date: October-2015
Scale: NTS
Source: Open Street Map
Drawing No: P1364/TS/02

N

P1364: 45 Maresfield Gardens, London, NW3 5TE

Figure 2.
Site Accessibility

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: October-2015
Scale: NTS
Source: Google Maps
Drawing No: P1364/TS/03

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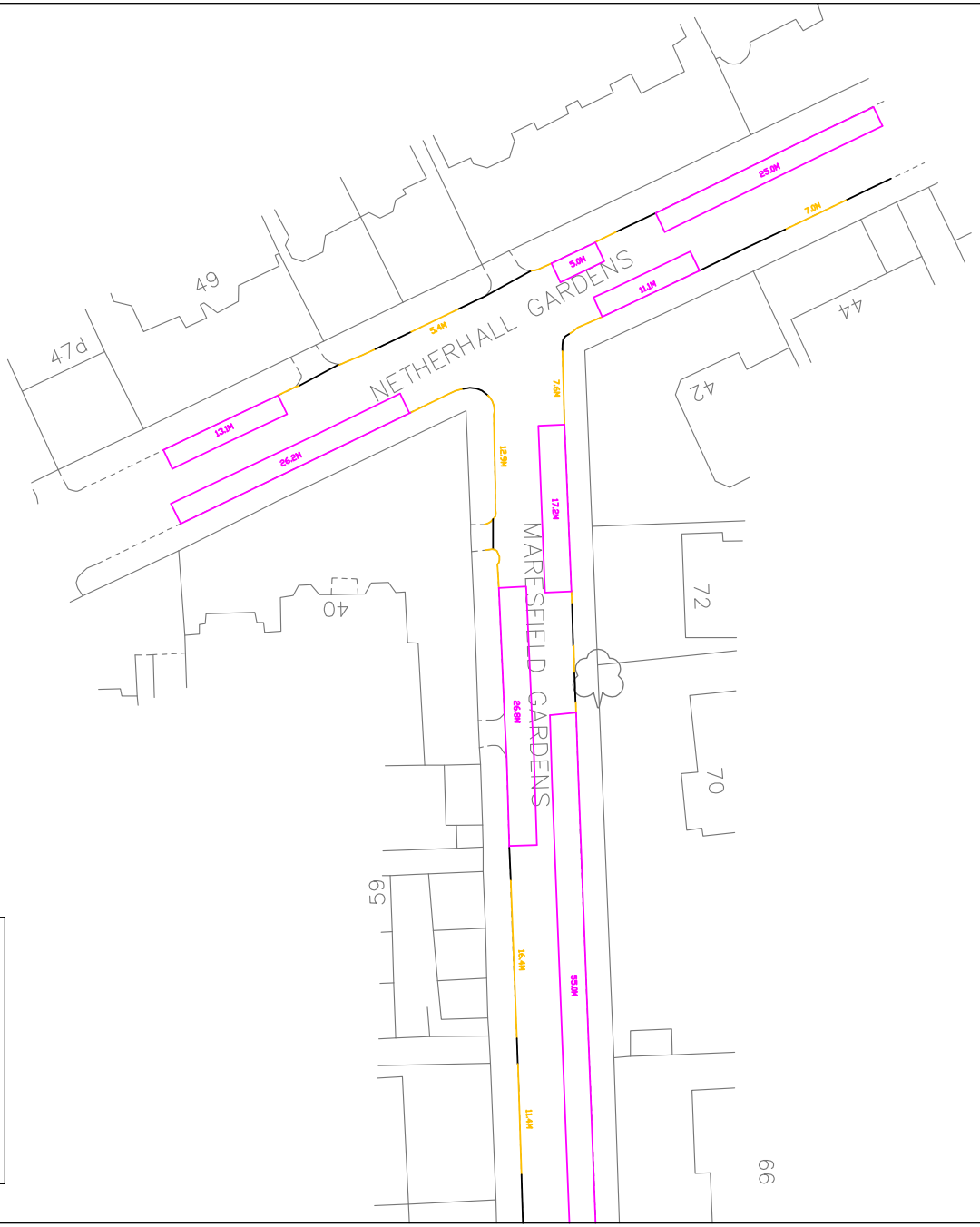
P1364: 45 Maresfield Gardens, London, NW3 5TE

Figure 3.
Parking Survey Area

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Key:

- CPZ CA-B
- Yellow Line
- Pay and Display
- Drop Kerb
- Motorcycle Parking

Date: October 2015
Scale: 1:500@A3
Source: OS / PMA
Drawing No. P1364/TS/04a

N

P1364: 45 Maresfield Gardens, London, NW3 5TE

Figure 4a.

Parking Survey Area: Netherhall Gardens, and Maresfield Gardens

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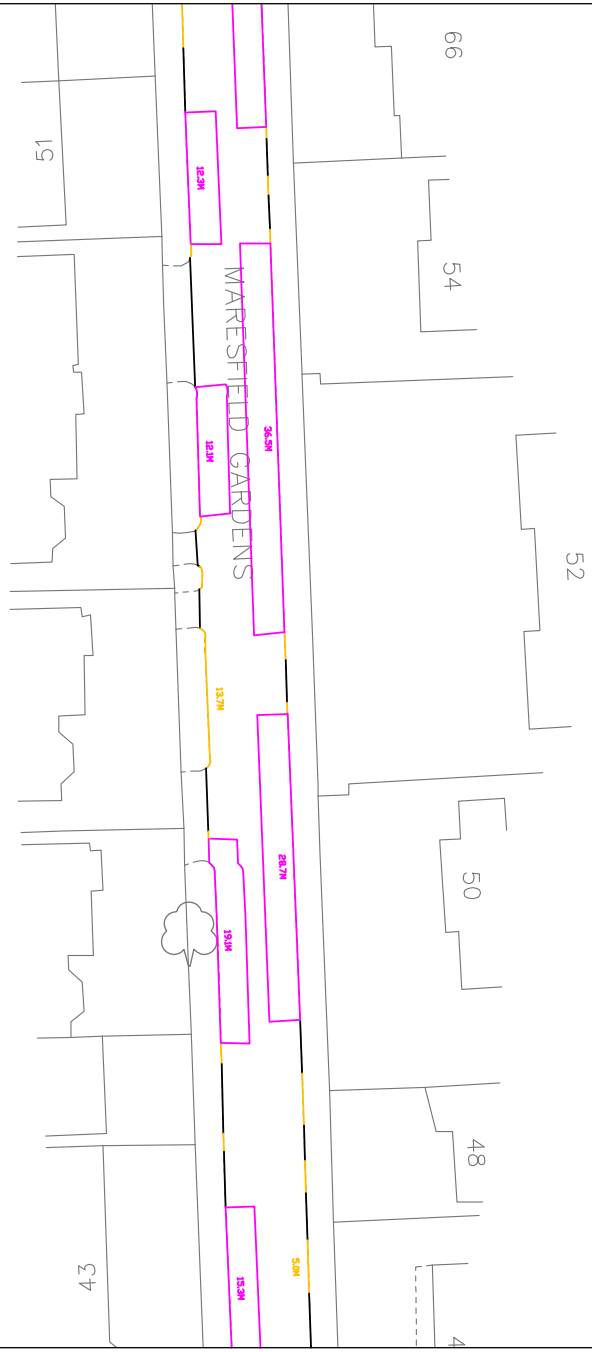
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: October 2015
Scale: 1:500@A3
Source: OS / PMA
Drawing No. P1364/TS/04b

N

P1364: 45 Maresfield Gardens, London, NW3 5TE

Figure 4b.

