

**Job No:** 2017-3118  
**File Ref:** N01-PS-Transport Note  
**Date:** 27 September 2017  
**Job Title:** The Chestnuts, Branch Hill, NW3 7NA

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**Subject:** Proposed Vehicle Crossover

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## Introduction

1. TTP Consulting has been commissioned by Mr J Iley to assist with an application for the provision of a footway crossover to serve a proposed driveway at the above property. The carriageway to the front of the property currently contains on street parking bays, which will require reconfiguration to accommodate the new crossover.
2. This note will consider how on street parking can be reconfigured to accommodate the proposed crossover and whether the proposals will have any effect on the operation of the on street parking supply.

## Existing Situation

3. The Chestnuts is located towards the northern end of Branch Hill, close to the priority junction with West Heath Road. The property is within controlled parking zone (CPZ) area CA-H, which operates from Monday to Saturday between the hours of 9am and 8pm. Resident permit holder parking bays pass along the front of the property. The existing highway arrangement in the vicinity of the property is shown on the plan attached at **Appendix A**, whilst a site location plan is provided at **Figure 1**.
4. The parking bay that passes the front of the property is some 60 metres in length. At the northern end of the bay, a short section of double yellow line passes in front of a residential access, beyond which a further 25 metre long residential parking bay continues to the junction with West Heath Road.
5. It is noted that adjacent to on street parking to the front of the site, Branch Hill is not wide enough for two way traffic and congestion can occur, as shown in the following image. Visibility for vehicles approaching from either end of the on street parking is restricted by the curvature of the road and congestion of the type shown is not uncommon.



## Proposed Situation

6. The proposed crossover would serve a driveway located adjacent to the southern boundary of the property. To provide access to the crossover, it is proposed to remove 5.4 metres of on street parking (sufficient to park one car) to the front of the property as shown on the plan provided at **Appendix B**. The parking bay to the north of the proposed crossover will have capacity to park 3 cars and it is noted that an application has been made to convert 6.6 metres of the existing resident permit bay to the north of The Chestnuts to a general disabled parking bay. In the event that this application is approved, the parking bay to the north of the proposed crossover is sized to accommodate 2 resident vehicles and the disabled parking bay, therefore the crossover application will not prevent the delivery of the disabled parking bay.
7. It is not considered practical to provide additional car parking elsewhere on street in the vicinity of the site and therefore the proposed crossover will result in the reduction of the local on street parking supply by one car length. It should be noted that the client usually parks outside the front of his property and therefore, the proposals would result in demand for parking on street reducing by one car. Notwithstanding this, to enable further consideration to be given to the reduction in on street parking in the vicinity of the site, surveys have been undertaken to ascertain the level of demand for parking in the local area.

## Parking Survey

8. The parking survey recorded the provision and demand for car parking on streets with a 200 metre walk distance of the site in accordance with a methodology derived by Lambeth Borough Council, which specifies that surveys should be undertaken on two nights between the hours of 12:30am and 5:30am, when demand for residential parking will typically be highest.

9. The survey of on street parking took place at 12:30 am on 6<sup>th</sup> July and 01:00am of 7<sup>th</sup> July 2017. The survey recorded parking in bays which are available to resident permit holders within CPZ CA-H. There is no opportunity to park outside of resident permit holder bays as double yellow line restrictions prohibit parking outside of marked bays at all times. No parking was observed in these areas during parking surveys.
10. In addition to parking bays in the vicinity of the site frontage, as shown at **Appendix A**, resident parking bays are also located at the southern end of Branch Hill and at the northern end of Windmill Hill, which is accessible from Branch Hill by way of a footpath, Judges Walk. Plans showing these areas are provided at **Appendix C**.
11. **Tables 1 to 3** provide a summary of parking provision in each of these areas and a record of vehicle parked and spaces available. The Lambeth methodology specifies that the capacity of each length of kerb side parking should be calculated by dividing the length by 5, an average vehicle length being 5 metres. For clarity, on street parking shown on plans at **Appendix A** is referred to as Survey Area 1, the southern end of Branch Hill as Survey Area 2 and Windmill Hill Survey Area 3. The survey areas are also shown on **Figure 1**.

<b>Table 1 – Survey Area 1 Branch Hill North</b>					
<b>Survey Period</b>	<b>Parking Bay</b>	<b>Length (metres)</b>	<b>Capacity</b>	<b>Cars Parked</b>	<b>Observed Space</b>
6 <sup>th</sup> July 2017	Resident Bay North	25	5	5	0
	Resident Bay South	61	12	6	4
7 <sup>th</sup> July 2017	Resident Bay North	25	5	5	0
	Resident Bay South	61	12	8	3

<b>Table 2 – Survey Area 2 Branch Hill South</b>					
<b>Survey Period</b>	<b>Parking Bay</b>	<b>Length (metres)</b>	<b>Capacity</b>	<b>Cars Parked</b>	<b>Observed Space</b>
6 <sup>th</sup> July 2017	Resident Bay	15	3	3	0
7 <sup>th</sup> July 2017	Resident Bay	15	3	3	0

<b>Table 3 – Survey Area 3 Windmill Hill</b>					
<b>Survey Period</b>	<b>Parking Bay</b>	<b>Length (metres)</b>	<b>Capacity</b>	<b>Cars Parked</b>	<b>Observed Space</b>
6 <sup>th</sup> July 2017	Resident Bay North	5*	2	1	1
	Resident Bay South	9.2	1	2**	0
7 <sup>th</sup> July 2017	Resident Bay North	5*	2	1	1
	Resident Bay South	9.2	1	2**	0
* Bays perpendicular to kerb					
** Bay occupied by one car and one skip					

12. The results of the survey indicate that on the 6<sup>th</sup> July, there was capacity to park 5 additional vehicles on street in the vicinity of the site, with 17 spaces in use. On the 7<sup>th</sup> July, 4 additional vehicles would be able to park, with 19 spaces in use. This equates to 77% utilisation of on street parking on the 6<sup>th</sup> July and 82% on the 7<sup>th</sup> July.

### **Effect of Proposed Reduction in on Street Parking**

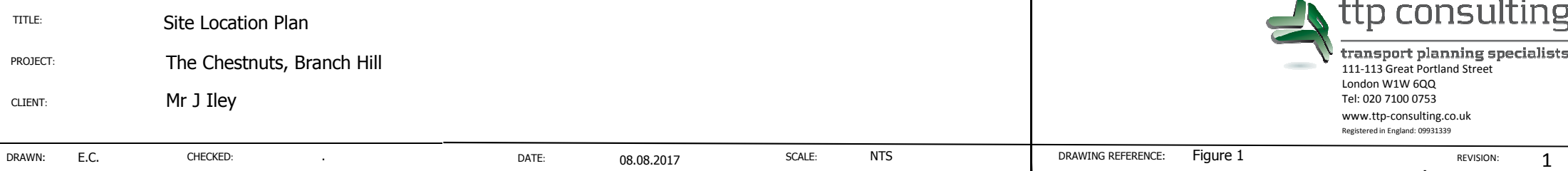
13. Based on the demand for on street parking recorded by survey, the reduction of one on street parking space to accommodate the proposed vehicle crossover would result in the utilisation of on street parking increasing to maximum of 86%, with capacity on street to park a further 3 vehicles. As such, whilst demand for on street parking in the area would be high, there would still be capacity in the area to accommodate recorded demand.
14. As noted, the provision of a parking space on site would result in a reduction for demand for on street parking by one vehicle and as such, it is considered that the proposals would not reduce the availability of on street spaces available during peak periods of residential parking demand. Furthermore, the reconfiguration of on street parking in the way proposed would provide an area of full width carriageway that could help vehicles pass when meeting on this section of Branch Hill.