Parking Survey Area: Maresfield Gardens

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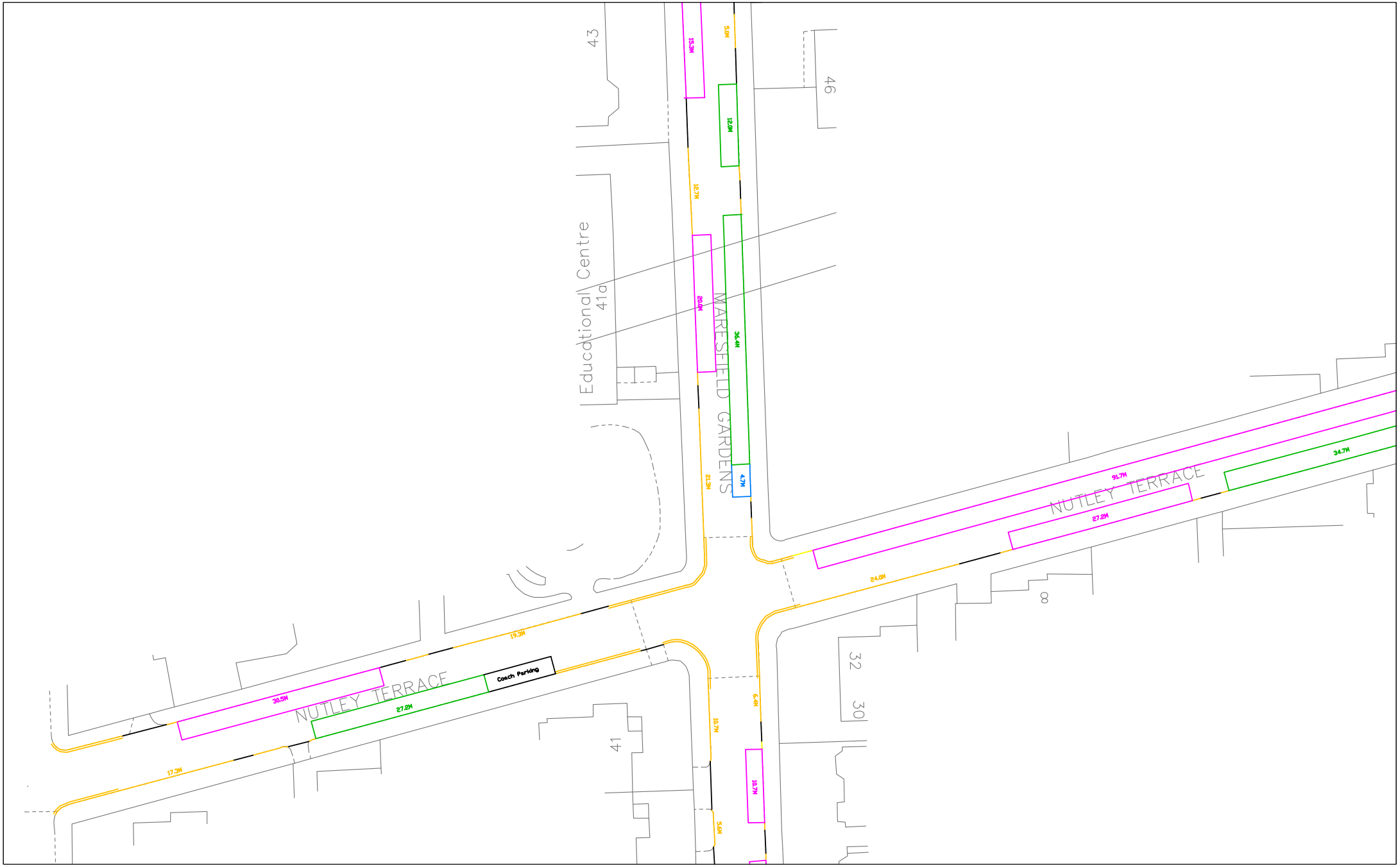
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: October 2015
Scale: 1:500@A3
Source: OS / PMA
Drawing No. P1364/TS/04c

N

P1364: 45 Maresfield Gardens, London, NW3 5TE

Figure 4c.

Parking Survey Area: Maresfield Gardens, and Nutley Terrace

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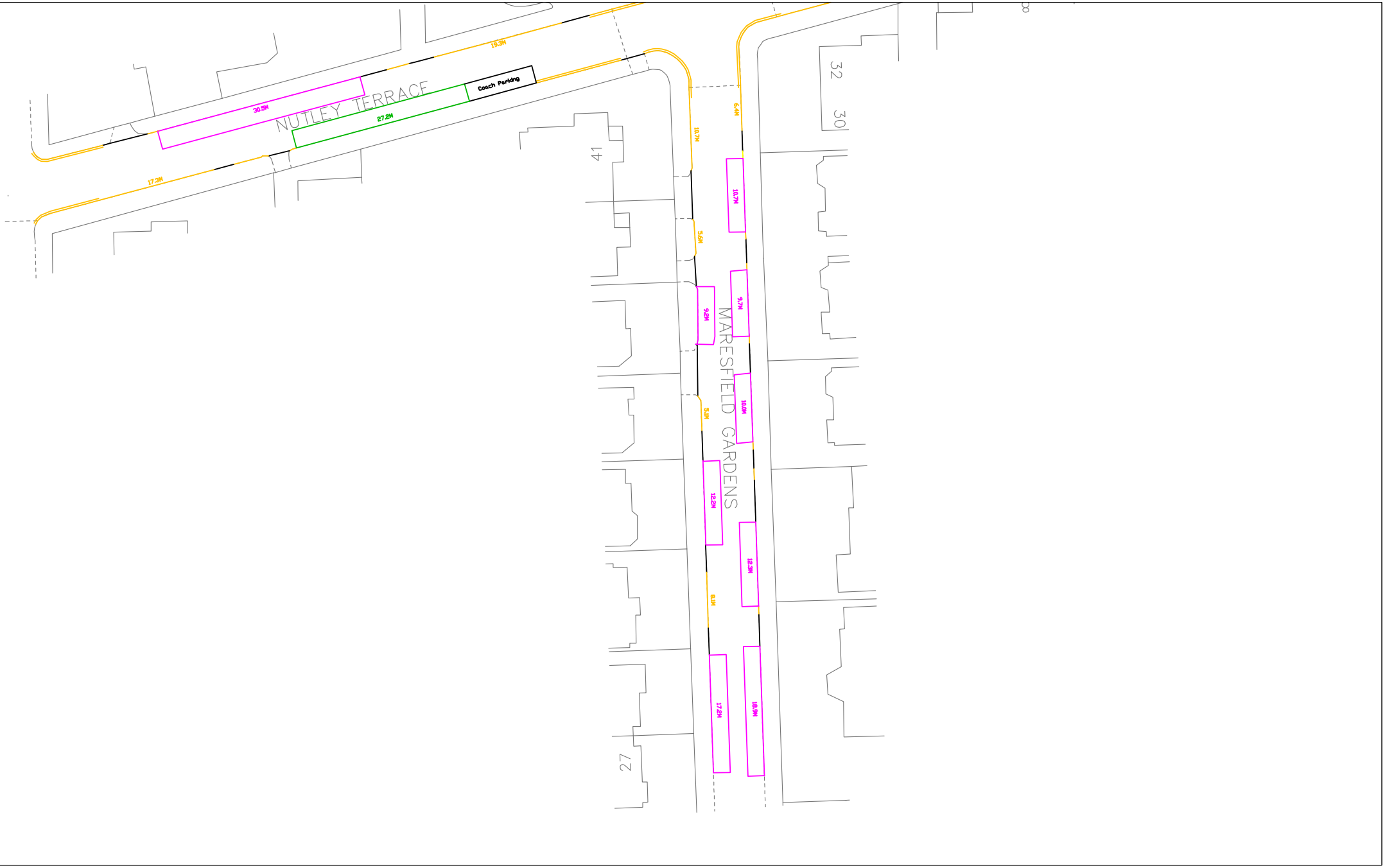

Date: October 2015
Scale: 1:500@A3
Source: OS / PMA
Drawing No. P1364/TS/04d

N

P1364: 45 Maresfield Gardens, London, NW3 5TE

Figure 4d.

Parking Survey Area: Maresfield Gardens, and Nutley Terrace

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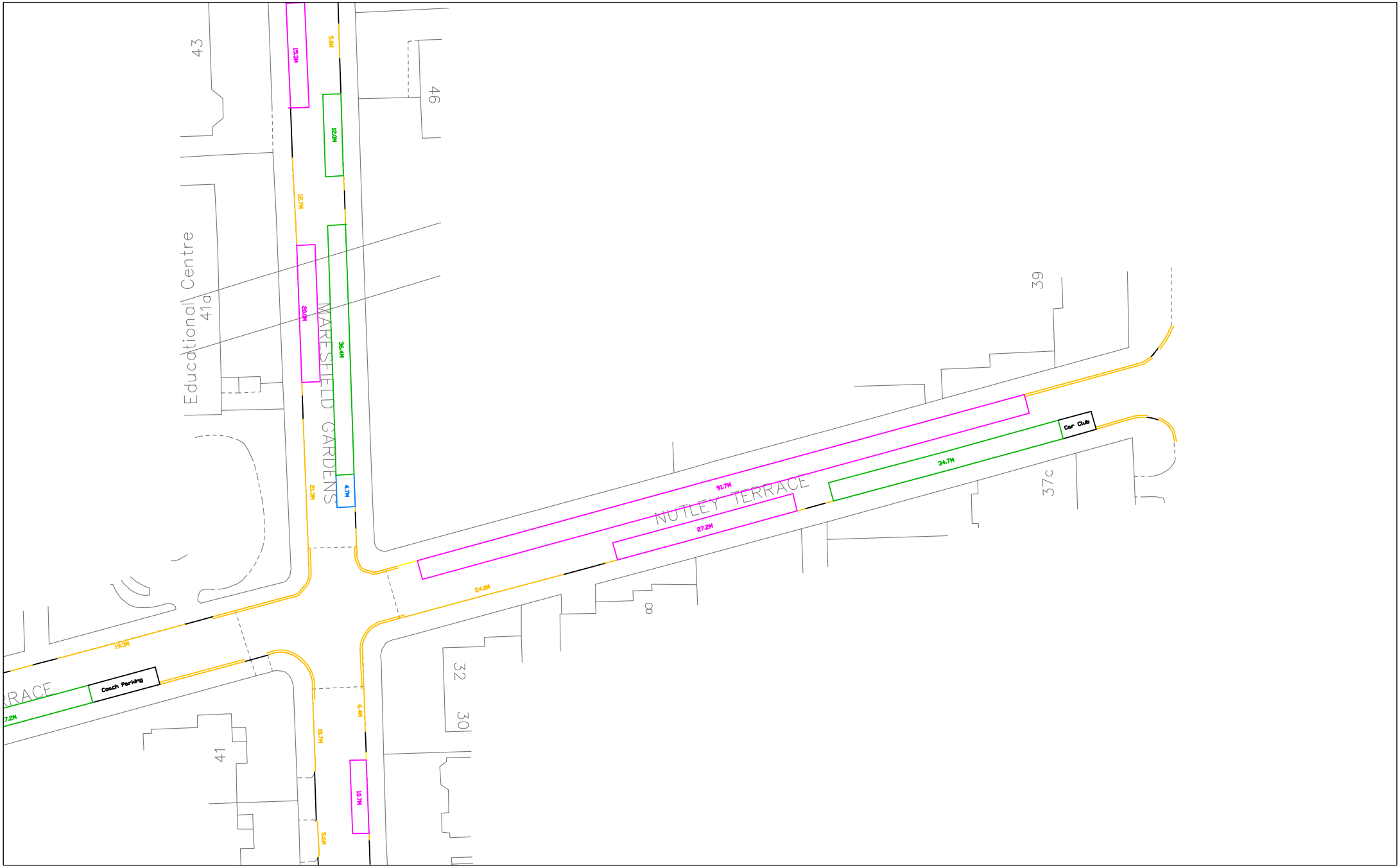

Date: October 2015
Scale: 1:500@A3
Source: OS / PMA
Drawing No. P1364/TS/04e

N

P1364: 45 Maresfield Gardens, London, NW3 5TE

Figure 4e.

Parking Survey Area: Maresfield Gardens, and Nutley Terrace

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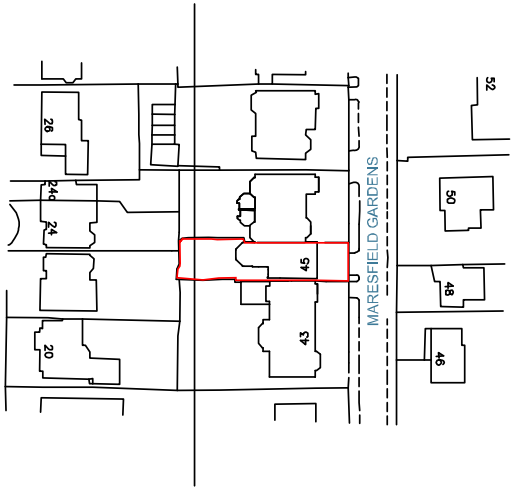
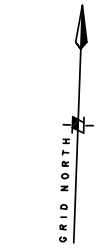
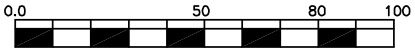
APPENDIX A
Site Boundary