### **Summary and Conclusion**

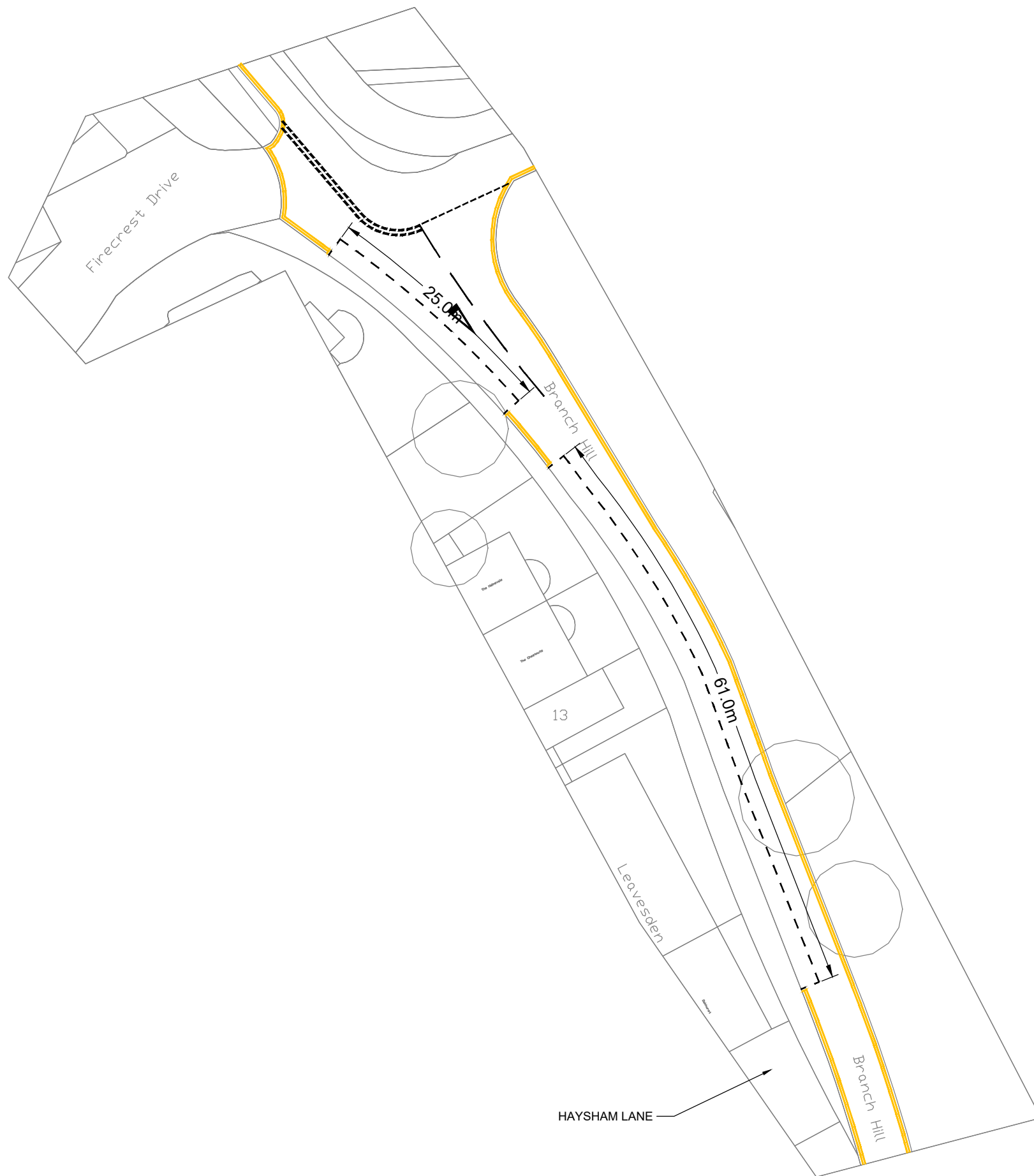
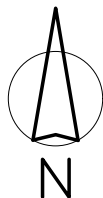
15. It is considered that the provision of a vehicle crossover to serve a driveway at the Chestnuts would not be detrimental to the operation of the local on street car parking provision. Surveys show that a reduction of one on street parking space would not result in recorded demand for parking exceeding provision, particularly as the proposals would result in one vehicle that usually parks on street parking on site. Furthermore, it is considered that a reduction in on street parking on Branch Hill would provide benefit by easing congestion that currently occurs.

## Figures





## **Appendix A**



Rev	Details	Drawn	Checked	Date
•		•	•	•

Notes:  
1. This is not a construction drawing and is intended for illustrative purposes only.