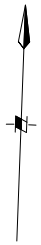


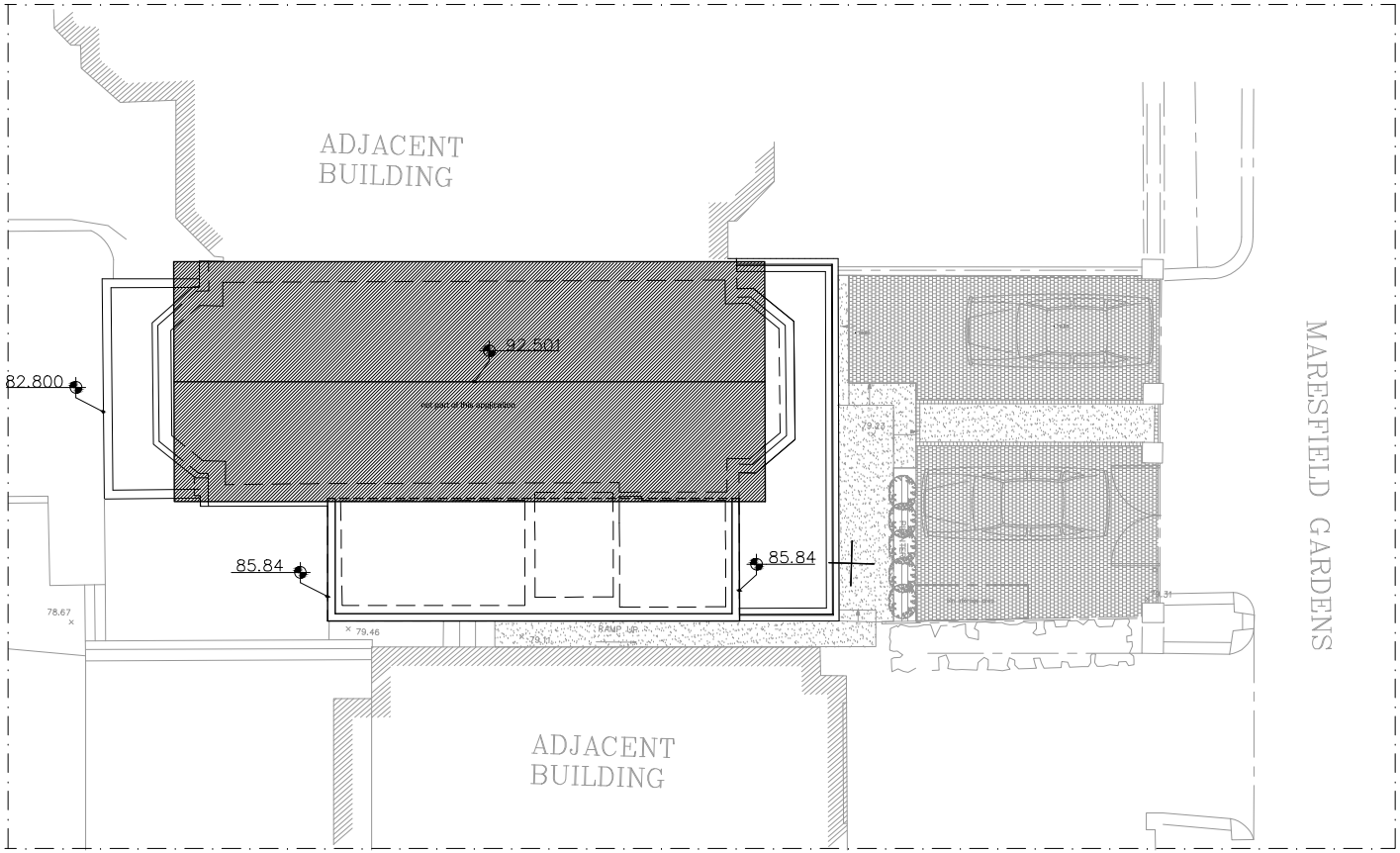


Scale = 1 : 1250

1 SITE LOCATION PLAN

APPENDIX B
Proposed Site Plan





PROJECT ADDRESS: 45, MARESFIELD GARDENS LONDON	ROOF_PLAN			
	2045(PLA)104			
CLIENT NAME: -	PROJECT STAGE: PLANNING			
	VERSION:	SCALE 1:100	SIZE A2	MARCH 2015

Notes:

1 Chamfer brick coping to bay parapet raised by two brick courses in relation to no.45B upper floor property
2 Reduced height of the first floor side extension by four brick courses.

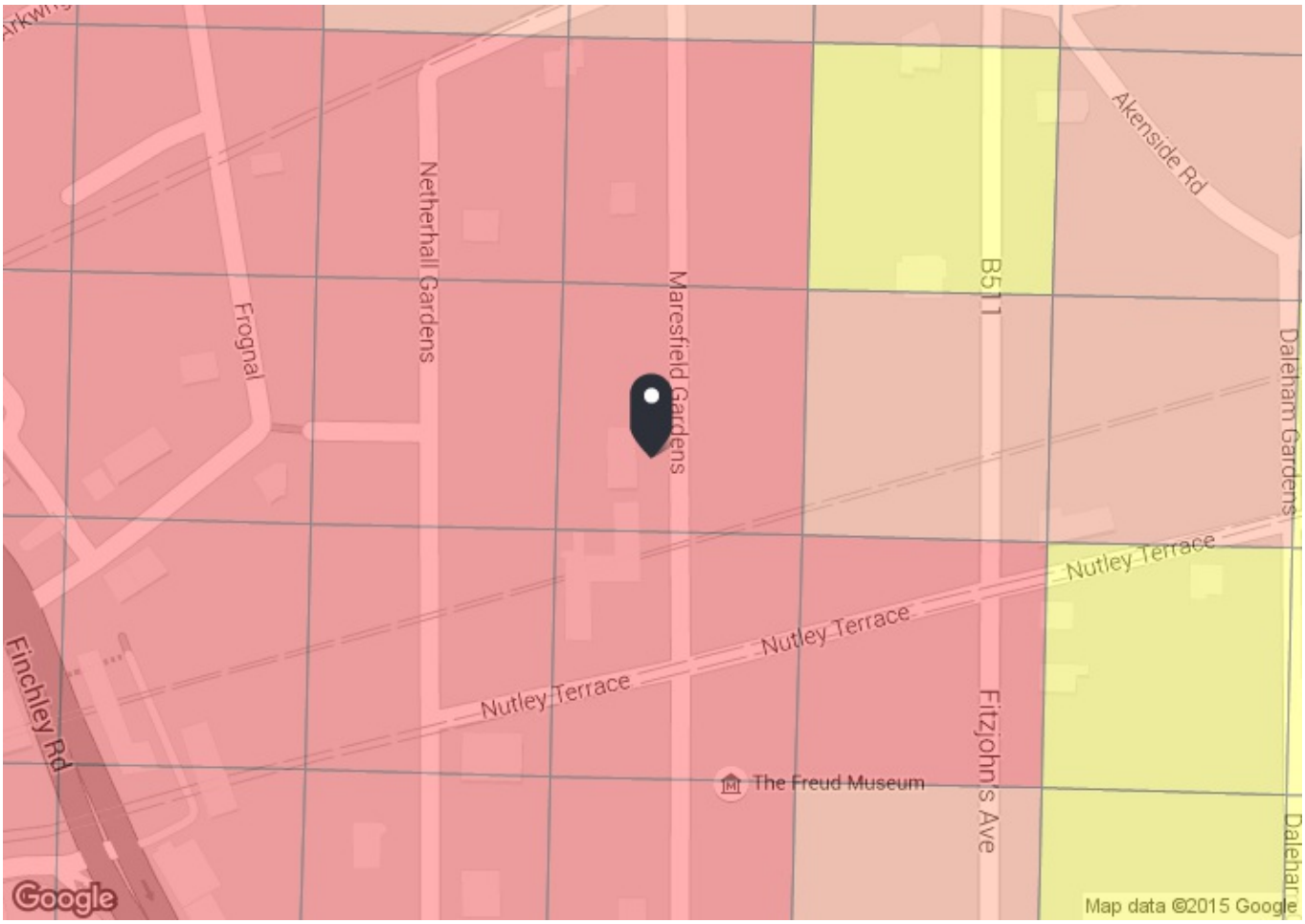
Material schedule:

- A Brick
- B Render
- C Coping stone – 20mm
- D Coping stone – Haddonstone TecLite 50mm
- D* Coping stone – 50mm
- E Render plinth
- F Glass balustrade
- G Wooden door
- H Window stone surround
- I Wooden sash window painted white
- J Door stone surround
- K Wooden panel door painted white
- L Wooden panel door painted white
- M Powder coated aluminium door
- N Frameless structure glass
- O Clear glass
- P Fire rated double glazed unit
- R Extractor
- S Fence
- T Gate
- U Planter
- W Shadow gap
- V Lead sheet roof
- X Rainwater Goods: Black painted profiled metal gutter, hopper and down pipe

PROJECT ADDRESS: 45, MARESFIELD GARDENS LONDON	PROPOSED REVISED FRONT (STREET) ELEVATION			
	2045(PLA)100			
CLIENT NAME: ~	PROJECT STAGE: PLANNING			
	VERSION:	SCALE: 1:100	SIZE: A3	APRIL 2015

APPENDIX C
TfL PTAL Output Summary

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
6a

45 Maresfield Gardens, London NW3 5TE, UK

Easting: 526435, Northing: 185024

Grid Cell: 104172

Report generated: 29/09/2015

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FINCHLEY RD STN S/B	C11	526.59	7.5	6.58	6	12.58	2.38	0.5	1.19
Bus	FINCHLEY RD STN S/B	113	526.59	7	6.58	6.29	12.87	2.33	0.5	1.17
Bus	FINCHLEY RD STN S/B	82	526.59	8.75	6.58	5.43	12.01	2.5	0.5	1.25
Bus	FINCHLEY RD STN S/B	13	526.59	8	6.58	5.75	12.33	2.43	0.5	1.22
Bus	FINCHLEY RD STN S/B	268	526.59	5	6.58	8	14.58	2.06	0.5	1.03
Bus	FINCHLEY RD STN S/B	187	526.59	5.5	6.58	7.45	14.04	2.14	0.5	1.07
Bus	FITZJOHNS AV/ NUTLEY TERR	46	285.58	6	3.57	7	10.57	2.84	1	2.84
LUL	Hampstead	'Edgware-Morden'	872.39	9	10.9	4.08	14.99	2	0.5	1
LUL	Hampstead	'Morden-Edgware'	872.39	4.67	10.9	7.17	18.08	1.66	0.5	0.83
LUL	Hampstead	'Kennington-Edgware'	872.39	14.67	10.9	2.79	13.7	2.19	0.5	1.09
Rail	Finchley Road & Frognal	'CLPHMJ2-STFD 2L50'	777.8	3.67	9.72	8.92	18.65	1.61	1	1.61
Rail	Finchley Road & Frognal	'STFD-CLPHMJ2 2Y11'	777.8	3.67	9.72	8.92	18.65	1.61	0.5	0.8
LUL	Finchley Road	'WembleyPark-Stratfo'	564.7	3.67	7.06	8.92	15.98	1.88	0.5	0.94
LUL	Finchley Road	'WillesdenGreen-Stra'	564.7	4.33	7.06	7.68	14.74	2.04	0.5	1.02
LUL	Finchley Road	'Stanmore-Stratford'	564.7	17.65	7.06	2.45	9.51	3.16	1	3.16
LUL	Finchley Road	'Amer-AldgateFast'	564.7	1	7.06	30.75	37.81	0.79	0.5	0.4
LUL	Finchley Road	'Ches-AldgateFast'	564.7	2	7.06	15.75	22.81	1.32	0.5	0.66
LUL	Finchley Road	'Uxbridge-AldSlow'	564.7	5.33	7.06	6.38	13.44	2.23	0.5	1.12
LUL	Finchley Road	'BakerSt-AmerFast'	564.7	1.33	7.06	23.31	30.37	0.99	0.5	0.49
LUL	Finchley Road	'Watford-BStreetSF'	564.7	2.33	7.06	13.63	20.68	1.45	0.5	0.73
LUL	Finchley Road	'Watford-AldSfast'	564.7	3.67	7.06	8.92	15.98	1.88	0.5	0.94
LUL	Finchley Road	'Aldg-WatfordSlow'	564.7	3.67	7.06	8.92	15.98	1.88	0.5	0.94
LUL	Finchley Road	'BakStr-WatfordSlow'	564.7	1.67	7.06	18.71	25.77	1.16	0.5	0.58
LUL	Finchley Road	'BkStr-UxbridgeSFast'	564.7	2.33	7.06	13.63	20.68	1.45	0.5	0.73
LUL	Finchley Road	'Uxbridge-BStreetSl'	564.7	3.67	7.06	8.92	15.98	1.88	0.5	0.94
LUL	Finchley Road	'Ald-HarrowHill'	564.7	1.33	7.06	23.31	30.37	0.99	0.5	0.49
LUL	Finchley Road	'BStreet-WembleyPk'	564.7	0.33	7.06	91.66	98.72	0.3	0.5	0.15
LUL	Finchley Road	'BakerSt-HarrowHill'	564.7	0.67	7.06	45.53	52.58	0.57	0.5	0.29
									Total Grid Cell AI:	**28.67**

APPENDIX D
Lambeth Councils Parking Survey Guidance

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

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. 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. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

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

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to ve taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing **transportplanning@lambeth.gov.uk** with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

Lambeth Council
Transport Planning & Strategy
1st Floor Blue Star House
234-244 Stockwell Road
London SW9 9SP

Telephone: 020 7926 9000
Fax: 020 7926 9001
Email: transportplanning@lambeth.gov.uk
www.lambeth.gov.uk

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the 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. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: 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.
- Railway stations/areas of commuter parking: 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.

Surveys ***should not*** be undertaken:

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

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

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m 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.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
    - If there is no possibility of parking somewhere within the 200m boundary
    - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area 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.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. 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.
- 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 to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

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Areas Within A Controlled Parking Zone (CPZ)

Only 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) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays (47/5=9.4=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 generally be presented in the following format (figures given as an example):

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**

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should 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. For example a length of road measuring 47m in length would provide 9 parking bays (47/5=9.4=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.

The distance between crossovers should 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 should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

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The results should generally be presented in the following format (figures given as an example):

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

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

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

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, ẹjọ́, 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.

Lambeth Council
Transport Planning & Strategy
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London SW9 9SP

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APPENDIX E
Parking Survey Results

P1364: 45 MARESFIELD GARDENS, LONDON, NW3 5TE

Overnight Parking Survey 1: Wednesday 23rd September 2015 at 0030

Road	PHO			P&D		
	Spaces	Number of Cars Parked	Parking Stress	Spaces	Number of Cars Parked	Parking Stress
Maresfield Gardens	61	49	80%	9	0	0%
Netherhall Gardens	15	12	80%	-	-	-
Nutley Terrace	29	12	41%	12	0	0%
Total	105	73	70%	21	0	0%

Source: PMA Survey

Note: Some Arithmetic errors due to rounding's

Overnight Parking Survey 2: Thursday 24th September 2015 at 0030

Road	PHO			P&D		
	Spaces	Number of Cars Parked	Parking Stress	Spaces	Number of Cars Parked	Parking Stress
Maresfield Gardens	61	51	84%	9	0	0%
Netherhall Gardens	15	13	87%	-	-	-
Nutley Terrace	29	15	52%	12	0	0%
Total	105	79	75%	21	0	0%

Source: PMA Survey

Note: Some Arithmetic errors due to rounding's

Average Overnight Parking Stress

Road	PHO			P&D		
	Spaces	Number of Cars Parked	Parking Stress	Spaces	Number of Cars Parked	Parking Stress
Maresfield Gardens	61	50	82%	9	0	0%
Netherhall Gardens	15	13	83%	-	-	-
Nutley Terrace	29	14	47%	12	0	0%
Total	105	76	72%	21	0	0%

Source: PMA Survey

Note: Some Arithmetic errors due to rounding's

APPENDIX F
ATC Data

P1364: 45 MARESFIELD GARDENS, LONDON, NW3 5TE

Average Weekday Vehicle Flow

Time	Average Weekday Vehicle Flow					
	Maresfield Gardens - Northbound					
	18/09/2015	21/09/2015	22/09/2015	23/09/2015	24/09/2015	Average
0000 - 0100	1	3	2	2	1	2
0100 - 0200	0	0	0	0	1	0
0200 - 0300	1	1	0	1	0	1
0300 - 0400	1	1	1	0	2	1
0400 - 0500	1	0	1	1	1	1
0500 - 0600	3	1	1	0	2	1
0600 - 0700	0	0	2	0	4	1
0700 - 0800	12	11	13	11	10	11
0800 -0900	30	59	58	39	38	45
0900 - 1000	21	15	31	9	12	18
1000 - 1100	14	15	20	17	17	17
1100 - 1200	12	13	29	30	20	21
1200 -1300	19	20	25	20	17	20
1300 - 1400	32	16	12	19	20	20
1400 - 1500	32	13	19	19	25	22
1500 - 1600	123	80	93	6	67	74
1600 - 1700	113	112	163	82	129	120
1700 - 1800	138	144	91	75	141	118
1800 - 1900	112	141	59	19	141	94
1900 - 2000	11	41	15	13	52	26
2000 - 2100	4	10	4	6	10	7
2100 - 2200	5	4	9	7	5	6
2200 - 2300	4	2	6	5	8	5
2300 - 0000	4	0	1	2	1	2
Total	693	702	655	383	724	631