Client  
  
Mr J Iley

Project  
  
The Chestnuts

Drawing Title  
  
Existing Highway Arrangement  
Branch Hill - Survey Area 1

Scale  
  
1:500 at A3

Drawn	MW	08.08.17
Checked	PS	08.08.17

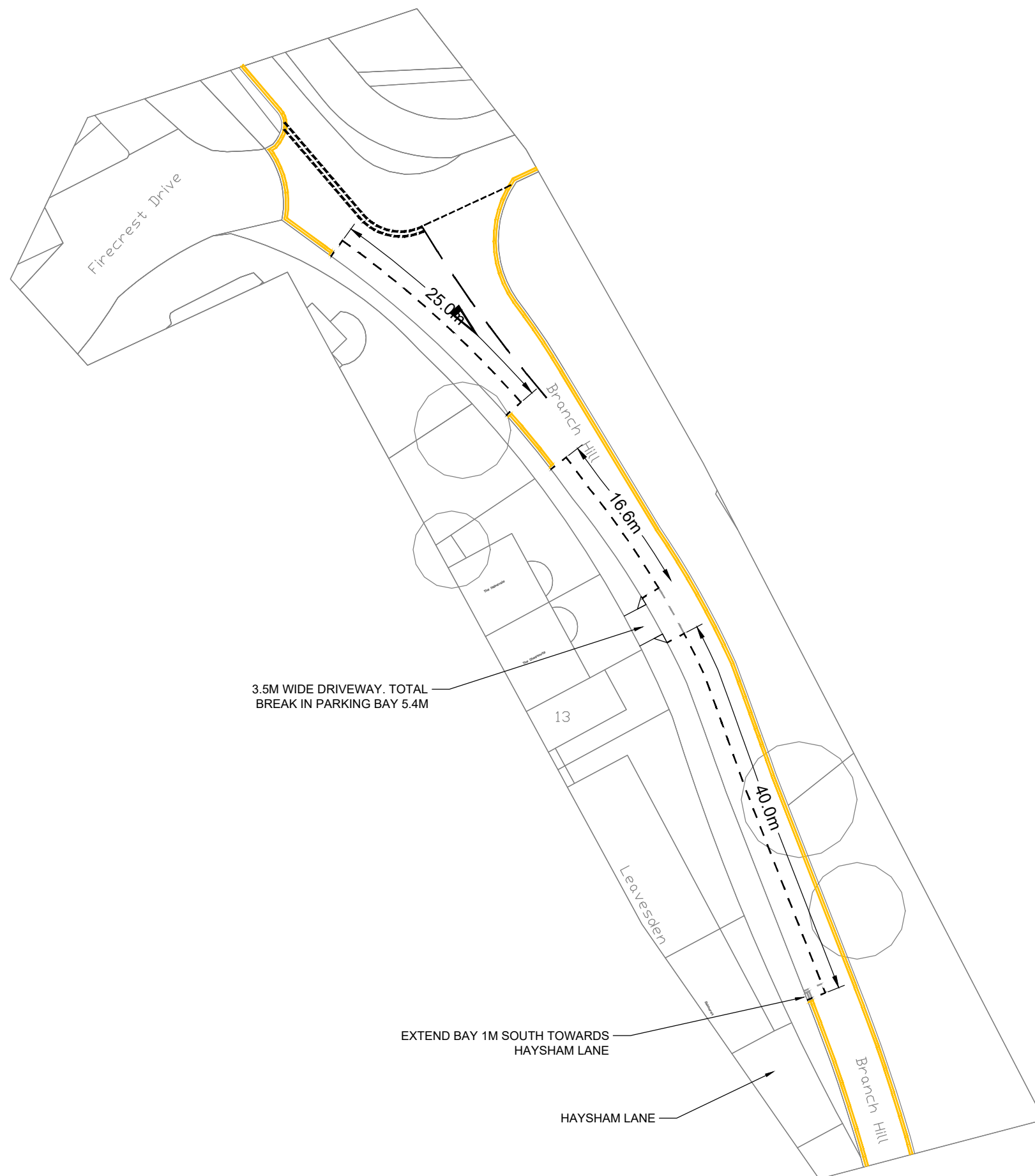
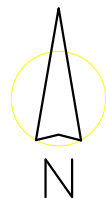


111 - 113 Great Portland Street  
London  
W1W 6QQ  
Tel. No. 0207 1000 753

Drawing Number	Rev
2017-3118-DWG-201	•



## **Appendix B**



Rev	Details	Drawn	Checked	Date
A	Parking amended.	MW	PS	27.09.17

Notes:  
1. This is not a construction drawing and is intended for illustrative purposes only.