Source: PMA Survey

Time	Average Weekday Vehicle Flow					
	Maresfield Gardens - Southbound					
	18/09/2015	21/09/2015	22/09/2015	23/09/2015	24/09/2015	Average
0000 - 0100	3	0	1	2	2	2
0100 - 0200	0	0	0	0	1	0
0200 - 0300	1	1	1	1	0	1
0300 - 0400	0	1	1	0	2	1
0400 - 0500	0	0	0	0	0	0
0500 - 0600	2	2	1	2	2	2
0600 - 0700	4	4	5	3	3	4
0700 - 0800	36	47	48	36	52	44
0800 -0900	55	71	91	56	41	63
0900 - 1000	43	56	39	12	38	38
1000 - 1100	18	18	55	19	17	25
1100 - 1200	18	12	15	15	15	15
1200 -1300	14	7	16	24	19	16
1300 - 1400	14	10	10	22	9	13
1400 - 1500	9	23	20	22	21	19
1500 - 1600	30	49	49	9	32	34
1600 - 1700	34	31	13	23	17	24
1700 - 1800	22	8	24	12	16	16
1800 - 1900	6	18	32	8	11	15
1900 - 2000	15	11	11	9	15	12
2000 - 2100	1	3	5	1	6	3
2100 - 2200	2	7	7	5	4	5
2200 - 2300	9	8	3	4	2	5
2300 - 0000	3	2	1	2	-	2
Total	339	389	448	287	325	358

Source: PMA Survey

Weekday 85th Percentile Vehicle Speed

Time	Weekday 85th Percentile Vehicle Speed (mph)					
	Maresfield Gardens - Northbound					
	18/09/2015	21/09/2015	22/09/2015	23/09/2015	24/09/2015	Average
0000 - 0100	-	-	-	-	-	-
0100 - 0200	-	-	-	-	-	-
0200 - 0300	-	-	-	-	-	-
0300 - 0400	-	-	-	-	-	-
0400 - 0500	-	-	-	-	-	-
0500 - 0600	-	-	-	-	-	-
0600 - 0700	-	-	-	-	-	-
0700 - 0800	23.0	21.7	23.0	22.6	-	22.6
0800 -0900	24.6	21.5	24.2	22.4	19.0	22.3
0900 - 1000	26.4	21.9	23.7	-	22.6	23.7
1000 - 1100	26.2	26.4	21.9	20.1	21.3	23.2
1100 - 1200	22.6	24.8	24.8	22.8	22.1	23.4
1200 -1300	23.7	23.7	21.9	21.0	23.3	22.7
1300 - 1400	28.4	24.2	22.8	21.5	25.5	24.5
1400 - 1500	27.1	23.0	21.0	23.0	20.8	23.0
1500 - 1600	22.1	21.5	24.2	-	26.2	23.5
1600 - 1700	27.7	24.4	27.1	26.4	25.7	26.3
1700 - 1800	28.9	26.4	27.5	29.1	27.3	27.8
1800 - 1900	29.8	27.7	28.2	25.5	28.4	27.9
1900 - 2000	22.1	27.5	26.4	24.4	29.5	26.0
2000 - 2100	-	-	-	-	-	-
2100 - 2200	-	-	-	-	-	-
2200 - 2300	-	-	-	-	-	-
2300 - 0000	-	-	-	-	-	-
Average	25.6	24.2	24.4	23.5	24.3	24.4

Source: PMA Survey

Time	Weekday 85th Percentile Vehicle Speed (mph)					
	Maresfield Gardens - Southbound					
	18/09/2015	21/09/2015	22/09/2015	23/09/2015	24/09/2015	Average
0000 - 0100	-	-	-	-	-	-
0100 - 0200	-	-	-	-	-	-
0200 - 0300	-	-	-	-	-	-
0300 - 0400	-	-	-	-	-	-
0400 - 0500	-	-	-	-	-	-
0500 - 0600	-	-	-	-	-	-
0600 - 0700	-	-	-	-	-	-
0700 - 0800	27.7	28.0	28.0	26.4	27.7	27.6
0800 -0900	25.7	21.3	25.7	24.2	21.9	23.8
0900 - 1000	26.4	27.3	25.5	23.9	27.7	26.2
1000 - 1100	23.7	25.5	24.8	28.2	26.6	25.8
1100 - 1200	23.3	28.6	23.7	27.1	23.7	25.3
1200 -1300	23.0	-	23.9	22.8	24.4	23.5
1300 - 1400	28.4	-	-	22.8	-	25.6
1400 - 1500	-	24.6	22.6	22.4	25.9	23.9
1500 - 1600	20.8	19.2	22.8	-	21.9	21.2
1600 - 1700	27.5	24.8	26.4	21.9	25.5	25.2
1700 - 1800	24.2	-	29.3	24.2	25.3	25.8
1800 - 1900	-	25.9	27.3	-	27.1	26.8
1900 - 2000	25.1	25.5	23.3	-	25.9	25.0
2000 - 2100	-	-	-	-	-	-
2100 - 2200	-	-	-	-	-	-
2200 - 2300	-	-	-	-	-	-
2300 - 0000	-	-	-	-	-	-
Average	25.1	25.1	25.3	24.4	25.3	25.0

Source: PMA Survey

APPENDIX G
Trip Generation Assessment

Appendix G
Trip Generation Assessment - Proposed Residential Scheme

Proposed Scheme 1 Unit

TravL Sites

Name	Discovery Dock	Putney Wharf (Private)	St George Wharf (Afford' &	Average
Address	3 South Quay, Marsh Wall, London	Putney Wharf	Wandsworth Rd	
Postcode	E14 9SJ	SW15 2JX	SW8 2LR	
Survey Date	04/06/2008	08/09/2005	24/05/2006	
PTAL	4	6	6	
No. Units	192	209	291	
No. Parking Spaces	180	240	226	
Parking Spaces / Unit	0.94	1.15	0.78	

Car Trips

Hour Starting	Trip Rates / Unit								Proposed Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0	0	0
07:30-08:00	0.00	0.00	0.01	0.03	0.00	0.01	0.00	0.01	0	0	0
08:00-08:30	0.00	0.02	0.09	0.08	0.00	0.01	0.03	0.03	0	0	0
08:30-09:00	0.06	0.00	0.05	0.04	0.00	0.01	0.04	0.02	0	0	0
09:00-09:30	0.01	0.01	0.01	0.03	0.00	0.01	0.01	0.02	0	0	0
09:30-10:00	0.02	0.01	0.07	0.03	0.00	0.00	0.03	0.01	0	0	0
10:00-10:30	0.02	0.00	0.06	0.02	0.00	0.00	0.03	0.01	0	0	0
10:30-11:00	0.01	0.02	0.01	0.00	0.00	0.00	0.01	0.01	0	0	0
11:00-11:30	0.01	0.01	0.05	0.03	0.00	0.00	0.02	0.01	0	0	0
11:30-12:00	0.00	0.01	0.05	0.05	0.00	0.00	0.02	0.02	0	0	0
12:00-12:30	0.00	0.01	0.01	0.00	0.00	0.01	0.00	0.01	0	0	0
12:30-13:00	0.01	0.02	0.04	0.03	0.00	0.00	0.02	0.02	0	0	0
13:00-13:30	0.00	0.01	0.03	0.02	0.00	0.00	0.01	0.01	0	0	0
13:30-14:00	0.02	0.01	0.05	0.05	0.00	0.02	0.02	0.02	0	0	0
14:00-14:30	0.01	0.02	0.00	0.04	0.00	0.00	0.00	0.02	0	0	0
14:30-15:00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.01	0	0	0
15:00-15:30	0.01	0.01	0.04	0.02	0.00	0.00	0.02	0.01	0	0	0
15:30-16:00	0.02	0.02	0.01	0.00	0.00	0.00	0.01	0.01	0	0	0
16:00-16:30	0.02	0.01	0.00	0.04	0.01	0.00	0.01	0.01	0	0	0
16:30-17:00	0.01	0.00	0.03	0.02	0.01	0.00	0.01	0.01	0	0	0
17:00-17:30	0.01	0.01	0.01	0.02	0.01	0.00	0.01	0.01	0	0	0
17:30-18:00	0.01	0.01	0.02	0.04	0.00	0.00	0.01	0.01	0	0	0
18:00-18:30	0.01	0.02	0.02	0.02	0.02	0.00	0.01	0.01	0	0	0
18:30-19:00	0.01	0.02	0.00	0.04	0.01	0.01	0.01	0.02	0	0	0
19:00-19:30	0.00	0.01	0.00	0.05	0.01	0.00	0.00	0.02	0	0	0
19:30-20:00	0.01	0.01	0.01	0.04	0.00	0.00	0.01	0.02	0	0	0
20:00-20:30	0.01	0.01	0.04	0.03	0.01	0.00	0.02	0.01	0	0	0
20:30-21:00	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.01	0	0	0
21:00-21:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
21:30-22:00	0.00	0.00	0.06	0.00	0.00	0.00	0.02	0.00	0	0	0
Total	0.24	0.24	0.81	0.83	0.11	0.09	0.39	0.39	0	0	1

Motorcycle Trips

Hour Starting	Trip Rates / Unit								Proposed Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
07:30-08:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
08:00-08:30	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0	0	0
08:30-09:00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0	0	0
09:00-09:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
09:30-10:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:00-10:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:30-11:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:00-11:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:30-12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
12:00-12:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
12:30-13:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
13:00-13:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
13:30-14:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:00-14:30	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0	0	0
14:30-15:00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0	0	0
15:00-15:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
15:30-16:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
16:00-16:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
16:30-17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:00-17:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:30-18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
18:00-18:30	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0	0	0
18:30-19:00	0.00	0.00	0.02	0.02	0.00	0.00	0.01	0.01	0	0	0
19:00-19:30	0.00	0.00	0.03	0.02	0.00	0.00	0.01	0.01	0	0	0
19:30-20:00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0	0	0
20:00-20:30	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0	0	0
20:30-21:00	0.00	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0	0	0
21:00-21:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
21:30-22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Total	0.01	0.00	0.12	0.11	0.00	0.00	0.04	0.04	0	0	0

Taxi Trips

Hour Starting	Trip Rates / Unit								Proposed Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
07:30-08:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
08:00-08:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
08:30-09:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
09:00-09:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
09:30-10:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:00-10:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:30-11:00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:00-11:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:30-12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
12:00-12:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
12:30-13:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
13:00-13:30	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0
13:30-14:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:00-14:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:30-15:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
15:00-15:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
15:30-16:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
16:00-16:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
16:30-17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:00-17:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:30-18:00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0	0	0
18:00-18:30	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0	0	0
18:30-19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
19:00-19:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
19:30-20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
20:00-20:30	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0
20:30-21:00	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0	0	0
21:00-21:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
21:30-22:00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0
Total	0.01	0.01	0.03	0.00	0.02	0.02	0.02	0.01	0	0	0

Pedal Cycle Trips

Hour Starting	Trip Rates / Unit								Proposed Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
07:30-08:00	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.01	0	0	0
08:00-08:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
08:30-09:00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0	0	0
09:00-09:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
09:30-10:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:00-10:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:30-11:00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0	0	0
11:00-11:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:30-12:00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0	0	0
12:00-12:30	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0	0	0
12:30-13:00	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.01	0	0	0
13:00-13:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
13:30-14:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:00-14:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:30-15:00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0	0	0
15:00-15:30	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0	0	0
15:30-16:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
16:00-16:30	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0
16:30-17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:00-17:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:30-18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
18:00-18:30	0.00	0.00	0.01	0.02	0.01	0.01	0.01	0.01	0	0	0
18:30-19:00	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0	0	0
19:00-19:30	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0	0	0
19:30-20:00	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0	0	0
20:00-20:30	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
20:30-21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
21:00-21:30	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0	0	0
21:30-22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Total	0.01	0.01	0.11	0.14	0.04	0.05	0.06	0.07	0	0	0

Walk & Public Transport Trips

Hour Starting	Trip Rates / Unit								Proposed Scheme Forecast		
	arr*	dep*	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30	0.06	0.10	0.09	0.07	0.01	0.04	0.05	0.05	0	0	0
07:30-08:00	0.06	0.24	0.09	0.10	0.04	0.16	0.06	0.13	0	0	0
08:00-08:30	0.05	0.28	0.05	0.11	0.03	0.16	0.04	0.14	0	0	0
08:30-09:00	0.13	0.35	0.11	0.16	0.04	0.13	0.08	0.14	0	0	0
09:00-09:30	0.04	0.23	0.11	0.07	0.05	0.10	0.08	0.09	0	0	0
09:30-10:00	0.05	0.09	0.10	0.07	0.02	0.08	0.06	0.08	0	0	0
10:00-10:30	0.07	0.13	0.10	0.09	0.02	0.03	0.06	0.06	0	0	0
10:30-11:00	0.09	0.14	0.04	0.08	0.03	0.03	0.04	0.05	0	0	0
11:00-11:30	0.04	0.09	0.06	0.10	0.03	0.04	0.05	0.07	0	0	0
11:30-12:00	0.08	0.08	0.05	0.05	0.03	0.04	0.04	0.05	0	0	0
12:00-12:30	0.08	0.14	0.08	0.05	0.04	0.04	0.06	0.05	0	0	0
12:30-13:00	0.18	0.14	0.10	0.04	0.04	0.02	0.07	0.03	0	0	0
13:00-13:30	0.15	0.18	0.06	0.09	0.06	0.06	0.06	0.07	0	0	0
13:30-14:00	0.17	0.17	0.10	0.05	0.08	0.06	0.09	0.05	0	0	0
14:00-14:30	0.07	0.09	0.06	0.04	0.05	0.03	0.06	0.03	0	0	0
14:30-15:00	0.04	0.07	0.10	0.07	0.02	0.04	0.06	0.05	0	0	0
15:00-15:30	0.12	0.05	0.08	0.13	0.05	0.04	0.07	0.09	0	0	0
15:30-16:00	0.07	0.09	0.13	0.13	0.05	0.04	0.09	0.09	0	0	0
16:00-16:30	0.14	0.10	0.12	0.16	0.07	0.01	0.09	0.09	0	0	0
16:30-17:00	0.05	0.02	0.10	0.11	0.05	0.03	0.08	0.07	0	0	0
17:00-17:30	0.09	0.07	0.07	0.18	0.06	0.04	0.07	0.11	0	0	0
17:30-18:00	0.12	0.06	0.13	0.19	0.10	0.06	0.12	0.12	0	0	0
18:00-18:30	0.28	0.13	0.25	0.12	0.07	0.06	0.16	0.09	0	0	0
18:30-19:00	0.20	0.10	0.17	0.21	0.11	0.04	0.14	0.12	0	0	0
19:00-19:30	0.23	0.06	0.17	0.17	0.12	0.06	0.14	0.12	0	0	0
19:30-20:00	0.22	0.08	0.14	0.12	0.07	0.04	0.10	0.08	0	0	0
20:00-20:30	0.23	0.07	0.10	0.10	0.08	0.04	0.09	0.07	0	0	0
20:30-21:00	0.08	0.01	0.11	0.07	0.06	0.03	0.08	0.05	0	0	0
21:00-21:30	0.09	0.01	0.04	0.01	0.06	0.01	0.05	0.01	0	0	0
21:30-22:00	0.03	0.03	0.00	0.02	0.04	0.01	0.02	0.01	0	0	0
Total	3.32	3.43	2.93	2.95	1.59	1.59	2.26	2.27	2	2	5