Client  
**Mr J Iley**

Project  
**The Chestnuts**

Drawing Title  
**Proposed Highway Arrangement  
Branch Hill - Survey Area 1**

Scale  
**1:500 at A3**

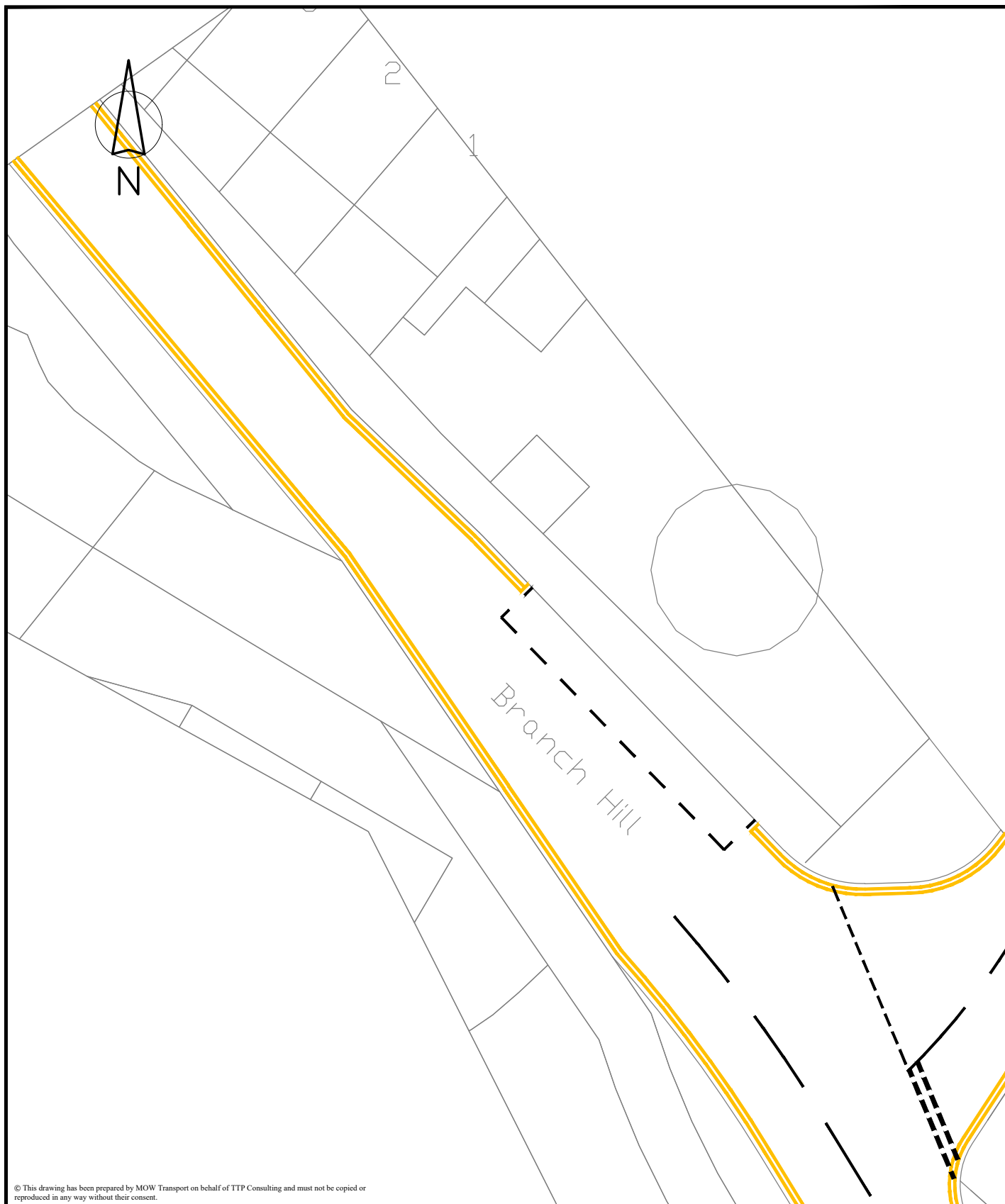
Drawn	MW	08.08.17
Checked	PS	08.08.17



111 - 113 Great Portland Street  
London  
W1W 6QQ  
Tel. No. 0207 1000 753

Drawing Number	Rev
<b>2017-3118-DWG-204</b>	<b>A</b>

## **Appendix C**



The Chestnuts

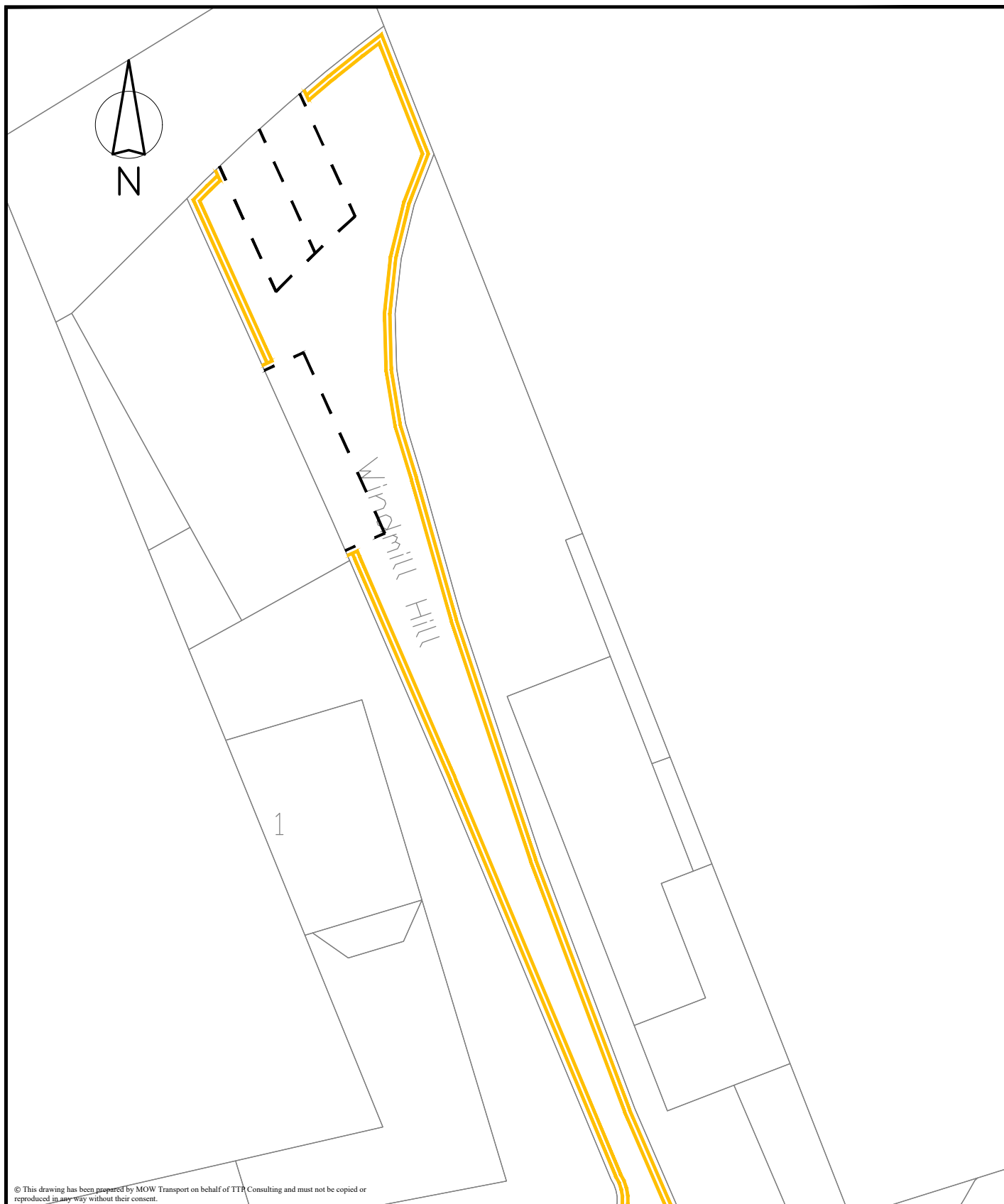
Mr J Iley

## Existing Highway Arrangement Branch Hill - Survey area 2



111 - 113 Great Portland Street  
London  
W1W 6QQ Tel. No. 0207 1000 753

Drawn		Checked		Scale  1:250 at A4	Drawing Number  2017-3118-DWG-202	Rev.  •
MW	08.08.17	PS	08.08.17			



The Chestnuts

Mr J Iley

## Existing Highway Arrangement Windmill Terrace - Survey Area 3



111 - 113 Great Portland Street  
London  
W1W 6QQ Tel. No. 0207 1000 753

Drawn		Checked		Scale  1:250 at A4	Drawing Number  2017-3118-DWG-203	Rev.  •
MW	08.08.17	PS	08.08.17			