* walk only

2001 Census - Method of Travel to Work - Daytime & Resident Population (UV37 & UV39)

Walk & Public Transport	Addison Ward Walk & Public	
	No.	%
Underground / DLR	3229	56%
Train	514	9%
Bus, minibus or coach	873	15%
On foot	1151	20%
Total	5767	100%

Walk & Public Transport Trips by Mode

Hour	Bus		Underground		Rail		Walk		All	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00-07:30	0	0	0	0	0	0	0	0	0	0
07:30-08:00	0	0	0	0	0	0	0	0	0	0
08:00-08:30	0	0	0	0	0	0	0	0	0	0
08:30-09:00	0	0	0	0	0	0	0	0	0	0
09:00-09:30	0	0	0	0	0	0	0	0	0	0
09:30-10:00	0	0	0	0	0	0	0	0	0	0
10:00-10:30	0	0	0	0	0	0	0	0	0	0
10:30-11:00	0	0	0	0	0	0	0	0	0	0
11:00-11:30	0	0	0	0	0	0	0	0	0	0
11:30-12:00	0	0	0	0	0	0	0	0	0	0
12:00-12:30	0	0	0	0	0	0	0	0	0	0
12:30-13:00	0	0	0	0	0	0	0	0	0	0
13:00-13:30	0	0	0	0	0	0	0	0	0	0
13:30-14:00	0	0	0	0	0	0	0	0	0	0
14:00-14:30	0	0	0	0	0	0	0	0	0	0
14:30-15:00	0	0	0	0	0	0	0	0	0	0
15:00-15:30	0	0	0	0	0	0	0	0	0	0
15:30-16:00	0	0	0	0	0	0	0	0	0	0
16:00-16:30	0	0	0	0	0	0	0	0	0	0
16:30-17:00	0	0	0	0	0	0	0	0	0	0
17:00-17:30	0	0	0	0	0	0	0	0	0	0
17:30-18:00	0	0	0	0	0	0	0	0	0	0
18:00-18:30	0	0	0	0	0	0	0	0	0	0
18:30-19:00	0	0	0	0	0	0	0	0	0	0
19:00-19:30	0	0	0	0	0	0	0	0	0	0
19:30-20:00	0	0	0	0	0	0	0	0	0	0
20:00-20:30	0	0	0	0	0	0	0	0	0	0
20:30-21:00	0	0	0	0	0	0	0	0	0	0
21:00-21:30	0	0	0	0	0	0	0	0	0	0
21:30-22:00	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	2	2

APPENDIX H
Pedestrian Survey Results

P1364: 45 Marefield Gardens, London, NW3 5TE

Thursday 24th September 2015

Pedestrian Counts: Morning Peak

Total Count Across Maresfield Road

Time	Maresfield Gardens			
	Number of Pedestrians			
	East Side		West Side	
	Northbound	Southbound	Northbound	Southbound
0730-0735	2	2	4	6
0735-0740	2	3	3	5
0740-0745	0	1	5	4
0745-0750	2	0	5	5
0750-0755	2	3	3	10
0755-0800	1	5	7	10
0800-0805	7	7	8	11
0805-0810	10	8	11	9
0810-0815	0	5	7	6
0815-0820	4	8	18	11
0820-0825	9	2	12	10
0825-0830	5	2	13	17
0830-0835	11	5	14	9
0835-0840	3	2	12	10
0840-0845	5	3	11	9
0845-0850	9	10	12	3
0850-0855	3	8	6	2
0855-0900	2	2	3	4
0900-0905	2	4	4	7
0905-0910	1	4	2	6
0910-0915	2	3	5	9
0915-0920	2	1	3	2
0920-0925	5	4	1	7
0925-0930	2	3	3	5

Source: PMA Survey

Pedestrian Counts: Afternoon Peak

Total Count Across Maresfield Road

Time	Maresfield Gardens			
	Number of Pedestrians			
	East Side		West Side	
	Northbound	Southbound	Northbound	Southbound
1430-1435	2	0	1	1
1435-1440	2	1	4	2
1440-1445	3	2	4	1
1445-1450	1	2	4	1
1450-1455	2	2	1	1
1455-1500	1	2	2	3
1500-1505	5	3	3	1
1505-1510	4	1	11	3
1510-1515	2	4	9	2
1515-1520	4	3	11	9
1520-1525	4	3	10	14
1525-1530	9	5	16	9
1530-1535	6	6	8	5
1535-1540	5	5	16	7
1540-1545	4	2	11	13
1545-1550	3	3	7	1
1550-1555	7	2	7	12
1555-1600	5	1	5	8
1600-1605	0	5	10	1
1605-1610	5	4	9	10
1610-1615	3	2	5	8
1615-1620	7	4	12	5
1620-1625	1	5	5	6
1625-1630	3	4	4	5

Source: PMA Survey

Pedestrian Counts: Morning Peak

Total Count in front of 45 Maresfield Gardens

Time	Maresfield Gardens			
	Number of Pedestrians			
	East Side		West Side	
	Northbound	Southbound	Northbound	Southbound
0730-0735	1	1	0	0
0735-0740	0	0	1	0
0740-0745	0	0	1	1
0745-0750	0	0	0	1
0750-0755	0	2	3	2
0755-0800	1	4	3	6
0800-0805	1	3	2	3
0805-0810	3	5	5	3
0810-0815	0	2	3	1
0815-0820	1	7	9	1
0820-0825	4	2	6	6
0825-0830	0	1	4	15
0830-0835	5	4	6	6
0835-0840	1	0	6	4
0840-0845	0	1	3	7
0845-0850	2	6	4	0
0850-0855	2	6	4	1
0855-0900	0	0	1	1
0900-0905	2	2	2	3
0905-0910	1	3	2	3
0910-0915	2	0	2	5
0915-0920	2	1	1	2
0920-0925	1	0	0	3
0925-0930	1	2	1	1

Source: PMA Survey

Pedestrian Counts: Afternoon Peak

Total Count in front of 45 Maresfield Gardens

Time	Maresfield Gardens			
	Number of Pedestrians			
	East Side		West Side	
	Northbound	Southbound	Northbound	Southbound
1430-1435	0	0	1	1
1435-1440	1	0	3	1
1440-1445	1	2	2	0
1445-1450	1	2	1	0
1450-1455	1	2	1	1
1455-1500	0	0	0	1
1500-1505	0	1	1	1
1505-1510	1	1	3	2
1510-1515	1	2	4	0
1515-1520	1	3	9	2
1520-1525	0	0	4	3
1525-1530	4	2	3	1
1530-1535	3	3	3	0
1535-1540	3	0	10	2
1540-1545	0	2	10	1
1545-1550	0	2	6	0
1550-1555	5	2	6	1
1555-1600	1	0	3	0
1600-1605	0	3	1	0
1605-1610	1	2	3	3
1610-1615	1	2	1	4
1615-1620	3	4	6	1
1620-1625	0	1	5	1
1625-1630	1	2	2	3

Source: PMA Survey